

Agenda Including Addeds

Planning and Environment Committee

The 5th Meeting of the Planning and Environment Committee

March 29, 2021, 4:00 PM

2021 Meeting - Virtual Meeting during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

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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Trees and Forests Advisory Committee

Report

1st Meeting of the Trees and Forests Advisory Committee

February 24, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: A. Morrison (Chair), A. Cantell, M. Demand, A. Hames, J. Kogelheide, R. Mannella, and A.M. Valastro.

ALSO PRESENT: A. Beaton, J. Bunn, D. MacRae, A. Pascual (Committee Clerk), K. Scherr, M. Schulthess, J.A. Spence, and B. Williamson.

The meeting was called to order at 12:16 PM; it being noted that the following Members were in remote attendance: A. Cantell, M. Demand, A. Hames, J. Kogelheide, R. Mannella, A. Morrison, and A.M. Valastro.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair and Vice Chair for the remainder of the current term

That it BE NOTED that the Trees and Forests Advisory Committee elected A. Morrison and M. Demand as Chair and Vice Chair, respectively, until the end of the current term.

2. Scheduled Items

None.

3. Consent

3.1 2nd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 2nd Report of the Trees and Forests Advisory Committee, from its meeting held on February 26, 2020, was received.

3.2 Municipal Council Resolution - 2nd Report of the Trees and Forests Advisory Committee

That it BE NOTED that the Municipal Council Resolution, from its meeting held on March 24, 2020, with respect to the 2nd Report of the Trees and Forests Advisory Committee, was received.

3.3 Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West

That the following actions be taken with respect to the Notice of Planning Application, dated February 10, 2021, from S. Meksula, Senior Planner, related to a Draft Plan of Subdivision Official Plan and Zoning By-law Amendment for the properties located at 14 Gideon Drive and 2012 Oxford Street West:

- a) the above-noted Notice BE DEFERRED to the next Trees and Forests Advisory Committee (TFAC) meeting; and,
- b) S. Meksula, Senior Planner or delegate, BE INVITED to attend the next TFAC meeting, to give clarification and provide additional details on the above-noted Notice.

3.4 2021 European Gypsy Moth (EGM) Proposed Management Plan

That it BE NOTED that the staff report dated February 8, 2021, from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer, and the presentation dated February 24, 2021, from J.A. Spence, Manager, Transportation, Roadside and Forestry Operations, with respect to the 2021 European Gypsy Moth (EGM) Proposed Management Plan, were received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Respectful Workplace Policy

That it BE NOTED that the Respectful Workplace Policy document, as appended to the agenda, was received.

5.2 TFAC Terms of Reference

That it BE NOTED that the Trees and Forests Advisory Committee held a general discussion with respect to the TFAC Terms of Reference document, as appended to the agenda.

5.3 Advisory Committee Review

That it BE NOTED that the Trees and Forests Advisory Committee held a general discussion with respect to the ongoing Advisory Committee Review; it being noted that a verbal update from M. Schulthess, Deputy City Clerk, with respect to this matter, was received.

5.4 Service Area Work Plan for 2021

That it BE NOTED that the verbal presentation from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer and D. MacRae, Director, Roads and Transportation, with respect to the Service Area Work Plan for 2021, was received.

6. Adjournment

The meeting adjourned at 2:19 PM.

Advisory Committee on the Environment

Report

2nd Meeting of the Advisory Committee on the Environment
March 3, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: M.T. Ross (Acting Chair), N. Beauregard, M. Bloxam, J. Howell, M.D. Ross, D. Szoller, A. Tipping and B. Vogel and J. Bunn (Committee Clerk)

ABSENT: K. May, R. Sirois, R. Pate, J. Santarelli and A. Thompson

ALSO PRESENT: T. Arnos, M. Fabro, A. Pascual, K. Scherr, C. Smith, J. Stanford and B. Westlake-Power

The meeting was called to order at 12:18 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 1st Report of the Advisory Committee on the Environment

That it BE NOTED that the 1st Report of the Advisory Committee on the Environment, from its meeting held on February 3, 2021, was received.

3.2 Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West

That it BE NOTED that the Notice of Planning Application, dated February 10, 2021, from S. Meksula, Senior Planner, with respect to a Draft Plan of Subdivision Official Plan and Zoning By-law Amendment, related to the properties located at 14 Gideon Drive and 2012 Oxford Street West, was received.

3.3 Sustainability: Transdisciplinary Theory, Practice, and Action Conference

That it BE NOTED that the document, as appended to the agenda, from D. Szoller, with respect to the Sustainability: Transdisciplinary Theory, Practice and Action conference that was held on October 16-18, 2019 in Toronto, was received.

4. Sub-Committees and Working Groups

4.1 Waste Sub-Committee Report - ACE's Response to the Green Bin Program

That it BE NOTED that the Waste Sub-Committee Report, as appended to the agenda, from J. Howell, was received.

5. Items for Discussion

5.1 Climate Emergency Action Plan

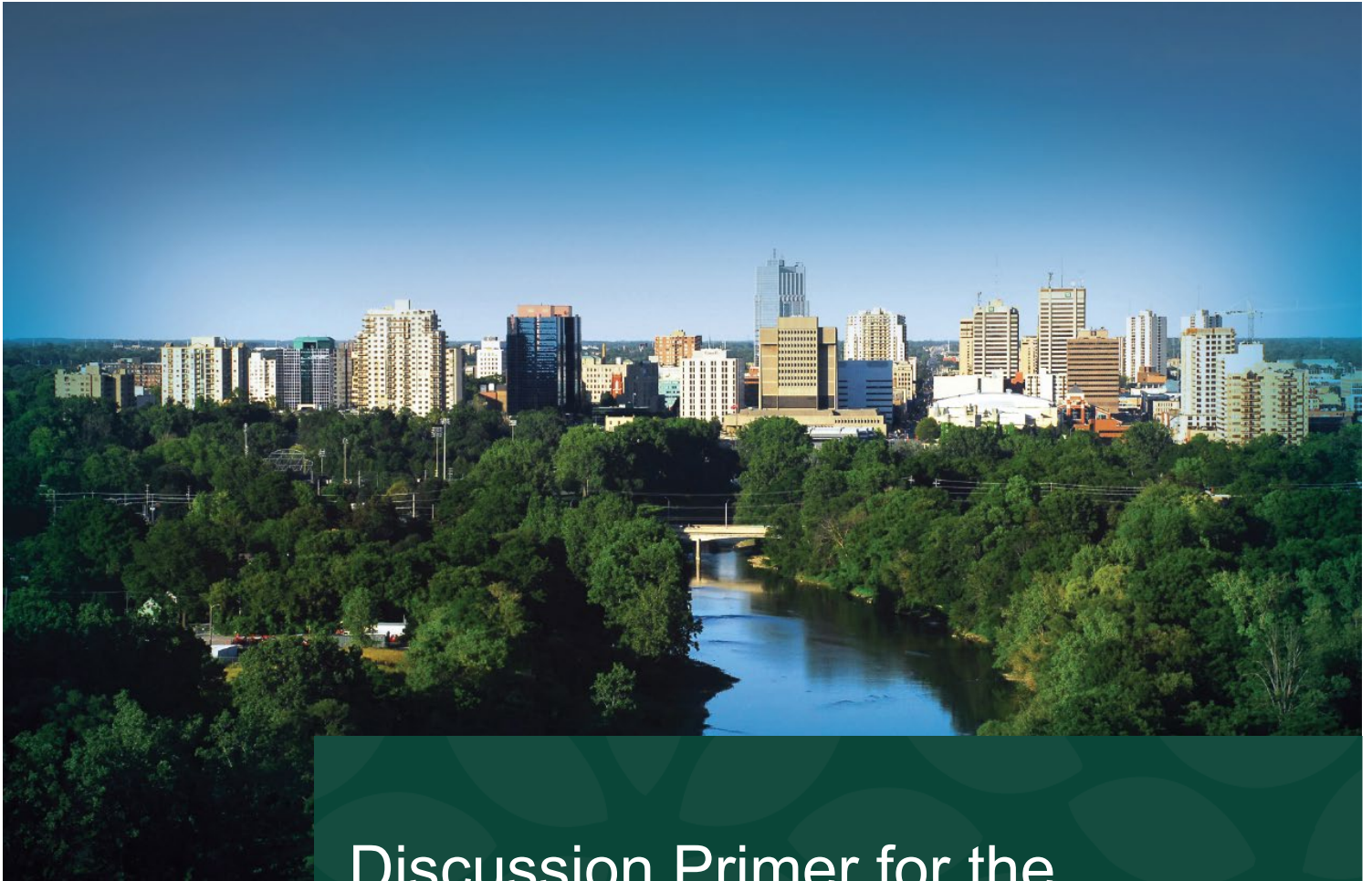
That the revised attached Discussion Primer for the Climate Emergency Action Plan - 2020 document, as approved by the members of the Advisory Committee on the Environment, BE FORWARDED to the Civic Administration for review.

5.2 Advisory Committee on the Environment Meeting Date and Time

That it BE NOTED that the Advisory Committee on the Environment (ACE) held a general discussion with respect to the meeting day and time of future meetings of the ACE.

6. Adjournment

The meeting adjourned at 1:06 PM.



Discussion Primer for the Climate Emergency Action Plan- 2020

Outline of the Discussion Primer (5 Pages plus appendices)

- Background on London's Climate Emergency Action Plan
- Climate Emergency Declaration
- The London Plan – Planning for a Green and Healthy City
- Action Required – How You Can Help
- Appendix 'A' – Part A - What your Organization Does and/or Can Do
- Appendix 'B' – Part B - Development of the Climate Emergency Action Plan including a Focus on Actions for the City of London
- Appendix 'C' – Climate Emergency Action Plan Actions for Discussion

ACTION REQUIRED

Complete Part A - Let us know what actions your organization has already planned to address the Climate Emergency (e.g., climate change mitigation or adaptation plans, sustainability plans, resiliency plans, environmental plans). This includes letting us know if there are any new ideas your organization would be interested in exploring with the City of London and other partners to address the Climate Emergency

Complete Part B - Provide ideas, comments and where your organization can assist in the delivery of actions as part of a Climate Emergency Action Plan

Background on London's Climate Emergency Action Plan

The City of London has been leading and/or collaborating on three major initiatives dealing with increasing energy efficiency, reducing greenhouse gas (GHG) generation and addressing climate change for over 20 years. Recent activities and actions are summarized in the 2014-2018 Community Energy Action Plan, the 2019-2023 Corporate Energy Conservation and Demand Management Plan (and its predecessor covering 2014-2018) and a series of actions addressing climate change adaptation that included the completion of the 2014 Vulnerability Assessment, delivery of the "Flooding Matters Program" from 2015-2018 and others. Addressing climate change is also a key component of London's Official Plan, the London Plan, as is discussed further in this document.

In addition to the City of London and its many agencies, boards & commissions, businesses, institutions, community organizations and members of the community in London have also taken action and assumed a leadership role with respect to climate change. For example, the expertise, knowledge and actions from London Hydro, Enbridge, Upper Thames River Conservation Authority, London District Energy and large energy stakeholders such as Western University, London Health Sciences Centre, Labatt, 3M, Green Economy London, and many others has been very evident. Similarly, numerous community stakeholders provide expertise as individuals through organizations like London Community Foundation, London Environmental Network, Urban League of London, London Cycle Link, Thames Region Ecological Association, Friends of Urban Agriculture, Urban Roots London, etc.

London's strength has also benefited from relationships and partnerships with the Ontario and Federal Government, Association of Municipalities of Ontario (AMO), Federation of Canadian Municipalities (FCM), Quality Urban Energy Systems of Tomorrow (QUEST), Clean Air Partnership (CAP), CDP Cities and the Global Covenant of Mayors for Climate & Energy.

On April 24, 2019, the Declaration of a Climate Emergency was approved by London's City Council "for the purposes of naming, framing, and deepening our commitment to protecting our economy, our ecosystems, and our community from climate change". As of May 2020, London is one of over 1,700 jurisdictions in 30 countries to recognize and declare a climate emergency.

On November 26, 2019 Council received staff's report for further actions to be taken in respect to the City's Climate Emergency Declaration and the next steps to further reduce energy use and increase climate change mitigation and adaptation actions during the next twelve months. These items included establishing a process to create a Climate Emergency Action Plan (CEAP). Council directed that consultation be held with stakeholders, partners, potential partners and citizens of London.

The City of London is working towards a new long-range GHG emissions reduction goal of net-zero GHG emissions in London by the year 2050. Net-zero emissions means that any remaining human-caused GHG emissions from London will need to be removed from the atmosphere by natural means or by technology. This target of net-zero GHG emissions will apply for both municipal operations and the community as a whole to mitigate and adapt to climate change. The City of London will also review its current medium-term goal to be 37 percent below 1990 GHG emissions levels by 2030.

In order to meet the 2050 target of net-zero GHG emissions, changes will be required in all sectors of London and will require significant cooperation and action from everyone. The Corporation of the City of London has direct control over only approximately four (4) percent of London's community GHG emissions (i.e., methane emissions from the W12A landfill, fossil fuel use by municipal operations, etc.). Decisions made by City Council regarding land use and transportation can potentially influence approximately 70 percent of London's community GHG emissions, but the ultimate responsibility for those emissions rests with others. For instance, the combined GHG emissions from personal vehicle use and residential energy use accounts for half of the London's local GHG emissions, and commercial buildings energy use and industrial emissions combine for roughly another quarter.

The City is committed to doing its part and working collaboratively to find the best ways to help others do their part. The CEAP is intended to be a long-term (30 year) roadmap with appropriate milestone dates for the City, businesses, institutions, other organizations and individuals to work together towards our collective goal of net-zero GHG emissions by 2050. In addition to addressing how to reduce GHG emissions, the CEAP will also identify strategies and actions that should be adopted and undertaken to improve London's physical and social resilience to withstand the impacts from our changing climate.

Considering the long time horizon that the CEAP addresses, regular periodic updates of the plan (e.g., every 4 to 5 years) will be required to ensure that it remains applicable and current as technologies, attitudes, priorities of provincial and federal governments and environmental conditions change over the next 30 years.

Climate Emergency Declaration

On April 24, 2019, the following Declaration of a Climate Emergency was approved by Municipal Council:

"Whereas climate change is currently contributing to billions of dollars in property and infrastructure damage worldwide, stressing local and international economies;

Whereas climate change is currently jeopardizing the health and survival of many species and other natural environments worldwide, stressing local and international eco systems;

Whereas climate change is currently harming human populations through rising sea levels and other extraordinary phenomena like intense wildfires worldwide, stressing local and international communities;

Whereas recent international research has indicated a need for massive reduction in carbon emissions in the next 11 years to avoid further and devastating economic, ecological, and societal loss;

Whereas the climate in Canada is warming at twice the rate of the rest of the world, as per Canada's Changing Climate report;

Whereas current initiatives such as the greening of the city's fleet and energy reduction initiatives are not sufficient to meet the targets as defined by the IPCC scientists,

Whereas an emergency can be defined as "an often dangerous situation requiring immediate action";

Whereas municipalities such as Kingston, Vancouver and Hamilton have already declared climate emergencies;

Therefore, a climate emergency BE DECLARED by the City of London for the purposes of naming, framing, and deepening our commitment to protecting our economy, our eco systems, and our community from climate change."

The London Plan – A Green and Healthy City

The London Plan, London's Official Plan, incorporates community energy planning principles within the Green and Healthy City section of City Building Policies, including but not limited to:

- 719_ Green economic sectors and job clusters will be identified and the role that the City may play in facilitating employment growth in the green economy will be explored.
- 722_ Incentives may be used to encourage the regeneration of urban business areas and to support green business practices throughout the city.
- 724_ Green mobility will be promoted by establishing a city structure that supports rapid transit, transit-oriented design, active mobility, transportation demand management, intensification, and cycling infrastructure throughout the city.
- 725_ The City will explore opportunities for collaborative efforts with the development community to achieve excellence in green development.
- 728_ Green development standards will be promoted. The City may establish its own green standards. Low impact development approaches will be used for municipal infrastructure.
- 729_ Wherever possible, new developments will be planned to be “future ready” to accommodate the future use of solar energy, electric vehicles, and (where applicable) district energy systems. Standards may be developed to require that neighbourhoods or individual buildings are developed to meet specific sustainability measures or standards.
- 731_ Bonus zoning may be applied, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, in favour of incorporating sustainable development forms, technologies and techniques.
- 732_ Financial tools will be explored to promote improvements to the environmental performance of existing buildings through retrofits. Such incentives may include local improvement charges applied by the City to assist private property owners to undertake sustainable improvements to their property.
- 738_ District energy facilities and infrastructure, including expansion of existing district energy systems, will be encouraged for larger-scale redevelopment opportunities within the Primary Transit Area and Industrial Place Types.
- 740_ Opportunities for ground-sourced thermal energy use are encouraged in an effort to reduce overall energy production costs for redevelopment initiatives, including coordinated efforts to retrofit areas of urban neighbourhoods.
- 741_ The City of London will move toward a full fleet of energy-efficient cars and the most efficient medium- and heavy-duty vehicles practical and affordable, including appropriate employee education and training programs, in an effort to reduce the City's carbon footprint, and will encourage other local fleet operators to do the same.
- 1258_ The Waste Management Resource Recovery Area Place Type may permit the following, in conformity with the policies of this Plan: 1. Landfills. 2. Related uses necessary to the function, operation and education of all aspects of waste reduction, re-use, recycling, management, resource recovery, treatment and waste disposal. 3. Eco-Industrial Parks where industries are involved in the processing, fabricating, or manufacturing of products using materials available from the Waste Management Resource Recovery Area, including alternative energy sources.

Action Required – How You Can Help

There are two actions that we would like you to take:

Complete Part A - What your Organization Does and/or Can Do

Let us know what your organization has done or what you are going to do in the future to adapt to the impacts from climate change, reduce GHG emissions and/or become more sustainable and resilient (e.g., climate change mitigation or adaptation plans, sustainability plans, resiliency plans, environmental plans). What barriers are there to taking your climate actions? What can the City of London do to assist you in taking your climate actions? This includes letting us know if there are any new ideas your organization would be interested in exploring with the City of London and other partners to address the Climate Emergency.

Complete Part B - Development of the Climate Emergency Action Plan including a Focus on Actions for the City of London

Provide ideas and comments on the proposed actions provided in Appendix C, including where your organization can assist in the delivery of these actions as part of a Climate Emergency Action Plan. Can your organization lead or co-lead any of these actions? What actions can be added to this list and undertaken by others?

Options for Providing Input for Inclusion in the Draft CEAP

1. Complete Part A and/or Part B forms and send us your response by email.
2. Send a response that meets the needs of your organization and ties back to the Discussion Primer (e.g., a Letter or Statement of Support, a Letter of Commitment, a Statement from your organization outlining what it is planning to do in the near future, etc.).
3. Send reference to an existing, publicly-available document or website that outlines actions that have been taken, progress on new initiatives, and those under consideration by your organization (e.g., your company's sustainability reporting).
4. Send us a paragraph or two from your organization that could be included within the draft CEAP.
5. Request an on-line meeting (e.g., Zoom, Microsoft Teams, etc.) or conference call to ask questions and dialogue with project team members before selecting one or more of the above actions.

We would like to hear back from you by no later than January 15, 2021.

For more information, or to discuss this further, please contact any of the following team members via ClimateAction@london.ca, or directly via:

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There are a number of other City contacts that are also available including staff from Roads & Transportation, Planning, Building, Neighbourhoods and Investment & Partnerships.

Appendix A: Part A – What your Organization Does and/or Can Do

There have been numerous actions taken by individuals and organizations across London to adapt to the changing climate and reduce GHG emissions. In many cases, these actions are simply in line with good business practices (e.g., reducing costs). In other cases, organizations and businesses have taken actions to support community initiatives, employee relationships, etc. The City is interested in capturing examples of these actions as well as getting a better understanding of the plans or directions already in place at your organization. As a city, London is not just starting on the road to address the climate emergency, so it is important to acknowledge the strong efforts that have been completed and are ongoing to properly inform our CEAP.

Question	What has your organization done, and/or what are you planning to do in the future to adapt to the impacts from climate change (e.g., intense rainfall, high winds or tornados, extreme heat, drought, ice storms)?
Answer	As an advisory committee established by the City, we understand our role on ACE is not so much to DO as it is to provide information and citizen perspectives based on research and the personal action of individual members of the committee. That said, there have been a number of initiatives and ideas advanced by ACE that have taken up by the City, not the least of which was the original Climate Emergency Declaration for the City of

Question	What has your organization done, and/or what are you planning to do in the future to reduce GHG emissions (e.g., building energy efficiency & conservation, fleet greening, renewable energy, etc.)?
Answer	ACE endorses and stands ready to assist city council in aligning its priorities and plans with Canada's commitment to the UN Sustainable Development Goals (or SDGs). The SDGs and the Federal Sustainable Development Strategy is the blueprint to achieve a better and more sustainable future for all. They address the global challenges we face, including those related to poverty, inequality, climate change, environmental degradation, peace and justice.

Question	What barriers are there to taking your climate mitigation, adaptation, resiliency, sustainability actions?
Answer	Considering that the top two sources of GHG emissions are tied to the average Londoner's lifestyle (housing and personal transportation) significant changes in the mindset and behaviour of residents will be required to make a difference. The City has a key leadership role to play and powerful policy and legislative tools it can use to exhort, cajole, compel and incent change. The City is also in a unique position to convene all the stakeholders in order to develop a common understanding, language and commitment to TAKE ACTION on climate change.

Question	What can the City of London do to assist you in taking these your Climate Emergency Plan actions? This includes letting us know if there are any new ideas your organization would be interested in exploring with the City of London and other partners to address the Climate Emergency (e.g., joint procurement, carpool coordination, etc.).
Answer	ACE encourages the City to take an integrated and strategic approach and consider the long-term resilience investment potential of the solutions proposed through the LCRN work together with the development and rollout of London's CEAP priorities. Upfront financing solutions are required to support inclusive, equitable climate change, sustainability and resiliency solutions for a wide variety of Londoners. The City of London can provide PACE/LIC financing solutions (e.g. integrated CoVid recovery planning, loan

Appendix B: Part B – Development of the Climate Emergency Action Plan including a Focus on Actions for the City of London

The City is requesting that you and your organization review the list of potential actions and supporting actions for inclusion in the CEAP that has been provided in *Appendix C – Climate Emergency Action Plan Actions for Discussion*. Categorized actions with supporting actions have been collected to start discussions around how best to move London toward the goal of net-zero GHG emissions and improved resiliency from climate change.

The actions have been organized into the following pillars, which are borrowed and slightly modified from the extensive community engagement efforts undertaken to inform London’s Official Plan update starting in 2013. The Climate Emergency impacts most parts of life in London, so these categories are meant to be helpful for organizing our thinking during CEAP development:

How We Live	Helping Londoners respond to and prepare for climate change at home
How We Green	Building a greener city by protecting and increasing natural resources in the built and natural environment
How We Move	Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region
How We Grow	Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives
How We Prosper	Ensuring a City that is prosperous, innovative and climate change resilient

The City is looking for feedback on:

- The perceived importance or significance of actions and supporting actions (e.g., how significant are these actions to your organization?)
- Supporting actions within the pillars that your organization can play a role in. Proposed roles taken on any of the supporting actions could be one of leadership, co-leadership, partnership or support.
- Other actions and/or supporting actions that your organization or others could support that would strengthen the CEAP.

For quick reference and a high-level summary, the actions provided for discussion are listed here and are further described along with their supporting action details in *Appendix C – Climate Emergency Action Plan Actions for Discussion*.

How We Live: Helping Londoners respond to and prepare for climate change at home

No.	Action
1	Provide ongoing education and engagement on the necessity for community-wide action on the climate emergency.
2	Support and facilitate energy conservation, energy efficiency, renewable energy, and major energy retrofits of residential buildings.
3	Support and develop collaborative approaches to end energy poverty.
4	Support and encourage resource and waste management initiatives for London households.
5	Support and encourage urban agriculture and strengthen local food systems.
6	Assess and establish strategy to improve residential neighbourhood climate resilience.
7	Work with the Middlesex London Health Unit to improve human health resilience to climate change impacts.

How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment

No.	Action
1	Enhance the natural heritage system's resiliency in urban areas.
2	Enhance the natural heritage system's resiliency in rural areas.
3	Develop a land use carbon sequestration study with targets for conserving and managing natural and agricultural lands to retain and absorb greenhouse gases.
4	Advance the urban forest strategy including exploring reforestation of under-utilized agricultural land within London.
5	Collaborate with First Nations to ecologically restore lands.
6	Advance and enhance current efforts to improve the Thames River watershed health and resiliency.

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

No.	Action
1	Accelerate the expansion and improvement of active transportation infrastructure.
2	Expand and improve public transit service, including higher-order transit.
3	Encourage and incent increased active transportation, public transit use & transportation demand management.
4	Reduce freight traffic load on secondary and tertiary roads.
5	Advocate for higher frequency and reliable regional transportation services and connections.
6	Encourage and support zero emissions vehicle and electric bicycle (e-bike) adoption.
7	Continue to improve resilience of transportation infrastructure.

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives

No.	Action
1	Ensure new developments embody complete community attributes such as different forms of housing, opportunities for work and shopping, links to transportation, and green space.
2	Encourage and incentivize climate-friendly, sustainable new development and redevelopment.
3	Ensure long-term growth planning addresses the need for urgent climate change mitigation and adaptation to address the Climate Emergency.
4	Ensure new development is energy-wise & future-ready.
5	Ensure new development is climate emergency resilient.

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

No.	Action
1	Increase and encourage the installation of distributed renewable energy assets.
2	Improve City preparedness for dealing with extreme climate events.
3	Implement policies to improve data collection and use for improved climate monitoring, emergency response and optimization of electricity generation and distribution.
4	Advance more sustainable farming practices and increased local product consumption.
5	Continue to work with business community partners to advance sustainable business practices.
6	Work with the private sector to identify opportunities to leverage City assets and/or funds to activate private capital for climate action in the public and private sector.
7	Support and encourage resource and waste management initiatives for London businesses.

The following pages provide space to comment on each of the actions within the pillars and also provide room for additional actions and/or supporting actions to be added.

How We Live: Helping Londoners respond to and prepare for climate change at home

No.	Action			
1	Provide ongoing education and engagement on the necessity for community-wide action on the climate emergency			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	The London Poverty Research Centre and the London Environmental Network, with logistical support from Western University, have partnered on pilot project titled "Developing Inclusive Green Economies through Property Assessed Clean Energy Incentives (PACE)". The pilot project includes the development of an online educational resource directory to educate Londoners about available programs and ideas related to home energy efficiency and conservation. This web resource is hosted by LEN. https://www.londonenvironment.net/home_retrofits			
2	Support and facilitate energy conservation, energy efficiency, renewable energy, and major energy retrofits of residential buildings			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Action Type: Pilot Study ACE committee member Dr. Brennan Vogel (& research team collaborators from the community) are currently investigating policy and program design features to support inclusive green building retrofits. One portion of this pilot project is focusing on Property Assessed Clean Energy (PACE or LIC) financing to provide accessible and inclusive financing to support residential energy efficiency and renewable energy retrofits at the			
3	Support and develop collaborative approaches to end energy poverty			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Action Type: Pilot Study This pilot study also focuses on the implementation of PACE programs to help to reduce energy poverty. The study aims to determine options and best practices for the policy and program designs that will allow targeted PACE programs to increase opportunities for low-income households and social housing projects to improve energy efficiency and lower energy costs, while improving energy savings and lowering GHG emissions. For more information: https://institute.smartprosperity.ca/			
4	Support and encourage resource and waste management initiatives for London households			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Collaborate with community organizations like the Thames Regional Ecological Association (TREA) and Reimagine Co to help Londoners to live more sustainable and connected lives, through workshops, demonstrations, experiments and shared learning (1)(2). (1). Thames Regional Ecological Association, (TREA). (2021). https://www.trea.ca/how-to-workshops-2/ (2). Reimagine Co. (2021). https://reimagineco.ca/pages/about-us			

5	Support and encourage urban agriculture and strengthen local food systems			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Work with community partners to educate and encourage Londoner's to make meals more climate-friendly: to reduce meat consumption, to purchase only sustainably caught fish, to use organic and local produce, to compost, to establish and grow vegetable gardens and community gardens, and to plant native species. The City of London's Urban Agriculture Steering Committee (UASC) can collaborate with groups like Friends of Urban Agriculture, Middlesex London Food Policy Council, Forage City London, TREA and many more community organizations.			
6	Assess and establish strategy to improve residential neighbourhood climate resilience			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Partner with Climate Action London and Reforest London to encourage the increased naturalization of neighbourhoods, such as the planting of more trees and pollinator gardens. The ability of trees and gardens to absorb water leads to greater flood resilience and the shading qualities of trees adds to reduced urban heat island effect during the summer. Support the Pollinator Pathways Project to create gardens across the city to allow pollinators easy movement and sanctuary, as well as to provide everyone with the resources and knowledge to create their own gardens.			
7	Work with the Middlesex London Health Unit to improve human health resilience to climate change impacts			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input checked="" type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	The City can support the Middlesex London Health Unit by educating residents about their personal protection against air borne pathogens like the West Nile Virus, Eastern Equine Encephalitis (EEE) and other mosquito-borne viruses and the things that residents can do to prevent mosquitoes bites. Government of Canada. (2016, April 8). Prevention of West Nile virus. Retrieved from https://www.canada.ca/en/public-health/services/diseases/west-nile-virus/prevention-west-nile-virus.html			

Are there any additional actions that you think would strengthen the CEAP related to the “How We Live” pillar? If so, please provide your input here:

Municipalities can enable the flow of private capital for PACE program rollouts through the issuance of green bonds for private equity investors - attracted by municipal loan loss guarantees and long-term returns on retrofit paybacks affixed to property taxes for commercial building operators and home owners engaged in energy & cost savings and emissions reductions through building retrofitting activities.

PACE financing models offer a proven mechanism for unlocking large amounts of private capital for green retrofitting, as well as potentially supporting a wide range of other sustainability / resilience investments that can bolster the sustainability of the local economy while reducing emissions. Since their first introduction in 2008, residential PACE programs have been growing rapidly across the United States (1). As of May 2018, US residential PACE programs have enabled 220,000 home upgrades, worth a total of over \$5 billion USD. A large portion of these investments, 58%, were for energy efficiency measures, with the remainder being investments in renewable energy and water efficiency. An estimated 42,000 jobs have been created through these programs (2).

A strategic PACE policy/planning approach and working with stakeholders to develop a new green bond investment program to attract private equity stakeholders (such as TechAlliance, Libro Credit Union, the Sifton Foundation etc.) and/or stacking retrofit funding from senior levels of government can enable climate actions for municipal stakeholders.

A broader approach to leveraging PACE opportunities through supporting the development of third party administration and a private capital investment strategy, also offers larger potential for a PACE program to address a wide range of other community funding needs for sustainability and resiliency (renewable energy, efficiency, resilience, urban ag, forestry etc.). Third party, one-window administrators may offer greater program efficiency and other administration benefits for municipalities.

Building retrofitting is a key solution to deal with environmental issues related to climate change as nearly half of London’s carbon footprint relates to emissions from buildings. More critically, municipal leadership to create and provide financing pathways for inclusive, equitable building retrofitting can help to frame climate actions as broader means to strategically address the deeper social and economic malaise that plagues London (among the highest working age unemployment and poverty rates in Canada). The implementation of an equitably designed PACE program can provide low/no interest loan guarantees for a wide variety of building operators and homeowners to participate in energy efficiency/conservation activities, spurred on through the mobilization of private investment capital for social good.

Yukon has a LIC/PACE program, but it is only used for installing renewable energy, and both BC and Quebec ran LIC/PACE pilot programs without enabling legislation. When comparing between provinces, Alberta’s regulations provide the greatest level of guidance to program administrators, while Nova Scotia simply allows PACE programs, and Ontario falls between the two models. To meet the requirements of the Ontario regulations for LIC/PACE loans (O. Reg. 586/06), the applicant must meet the following criteria: (1) The applicant is the homeowner of the property, (2) All property owners consent to participation in the program; and (3) The property is located in the applicable municipality.

London is a partner with Clean Air Partnership (CAP) along with various Toronto municipalities that have accessed funding through the Federation of Canadian Municipalities (FCM). On Mar. 2, 2021, FCM announced the Green Municipal Fund launched its newest funding call from the Community Efficiency Financing initiative to support Canadian municipalities and partners in the delivery of home-energy upgrade financing programs. Municipalities can access grants, loans and credit enhancement to create or scale up local programs to help homeowners upgrade the energy performance

How We Green: Building a greener city by protecting and increasing natural resources in

No.	Action			
1	Enhance the natural heritage system’s resiliency in urban areas.			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>Improve flood control by providing incentives/mandates for green roofs, rain gardens, and permeable pavement.</p> <p>Green roofs reduce flooding by capturing rainwater to reduce the amount of flow in stormwater systems. They provide cooling that reduces the heat island effect, increase the life of the roofs and increase property value.</p> <p>Green roofs can generate employment, space for food production, reduce air pollution, and support biodiversity.</p> <p>A rain garden is a garden of native shrubs, perennials, and flowers planted in a small depression, which is generally formed on a natural slope. It is designed to temporarily hold and soak in rain water runoff that flows from roofs, driveways, patios or lawns. (1). Building parking lots, driveways and roads using permeable pavement helps to restore natural infiltration functions to the landscape and reduce impacts to watercourses</p>			
2	Enhance the natural heritage system’s resiliency in rural areas.			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	<p>The City must commit to building up, not building out. Put an end to urban sprawl.</p> <p>Zoning policies that limit density can stimulate urban sprawl, which can depress productivity, contribute to local air pollution and encroach on surrounding ecosystems. Removing land use and building regulations that prohibit denser, mixed-use urban development can stimulate markets to make better use of land and increase the supply of housing, reducing costs and enhancing the productivity (1). Partner with local organizations and associations to preserve the City of London’s cultural heritage.</p> <p>(1).Climate Emergency, Urban Opportunity. Coalition for Urban Transitions. (September 19, 2019). https://urbantransitions.ca/blog/publication/climate-emergency-urban-opportunity</p>			
3	Develop a land use carbon sequestration study with targets for conserving and managing natural and agricultural lands to retain and absorb greenhouse gases.			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>This would seem to be a project led by other agencies on which the City would partner.</p> <p>Partner with organizations that help farmers produce ecosystem services on their land. These include cleaner air, cleaner water, flood mitigation, carbon sequestration, species at risk habitat and support for native bees and pollinators. The “Alternative Land Use Services” ALUS Middlesex program aims to help address environmental issues affecting water quality in the Great Lakes, re-establish tallgrass prairie, improve buffer areas, manage wetlands and establish other projects providing ecosystem services such as flood mitigation, carbon sequestration and pollinator support. ALUS Canada supports tens of thousands of acres of wildlife habitat, pollinator meadows, carbon capture, clean air, clean</p>			

4	Advance the urban forest strategy including exploring reforestation of under-utilized agricultural land within London			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>One million species risk extinction within decades. Urban forests can provide wildlife corridors for songbirds. School playgrounds and spaces alongside roads can be local natural forests with native species planted closely together. The young open structure allows sunlight to reach smaller plants and attracts local pollinators, butterflies, snails, and amphibians. Nature based solutions to climate change are an inexpensive way to lock carbon into soil.</p> <p>These Tiny Urban Forests Could be a Secret Weapon Against Climate Change, 1t.org. (2021). https://www.1t.org/resources</p> <p>Partner with the Upper Thames River Conservation Authority, Nature</p>			
5	Collaborate with First Nations to ecologically restore lands.			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	<p>Partner with the Chippewa of the Thames First Nation, the Oneida Nation, and the Munsee-Delaware Nation to share Indigenous knowledge and practices to ecologically restore shared local lands, including local organizations like the Thames River Clear Water Revival (TRCWR). https://www.thamesrevival.ca/</p>			
6	Advance and enhance current efforts to improve the Thames River watershed health and resiliency			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>Important partnership projects.</p> <p>Partner with the Thames River Clear Water Revival (TRCWR) to work with developers, conservation authorities and others to promote and support the use of green infrastructure and Low Impact Development (LID) systems for stormwater management, including clarifying and enhancing policies as well as developing green standards. Ontario's draft stormwater LID guidance manual is aimed at helping proponents implement LID and green infrastructure.</p> <p>The Thames River (Deshkan Ziibi) Shared Waters Approach to Water Quality and Quantity, Thames River Clear Water Revival (TRCWR). (2021). https://www.thamesrevival.ca/wp-content/uploads/2020/05/SharedWaters</p>			

Are there any additional actions that you think would strengthen the CEAP related to the “How We Green” pillar? If so, please provide your input here:

Integrated regional planning to protect local watersheds and adjacent, undeveloped wildlands and agricultural land will be a critical long-term objective to reduce the level of GHG emissions associated with urban sprawl, while simultaneously using and supporting nature-based solutions to support adaptation and co-benefits outcomes.

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

No.	Action			
1	Accelerate the expansion and improvement of active transportation infrastructure			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Support the use of green infrastructure and Low Impact Development (LID) systems to expand and improve the City of London's active transportation infrastructure using narrower streets, slimmer sidewalks, smaller cul-de-sacs, shorter driveways, and smaller parking lots. Green infrastructure elements are a fundamental approach to rainwater management that protects, restores, or mimics the natural water cycle while delivering environmental, social, and economic benefits. The installation of secure bike lockers at various locations throughout the city			
2	Expand and improve public transit service, including higher-order transit			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input checked="" type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	London is centrally located in Southwestern Ontario along highway 401, an ideal location to establish Hydrogen Fuel Cell technology and infrastructure. The use of hydrogen as an energy carrier has the potential to reduce dependence on petroleum, diversify domestic energy sources, and decrease pollution and greenhouse gas emissions. Newflyer Xcelsior CHARGE H2™ is a battery-electric vehicle that uses compressed hydrogen as an energy source. Fuel cell electric technology is a unique and innovative way to obtain extended range operation similar to existing			
3	Encourage and incent increased active transportation, public transit use & transportation demand management			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Offer incentives to encourage businesses and individuals to walk, bike, carpool, to use electric buses that replace diesel; add bicycle parking, bike-share with bikes available at the train and bus stations, secure bike parking at destination locations; malls, grocery stores, etc. Encourage active transportation in any form of human-powered transportation, including walking, cycling, travelling on mobility devices, rollerblading, skating, skateboarding, cross-country skiing and more. Reduce the need for cars on the roads; reducing the maintenance required to maintain			
4	Reduce freight traffic load on secondary and tertiary roads			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input checked="" type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Local municipalities with responsibilities for providing the infrastructure that services goods movement transportation hubs are examining their land-use planning and transportation master plans to find ways to better facilitate movement of goods via all modes. Nevertheless, truck transportation remains the main mode of freight transportation used in this region. Road Transportation, Transport Canada			

5	Advocate for higher frequency and reliable regional transportation services and connections			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>Provide incentives for use of electric bicycles, motorcycles, buses and fuel cell vehicles and infrastructure. Study the use of hydrogen as an energy carrier and the potential to reduce reliance on fossil fuels, diversify local energy sources, and decrease pollution and greenhouse gas emissions.</p> <p>Many jurisdictions are beginning to investigate or consider alternative means of financing public infrastructure, including roads and highways, such as tolls, other user charges and public-private partnerships.</p>			
6	Encourage and support zero emissions vehicle and electric bicycle (e-bike) adoption			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>ACE supports the City providing incentives and education to encourage the electrification of personal vehicles. The City could promote this by working with businesses and dealerships.</p> <p>In addition, advancing the electrification of local companies' fleet vehicles would reduce GHG emissions as well as the costs to the businesses.</p>			
7	Continue to improve resilience of transportation infrastructure			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input checked="" type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>For affordable, clean and reliable vehicles and infrastructure, replace and expand the current fossil fuel fleet with new, zero-emission buses, along with new charging stations and solar power generation retrofits, leading to a reduction in greenhouse gas emissions.</p> <p>Study the use of wildlife corridors to connect fragmented areas of habitat for isolated animal populations to mix and migrate. Engage farmers, landowners, and gardeners to plant native flowers to benefit bees and butterflies.</p> <p>These Clever 'Wildlife Protecting' Corridors are Protecting Animals, 1t.org.</p>			

Are there any additional actions that you think would strengthen the CEAP related to the “How We Move” pillar? If so, please provide your input here:

While the City of London has Idling Control By-law - PH-15 for the control of idling vehicles, and the preamble includes references that the City of London is supportive of initiatives to reduce emissions that ... contribute to climate change and poor air quality; the bylaw is an underused tool to advance emissions reductions through improved motor vehicle operation habits.

The ACE recommends an evergreen “idle-free | drive smart” education and awareness campaign combined with enforcement of the bylaw in order to link and underscore that idling (and more broadly poor driving habits such as speeding and jack-rabbit starts in the city) contribute to London’s largest source of greenhouse gas emissions: personal vehicles; that the community’s largest energy expense is gasoline, and that London’s fourth largest source of emissions is from freight and fleet vehicles.

As suggested in the 2005 Primer for Canadian Municipalities on Developing and Enforcing Idling Control Bylaws (1), public education and bylaw enforcement work best in tandem in building public understanding and support, and in turn changing behaviours. ACE recognizes that the City may have limited resources for bylaw enforcement. The primer cited below outlines the elements for an effective public education and enforcement strategy.

Recognizing past education platforms from the MLHU, TREA and the City, renewed education and outreach programs would be useful to reach new drivers, newcomers to London and to remind existing drivers of the issues of vehicle idling and the City's by-law. (1)

<https://www.rncan.gc.ca/sites/www.nrcan.gc.ca/files/oeef/pdf/communities-government/transportation/municipal-communities/reports/cracking-down-e.pdf>

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives

No.	Action			
1	Ensure new developments embody complete community attributes such as different forms of housing, opportunities for work and shopping, links to transportation, and green space.			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Develop financing tools for credit enhancements and repayment mechanisms like PACE to encourage new construction and development to include passive house, net-zero new building construction and renovations. Passive house is the most inexpensive option based on all reasonable life cycle assumptions and provides specific performance outcomes and benefits. All new developments must preserve existing natural wildlife habitat to protect biodiversity.			
2	Encourage and incentivize climate-friendly, sustainable new development and redevelopment			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Promoting and developing inward, upward growth with the enforcement of the London Plan to curb urban sprawl requires encouragement and incentives for re-development and new developments in the municipality.			
3	Ensure long-term growth planning addresses the need for urgent climate change mitigation and adaptation to address the Climate Emergency			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Integration of the LCRN recommendations with the CEAP priorities can support long-term growth planning that is climate savvy, sustainable and resilient.			
4	Ensure new development is energy-wise & future-ready			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Consider climate change and extreme events in long-lived infrastructure investments, including retrofits and upgrades, and investing in traditional and natural infrastructure solutions can help communities build resilience, reduce disaster risks, and save costs over the long term. Moudrak, N.; Feltmate, B. 2019. Weathering the Storm: Developing a Canadian Standard for Flood-Resilient Existing Communities. Prepared for Standards Council of Canada and National Research			

5	Ensure new development is climate emergency resilient			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	Establish policy and financing to encourage green roofs, rooftop and groundmount solar thermal hot water for pools and domestic hot water, including solar thermal with radiant floor heat for space heating, solar wall air heating, rooftop and groundmount solar photovoltaic systems, small wind and industrial size wind turbine systems with appropriate location regulations, geothermal, air source heat pumps, and green infrastructure and Low Impact Development (LID) for private developments. Establish bylaws for all development of new			

Are there any additional actions that you think would strengthen the CEAP related to the “How We Grow” pillar? If so, please provide your input here:

The City of London can send an important policy signal to the construction industry by adopting a green demolition bylaw such as is in use in metro Vancouver (cities of Vancouver, Burnaby and Surrey). The Vancouver bylaw originally targeted homes built before 1940, capturing about 40 per cent of home demolitions, or about 275 each year. The pre-1940 rule requires 75 per cent of the materials be recycled and currently diverts about 10,000 tonnes of waste from the landfill each year.

The bylaw was updated and came into force January 1 2019 and now extends to homes built pre-1950, which covers about 70 per cent of home demolitions. That is expected to increase the amount of diverted material to 18,000 tonnes a year. In 2020, the Vancouver Economic Commission published a study that delves further into the business case for deconstruction (1). It provides recommendations on how to grow the deconstruction industry beyond contractors to include home recyclers, waste haulers, trades people and others to create a circular value chain related to new home construction and renovation.

(1)
<https://www.vancouvereconomic.com/research/the-business-case-for-deconstruction/>

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

No.	Action			
1	Increase and encourage the installation of distributed renewable energy assets			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Encourage local distributed renewable energy generation of wind turbines, solar hot water (HW), solar photovoltaic (PV) and battery storage, geothermal, surplus power-to-gas hydrogen generation, Proton Exchange Membrane (PEM) hydrogen fuel cell power generation, and hydrogen fuelling transportation infrastructure. Install solar photovoltaic systems (PV) on all available municipal sites, including building rooftops on city hall, schools, police/fire, community centers, transit depots, carports and other structures. Ground mount solar PV on appropriate			
2	Improve City preparedness for dealing with extreme climate events			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Building retrofits provide a significant return on investment by energy savings over the life of the building and building systems that greatly exceed their upfront costs through operational savings. When compared to the long-run costs of new energy supplies, energy efficiency and carbon reduction are often far less costly. They increase the quality of our building stock and create more comfortable and healthier homes. They reduce energy costs for residents, create local good quality jobs that aren't vulnerable to outsourcing, result in local economic			
3	Implement policies to improve data collection and use for improved climate monitoring, emergency response and optimization of electricity generation and distribution			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Smart city systems can assist in making municipal services operate more effectively, provided their uses are focused, with well-understood, and democratically approved, constraints on their consumption of various forms of urban and individual data. Smart cities will be cleaner, accessible, even more democratic, proponents say, but governments adopting new tech must contend with risks, too. John Lorinc, Atkinson Fellow. (January 4, 2021). https://www.thestar.com/news/atkinsonseries/2021/01/04/smart-cities-wil			
4	Advance more sustainable farming practices and increased local product consumption			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	Home gardens are one of the most reliable, efficient and democratic ways of producing food ever invented. Agriculture has repeatedly degraded its natural resource base and collapsed many societies in the past. Modern, industrial agriculture is not suited to these changing times and is liable to increasing breakdown within the next decade (1). The Urban League and member organizations want to help grow neighbourhood connections, and offer packages of vegetable or wildflower seeds to people starting neighbourhood pods (2). Collaborate			

5	Continue to work with business community partners to advance sustainable business practices			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input type="checkbox"/>	Very Important <input checked="" type="checkbox"/>
How can you support this?	<p>Significant cost reductions can result from improving operational efficiency through better management of natural resources like water and energy, as well as minimizing waste. Sustainable businesses are redefining the corporate ecosystem by designing models that create value for all stakeholders, including employees, shareholders, supply chains, civil society, and the planet.</p> <p>The Comprehensive Business Case for Sustainability, Tensie Whelan and Cathy Fink (October 24, 2019)</p>			
6	Work with the private sector to identify opportunities to leverage City assets and/or funds to activate private capital for climate action in the public and private sector			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>Private sector leverage and City integration of the LCRN recommendations with the CEAP priorities can support long-term growth planning that is economically viable, climate savvy, sustainable and resilient.</p>			
7	Support and encourage resource and waste management initiatives for London businesses			
Perceived Significance:	Not Important <input type="checkbox"/>	Somewhat Important <input type="checkbox"/>	Important <input checked="" type="checkbox"/>	Very Important <input type="checkbox"/>
How can you support this?	<p>Implement the city-wide green bin program to collect compost, and the orange bag program to collect difficult to recycle plastics, as soon as possible.</p> <p>Considering the nutrient cycle of all food consumption and ensuring that the mechanisms are in place to transform food waste into soil will ensure the long term productivity of urban lands and reduce demand for landfill space (1).</p> <p>Formal cooperation with Urban Roots to support compost conversion</p>			

Are there any additional actions that you think would strengthen the CEAP related to the “How We Prosper” pillar? If so, please provide your input here:

Ensure affordable, reliable and universal access to modern energy services; increase substantially the share of renewable energy in the energy mix; and double the global rate of improvement in energy efficiency. Renewable energy can supply two-thirds of the total global energy demand, and contribute to the bulk of the greenhouse gas emissions reduction that is needed between now and 2050 for limiting average global surface temperature increase below 2 degrees Celsius. Enabling policy and regulatory frameworks will need to be adjusted to mobilise the six-fold acceleration of renewables growth that is needed, with the highest growth estimated for wind and solar PV technologies, complemented by a high level of energy efficiency (1).

Increasingly, scientists are talking about a global carbon budget; an amount of greenhouse gases that can be emitted over a particular time while still achieving a target. Carbon budgets guide planning by providing clear and readily understandable goals that proceed incrementally towards the final emissions reduction goals. Carbon budgets foster accountability by forcing decision-makers to develop clear plans for progress towards emission reduction goals, allowing for ongoing evaluation of the success or failure of the plans (2).

The total carbon budget between the beginning of 2019 and the end of 2050 for the City of Edmonton is 155 Mtonnes CO₂ equivalent (MtCO₂eq). With a carbon budget superimposed over a city’s projected emissions, the impact of delaying reductions in emissions becomes very clear. This makes a carbon budget a useful tool for encouraging municipal governments, which are often more agile in deploying programs than other levels of government, to act quickly. At the current rate the city will exhaust its carbon budget in 2028 (3).

Toronto's share of global emissions is 0.05% so the emissions-share of the global carbon budget is 260 MtCO₂e and will be exceeded by 2042 (4).

(1). The role of Renewable Energy in the Global Energy Transformation, Science Direct Energy Strategy Reviews. (2019).

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(2). A Carbon Budget for Canada, Andrew Gage, West Coast Environmental Law.

(December 2015). [https://www.wcel.org/sites/default/files/publications/CarbonBudget%20\(Web\)_0.pdf](https://www.wcel.org/sites/default/files/publications/CarbonBudget%20(Web)_0.pdf)

(3). Carbon Budget and Accounting Brief, City of Edmonton. (2019).

https://www.edmonton.ca/city_government/documents/PDF/CarbonBudgetandAccountingInformation-PolicyBrief-2019-11.pdf

(4). Climate Action Now. (2021). <https://climateactionnow.ca/torontos-targets>

General Comments:

We welcome all comments and feedback on both the content and process of developing the CEAP. Do you have an idea for an event or outreach campaign to increase participation in the development of this plan? Please let us know!

As recommended by ACE, on April 24, 2019, the Declaration of a Climate Emergency was approved by London's City Council that includes, "Whereas recent international research has indicated a need for massive reduction in carbon emissions in the next 11 years to avoid further and devastating economic, ecological, and societal loss;" ACE now suggests the City increase its ambition to accomplish the needed massive reduction in greenhouse gas emissions required to meet these goals.

Proposed New Targets for the City of London:

All new developments will preserve existing natural habitats by 2021

No new road locations to be built after 2022

All existing road maintenance and repair using low-impact development stormwater management practices by 2022

Provide support for scooter/bike share by 2022

At least 50% of new light-duty vehicles sold in London are electric, all new buildings provide charging stations for electric vehicles and bikes by 2024

At least 45% of new development is infill development and at least 50% of new development is medium-to-high density by 2025

Selling and purchasing of locally created carbon offsets used to support the preservation and restoration of biodiversity is a common practice by 2025

20% increase in CO2 sequestered and GHG emissions avoided due to conservation and management of natural and agricultural lands, 30% tree cover within the urban area by 2030

All new developments including new multi-family residential buildings will be net-zero energy, meaning: the building produces as much renewable energy as it uses, or positive energy, meaning: the building produces more energy than it uses or positive energy, and built with Low Impact Development (LID) features by 2030

All new multi-family residential buildings will have "shelter-in-place" capabilities (back-up power, shelter space, etc.) by 2030

Convert 20% of LTC's bus fleet to zero-emission vehicles by 2025 and convert 100% of LTC's bus fleet to zero-emission vehicles by 2030

At least 50% of London's electricity needs are provided by local 100% renewable generation by 2040

All buildings will be net-zero energy, meaning: the building produces as much renewable

Appendix C – Climate Emergency Action Plan Actions for Discussion

Action Types

Potential Actions and Supporting Actions are categorized based on the following action types:

- **Study or Studies:** To conduct research or strategic planning projects to establish direction on new or emerging areas of interest.
- **Policies:** To establish or update rules and regulations or to provide direction for projects, initiatives, or programs.
- **Procedures:** To develop and implement new ways of doing business or adapt existing practices and procedures to reduce GHG emission or build resiliencies.
- **Programs:** To continue or enhance ongoing activities in a core service area to reduce GHG emission or build resiliencies.
- **Projects:** To propose a one-time action to achieve specific outcomes to reduce GHG emissions or build resiliencies.
- **Pilot Projects:** To develop a “trial run” of an action, typically preceded by a feasibility study, that has the potential to become a future program for the City of London, but needs to be tested on a smaller scale.
- **Partnerships:** To collaborate with stakeholders (both internal and external) to advance climate action for the Corporation and in the community and advocate on behalf of the City to other levels of government to advance and support local climate action.

Ability to Implement

The estimated ability to implement each action has been characterized as either straightforward, reasonable or ambitious. These categories are intended to demonstrate the overall complexity involved with implementing each action at a high level.

Any action’s categorization doesn’t imply that all conditions of the category are met, but that the balance of issues surrounding the ability to implement place the action in the category (e.g. an action categorized as ambitious may require significant coordination across senior levels of government and significant disruptive change, but may not require significant or new investment; an action categorized as straightforward may have a strong investment payback and little individual behaviour change, but may require little technology change).

Ability to Implement	Description
Ambitious (A)	Significant Additional or New Investment No investment payback Significant Disruptive Change Significant Technology Change High level of coordination with Senior Governments Significant business behaviour change Significant Individual behaviour change
Reasonable (R)	Moderate Additional or New Investment Moderate investment payback

	Moderate Disruptive Change Moderate Technology Change Moderate coordination required with Senior Government Moderate business behaviour change Moderate individual behaviour change
Straightforward (S)	Little Additional or New Investment Strong investment payback Little Disruptive Change Little or No Technology Change Little coordination required with Senior Government Little business behaviour change Little individual behaviour change







Timing

The estimated timing for starting actions is identified as short-, medium-, or long-term and/or recurring as follows:

Icon/Text	Description	Detail
	Short Term	(1-3 years)
	Medium Term	(4-7 years)
	Long Term	(7+ years)
Recurring	Actions which happen on an ongoing basis	N/A

Potential Outcomes

In the tables below, the potential of GHG reduction actions and potential resiliency enhancement is identified as follows:

-  Lower potential for GHG reductions (<1,000 tonnes per year)
-  Medium potential of GHG reductions (1,000 to 10,000 tonnes per year)
-  High potential for GHG reductions (> 10,000 tonnes per year)
-  Lower potential for resiliency enhancement (e.g., lowers or avoids localized property damage or personal injuries)
-  Medium potential for resiliency enhancement (e.g., lowers or avoids widespread property damage or personal injuries)
-  High potential for resiliency enhancement (e.g., lowers or avoids widespread property destruction or loss of life)







How We Live: Helping Londoners respond to and prepare for climate change at home.

The following table provides a high-level summary of the types of actions and outcomes likely required for London to achieve net-zero emissions by 2050 and to be resilient to future extreme weather events.

By 2030	By 2040	By 2050
<p>Replacement heating systems will be net-zero energy/emission</p> <p>At least 10% of existing housing will be net-zero energy/emission</p> <p>At least 10% of existing housing will have extreme weather resiliency</p> <p>At least 50% of existing multi-family buildings will have "shelter-in-place" capabilities</p> <p>75% diversion and recovery rate from landfill for household waste</p>	<p>At least 50% of existing housing will be net-zero energy/emission</p> <p>At least 50% of existing housing will have extreme weather resiliency</p> <p>All multi-family buildings will have "shelter-in-place" capabilities</p> <p>80% diversion and recovery rate from landfill for household waste</p>	<p>All housing will be net-zero energy/emission buildings</p> <p>All housing will have extreme weather resiliency</p> <p>90% diversion and recovery rate from landfill for household waste</p>

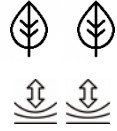

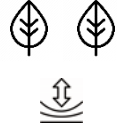



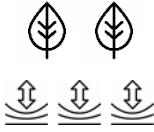

How We Live: Helping Londoners respond to and prepare for climate change at home

Action #1: Provide ongoing education and engagement on the necessity for community-wide action on the climate emergency.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Supporter
1-1	Continue to provide Londoners with the latest information on local greenhouse gas emissions and the expected impacts of climate change	Program	 	■□□	S	City	
1-2	Work with community partners to develop tools and resources to help Londoners and London businesses identify their contributions to greenhouse gas emissions and prepare for extreme weather events	Partnerships	 	■□□	S	City	City
1-3	Work with community partners to develop means to recognize those Londoners and London businesses who are providing local leadership on climate action	Partnerships	 	■□□	S	City	City










How We Live: Helping Londoners respond to and prepare for climate change at home.

Action #2: Support and facilitate energy conservation, energy efficiency, renewable energy, and major energy retrofits of residential buildings.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Supporter
2-1	Work with community partners to develop programs that engage London homeowners on energy conservation, energy efficiency, and renewable energy climate actions	Partnerships			R	City	
2-2	Work with energy utilities on promoting existing and innovative new energy conservation programs, including fuel-switching opportunities	Partnerships			R	City	
2-3	Develop and test a program for the use of Local Improvement Charges for funding major energy retrofits and climate adaptation measures for single family properties as well as multi-family buildings	Pilot Project			R	City	
2.4	Work with energy utilities to promote low/zero emission backup power and/or energy storage systems to power essential services for residential buildings so they may act as a safe haven for residents to shelter-in-place in the event of loss of power from the electricity grid.	Partnerships			A	City	





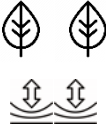



How We Live: Helping Londoners respond to and prepare for climate change at home.

Action #3: Support and develop collaborative approaches to end energy poverty.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
3-1	Work with community partners to develop programs that promote and encourage existing and new energy utility low income support programs	Partnerships	 		R		City
3-2	Explore municipal options for establishing minimum energy efficiency requirements for rental properties	Study	 		S	City	
3-3	Develop and test a program for the targeted use of local improvement charges (LICs) and/or Community Improvement Plans (CIPs) for funding major energy retrofits and climate adaptation measures for lower-income single family properties as well as multi-family buildings	Pilot Project	 		R	City	











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Action #4: Support and encourage resource and waste management initiatives for London households.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
4-1	Implement waste diversion and minimization activities as per the 60% Waste Diversion Action Plan	Plan			R	City	
4-2	Continue to work with community partners to implement food waste reduction initiatives	Partnerships			S	City	
4-3	Work with partners to develop tools and resources to help Londoners reduce their resource and material consumption and move towards a circular economy versus waste disposal (e.g., focus on local economy, projects such as the London Waste to Resources Innovation Centre)	Partnerships			R	City	
4-4	Explore opportunities to support equipment share co-op and shared ownership models for common equipment in residential communities	Partnerships			S	City	
















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Action #5: Support and encourage urban agriculture and strengthen local food systems.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
5-1	Work with partners to develop tools and resources to help Londoners grow their own food	Partnerships	 		S		City
5-2	Continue to implement and promote the Urban Agriculture Strategy	Partnerships	 		S/R	City	
5-3	Promote and support Middlesex London Health Unit and community partners championing climate-friendly diets	Partnerships	  		S		City

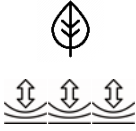

How We Live: Helping Londoners respond to and prepare for climate change at home.

Action #6: Assess and establish strategy to improve residential neighbourhood climate resilience.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
6-1	Work with partners to develop, design and promote the benefits of neighbourhood climate resilience including how to prepare for extreme weather events	Partnerships	 		R	City	
6-2	Review and expand existing City downspout disconnection, sump pump & sewer backflow valve programs	Programs, Projects, Pilot Projects	   		R	City	
6-3	Identify, communicate and promote homeowner-lead climate resilience improvements (e.g., hurricane clips, basement window well upgrades, grade adjustment for drainage, etc.)	Procedure	  		S	City	
6-4	Revise the Vital Services Bylaw to address changed heating and cooling requirements in apartment buildings due to the changing climate	Procedure	 		R/A	City	

How We Live: Helping Londoners respond to and prepare for climate change at home.

Action #7: Work with the Middlesex London Health Unit to improve human health resilience to climate change impacts.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
7-1	Support the Middlesex London Health Unit in implementing recommendations from the <i>Assessment of Vulnerability to the Health Impacts of Climate Change in Middlesex-London</i> report (2014)	Partnerships		---□	S		City
7-2	Work with the Middlesex London Health Unit to review and update the human health impacts of climate change	Partnerships		---□	S		City

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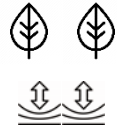



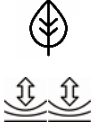

The following table provides a high-level summary of the types of actions and outcomes likely required in order for London to achieve net-zero emissions by 2050 and to be resilient to future extreme weather events.

By 2030	By 2040	By 2050
10% increase in CO ₂ sequestered & GHG emissions avoided due to conservation and management of natural and agricultural lands 28% tree cover within the urban area Steady improvements in subwatershed health categories* (i.e. water quality, forest condition, land perviousness)	20% increase in CO ₂ sequestered & GHG emissions avoided due to conservation and management of natural and agricultural lands 30% tree cover within the urban area Improve subwatershed water quality score* by one grade (e.g. D to C, C to B)	30% increase in CO ₂ sequestered & GHG emissions avoided due to conservation and management of natural and agricultural lands 32% tree cover within the urban area Improve all subwatershed health categories* by one grade

*Using criteria from the 2017 UTRCA Watershed Report Card baseline report for the London subwatersheds with a minimum 50% subwatershed area within London

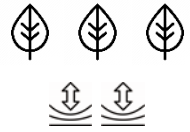

How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #1: Enhance the natural heritage system’s resiliency in urban areas.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
1-1	Review City property for potential tree-planting and natural habitat improvement opportunities	Study			S	City	
1-2	Review natural heritage connection / corridor requirements for new development	Policies			R	City	
1-3	Assess the need, opportunity and implementation of septic system phase-out within urban boundary to improve water quality	Study			S	City	


How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #2: Enhance the natural heritage system’s resiliency in rural areas.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
2-1	Create and implement protection and “set-aside” programs (ecological reserves, forests, woodlots, shelterbelts and wetlands) to increase the carbon component of land and encourage natural pest control near agricultural lands	Policies			R	City	

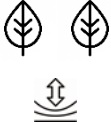

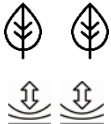
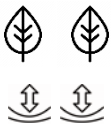
How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #3: Develop a land use carbon sequestration study with targets for conserving and managing natural and agricultural lands to retain and absorb greenhouse gases (GHGs).

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
3-1	Create and regularly update estimates for carbon sequestration rates from trees, environmentally significant areas and other natural areas, and agricultural lands on both public and private land for inclusion in the community GHG emissions inventory	Procedure	N/A	■■■	R	City	
3-2	Assess through measurement connectivity, ecosystem health and area of the natural heritage system	Study	N/A	■□□	S	City	
3-3	Assess, track and improve the permeability of urban lands through Low Impact Development (LID) and de-paving initiatives	Study		■□□	S	City	

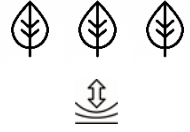

How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #4: Advance the urban forest strategy including exploring reforestation of under-utilized agricultural land within London.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
4-1	Increase tree planting targets for the City's TreeMe program	Program		■■■□	R	City	
4-2	Reduce frequency and area of lands being mowed, and restore with native species	Procedure		■■■□	S	City	
4-3	Enhance the resiliency and connectivity of the natural heritage System through ecological restoration with a focus on potential naturalization areas (including those identified on London Plan Map 5 - Natural Heritage)	Procedure		■■■□	S/R	City	
4-4	Work with partners to develop and test the reforestation of under-utilized agricultural land, or portions thereof, outside of the urban growth boundary.	Pilot Project		■■■□	S	City	

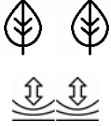
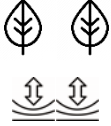



How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #5: Collaborate with First Nations to ecologically restore lands.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
5-1	Consult with First Nations and Indigenous Partners to investigate the potential use of Traditional Ecological Knowledge and practices in developing and implementing restoration plans	Partnership			S/R		

How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment.

Action #6: Advance and enhance current efforts to improve the Thames River watershed health and resiliency.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
6-1	Improve watershed health and resiliency by implementing recommendations regarding watershed health (e.g., forest cover, groundwater and surface water) as identified in Watershed Studies, Strategies and Report Cards	Partnerships		---□	A	City	
6-2	Implement recommendations from the River Management Plan (One River EA), the Shared Waters Approach (Thames River Clear Water Revival) and the Thames Valley Corridor Action Plan	Procedure		---□	R/A	City	
6-3	Advance the management of priority invasive species with a focus on the Thames River corridor	Procedure		---□	S/R	City	
6-4	Improve water quality in the Thames River by continuing implementation of recommendations of the Pollution Prevention and Control Master Plan and Combined Sewer Separation Program	Procedure		---□	R/A	City	
6-5	Improve water quality in the Thames River (and Kettle Creek) and reduce carbon emissions by increasing uptake of no till and cover crop farming practices	Procedure		---□	R		

















How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit

The following table provides a high-level summary of the types of actions and outcomes likely required in order for London to achieve net-zero emissions by 2050 and to be resilient to future extreme weather events.

By 2030	By 2040	By 2050
<p>At least 50% of new light-duty vehicles sold in London are electric</p> <p>All new buildings provide charging stations for electric vehicles and bikes</p> <p>At least 10% fewer personal vehicles per capita than 2020</p> <p>At least 20% of daily trips made by transit</p> <p>At least 15% of daily trips made by walking & biking</p> <p>No more than 60% of daily trips made by personal vehicles</p> <p>All transit vehicles are zero-emission vehicles</p> <p>All vehicles-for-hire are zero-emission vehicles</p> <p>At least 25% of heavy-duty vehicles and off-road equipment are zero-emission</p> <p>At least 5% of inter-urban trips made by passenger rail or bus</p> <p>All new roads built using low-impact development stormwater management practices</p>	<p>All new light-duty vehicles sold in London are electric</p> <p>At least 30% fewer personal vehicles per capita than 2020</p> <p>At least 30% of daily trips made by transit</p> <p>At least 25% of daily trips made by walking & biking</p> <p>No more than 40% of daily trips made by personal vehicles</p> <p>At least 50% of heavy-duty vehicles and off-road equipment are zero-emission</p> <p>At least 25% of inter-urban trips made by passenger rail or bus</p> <p>At least 50% of existing roads built using low-impact development stormwater management practices.</p>	<p>All light-duty vehicles in London are electric</p> <p>At least 50% fewer personal vehicles per capita than 2020</p> <p>At least 40% of daily trips made by transit</p> <p>At least 35% of daily trips made by walking & biking</p> <p>No more than 20% of daily trips made by personal vehicles</p> <p>All heavy-duty vehicles and off-road equipment are zero-emission</p> <p>At least 50% of inter-urban trips made by passenger rail or bus</p> <p>All existing roads built using low-impact development stormwater management practices</p>

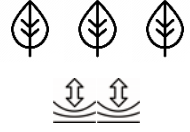
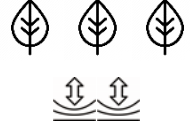
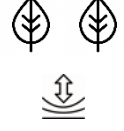

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit

Action #1: Accelerate the expansion and improvement of active transportation infrastructure.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
1-1	Accelerate the expansion of the City-wide shared use off-road pathway system (e.g., Thames Valley Parkway) system	Partnerships	 		R/A	City	
1-2	Develop and deploy publicly accessible secure bike storage facilities in major destinations (e.g., Downtown London, Old East Village, and along the higher-order transit corridors, etc.)	Program, Projects, Pilot Projects			R	City	
1-3	Establish requirements for new commercial and multi-family buildings to provide secure bike storage facilities for their tenants	Procedure			R	City	
1-4	Accelerate completion of a connected, city-wide all ages & abilities (AAA) cycling network as provided in the City's Cycling Master Plan.	Programs and Projects	  		R/A	City	
1-5	Ensure that all residential streets have dual-side sidewalks, as required for street (re)development (as per LP349), in a manner that preserves existing street boulevard trees	Procedure, Programs and Projects	 		S/R	City	
1-6	Revise winter maintenance practices to place a higher service level for snow and ice clearing on sidewalks, transit stops, and AAA cycling infrastructure	Procedure	 		R/A	City	














How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #2: Expand and improve public transit service, including higher-order transit.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
2.1	Convert 100% of LTC's bus fleet to zero-emission vehicles (based on study results, LTC approval and City approval)	Study Partnerships		---□	R/A	LTC	
2-2	Implement a network of higher-order transit and high-frequency express bus routes as envisioned as part of the City's Transportation Master Plan	Program		---□	R/A	City LTC	
2-3	Establish transit priority lanes and other on-road prioritization measures to support higher-order transit and high-frequency express bus routes	Program		---□	R/A	City	
2-4	Identify and implement first/last mile connectivity solutions for under-served areas, with a focus on active transportation	Pilot Project		---□	R	City LTC	






How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #3: Encourage and incent increased active transportation, public transit use & transportation demand management as envisioned by the City’s Transportation Master Plan and Cycling Plan.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
3-1	Provide support for micro-mobility (e.g., e-scooter/bike share) service(s)	Partnerships	 	---□	R	City	
3-2	Establish a Transportation Management Association(s) for London employers to promote telework, bike/walk to work, transit, carpooling	Programs	   	---□	S/R	City	
3-3	Develop programs to attract new riders to public transit	Programs	  	---□	R	LTC	City
3-4	Support implementation of gateway parking and transit connection(s)	Partnerships	 	---□	R	City	
3-5	Explore the use of time-specified car-free periods in high-volume pedestrian areas such as Dundas Place and/or school zones	Pilot Project	 	---□	S	City	

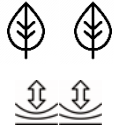
How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #4: Reduce freight traffic load on secondary and tertiary roads.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
4-1	Create a Goods Movement Strategy to foster a safe, convenient, efficient, multi-modal, sustainable, and integrated goods movement transportation system	Study Partnerships	 		R/A		
4-2	Encourage and support the use of zero-emission delivery services	Partnerships			S		










How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #5: Advocate for higher frequency and reliable regional transportation connections.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
5-1	Advocate for a regional transportation system that supports London as a regional transit hub and provides frequent and reliable connections to the Greater Toronto Area, Waterloo Region and Windsor-Detroit	Partnerships		---	A		



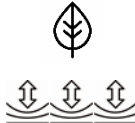

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #6: Encourage and support zero emissions vehicle and electric bicycle (e-bike) adoption.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
6-1	Revise the Vehicle-for-Hire By-Law to mandate the use of hybrid, electric, or other zero-emission vehicles	Procedure	 		R	City	
6-2	Provide public electric vehicle and e-bike charging at major community facilities	Program	 		R	City	
6-3	Establish minimum electric vehicle and e-bike charging requirements for new multi-family and commercial buildings	Policy	 		R	City	

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

Action #7: Improve resilience of transportation infrastructure.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
7-1	Explore the use of roadway construction materials and practices that are more sustainable and tolerant to climatic conditions as well as reduce the urban heat island effect	Study		▬▬▬	S	City	
7-2	Explore the use of technical reviews and assessments for major projects to ensure that infrastructure is built to be resilient and sustainable over its lifespan	Procedures		▬▬▬	S/R	City	
7-3	Increase incentives for the adoption of LIDs and permeable materials (public and private lands) for improved stormwater management of transportation infrastructure (e.g. changes to the stormwater rate structure)	Procedures		▬▬▬	R/A	City	
7-4	Review flooding potential on roads (slope and topography) with a focus on primary roads and emergency routes	Study		▬▬▬	S	City	

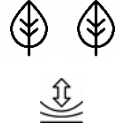

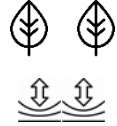

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

The following table provides a high-level summary of the types of actions and outcomes likely required in order for London to achieve net-zero emissions by 2050 and to be resilient to future extreme weather events.

By 2030	By 2040	By 2050
<p>All new housing will be net-zero energy/emission or net-zero ready</p> <p>The majority of new multi-family residential buildings will have “shelter-in-place” capabilities (back-up power, shelter space, etc.)</p> <p>All new developments will be net zero energy/emissions or net-zero ready</p> <p>The majority of new developments built with Low Impact Development features</p> <p>All new developments will preserve existing natural habitats</p> <p>At least 35% of new development is infill development</p> <p>At least 35% of new development is medium-to-high density</p>	<p>All new housing will be net-zero energy/emission</p> <p>All new multi-family residential buildings will have “shelter-in-place” capabilities (back-up power, shelter space, etc.)</p> <p>All new developments will be net zero energy/emissions</p> <p>All new developments built with Low Impact Development features</p> <p>At least 45% of new development is infill development</p> <p>At least 50% of new development is medium-to-high density</p>	<p>At least 60% of new development is infill development</p> <p>At least 75% of new development is medium-to-high density</p>

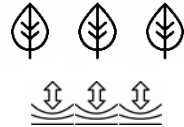
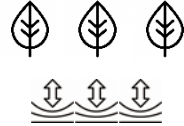

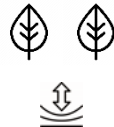
How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

Action #1: Ensure new developments embody complete community attributes such as different forms of housing, opportunities for work and shopping, links to transportation, and green space.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Contribute
1-1	Require a development-specific transportation demand management plan with any new development application, with level of effort based upon size of the development being proposed	Policy			R	City	
1-2	Provide guideline documents to assist with the implement of the mixed-use development requirements	Procedure			S	City	

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

Action #2: Encourage and incentivize climate-friendly, sustainable new development and redevelopment.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
2-1	Create Green Development Standards, an implementation checklist, and establish administrative triggers for Standards application	Policy		---□	R/A	City	
2-2	Explore and test potential financial & administrative incentives to promote adoption of Green Development Standards	Pilot Project		---□	R	City	
2-3	Engage with local real estate stakeholders to encourage adoption of the EnerGuide home energy rating system in real estate listings	Partnerships		---□	S		City
2-4	Explore area rating development charges to incent 'inward and upward' development (denser, and more compact)	Study		---□	S	City	

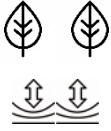
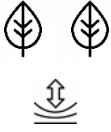
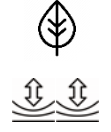
How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

Action #3: Ensure long-term growth planning addresses the need for urgent climate change mitigation and adaptation to address the Climate Emergency.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
3-1	Update the London Plan’s analysis of growth scenarios to reflect climate emergency mitigation and adaptation considerations	Study	N/A	■■■□	S	City	
3-2	Increase intensification target (35% intensification by 2030, increasing thereafter)	Policy	🌿 🌿	■■■□	R/A	City	
3-3	Maintain urban growth boundary to protect agricultural lands	Policy	🌿	■■■□	R/A	City	

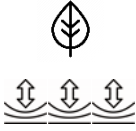
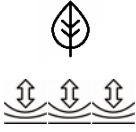
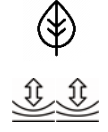
How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

Action #4: Ensure new development is energy-wise & future-ready.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
4-1	Establish requirements for a development-specific energy management plan with any new development application and compliance with Green Development Standards	Policy		---□	R/A	City	
4-2	Create guideline for satisfying development-specific energy management planning requirement	Study		---□	S	City	
4-3	Create policies for new developments to include EV charging and renewable energy generation (future-ready)	Policy		---□	R	City	

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives.

Action #5: Ensure new development is climate emergency resilient.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
5-1	Create guidelines to encourage severe weather-resilient building construction (e.g., roof hurricane clips, sewer back-up valves, prohibition on downspout connection to municipal sewers, etc.)	Policy		---□	S/R		
5-2	Incorporate on-site infiltration and/or storage and use of stormwater (e.g., Low Impact Development) in Site Plan Design Manual	Procedure		---□	R/A		
5-3	Maximize retention and enhancement of existing natural heritage features for their ecological goods and services	Policy		---	S		

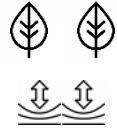
How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

The following table provides a high-level summary of the types of actions and outcomes likely required in order for London to achieve net-zero emissions by 2050 and to be resilient to future extreme weather events.

By 2030	By 2040	By 2050
<p>At least 10% of London’s electricity needs provided by local renewable generation</p> <p>At least 5% of London’s natural gas needs provided by “green gas” (e.g., biomethane, hydrogen)</p> <p>“Smart grid” technology used by marketplace leaders</p> <p>Zero-emission Connected & Automated Vehicle (CAV) service providers in pilot phase</p> <p>Local pilot projects for creating and selling carbon offsets from local projects</p> <p>Local pilot projects for engineered carbon capture and storage</p> <p>60% diversion rate from landfill for business waste (e.g., London Waste to Resources Innovation Centre)</p> <p>Larger-scale urban food production in pilot phase</p> <p>Food rescue programs from grocery stores and restaurants is common practice</p> <p>Opportunities for other local environmental investments and levels of recognition and reward</p>	<p>At least 30% of London’s electricity needs provided by local renewable generation</p> <p>At least 15% of London’s natural gas needs provided by “green gas” (e.g., biomethane, hydrogen)</p> <p>“Smart grid” technology use is widespread</p> <p>Zero-emission CAV service providers integral part of London’s public transportation network</p> <p>Selling and purchasing of locally created carbon offsets is a common practice</p> <p>Engineered carbon capture and storage used by some large local users of natural gas</p> <p>75% diversion rate from landfill for business waste</p> <p>Circular economy is integral part of London’s economy (e.g., London Waste to Resources Innovation Centre)</p> <p>Urban food production is common</p> <p>Food rescue programs from grocery stores and restaurants is widespread</p>	<p>At least 50% of London’s electricity needs provided by local renewable generation</p> <p>At least 50% of London’s natural gas needs provided by “green gas” (e.g., biomethane, hydrogen)</p> <p>Residual use of natural gas is offset by a mix of local and global carbon sequestration and/or carbon capture and storage projects</p> <p>Urban food production is widespread</p> <p>90% diversion rate from landfill for business waste</p>

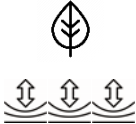

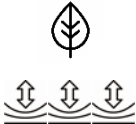

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #1: Increase and encourage the installation of distributed renewable energy assets.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
1-1	Review London’s electricity distribution system to identify areas with capacity for additional renewable electricity generation.	Study	N/A	▬▬▬▬	S/R		City
1-2	Review London’s gas distribution system to identify areas with capacity for additional “green gas” (i.e., biomethane and/or hydrogen) gas injection.	Study	N/A	▬▬▬▬	S/R		City
1-3	Explore programs to encourage distributed renewable electricity generation and green gas investment in areas with system capacity.	Pilot Project		▬▬▬▬	S/R		



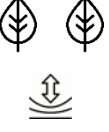

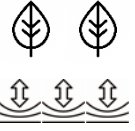

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #2: Improve City preparedness for dealing with extreme climate events.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
2-1	Explore potential for formal neighbourhood-scale emergency preparedness and response group support	Partnerships			S/R	City	
2-2	Review readiness of City emergency response process to address extreme weather emergencies	Procedures			S	City	







How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #3: Implement policies to improve data collection and use for improved climate monitoring, emergency response and optimization of electricity generation and distribution.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
3-1	Advance a data collection and use strategy for London that incorporates climate change mitigation and adaptation actions.	Plan			S	City	
3-2	Complete strategy for connected and automated vehicles that discourages single-occupancy use, encourages shared ownership/service models, complements London's public transportation system, prioritizes pedestrian and cyclist road users, and employs zero-emission vehicles	Plan			S	City	
3-3	Work with energy utilities to implement smart grid strategies to support climate resiliency, such as EV-to-grid connectivity, solar PV and battery storage, surplus power-to-gas hydrogen generation	Pilot Projects			S		City

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

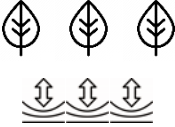

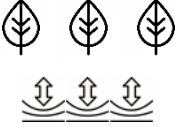

Action #4: Advance more sustainable farming practices and increased local product consumption.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
4-1	Review & revise zoning by-law Z-1 to ensure smaller, family-run farms are not discouraged	Policy	 		S	City	
4-2	Engage regional stakeholders to review food processing infrastructure and potential needs for increased agricultural development	Study	 		S		City

* Refer also to How We Green Actions 2-1, 4-4 and 6-5

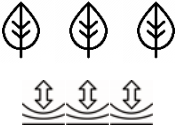

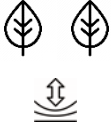

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #5: Continue to work with business community partners to advance sustainable business practices.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
5-1	Continued promotion and advancement of Green Economy London and other environmental initiatives for businesses	Procedure			S		City
5-2	Define and encourage the growth of employment in the green products and services sector in London	Partnership			S		City





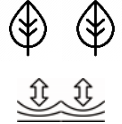



How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #6: Work with the private sector to identify opportunities to leverage City assets and/or funds to activate private capital for climate action in the public and private sector.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
6-1	Explore green bonds and green revolving funds as potential financing options for increased investment in climate-resilient infrastructure and CEAP initiatives	Study			S		
6-2	Explore the feasibility of creating and facilitating local carbon offset projects to provide funding support	Partnerships			R	City	

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

Action #7: Support and encourage resource and waste management initiatives for London businesses.

Supporting Actions		Action Type	Potential Impacts	Timeline	Ability to Implement	Responsibilities	
						Lead/Co-lead	Partner/Support
7-1	Implement waste diversion and minimization activities that support the 60% Waste Diversion Action Plan	Plan			R/A	City	
7-2	Continue to work with community business partners to implement food waste reduction initiatives at grocery stores and restaurants	Partnerships			S	City	
7-3	Work with partners to develop tools and resources to help London businesses reduce their use of packaging	Partnerships			S	City	
7-4	Support and promote London businesses playing a role in developing local circular economy solutions (e.g., London Waste to Resources Innovation Centre)	Partnerships			S	City	

Part A – London Climate Actions

What has your organization done, and/or what are you planning to do in the future to adapt to the impacts from climate change (e.g., intense rainfall, high winds or tornados, extreme heat, drought, ice storms)?

As an advisory committee established by the City, we understand our role is not so much to DO as it is to provide information and citizen perspectives based on research and the personal actions of individual members of the committee. That said, there have been a number of initiatives and ideas advanced by ACE that have been taken up by the City, not the least of which was the original Climate Emergency Declaration for the City of London prepared in 2019.

What has your organization done, and/or what are you planning to do in the future to reduce GHG emissions (e.g., building energy efficiency & conservation, fleet greening, renewable energy, etc.)?

ACE endorses and stands ready to assist city council in aligning its priorities and plans with Canada's commitment to the UN Sustainable Development Goals (or SDGs). The SDGs and the Federal Sustainable Development Strategy is the blueprint to achieve a better and more sustainable future for all. They address the global challenges we face, including those related to poverty, inequality, climate change, environmental degradation, peace and justice.

Draft Climate Caucus Handbook. (2021).

https://docs.google.com/document/d/1pUJC4HSbhXJGIMC7npDxj1Ox0DCyQeduZrHty_dNB8I/edit#

What barriers are there to taking your climate mitigation, adaptation, resiliency, sustainability actions?

Considering that the top two sources of GHG emissions are tied to the average Londoner's lifestyle (housing and personal transportation) significant changes in the mindset and behaviour of residents will be required to make a difference. The City has a key leadership role to play and powerful policy and legislative tools it can use to exhort, cajole, compel and incent change. The City is also in a unique position to convene all the stakeholders in order to develop a common understanding, language and commitment to TAKE ACTION on climate change.

Upfront financing solutions are required to support inclusive, equitable climate change, sustainability and resiliency solutions for Londoners.

What can the City of London do to assist you in taking these Climate Emergency Plan actions? This includes letting us know if there are any new ideas your organization would be interested in exploring with the City of London and other partners to address the Climate Emergency (e.g., joint procurement, carpool coordination, etc.).

ACE encourages the City to take an integrated and strategic approach and consider the long-term resilience investment potential for the solutions proposed through the LCRN work with the development and rollout of London's CEAP priorities. Upfront financing solutions are required to support inclusive, equitable climate change, sustainability and resiliency solutions for a wide variety of Londoners.

The City of London can provide PACE/LIC financing solutions (e.g. integrated CoVid recovery planning, loan loss guarantee reserve funding, one-window financing solutions, support for a 3rd party service

provider, capacity building & awareness campaigning etc.) to support inclusive, equitable climate change, sustainability and resiliency solutions for a wide variety of Londoners.

How We Live: Helping Londoners respond to and prepare for climate change at home

1 Provide ongoing education and engagement on the necessity for community-wide action on the climate emergency.

The London Poverty Research Centre and the London Environmental Network, with logistical support from Western University, have partnered on a pilot project titled "Developing Inclusive Green Economies through Property Assessed Clean Energy Incentives (PACE)". The pilot project includes the development of an online educational resource directory to educate Londoners about available programs and ideas related to home energy efficiency and conservation. This web resource is hosted by LEN.

https://www.londonenvironment.net/home_retrofits

2 Support and facilitate energy conservation, energy efficiency, renewable energy, and major energy retrofits of residential buildings.

Action Type: Pilot Study

ACE committee member Dr. Brennan Vogel (& research team collaborators from the community) is currently investigating policy and program design features to support inclusive green building retrofits. One portion of this pilot project is focusing on Property Assessed Clean Energy (PACE or LIC) financing to provide accessible and inclusive financing to support residential energy efficiency and renewable energy retrofits at the municipal / regional scale.

3 Support and develop collaborative approaches to end energy poverty.

Action Type: Pilot Study

This pilot study also focuses on the implementation of PACE programs to help to reduce energy poverty. The study aims to determine options and best practices for the policy and program designs that will allow targeted PACE programs to increase opportunities for low-income households and social housing projects to improve energy efficiency and lower energy costs, while improving energy savings and lowering GHG emissions.

For more information: <https://institute.smartprosperity.ca/InclusiveRecoveryRetrofits>

4 Support and encourage resource and waste management initiatives for London households.

Collaborate with community organizations like the Thames Regional Ecological Association (TREA) and Reimagine Co to help Londoners to live more sustainable and connected lives, through workshops, demonstrations, experiments and shared learning (1)(2).

(1). Thames Regional Ecological Association, (TREA). (2021). <https://www.trea.ca/how-to-workshops-2/>

(2). Reimagine Co. (2021). <https://reimagineco.ca/pages/about-us>

5 Support and encourage urban agriculture and strengthen local food systems.

Work with community partners to educate and encourage Londoners to make meals more climate-friendly: reduce meat consumption, purchase sustainably caught fish, use organic and local produce, compost, establish and grow vegetable gardens and community gardens, and to plant native species. The City of London's Urban Agriculture Steering Committee (UASC) can collaborate with groups like Friends of Urban Agriculture, Middlesex London Food Policy Council, Forage City London, TREA and many more community organizations.

6 Assess and establish strategy to improve residential neighbourhood climate resilience.

Partner with Climate Action London and Reforest London to encourage the increased naturalization of neighbourhoods, such as the planting of more trees and pollinator gardens. The ability of trees and gardens to absorb water leads to greater flood resilience and the shading qualities of trees adds to reduced urban heat island effect during the summer. Support the Pollinator Pathways Project to create gardens across the city to allow pollinators easy movement and sanctuary, as well as to provide everyone with the resources and knowledge to create their own gardens.

Pollinator Pathways Project. (2021). <https://www.pollinatorpathwaysproject.com/about>

7 Work with the Middlesex London Health Unit to improve human health resilience to climate change impacts.

The City can support the Middlesex London Health Unit by educating residents about their personal protection against air borne pathogens like the West Nile Virus, Eastern Equine Encephalitis (EEE) and other mosquito-borne viruses and the things that residents can do to prevent mosquitoes bites.

Government of Canada. (2016, April 8). Prevention of West Nile virus. Retrieved from

<https://www.canada.ca/en/public-health/services/diseases/west-nile-virus/prevention-west-nile-virus.html>

Additions:

Municipalities can enable the flow of private capital for PACE program rollouts through the issuance of green bonds for private equity investors - attracted by municipal loan loss guarantees and long-term returns on retrofit paybacks affixed to property taxes for commercial building operators and home owners engaged in energy & cost savings and emissions reductions through building retrofitting activities.

PACE financing models offer a proven mechanism for unlocking large amounts of private capital for green retrofitting, as well as potentially supporting a wide range of other sustainability / resilience investments that can bolster the sustainability of the local economy while reducing emissions. Since their first introduction in 2008, residential PACE programs have been growing rapidly across the United States (1). As of May 2018, US residential PACE programs have enabled 220,000 home upgrades, worth a total of over \$5 billion USD. A large portion of these investments, 58%, were for energy efficiency measures, with the remainder being investments in renewable energy and water efficiency. An estimated 42,000 jobs have been created through these programs (2).

A strategic PACE policy/planning approach and working with stakeholders to develop a new green bond investment program to attract private equity stakeholders (such as TechAlliance, Libro Credit Union, the Sifton Foundation etc.) and/or stacking retrofit funding from senior levels of government can enable climate actions for municipal stakeholders.

A broader approach to leveraging PACE opportunities through supporting the development of third party administration and a private capital investment strategy, also offers larger potential for a PACE program to address a wide range of other community funding needs for sustainability and resiliency (renewable energy, efficiency, resilience, urban ag, forestry etc.). Third party, one-window administrators may offer greater program efficiency and other administration benefits for municipalities.

Building retrofitting is a key solution to deal with environmental issues related to climate change as nearly half of London's carbon footprint relates to emissions from buildings. More critically, municipal leadership to create and provide financing pathways for inclusive, equitable building retrofitting can help to frame climate actions as broader means to strategically address the deeper social and economic malaise that plagues London (among the highest working age unemployment and poverty rates in Canada). The implementation of an equitably designed PACE program can provide low/no interest loan guarantees for a wide variety of building operators and homeowners to participate in energy efficiency/conservation activities, spurred on through the mobilization of private investment capital for social good.

Yukon has a LIC/PACE program, but it is only used for installing renewable energy, and both BC and Quebec ran LIC/PACE pilot programs without enabling legislation. When comparing between provinces, Alberta's regulations provide the greatest level of guidance to program administrators, while Nova Scotia simply allows PACE programs, and Ontario falls between the two models. To meet the requirements of the Ontario regulations for LIC/PACE loans (O. Reg. 586/06), the applicant must meet the following criteria: (1) The applicant is the homeowner of the property, (2) All property owners consent to participation in the program; and (3) The property is located in the applicable municipality.

London is a partner with Clean Air Partnership (CAP) along with various Toronto municipalities that have accessed funding through the Federation of Canadian Municipalities (FCM). On Mar. 2, 2021, FCM announced the Green Municipal Fund launched its newest funding call from the Community Efficiency Financing initiative to support Canadian municipalities and partners in the delivery of home-energy upgrade financing programs. Municipalities can access grants, loans and credit enhancement to create or scale up local programs to help homeowners upgrade the energy performance of their homes.(3)

The Halifax Solar City PACE program is expanding to include energy retrofits to provide greater equity to citizens to have access to the program and builds on the Halifax Climate Emergency Plan which provides a workable template for the City of London to implement Local Improvement Charge (LIC) financing.

(1). Accelerating Home Energy Efficiency Retrofits Through Local Improvement Charge Programs: A Toolkit for Municipalities. Clean Air Partnership (CAP). (2020). <https://www.cleanairpartnership.org/wp-content/uploads/2020/05/FINAL-LIC-TOOLKIT-Accelerating-Home-Energy-Efficiency-Retrofits-Through-LIC-Programs-2020-1.pdf>

(2). PACENation. (2019). PACENation building the clean energy economy. Retrieved from <https://pacenation.us>

(3). Federation of Canadian Municipalities (FCM). (2021). <https://fcm.ca/en/funding/gmf/capital-program-loan-credit-enhancement-local-home-energy-upgrade-financing-program>

How We Green: Building a greener city by protecting and increasing natural resources in the built and natural environment

1 Enhance the natural heritage system's resiliency in urban areas.

Improve flood control by providing incentives/mandates for green roofs, rain gardens, and permeable pavement.

Green roofs reduce flooding by capturing rainwater to reduce the amount of flow in stormwater systems. They provide cooling that reduces the heat island effect, increase the life of the roofs and increase property value. Green roofs can generate employment, space for food production, reduce air pollution, and support biodiversity.

A rain garden is a garden of native shrubs, perennials, and flowers planted in a small depression, which is generally formed on a natural slope. It is designed to temporarily hold and soak in rain water runoff that flows from roofs, driveways, patios or lawns. (1). Building parking lots, driveways and roads using permeable pavement helps to restore natural infiltration functions to the landscape and reduce impacts to watercourses by allowing rainwater to slowly infiltrate into the ground. (2).

(1). Groundwater Foundation. (2021). <https://www.groundwater.org/action/home/raingardens.html>

(2). Sustainable Technologies Evaluation Program (STEP). (2021). <https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure/low-impact-development/permeable-pavement/>

2 Enhance the natural heritage system's resiliency in rural areas.

The City must commit to building up, not building out; putting an end to urban sprawl.

Zoning policies that limit density can stimulate urban sprawl, which can depress productivity, contribute to local air pollution and encroach on surrounding ecosystems. Removing land use and building regulations that prohibit denser, mixed-use urban development can stimulate markets to make better use of land and increase the supply of housing, reducing costs and enhancing the productivity (1). Partner with local organizations and associations to preserve the City of London's cultural heritage.

(1). Climate Emergency, Urban Opportunity. Coalition for Urban Transitions. (September 19, 2019). <https://urbantransitions.global/en/publication/climate-emergency-urban-opportunity/>

3 Develop a land use carbon sequestration study with targets for conserving and managing natural and agricultural lands to retain and absorb greenhouse gases.

This would seem to be a project led by other agencies on which the City would partner.

Partner with organizations that help farmers produce ecosystem services on their land. These include cleaner air, cleaner water, flood mitigation, carbon sequestration, species at risk habitat and support for native bees and pollinators. The "Alternative Land Use Services" ALUS Middlesex program aims to help address environmental issues affecting water quality in the Great Lakes, re-establish tallgrass prairie, improve buffer areas, manage wetlands and establish other projects providing ecosystem services such as flood mitigation, carbon sequestration and pollinator support. ALUS Canada supports tens of

thousands of acres of wildlife habitat, pollinator meadows, carbon capture, clean air, clean water, and other ecosystem services.

ALUS. (2021). <https://alus.ca/>

4 Advance the urban forest strategy including exploring reforestation of underutilized agricultural land within London.

One million species risk extinction within decades. Urban forests can provide wildlife corridors for songbirds. School playgrounds and spaces alongside roads can be local natural forests with native species planted closely together. The young open structure allows sunlight to reach smaller plants and attracts local pollinators, butterflies, snails, and amphibians. Nature based solutions to climate change are an inexpensive way to lock carbon into soil.

These Tiny Urban Forests Could be a Secret Weapon Against Climate Change,1t.org. (2021). <https://www.1t.org/resources>

Partner with the Upper Thames River Conservation Authority, Nature London (McIlwraith Field Naturalists), Thames Talbot Land Trust (TTLT), and other knowledgeable, local organizations to study best practices to implement conservation, restoration, and reforestation projects in the City of London, also known as the “Forest City”. Forests are some of the best carbon sponges, trapping and storing carbon dioxide, CO2.

5 Collaborate with First Nations to ecologically restore lands.

Partner with the Chippewa of the Thames First Nation, the Oneida Nation, and the Munsee-Delaware Nation to share Indigenous knowledge and practices to ecologically restore shared local lands, including local organizations like the Thames River Clear Water Revival (TRCWR).

<https://www.thamesrevival.ca/>

6 Advance and enhance current efforts to improve the Thames River watershed health and resiliency.

Important partnership projects.

Partner with the Thames River Clear Water Revival (TRCWR) to work with developers, conservation authorities and others to promote and support the use of green infrastructure and Low Impact Development (LID) systems for stormwater management, including clarifying and enhancing policies as well as developing green standards. Ontario’s draft stormwater LID guidance manual is aimed at helping proponents implement LID and green infrastructure.

The Thames River (Deshkan Ziibi) Shared Waters Approach to Water Quality and Quantity, Thames River Clear Water Revival (TRCWR). (2021). <https://www.thamesrevival.ca/wp-content/uploads/2020/05/SharedWatersApproach-Dec2019finaldraft.pdf>

Additions:

Integrated regional planning to protect local watersheds and adjacent, undeveloped wildlands and agricultural land will be a critical long-term objective to reduce the level of GHG emissions associated with urban sprawl, while simultaneously using and supporting nature-based solutions to support adaptation and co-benefits outcomes.

How We Move: Supporting low/no emission transportation choices and a transportation network that makes London easy to get around through active transportation and transit and is connected to the region.

1 Accelerate the expansion and improvement of active transportation infrastructure.

Support the use of green infrastructure and Low Impact Development (LID) systems to expand and improve the City of London's active transportation infrastructure using narrower streets, slimmer sidewalks, smaller cul-de-sacs, shorter driveways, and smaller parking lots. Green infrastructure elements are a fundamental approach to rainwater management that protects, restores, or mimics the natural water cycle while delivering environmental, social, and economic benefits. The installation of secure bike lockers at various locations throughout the city will improve the connections between the public transit system and cycling trails, which will provide better access for transit users.

Draft Low Impact Development (LID) Stormwater Management Guidance Manual, Draft – Version 1.0. (April 20, 2017). https://municipalclassea.ca/files/7_DRAFT_MOECC_LID%20SWM%20Manual.pdf

2 Expand and improve public transit service, including higher-order transit.

London is centrally located in Southwestern Ontario along highway 401, an ideal location to establish innovative Hydrogen Fuel Cell technology and infrastructure. The use of hydrogen as an energy carrier has the potential to reduce dependence on petroleum, diversify domestic energy sources, and decrease pollution and greenhouse gas emissions. Newflyer Xcelsior CHARGE H2™ is a battery-electric vehicle that uses compressed hydrogen as an energy source. Fuel cell electric technology is a unique and innovative way to obtain extended range operation similar to existing transit vehicles with a fully zero emission solution.

New Flyer Industries Canada ULC. (2021). <https://www.newflyer.com/buses/>

ACE encourages the City to consider a pilot of on-demand technology to run the bus service. *Pantonium* is a Canadian AI software platform that coordinates city-wide bus fleets according to demand. Pilot projects in Belleville, Stratford and Chatham have demonstrated the on-demand service helps optimize bus fleets in real-time, grows transit accessibility and coverage, and improves convenience for the ridership.

<https://pantonium.com/>

<https://www.theglobeandmail.com/business/rob-magazine/article-on-demand-transit-how-remi-desais-reimagining-public-mobility/>

3 Encourage and incent increased active transportation, public transit use & transportation demand management.

Offer incentives to encourage businesses and individuals to walk, bike, carpool, to use electric buses that replace diesel; add bicycle parking, bike-share with bikes available at the train and bus stations, secure bike parking at destination locations; malls, grocery stores, etc. Encourage active transportation in any form of human-powered transportation, including walking, cycling, travelling on mobility devices, rollerblading, skating, skateboarding, cross-country skiing and more. Reduce the need for cars on the roads; reducing the maintenance required to maintain existing roads and the need to build new roads.

4 Reduce freight traffic load on secondary and tertiary roads

Local municipalities with responsibilities for providing the infrastructure that services goods movement transportation hubs are examining their land-use planning and transportation master plans to find ways to better facilitate movement of goods via all modes. Nevertheless, truck transportation remains the main mode of freight transportation used in this region.

Road Transportation, Transport Canada. (2021). <https://tc.canada.ca/en/corporate-services/policies/road-transportation?pedisable=true>

5 Advocate for higher frequency and reliable regional transportation services and connections

Provide incentives for use of electric bicycles, motorcycles, buses and fuel cell vehicles and infrastructure. Study the use of hydrogen as an energy carrier and the potential to reduce reliance on fossil fuels, diversify local energy sources, and decrease pollution and greenhouse gas emissions.

Many jurisdictions are beginning to investigate or consider alternative means of financing public infrastructure, including roads and highways, such as tolls, other user charges and public-private partnerships.

Road Transportation, Transport Canada. (2021).

<https://tc.canada.ca/en/corporate-services/policies/road-transportation?pedisable=true>

6 Encourage and support zero emissions vehicle and electric bicycle (e-bike) adoption.

ACE supports the City providing incentives and education to encourage the electrification of personal vehicles. The City could promote this by working with businesses and dealerships.

In addition, advancing the electrification of local companies' fleet vehicles would reduce GHG emissions as well as the costs to the businesses.

7 Continue to improve resilience of transportation infrastructure.

For affordable, clean and reliable vehicles and infrastructure, replace and expand the current fossil fuel fleet with new, zero-emission buses, along with new charging stations and solar power generation retrofits, leading to a reduction in greenhouse gas emissions.

Study the use of wildlife corridors to connect fragmented areas of habitat for isolated animal populations to mix and migrate. Engage farmers, landowners, and gardeners to plant native flowers to benefit bees and butterflies.

These Clever 'Wildlife Protecting' Corridors are Protecting Animals,1t.org. (2021).

<https://www.1t.org/resources>

Additions:

While the City of London has Idling Control By-law - PH-15 for the control of idling vehicles, and the preamble includes references that the City of London is supportive of initiatives to reduce emissions that contribute to climate change and poor air quality; the bylaw is an underused tool to advance emissions reductions through improved motor vehicle operation habits.

The ACE recommends an evergreen “idle-free | drive smart” education and awareness campaign combined with enforcement of the bylaw in order to link and underscore that idling (and more broadly poor driving habits such as speeding and jack-rabbit starts in the city) contribute to London’s largest source of greenhouse gas emissions: personal vehicles; that the community’s largest energy expense is gasoline, and that London’s fourth largest source of emissions is from freight and fleet vehicles.

As suggested in the 2005 Primer for Canadian Municipalities on Developing and Enforcing Idling Control Bylaws (1), public education and bylaw enforcement work best in tandem in building public understanding and support, and in turn changing behaviours. ACE recognizes that the City may have limited resources for bylaw enforcement. The primer cited below outlines the elements for an effective public education and enforcement strategy.

Recognizing past education platforms from the MLHU, TREA and the City, renewed education and outreach programs would be useful to reach new drivers, newcomers to London and to remind existing drivers of the issues of vehicle idling and the City's by-law.

(1). <https://www.rncan.gc.ca/sites/www.rncan.gc.ca/files/oeo/pdf/communities-government/transportation/municipal-communities/reports/cracking-down-e.pdf>

How We Grow: Ensuring London becomes a mixed-use compact city using green development and redevelopment standards and incentives

1 Ensure new developments embody complete community attributes such as different forms of housing, opportunities for work and shopping, links to transportation, and green space.

Develop financing tools for credit enhancements and repayment mechanisms like PACE to encourage new construction and development to include passive house, net-zero new building construction and renovations. Passive house is the most inexpensive option based on all reasonable life cycle assumptions and provides specific performance outcomes and benefits. All new developments must preserve existing natural wildlife habitat to protect biodiversity.

2 Encourage and incentivize climate-friendly, sustainable new development and redevelopment.

Promoting and developing inward, upward growth with the enforcement of the London Plan to curb urban sprawl requires encouragement and incentives for re-development and new developments in the municipality.

3 Ensure long-term growth planning addresses the need for urgent climate change mitigation and adaptation to address the Climate Emergency.

Integration of the LCRN recommendations with the CEAP priorities can support long-term growth planning that is climate savvy, sustainable and resilient.

4 Ensure new development is energy-wise & future-ready.

Consider climate change and extreme events in long-lived infrastructure investments, including retrofits and upgrades, and investing in traditional and natural infrastructure solutions can help communities build resilience, reduce disaster risks, and save costs over the long term.

Moudrak, N.; Feltmate, B. 2019. Weathering the Storm: Developing a Canadian Standard for Flood-Resilient Existing Communities. Prepared for Standards Council of Canada and National Research Council of Canada. Intact Centre on Climate Adaptation, University of Waterloo). (2019). <https://www.intactcentre.ca/wp-content/uploads/2019/01/Weathering-the-Storm.pdf>

5 Ensure new development is climate emergency resilient.

Establish policy and financing to encourage green roofs, rooftop and ground mount solar thermal hot water for pools and domestic hot water, including solar thermal with radiant floor heat for space heating, solar wall air heating, rooftop and ground mount solar photovoltaic systems, small wind and industrial size wind turbine systems with appropriate location regulations, geothermal, air source heat pumps, and green infrastructure and Low Impact Development (LID) for private developments. Establish bylaws for all development of new construction to be net-zero energy operation and maintenance with energy performance guarantees.

Additions:

The City of London can send an important policy signal to the construction industry by adopting a green demolition bylaw such as is in use in metro Vancouver (cities of Vancouver, Burnaby and Surrey). The Vancouver bylaw originally targeted homes built before 1940, capturing about 40 per cent of home demolitions, or about 275 each year. The pre-1940 rule requires 75 per cent of the materials be recycled and currently diverts about 10,000 tonnes of waste from the landfill each year.

The bylaw was updated and came into force January 1 2019 and now extends to homes built pre-1950, which covers about 70 per cent of home demolitions. That is expected to increase the amount of diverted material to 18,000 tonnes a year. In 2020, the Vancouver Economic Commission published a study that delves further into the business case for deconstruction (1). It provides recommendations on how to grow the deconstruction industry beyond contractors to include home recyclers, waste haulers, trades people and others to create a circular value chain related to new home construction and renovation.

(1). <https://www.vancouvereconomic.com/research/the-business-case-for-deconstruction/>

How We Prosper: Ensuring a City that is prosperous, innovative and climate change resilient

1 Increase and encourage the installation of distributed renewable energy assets.

Encourage local distributed renewable energy generation of wind turbines, solar hot water (HW), solar photovoltaic (PV) and battery storage, geothermal, surplus power-to-gas hydrogen generation, Proton Exchange Membrane (PEM) hydrogen fuel cell power generation, and hydrogen fuelling transportation infrastructure. Install solar photovoltaic systems (PV) on all available municipal sites, including building rooftops on city hall, schools, police/fire, community centers, transit depots, carports, and other structures. Ground mount solar PV on appropriate land such as rights of way, infill, and brownfields. Make these projects available for community cooperative investments.

2. Improve City preparedness for dealing with extreme climate events

Building retrofits provide a significant return on investment by energy savings over the life of the building and building systems that greatly exceed their upfront costs through operational savings. When compared to the long-run costs of new energy supplies, energy efficiency and carbon reduction are often far less costly. They increase the quality of our building stock and create more comfortable and healthier homes. They reduce energy costs for residents, create local good quality jobs that aren't vulnerable to outsourcing, result in local economic development opportunities, and build resilience to extreme weather events.

Draft Climate Caucus Handbook. (2021).

https://docs.google.com/document/d/1pUJC4HSbhXJGIMC7npDxj1Ox0DCyQeduZrHty_dNB8I/edit#

3. Implement policies to improve data collection and use for improved climate monitoring, emergency response and optimization of electricity generation and distribution.

Smart city systems can assist in making municipal services operate more effectively, provided their uses are focused, with well-understood, and democratically approved, constraints on their consumption of various forms of urban and individual data.

Smart cities will be cleaner, accessible, even more democratic, proponents say, but governments adopting new tech must contend with risks, too. John Lorinc, Atkinson Fellow. (January 4, 2021).

<https://www.thestar.com/news/atkinsonseries/2021/01/04/smart-cities-will-be-cleaner-accessible-even-more-democratic-proponents-say-but-governments-adopting-new-tech-must-contend-with-risks-too.html>

4. Advance more sustainable farming practices and increased local product consumption.

Home gardens are one of the most reliable, efficient and democratic ways of producing food ever invented. Agriculture has repeatedly degraded its natural resource base and collapsed many societies in the past. Modern, industrial agriculture is not suited to these changing times and is liable to increasing breakdown within the next decade (1).

The Urban League and member organizations want to help grow neighbourhood connections, and offer packages of vegetable or wildflower seeds to people starting neighbourhood pods (2). Collaborate to encourage community gardening with groups like London Middlesex Master Gardeners and others.

(1). The Role of Home Gardens in Feeding the World and Sequestering Carbon, Michael Pilarski, Founder and Director of Friends of the Trees Society. (January 1, 2009). <https://cityfarmer.info/the-role-of-home-gardens-in-feeding-the-world-and-sequesteringcarbon/>

(2). The Urban League. (2021). <https://www.urbanleague.ca/neighbourhood-pods>

5 Continue to work with business community partners to advance sustainable business practices.

Significant cost reductions can result from improving operational efficiency through better management of natural resources like water and energy, as well as minimizing waste. Sustainable businesses are redefining the corporate ecosystem by designing models that create value for all stakeholders, including employees, shareholders, supply chains, civil society, and the planet.

The Comprehensive Business Case for Sustainability, Tensie Whelan and Carly Fink. (October 21, 2016).

<https://hbr.org/2016/10/the-comprehensive-business-case-for-sustainability>

Energy-Saving Tips for Commercial Businesses:

Boiler: Make sure buildings have annual combustion testing and boiler tune-ups. Install or improve existing insulation on your boilers. Consider an economizer to recover waste heat. Consider installing multiple small boilers. If building loads are highly variable—and this is often the case in commercial buildings—multiple boilers are a good option.

Building Design: Use whole-building design techniques that consider all building energy components and systems, starting early in the design process for best results.

Building Energy Modeling: Develop an energy model of the building using simulation software. Modeling helps in making critical decisions about a building's design early in the process. Commercial reference buildings can be used as starting points with simulation software.

Lighting: Replace the bulbs and ballasts of T12 (1.5" diameter) bulbs fluorescent fixtures, with High Performance (HP) T8 (1" diameter) bulbs and electronic ballasts. HP T8 systems provide better quality light, last 25% longer and can save you 20 - 40% in energy usage.

Carpooling: Offer employees incentives to use public transportation, encourage carpooling, reduce unnecessary travel, and choose fuel-efficient shipping methods.

Cars: Install low-rolling resistance tires which improve the fuel economy of your vehicle, keep vehicle engine properly tuned, properly inflate vehicle tires, when traveling, use cruise control to save gas; vehicle rooftop luggage racks, kayak holders, and ski racks add weight, reduce aerodynamics and decrease fuel efficiency. Consider purchasing a fuel-efficient hybrid vehicle. Research the miles per gallon rating before purchasing a vehicle. Increase telecommuting where possible to minimize driving.

Ceiling Fan: When possible, turn off the air conditioner and open the windows at night or install and ENERGY STARR ceiling fan. Ceiling fans can help reduce the need for air conditioning.

Commercial Clothes Washers: Install high-efficiency commercial clothes washers, which can cut energy costs up to 50% and last five to ten years longer than standard, top-loading machines.

Commercial Food Equipment: Purchase ENERGY STAR qualified commercial food service equipment. Qualified refrigerators and freezers can save over 45% of the energy used by conventional models.

Computer: Consider buying a laptop for your next computer upgrade. They use less energy than desktop computers.

Commercial Cooking: Turn off backup fryers and ovens during low production periods.

Dampers: Verify that outside air dampers are closed completely during unoccupied periods.

Doors: To save energy, keep your exterior and freight doors closed as much as possible. Install door bottoms, threshold, or door "shoes" to seal gaps beneath exterior doors.

Drapes/Shades: In cold weather, take advantage of the sun's warmth by keeping drapes open during daylight hours. In hot weather, keep your shades down and the drapes drawn during the hottest time of the day and open them at night.

Dryer: Keep your clothes dryer's outside exhaust clean. A clogged exhaust lengthens drying time and increases energy use.

Exhaust Systems: Turn off exhaust systems when not needed. Add variable frequency drives to fan motors.

Commercial Freezers: Install automatic door-closers and strip curtains on walk-in freezers or coolers.

Holiday Lights: Set holiday lights on a programmable timer or a photosensor that detects dawn and dusk.

HVAC: Tune up your heating, ventilating and air conditioning (HVAC) system annually.

Light Switches: Color code or mark light switches and circuit breakers that can be turned off when not needed.

Lighting: Replace incandescent light bulbs with ENERGY STAR qualified LED light fixtures. LEDs last 35 to 50 times longer than incandescent lighting and 2 to 5 times longer than fluorescent lighting. When possible, incorporate daylighting into your total lighting approach. Daylighting technology, including photosensors and dimming ballasts, have come down in price in recent years, making the opportunity to incorporate daylighting a more cost-effective solution than in the past. Install a motion sensor and/or a photosensor to prevent outdoor lights from operating during daylight hours. Use occupancy sensors in private offices and conference spaces so they are not lit when vacant. Install switch plate manual-on, auto-off occupancy sensors in proper locations to automatically turn off lighting when no one is present.

Motors: Maintain equipment motors and use the right-size motor for the application. Install variable frequency drives for fluctuating loads, and replace old motors with NEMA premium efficiency motors.

Office Equipment: Set copiers, printers, fax machines and other office products to standby mode when not in use. Turn off office equipment during non-production periods.

Pools/Hot Tubs: Install solar water heating systems for pools/hot tubs, extending seasonal use from April to October from May to September. Use covers when the area is closed.

Power Strip: Plug your TV, computer, and other electronics into a power strip to centrally “turn off” all appliances and save energy.

Printers: Default all printers to double-sided printing. Use ink-jet printers. They consume 90% less energy than laser printers.

Refrigerators: Make sure the refrigerator seals around the door are airtight. If not, replace them.

Commercial Refrigerators: Service large and walk-in refrigeration systems annually, including cleaning, refrigerant top off, lubrication of moving parts, and adjustment of belts to ensure efficient operation and longer equipment life.

Staff Lounges: Provide centralized staff lounges for cooking/kitchen equipment.

Steam: If your facility uses steam, maintain steam traps regularly and know how to identify non-performing traps. Repair/replace faulty steam valves and repair leaks.

Stove: Make sure oven doors fit tightly by adjusting door latches, and that gaskets are in good condition.

Toilet: Avoid installing automatic flushers which waste water and energy, use low-flow toilets; single-flush, dual-flush or pressure-assist toilets.

Train Staff: Develop a program to educate and motivate employees on ways to save in the office. Train maintenance staff and occupants on energy-efficient and renewable energy technologies.

Water Fixtures: Typical hotels use 218 gallons of water per day per occupied room. Water-efficient fixtures can reduce water and sewer bills by up to 30%. Low-flow showerheads, sinks, toilets can reduce water and sewer bills by 53%.

Water Heaters: Buy an ENERGY STAR-qualified water heater. In areas of infrequent use, consider tankless water heaters to reduce standby storage costs and waste. Consider a solar hot water system to produce needed domestic hot water services based on the site location.

Water Usage (Schools): Reduce water consumption by 25%–75% with water conservation fixtures, implementing greywater or rainwater catchment systems and using xeriscape practices.

Whole Room Switches (Hotels): Install whole room switches (often turned on/off by card, reducing lost cards) (1). The device is a master switch that turns everything off as you take your key out and leave the room (2).

(1). New York State Energy Research and Development Authority. (2021).

<https://www.nyserda.ny.gov/Business-and-Industry/Energy-Saving-Tips>

(2). A Common Energy-Saving Device that I've Never Seen in the US, Catherine Wolfram. (October 6, 2014). <https://energyathaas.wordpress.com/2014/10/06/a-common-energy-saving-device-that-ive-never-seen-in-the-us/>

6 Work with the private sector to identify opportunities to leverage City assets and/or funds to activate private capital for climate action in the public and private sector.

Private sector leverage and City integration of the LCRN recommendations with the CEAP priorities can support long-term growth planning that is economically viable, climate savvy, sustainable and resilient.

7 Support and encourage resource and waste management initiatives for London businesses.

Implement the city-wide green bin program to collect compost, and the orange bag program to collect difficult to recycle plastics, as soon as possible.

Considering the nutrient cycle of all food consumption and ensuring that the mechanisms are in place to transform food waste into soil will ensure the long term productivity of urban lands and reduce demand for landfill space (1).

Expand cooperation with Urban Roots to accept compost; a non-profit organization that revitalizes underused land in the City of London for agriculture by: producing high-quality, organic vegetables and herbs, distributing produce locally, directly to consumers and to private and social enterprises and developing agricultural opportunities for the neighbourhood, social enterprises, and community organizations within the City of London (2).

Promote the lifestyle of living in London with focus on simple pleasures such as exploring nature and spending time with loved ones; providing purpose, belonging and happiness. Promote sharing, making, fixing, reuse, repurposing, and composting (3). Support and promote independent local repair shops

(1). The Urban Farmer. (2021). <http://www.theurbanfarmer.ca/urban-agriculture>

(2). Urban Roots. (2021). <https://urbanrootslondon.ca/>

(3). HalifACT for Homes. (2021). <https://www.halifax.ca/about-halifax/energy-environment/tackling-climate-change/climate-mitigation>

Additions:

Ensure affordable, reliable and universal access to modern energy services; increase substantially the share of renewable energy in the energy mix; and double the global rate of improvement in energy efficiency. Renewable energy can supply two-thirds of the total global energy demand, and contribute to the bulk of the greenhouse gas emissions reduction that is needed between now and 2050 for limiting average global surface temperature increase below 2 degrees Celsius. Enabling policy and regulatory frameworks will need to be adjusted to mobilise the six-fold acceleration of renewables growth that is needed, with the highest growth estimated for wind and solar PV technologies, complemented by a high level of energy efficiency (1).

Increasingly, scientists are talking about a global carbon budget; an amount of greenhouse gases that can be emitted over a particular time while still achieving a target. Carbon budgets guide planning by providing clear and readily understandable goals that proceed incrementally towards the final emissions reduction goals. Carbon budgets foster accountability by forcing decision-makers to develop clear plans for progress towards emission reduction goals, allowing for ongoing evaluation of the success or failure of the plans (2).

The total carbon budget between the beginning of 2019 and the end of 2050 for the City of Edmonton is 155 Mtonnes CO₂ equivalent (MtCO₂eq). With a carbon budget superimposed over a city's projected emissions, the impact of delaying reductions in emissions becomes very clear. This makes a carbon budget a useful tool for encouraging municipal governments, which are often more agile in deploying programs than other levels of government, to act quickly. At the current rate the city will exhaust its carbon budget in 2028 (3).

Toronto's share of global emissions is 0.05% so the emissions-share of the global carbon budget is 260 MtCO₂e and will be exceeded by 2042 (4).

(1). The role of Renewable Energy in the Global Energy Transformation, Science Direct Energy Strategy Reviews. (2019).

<https://reader.elsevier.com/reader/sd/pii/S2211467X19300082?token=4C1DFAE98E2FDE4C2EAA8CBBB09C3A447015413E8687906C8E55B7BEE87B040C0D791E1579BA96FBD2B1CE2970CA0B1E>

(2). A Carbon Budget for Canada, Andrew Gage, West Coast Environmental Law. (December 2015).

[https://www.wcel.org/sites/default/files/publications/CarbonBudget%20\(Web\)_0.pdf](https://www.wcel.org/sites/default/files/publications/CarbonBudget%20(Web)_0.pdf)

(3). Carbon Budget and Accounting Brief, City of Edmonton. (2019).

https://www.edmonton.ca/city_government/documents/PDF/CarbonBudgetandAccountingInformation-PolicyBrief-2019-11.pdf

(4). Climate Action Now. (2021). <https://climateactionnow.ca/torontos-targets>

General Comments:

As recommended by ACE, on April 24, 2019, the Declaration of a Climate Emergency was approved by London's City Council that includes, "Whereas recent international research has indicated a need for massive reduction in carbon emissions in the next 11 years to avoid further and devastating economic, ecological, and societal loss;"

There needs to be increased ambition to accomplish the needed massive reduction in greenhouse gas emissions required to meet these goals.

Proposed Targets for the City of London:

All new developments will preserve existing natural habitats by 2021

No new road locations to be built after 2022

All existing road maintenance and repair using low-impact development stormwater management practices by 2022

Provide support for scooter/bike share by 2022

At least 50% of new light-duty vehicles sold in London are electric, all new buildings provide charging stations for electric vehicles and bikes by 2024

At least 45% of new development is infill development and at least 50% of new development is medium-to-high density by 2025

Selling and purchasing of locally created carbon offsets used to support the preservation and restoration of biodiversity is a common practice by 2025

20% increase in CO2 sequestered and GHG emissions avoided due to conservation and management of natural and agricultural lands, 30% tree cover within the urban area by 2030

All new developments including new multi-family residential buildings will be net-zero energy, meaning: the building produces as much renewable energy as it uses, or positive energy, meaning: the building produces more energy than it uses or positive energy, and built with Low Impact Development (LID) features by 2030

All new multi-family residential buildings will have "shelter-in-place" capabilities (back-up power, shelter space, etc.) by 2030

Convert 20% of LTC's bus fleet to zero-emission vehicles by 2025 and convert 100% of LTC's bus fleet to zero-emission vehicles by 2030

At least 50% of London's electricity needs are provided by local 100% renewable generation by 2040

All buildings will be net-zero energy, meaning: the building produces as much renewable energy as it uses, or positive energy, meaning: the building produces more energy than it uses by 2050

100% of London's electricity needs are provided by 100% renewable generation by 2050

Prepared by the Advisory Committee on the Environment for the City of London; March 2021.

Agricultural Advisory Committee

Report

1st Meeting of the Agricultural Advisory Committee

March 17, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: L. McKenna (Chair), L.F. McGill, E. Rath and S. Twynstra and J. Bunn (Secretary)

ABSENT: J. Kogelheide

ALSO PRESENT: J. Adema, G. Barret, M. Fabro, C. Parker and M. Schulthess

The meeting was called to order at 7:00 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair and Vice Chair for the remainder of the current term

That it BE NOTED that the Agricultural Advisory Committee elected L. McKenna and E. Rath as Chair and Vice Chair, respectively, until the end of the current term.

2. Scheduled Items

2.1 Removing Barriers to Growing Food in London's Urban Areas

That it BE NOTED that the presentation, as appended to the agenda, from J. Fleming, with respect to Removing Barriers to Growing Food in London's Urban Areas, was received; it being noted that a verbal delegation from J. Fleming, with respect to this matter, was received.

3. Consent

3.1 1st Report of the Agricultural Advisory Committee

That it BE NOTED that the 1st Report of the Agricultural Advisory Committee, from its meeting held on January 15, 2020, was received.

3.2 Municipal Council Resolution - 1st Report of the Agricultural Advisory Committee

That the Municipal Council resolution, from its meeting held on February 11, 2020, with respect to the 1st Report of the Agricultural Advisory Committee, was received.

3.3 Letter of Resignation - P. Conlin

That it BE NOTED that the letter of resignation from the Agricultural Advisory Committee, as appended to the agenda, from P. Conlin, was received.

3.4 Notice of Public Meeting - Draft Plan of Subdivision and Zoning By-law Amendment - 1478 Westdel Bourne

That it BE NOTED that the Public Meeting Notice, dated March 11, 2021, from L. Mottram, Senior Planner, with respect to a Draft Plan of Subdivision and Zoning By-law Amendment related to the property located at 1478 Westdel Bourne, was received; it being noted that the Agricultural Advisory Committee advises that any green space on the property should be replaced with new green space after construction to hold off erosion on and around the property.

3.5 Notice of Planning Application - Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments - 3095 and 3105 Bostwick Road

That it BE NOTED that the Notice of Planning Application, dated March 10, 2021, from M. Corby, Senior Planner, with respect to Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments, related to the properties located at 3095 and 3105 Bostwick Road, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Agricultural Advisory Committee Representative on the Urban Agriculture Steering Committee

That the Urban Agricultural Steering Committee BE ADVISED that Steve Twynstra will act as the Agricultural Advisory Committee representative on the Urban Agricultural Steering Committee.

5.2 Respectful Workplace Policy

That it BE NOTED that the Respectful Workplace Policy document, as appended to the agenda, was received; it being noted that a verbal delegation from M. Schulthess, Deputy City Clerk, with respect to this matter, was received.

5.3 Agricultural Advisory Committee Terms of Reference

That it BE NOTED that a verbal delegation from M. Schulthess, Deputy City Clerk, with respect to the Agricultural Advisory Committee Terms of Reference, was received.

5.4 Advisory Committee Review

That it BE NOTED that a verbal delegation from M. Schulthess, Deputy City Clerk, with respect to the ongoing Advisory Committee Review, was received.

5.5 Service Area Work Plan for 2021

That it BE NOTED that a verbal presentation from G. Barrett, Director, City Planning and City Planner, with respect to the Service Area Work Plan for 2021, was received.

6. Adjournment

The meeting adjourned at 8:35 PM.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Gregg Barrett
Director, City Planning and City Planner

Subject: Bill 229, *Protect, Support and Recover from COVID-19 Act (Budget Measures)*, 2020, and Ontario's Flooding Strategy

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the attached report with respect to Bill 229 and the Ontario's Flooding Strategy **BE RECEIVED** for information.

Executive Summary

In early March 2020, the Province released Ontario's Flooding Strategy. The Strategy is composed of five priority areas based on a 2019 report by the Province's Special Advisor, and is intended to strengthen preparedness and resiliency for, and response to, flooding. Several of the Province's actions reflect updates of the existing legislation and regulations, including the Provincial Policy Statement and the *Conservation Authorities Act*, and are intended to improve the flood management policy framework across the Province.

On November 5, 2020, the province introduced Bill 229, *Protect, Support and Recover from COVID-19 Act (Budget Measures)*, 2020, and passed this Bill into law on December 8, 2020. This Bill proposed key amendments to the role and function of conservation authorities in the permitting and municipal planning processes under the *Conservation Authorities Act* and the *Planning Act*. Portions of the amendments came into force and effect on February 2, 2021, while the remaining un-proclaimed changes are expected to be proclaimed through phased regulations. Some key changes to the *Conservation Authorities Act* and the *Planning Act* include:

- The objects and powers of conservation authorities under Section 21 are limited to mandate consent of property owners and occupiers and no expropriation of land.
- 70% of conservation authority members are required to be elected officials with an additional member from the agricultural sector.
- Chairs and vice-chairs are appointed on a rotating basis between different municipalities and their terms are limited to one year or two consecutive terms.
- The Minister has new powers to appoint investigators and administrators for conservation authorities' operations.
- Conservation authorities' programs and services are confined to three categories: mandatory programs and services; municipal programs and services; and other programs and services.
- The Minister has new powers to issue S.28 permits and circumvent science-based decisions of conservation authorities.
- Applicants have new abilities to request a review of a conservation authority's decision to the Minister or appeal to the Local Planning Appeal Tribunal (LPAT).
- The Minister can force conservation authorities to issue mandatory permits for Minister's zoning orders.

- Appeal rights of conservation authorities in *Planning Act* appeals are limited to certain circumstances.

Analysis

1.0 Background

1.1 Ontario's Flooding Strategy

A Special Advisor on Flooding was appointed by the Province to conduct an independent review of 2019 flooding events and flood management. The Special Advisor reviewed flooding events, examined the existing flood management framework, and explored various roles of the governments, agencies and organizations involved in flood management, including conservation authorities. Released on November 28, 2019, the report provides recommendations for flood management in Ontario.

In response to the recommendations, the province released Ontario's Flooding Strategy in early March 2020. The strategy is designed to improve public awareness and strengthen preparedness for and response to flooding. The strategy outlines next steps for better preparedness for flooding events and management of flood risks. There are five key areas for action:

1. Understanding flood risks;
2. Strengthening governance of flood risks;
3. Enhanced flood preparedness;
4. Enhanced flood response and recovery; and
5. Invest in flood risk reduction.

1.2 Bill 229, *Ontario's Budget Measures Act, 2020*

On November 5, 2020, Bill 229 was introduced proposing amendments to 44 statutes, including the *Conservation Authorities Act* (Schedule 6) that will significantly impact the roles and abilities of conservation authorities. On December 8, 2020, this Bill passed and received Royal Assent. The stated intention of the changes is to improve transparency and consistency in conservation authority operations, strengthen municipal and provincial oversight and streamline conservation authority roles in permitting and land use planning.

On February 2, 2021, portions of the changes came into force and effect which include:

- The replacement of the Minister of the Natural Resources and Forestry with the Minister of the Environment, Conservation and Parks to define "Minister"
- Limited objects and powers of conservation authorities under Section 21 (e.g. no expropriation of land)
- New provisions for makeup of conservation authorities requiring that 70% of members appointed by a municipality be members of municipal council, and permitting the Ministry to appoint an additional member from the agricultural sector
- Limited terms of chair/vice-chair(s) and rotating of chair/vice-chair(s) between different municipalities
- New ability of the Minister to appoint an investigator and administrator for a conservation authority's operations

The remaining changes that have yet to be proclaimed are more significant in terms of the roles and functions of conservation authorities related to programs and services, appeals, permitting and land use planning decisions. These changes are following:

- Limiting conservation authorities' programs and services to three categories: mandatory programs and services; municipal programs and services; and other programs and services
- New appeal processes under Section 28 involving the Minister and Local Planning Appeal Tribunal (LPAT)
- New abilities for applicants to request reconsideration of a fee or a ministerial review of conservation authorities' decisions or to appeal to the LPAT
- Allowing the Minister to order conservation authorities not to issue a permit without the opportunity for hearing and conservation authorities' decision making
- Ability to force conservation authorities to issue mandatory permits for Minister's zoning orders
- Limiting appeal rights of conservation authorities in *Planning Act* appeals

A conservation authority working group was established by the Province to help implement the changes to the *Conservation Authorities Act*. The working group, comprised of representatives from conservation authorities, Association of Municipalities of Ontario, and the development and agricultural sectors, have been tasked to provide input on the still un-proclaimed provisions. The proclamation of these provisions will be phased in two stages. The first stage includes provisions related to natural hazard management, mandatory programs and services, agreements between municipalities and conservation authorities, transition period associated with non-mandatory programs and services, and community members' participation through community advisory boards. Provisions related to municipal levies and standards and requirements for non-mandatory programs and services are expected to be developed in the second phase.

2.0 Ontario's Flooding Strategy Key Features

The Ontario's Flooding Strategy is broken down into 5 priorities or action areas for consideration when updated municipal planning policies and approaches to managing flood risks. The five priorities are understanding flooding risks, strengthening governance of flood risks, enhanced flood preparedness, enhanced flood response and recovery, and invest in flood risk reduction.

2.1 Understanding Flood Risks (Priority #1)

The strategy identifies that municipal and government understanding of flood risks in Ontario as a first step in improving the province's commitment to reducing impacts of flooding. To advance and enhance flooding mapping, the Province will establish a multi-agency flood mapping technical team to develop a multi-year approach. The team will be made up of staff from provincial and federal government agencies, municipalities, conservation authorities and academia and clarify their roles in updating flood mapping.

The province also seeks to improve accurate elevation mapping through a provincial elevation mapping program. Provincial standards for flood mapping will be updated to provide flood mapping technical guidance aligned with provincial elevation data acquisition and maintenance targets.

This priority also seeks to increase public awareness through a public education and outreach program, establishing communication protocols informing of watershed conditions, improving the public's access to flood-related information, such as traveller information and road closure.

2.2 Strengthening Governance of Flood Risks (Priority #2)

The intention of the priority is to strengthen governance with respect to managing flood risks in greater collaboration with municipalities and conservation authorities, as well as other agencies and to direct local development away from areas where risks are present due to natural hazards. The priority seeks to clarify provincial, municipal, and

conservation authority roles and responsibilities in identifying natural hazards, as well as to establish an Urban Flooding Work Group. The group will identify and address urban flooding issues and develop a provincial framework for urban flooding policy.

This priority indicates a need for review of the existing flooding management policy framework. The Province will evaluate the policies and approach related to structural measures, such as berms, dykes and flood protection land forms, to increase the use of these measures, as well as to adopt a risk-based approach to flood mitigation in collaboration with municipalities, conservation authorities, and the development sector. This priority also refers to changes to the existing regulations and technical guidelines, including the Provincial Policy Statement and *Conservation Authorities Act* to update in response to recommendations in the 2019 Special Advisor's report. The PPS 2020 was revised to require the province to work together with municipalities and conservation authorities on mitigating risk from natural hazards and those associated with climate change. Furthermore, changes to the *Conservation Authorities Act* are considered to update the regulation of hazard lands and their relationship to land use planning approvals under the *Planning Act*.

2.3 Enhanced Flood Preparedness (Priority #3)

The stated goal of this priority is to increase preparedness for future flood events through the use of science and technology. The Province will work to identify and advance science and research projects that will strengthen flood forecasting and warning. The priority includes leveraging satellite data, monitoring watershed conditions, exploring the use of remotely sensed imagery and micro-computer-based data collection and transmission system, and sharing water and climate data.

To support the sharing of data, the strategy mentions a federal collaborative climate monitoring agreement between the province and other agencies. The agreement will help flood forecasting and warning professionals to make better informed decisions and improve the public's access to timely information, such as the Ontario 511. The construction of 24 new Road Weather Information Systems stations is considered to share municipal station data and increase the public access to flood information, such as road washouts or highway closures.

2.4 Enhanced Flood Response and Recovery (Priority #4)

The strategy seeks to improve how the Province and municipalities response to flood events and recover from flood emergencies through emergency response and recovery programs.

The province will review the implementation of municipal disaster recovery assistance programs to consider changes that would make the programs more responsive. The province will also finalize the procurement of an emergency management software solution to provide a more effective means of communicating and tracking support requests from municipalities. Municipalities will work with the province to enhance emergency response activities by improving their understanding of the process for requesting assistance during preparedness activities and emergencies.

There is a federal commitment to create a new low-cost national flood insurance program to protect homeowners at high risk of flooding and to develop a national action plan to assist potential relocation for those at the highest risk of repeat flooding.

2.5 Invest in Flood Risk Reduction (Priority #5)

The strategy recognizes strategic and collaborative financial investment in flood risk reduction and seeks to secure funding for flood protection and mitigation. This priority mentions the province's actions to work with the federal government to increase investment in flood mapping of critical areas and flood infrastructure and work with municipalities and CAs to increase financial investment in local flood risk reduction initiatives. The province will leverage the existing funding programs, such as the Ontario Community Infrastructure Fund and the Water and Erosion Control Infrastructure Program to maintain and upgrade municipal and conservation authority infrastructure. In addition, the province will continue to fund core flood-related activities of conservation authorities through the Section 39 of the *Conservation Authorities Act*.

The strategy reflects these actions which will impact the roles and responsibilities of municipalities and conservation authorities in mapping, monitoring, forecasting, emergency management activities, and the planning process. In addition, the strategy indicates legislative changes to support conservation authority operations in flood risk mitigation and reduction. The changes were considered and proposed through Bill 229, *Ontario's Budget Measures Act, 2020*.

3.0 Bill 229 Key Changes

The key changes to the *Conservation Authorities Act* and *Planning Act* made through Bill 229 can be summarized as relating to member appointment, objects and powers of conservation authorities, limited rights in *Planning Act* appeals, issuance of permits, Minister's Zoning Orders, enforcement tools, and powers of the Minister.

3.1 Member Appointment

Bill 229 requires that at least 70% of the member of a conservation authority appointed by a participating municipality be municipal councillors (new S.14(1.1)). The Minister of the Environment, Conservation and Parks may permit an exception to the 70% requirement upon an application by a municipality (new S.14(1.2)). The Minister has also the discretion to appoint an additional member who represents the agricultural sector (new S.14(4)).

The changes to the conservation authority membership are in effect as of February 2, 2021, however, some transition considerations have also been considered. Current members should complete the remaining period of their appointments, and new appointments should achieve the 70% requirement over time.

An agreement on total number of conservation authority members and the number of members per participating municipality must be submitted to the Minister and be publicly available on a conservation authority's website within 60 days of approval of such an agreement. Any existing council resolution regarding the numbers is required to be submitted by April 3, 2021, the 60 days of February 2, 2021.

3.2 Objects and Powers of Conservation Authorities

Bill 229 narrows the scope and range of activities that conservation authorities are permitted to undertake. Objects of conservation authorities under Section 20 are limited from providing programs and services designed to further the conservation, restoration, development and management of natural resource, other than gas, oil, coal and minerals, to three types of programs and services: mandatory programs and services (new S.21.1); municipal programs and services (new S.21.1.1); and other programs or services (new S.21.1.2). All programs and services are subject to standards and requirements as may be prescribed by regulation. Such standards and requirements for non-mandatory programs and services (i.e. municipal and other programs and services) may prevail over the terms and conditions set out in a local agreement or memorandum of understanding.

Further, mandatory programs and services identified by the Act are confined to those related to the risk of natural hazards, management and conservation of lands, source protection under the *Clean Water Act*, and other duties and responsibilities prescribed by regulations. This could limit the role and ability of conservation authority in watershed planning as a core mandatory program and in identifying the broader environmental issues, including resource management associated with the watershed.

A memorandum of understanding is mandatory for a conservation authority to provide municipal programs and services on behalf of a municipality. Further, conservation authorities are required to enter into agreements to negotiate funding for non-mandatory programs and services. Under new Section 21.1.3, conservation authorities are required to develop and implement a transition plan for the funding of these programs and services despite the unidentified transition period.

Other programs and services may be determined by conservation authorities and would rely on municipal levies or other municipal financial resources under an agreement. This could result in increasing financial pressures on the provision of non-mandatory programs and services, including educational and outreach programs to improve public awareness regarding flood risks as noted in the Ontario's Flooding Strategy.

Limitations to the powers of conservation authorities under Section 21 are now in force. A conservation authority's power has focused on studying and investigating the watershed and determining programs and services whereby the natural resources of the watershed may be conserved, restored, developed and managed under Section 21(1)(a). However, the power is now narrowed to research, study, and investigate the watershed to support the development and implementation of programs and services. This amended clause appears to limit the roles of conservation authorities in watershed conservation and management.

Consent of the occupant or owner of any land is mandatory for a conservation authority to enter the land for the purpose of a conservation authority project. In addition, conservation authorities cannot expropriate land to further the conservation, restoration, development, and management of natural resources, as well as flooding protection. They are now be able to acquire property or land only by purchase or lease and would need to request municipalities or the province to expropriate land.

3.3 Limited rights in *Planning Act* appeals

Bill 229 proposes a consequential amendment to the *Planning Act* which removes conservation authorities from "public body" defined under Section 1 of the Act. If proclaimed, conservation authorities will no longer be able to appeal a municipal council's decision to the LPAT or to be a party to an appeal before the LPAT (new S.1(4.1)). The appeal rights of conservation authorities, however, will be retained under certain circumstances, only where a decision is related to prescribed natural hazard risks or a consent of lands owned by conservation authorities.

3.4 Issuance of Permits

Currently, an applicant must obtain a permit from a conservation authority for development in areas that are regulated under Section 28. The authority has the power to grant or refuse the permit with or without conditions. Where the permit is refused or issued subject to conditions, the applicant has the ability to appeal to the Minister of Natural Resources and Forestry who may either grant or refuse the permit with or without conditions. The Mining and Lands Tribunal is responsible for adjudicating Section 28 appeals.

Bill 229 introduces new appeal processes that will replace the Mining and Lands Tribunal with the LPAT. Further, the processes allow the applicant to choose one of two options: a request to review the authority's decision by the Minister of the Environment, Conservation and Parks (S.28.1(9)) or appeal the decision to the LPAT (S.28.1(20)). The applicant may request a review of the decision to the Minister within 15 days of receiving reasons for conditions or refusal. The Minister has the discretion whether or not to conduct a review of the conservation authority's decision and is required to make a reply within 30 days of receiving a request. Where the Minister refuses to review or fails to make a decision within 90 days of giving a reply, the applicant may appeal to the LPAT. A hearing is not mandatory for ministerial review, while the Minister may confer with a person that the Minister considers may have an interest in the matter. The Minister must base the decision on the same criteria the authority is required to consider. Upon conducting the review, the Minister may confirm or vary the authority's decision, or make any decision the Minister considers appropriate, including issuing a permit with conditions.

Alternatively, the applicant may appeal the authority's decision to the LPAT within 90 days of receiving reasons for the decision. If the applicant has submitted a request for a review to the Minister, the applicant cannot appeal to the LPAT unless the Minister refuses to conduct a review or the Minister fails to make a reply within the 30-day timeline. The applicant is also able to appeal directly to the LPAT if the authority does not make a decision within 120 days after the application is made. Upon receiving a

notice of appeal, the LPAT is required to hold a hearing, on notice to all interested parties. The LPAT may refuse the permit or order the authority to issue the permit with or without conditions.

New Section 28.1.1 grants the Minister a new order making power to overturn a conservation authority's permitting power. The Minister may order a conservation authority not to issue a permit to a person who wishes to engage in an activity that would be prohibited under S.28 without the permit. An order may be made either before or after an application for a permit has been submitted to the authority. Upon making an order, the Minister must give notice of order to certain parties. Whereas an applicant may appeal to the LPAT only where the Minister fails to make a decision within 90 days of making a permit application, conservation authorities cannot appeal the decision. The new provisions also allow the Minister to issue a permit subject to conditions that the Minister considers appropriate without the opportunity for hearing.

While there is no criteria the Minister would use to whether to issue a permit, the amendment sections remove the opportunity for science-based decision making and curtail the ability of conservation authorities to appeal the LPAT.

3.5 Minister's Zoning Orders (MZOs)

New Sections 28.0.1 and 28.1.2 provide new procedures related to Minister's zoning orders issued by the Minister of Municipal Affairs and Housing (MMAH) under Section 47 of the *Planning Act*. A conservation authority is now required to grant an applicant permission to carry out a development in non-greenbelt land where a MZO has been issued. Such a mandatory permission is subject to conditions prescribed by regulations. Although conservation authorities still have the ability to impose conditions on the permission to mitigate impacts that could jeopardize public health and safety or are related to flooding, erosion, dynamic beaches, or pollution or the conservation of land, these conditions may be subject to a review by the Minister or an appeal to the LPAT. Further, the Minister may override these conditions which conflict with the zoning order under sections 28.0.1(34) and 28.1.2(20). New procedural and appeal rights of an applicant on conditions specified by a conservation authority will be implemented in the same manner as a request for a review by the Minister and an appeal to the LPAT. An applicant may either request conditions to the Minister for review or appeal to the LPAT. The Minister is not required to hold a hearing upon conducting a review and may make a final decision to confirm or vary the conditions. If the applicant appeals to the LPAT, the LPAT has similar powers of review of these conditions at a hearing.

Where permission is granted, the conservation authority must implement an agreement with the holder of the permission, which would allow the holder to compensate for any harms or impacts on the environment that result from a development. There are penalties for committing an offence to contravene any condition of a permission or begin a development before entering into such an agreement. In addition to the penalties, a court, upon conviction, may issue a rehabilitation order. Where the holder does not comply with the order, the conservation authority may arrange for removal, repair or rehabilitation and recover the costs.

3.6 Enforcement Tools

Bill 229 adds new provisions to the not-yet-proclaimed provisions with respect to entry (S.30.2) and stop work orders (S.30.4) introduced through Bill 139 in 2017. If proclaimed, an officer, appointed by a conservation authority, will be able to enter land under specific circumstances to witness contraventions of the amended Section 28 regulation.

An officer may issue stop work orders to activities that cause significant threats and impacts to the environment or human health and safety, including the effects related to flooding, erosion, dynamic beaches, or pollution or the conservation of land, as well as damages to property.

Section 30.2 provisions set out conditions for officers to enter lands without warrant, however, it appears to limit the powers of entry for conservation authorities. Any person (e.g. an expert) other than an officer would need to get a warrant to enter to land when

considering a S.28 permit application. The officer is required to give reasonable notice to the owner or occupier of the property prior to entry when considering the application.

Further, where compliance associated with a S.28 permit, including mandatory permission under a ministerial zoning order, is a concern, the officer is required to have reasonable grounds for concern that a contravention has occurred, that they believe could impact the environment or public health and safety, including the effects related to flooding or erosion.

3.7 Powers of the Minister

New provisions to section 23 introduce appointments of investigators and administrators and immunity for those position to any act done, as well as any alleged neglect or default in good faith in the performance of their duties. These provisions grant the Minister additional powers and duties upon investigation of a conservation authority's operation under new Sections 23.2 and 23.3. An investigator appointed by the Minister may conduct an investigation of a conservation authority's operations, including programs and services. A conservation authority may be responsible for paying all or part of the cost of the investigation. Upon receiving the investigator's report, the Minister may order a conservation authority to avoid, prevent or remedy non-compliance with the Act, or recommend to the Lieutenant Governor in Council that an administrator be appointed to take over the conservation authority's operations, including the provision of programs and services.

3.8 Other Notable Changes

New subsections to S.15 with respect to agendas and minutes of meetings of conservation authorities or their executive committee add further transparency and consistency with the *Municipal Freedom of Information and Protection of Privacy Act*. The subsections, now in effect, require these agendas and minutes to be publicly available on conservation authorities' websites and other appropriate means.

As of February 2, 2021, appointed chair or vice-chair(s) are now required to hold office for a term of one year, however, not more than two consecutive terms (new S.17(1.1)). The chair or vice-chairs rotate among participating municipalities (new S.17(1.2)). An exception may be granted by the Minister to allow a chair or vice-chair to hold office for more than one year or two terms, or a member to succeed an outgoing chair or vice-chair, appointed from the same participating municipality (new S.17(1.3)). A chair or vice-chair may be appointed at the first meeting held this year, following the proclamation date of February 2, 2021 or at any other meeting specified by the authority's by-laws.

Additional provisions to Section 21.2 grant applicants new procedural rights of an applicant to request for reconsideration of a fee charged for a permit application and new appeal rights to the LPAT. A conservation authority must make a decision upon reconsideration of the fee within 30 days. If the conservation authority fails to render a decision within the timelines, a person may appeal the amount of the fee to the LPAT which is responsible for making a decision to dismiss the appeal, vary the amount of the fee or order that no fee be levied.

4.0 Next Steps and Conclusion

Bill 229 limits the powers of conservation authority in permitting and land use planning processes, while enhancing the Minister's powers to override conservation authorities' decisions through a Minister's zoning order. Other changes could also result in delays with respect to S.28 permits, as well as administrative and financial burdens for municipalities and conservation authorities to deliver non-mandatory programs.

The Ontario's Flooding Strategy seeks to strengthen the protection from and responses to flood risks in Ontario, and provides guidance for policies that may achieve those objectives. Some of the Bill 229 changes, such as limiting powers of Conservation Authorities and authorizing Minister's zoning orders to override permits could result in development that does not conform with the intended outcomes of the strategy, especially those of the Priority #2 – Strengthening Governance of Flood Risk. The

London Plan policies also provide direction on protection from flood risks and will ensure development in the London area gives appropriate consideration to flooding issues.

Details related to the un-proclaimed portions of the Act and their implementation is still pending, and the working group appointed by the Province is working to provide information on mandatory programs and services, the agreements between municipalities and conservation authorities, the transition period associated with non-mandatory programs and services, and how local community members can participate in their conservation authorities through community advisory boards. To date, no further information has been provided. Public consultation on these outstanding matters through the Environmental Registry is expected.

At this time, there are no changes required to the London Plan in response to these legislative changes and proposals. As the province implements Ontario's Flooding Strategy, possible amendments to the Natural and Human-Made Hazards policies may be considered to align with new guidance arising from the Ontario's Flooding Strategy.

Prepared by:	Joanne Lee Planner I, Planning Policy
Submitted by:	Justin Adema, MCIP, RPP Manager, Planning Policy
Recommended by:	Gregg Barrett, AICP Director, City Planning and City Planner
<p>Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services</p>	

March 22, 2021
JL/jl

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Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Gregg Barrett, Director, Planning and City Planner
Subject: Affordable Housing Community Improvement Plan – Loan Agreements – Delegated Authority By-laws
Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Planning and City Planner, the following actions be taken with respect to the Affordable Housing Community Improvement Plan:

- a) the attached proposed by-law (Appendix “A”) being “A by-law to approve and authorize the use of the Affordable Housing Development Loan Agreement template between The Corporation of the City of London (the “City”) and Registered Owner of a property providing affordable rental units (the “Borrower”) to provide for a loan for the creation of new affordable rental housing units and to delegate the authority to enter into such Agreements to the City Planner or delegate” **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021; and,
- b) the attached proposed by-law (Appendix “B”) being “A by-law to approve and authorize the use of the Additional Residential Unit Loan Agreement template between The Corporation of the City of London (the “City”) and Registered Owner of a property providing affordable rental units (the “Borrower”) to provide for a loan to address affordability of home ownership and to create more long-term, stable rental housing supply to help address low rental vacancy rates, and to delegate the authority to enter into such Agreements to the City Planner or delegate” **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021.

Executive Summary

The purpose of this report is to approve and authorize the use of the Affordable Housing Community Improvement Plan loan agreement templates and to delegate the authority to sign the loan agreements to the City Planner or delegate.

Linkage to the Corporate Strategic Plan

The City of London Strategic Plan 2019-2023 contains five strategic areas of focus. The Strengthening our Community area of focus discusses increasing affordable and quality housing options which is the intent of the loan programs available through the Affordable Housing Community Improvement Plan.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

January 20, 2020. “Affordable Housing Community Improvement Plan (CIP) and Program Guidelines”, Planning and Environment Committee.

November 18, 2019. “Draft Affordable Housing Community Improvement Plan and Key Considerations for Program Guidelines”, Planning and Environment Committee.

June 17, 2019. “Affordable Housing Development: Planning Toolkit Update”, Planning and Environment Committee.

2.0 Discussion

2.1 Affordable Housing Community Improvement Plan (CIP) Loan Programs

The Affordable Housing Community Improvement Plan (CIP) and the guidelines for its two loan programs were adopted by Municipal Council at its meeting on January 28, 2020.

The two loan programs are the:

- Affordable Housing Development Loan Program
- Additional Residential Unit Loan Program

The purpose of the Affordable Housing Development Loan Program is to encourage the creation of new affordable rental housing units and to off-set the up-front costs of developing new affordable housing units. The objectives of this program are to:

- Encourage new affordable units
- Enable the creation of more mixed-income buildings (market and affordable and/or range of affordable)
- Provide opportunities for urban regeneration
- Support and implement the policy goals and frameworks of *The London Plan* and the *Housing Stability Action Plan*

The purpose of the Additional Residential Unit Loan Program is to address affordability of home ownership and to create more long-term, stable rental housing supply to help address low rental vacancy rates. The objectives of this program are to:

- Create more mixed-income communities
- Provide opportunities for urban regeneration and intensification
- Provide opportunities for aging in place
- Support and implement the policy goals and frameworks of *The London Plan* and the *Housing Stability Action Plan*

2.2 Loan Agreement Templates

Throughout 2020, City Planning, the City Solicitor's Office, and The Housing Development Corporation, London (HDC) worked together to create loan agreement templates for both loan programs. These loan agreements were also reviewed by Finance and Corporate Services.

These loan agreements are signed by the Borrower and the City prior to the City advancing the funds.

2.3 Delegated Authority By-laws

Traditionally, Community Improvement Plan loan agreements are signed by the City Planner or delegate. The City Solicitor's Office recommended to City Planning to bring delegated authority by-laws to Municipal Council to authorize the use of the loan agreement templates and allow the City Planner or delegate to sign the Affordable Housing CIP loan agreements on behalf of the City.

Appendices "A" and "B" of this report contain the delegated authority by-laws and the loan agreement templates.

Conclusion

This report recommends approving and authorizing the use of the Affordable Housing CIP loan agreement templates and delegating authority to sign the agreements to the City Planner or delegate. This delegation is consistent with other CIP loan agreements.

Prepared by: **Graham Bailey, MCIP RPP**
Senior Planner, Urban Regeneration

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

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

GB/gb

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Bill No.
2021

By-Law No. C.P.-

A by-law to approve and authorize the use of the Affordable Housing Development Loan Agreement template between The Corporation of the City of London (the "City") and Registered Owner of a property providing affordable rental units (the "Borrower") to provide for a loan for the creation of new affordable rental housing units and to delegate the authority to enter into such Agreements to the City Planner or delegate

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law

AND WHEREAS sections 8, 9 and 10 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorize a municipality to pass by-laws necessary or desirable for municipal purposes and, in particular, paragraph 3 of subsection 10(2) authorizes by-laws respecting the financial management of the municipality

AND WHEREAS section 23.1 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes a municipality to delegate its authority

AND WHEREAS subsection 23.2(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes a municipality to delegate quasi-judicial powers under the *Municipal Act, 2001* to an individual who is an officer, employee, or agent of the municipality

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1543-38 to designate the Affordable Housing Community Improvement Project Area

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1544-40 to adopt the Affordable Housing Community Improvement Plan

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1545-41 to establish financial incentives for the Affordable Housing Community Improvement Project Area

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

1. The Affordable Housing Development Loan Agreement template to provide a loan for the creation of new affordable rental housing units, attached as Schedule "1" to this by-law is hereby authorized and approved.
2. The City Planner, or delegate, is hereby authorized to enter into and execute the Affordable Housing Development Loan Agreement substantially in the form approved in section 1 above.
3. This by-law comes into force on the day it is passed.

PASSED in Open Council on April 13, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

Schedule "1"

AFFORDABLE HOUSING DEVELOPMENT LOAN AGREEMENT

This Agreement made in triplicate this xx day of xxxxx, 20xx.

BETWEEN:

THE CORPORATION OF THE CITY OF LONDON,
hereinafter called "the City" OF THE FIRST PART;

- and -

Xxxxxxxx

hereinafter called "the Borrower" OF THE SECOND PART;

WHEREAS the Borrower represents that they are the registered owner of the property, known municipally as **xxxxxxx**, located in the City of London, in the County of Middlesex and more particularly described in **Schedule "A"** attached hereto (the "Land");

AND WHEREAS section 28(7) of the Planning Act, R.S.O. 1990, c. P.13 authorizes a municipality to make grants or loans in conformity with a community improvement plan to registered owners within a community improvement project area;

AND WHEREAS the City has established the Affordable Housing Development Loan Program within the Affordable Housing Community Improvement Plan to encourage the creation of new affordable rental housing units by off-setting up-front costs associated with developing new affordable rental housing;

AND WHEREAS the Borrower has applied to the Affordable Housing Development Loan Program and the City has provisionally accepted the application pursuant to the City's Commitment Letter dated **xxxxxx**, in **Schedule "B"** attached hereto;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the foregoing and the mutual covenants herein contained, and for other good and valuable consideration, the parties hereto covenant and agree each with the other to comply with, keep, perform and be bound by each and every term, condition and covenant herein set out to the extent that the same are expressed to be respectively binding upon them, and the same shall enure to the benefit of and shall be binding upon their respective heirs, executors, administrators, successors and assigns.

1. **Affordable Rental Housing Units:** In consideration of the Loan, the Borrower shall provide **XX (XX)** Affordable Rental Housing Units (the "Units") in accordance with the following terms:
 - i. **XX (XX) one-two-three-bedroom** Units that will not exceed **XX%** of the CMHC Average Market Rent (the "AMR") as calculated on **<insert Commitment Letter date/date of application here>** for the term of the Agreement. At initial occupancy, the rent for a **XX-** bedroom Unit will be **\$XXX monthly**, inclusive of heat and water **(repeat for each type of unit)**;

- ii. The Borrower may increase rent with respect to a Unit only if at least twelve (12) months have elapsed:
 - a. Since the day of the last rent increase respecting the Unit, or
 - b. If there has been no increase, since the day the Unit was first rented for the first rental period following the project completion.

No additional increase is permitted when a Unit becomes vacant within twelve (12) months of the annual rent increase.

- ii. The Borrower may increase the rent in accordance with the prevailing rent increase guideline established pursuant to the *Residential Tenancies Act, 2006*, as amended, under the condition that the rent does not exceed **XX%** of the CMHC AMR for that Unit **(repeat if different %)**.
- iii. Gross household income from all sources of tenants of the Units shall be no greater than five (5) times the monthly rent. The Borrower is required to check income of prospective tenant(s) of the Units to ensure compliance. This shall be verified through an Initial Occupancy Report and thereafter, Annual Occupancy Reports, which shall be produced to the City upon request.

2. **Affordability Period:** The Borrower shall maintain the Units for a period not less than twenty (20) years (the "Affordability Period"). The Affordability Period shall commence upon the City's receipt and approval of the submitted Initial Occupancy Report for all of the Units, in the form to be provided by the City.

3. **Loan Amount:** The City shall loan to the Borrower, the total amount of **XXXXXXXXXX**, (the "Loan") by way of a single lump-sum payment to be provided subsequent to the City's issuance of a building permit for the construction of the Units.

4. **Repayment of Loan:** The Borrower shall repay the Loan in accordance with **Schedule "C"** - Loan Repayment Schedule attached hereto. Failure to render any payment owing once due and payable shall constitute a default under this Agreement.

5. **Interest:** Interest shall accrue on the principal amount of the Loan at a rate of eight percent (8%) per annum, compounded and calculated every 30 days, commencing from the advance date of the Loan. The accrued interest shall become payable upon the expiry of the Affordability Period, subject to the default provisions in this Agreement. Notwithstanding, the City may waive payment of all accrued interest payable in accordance with the repayment terms and conditions contained in **Schedule "C"**.

6. **Charge Registered on Land:** The Borrower acknowledges and agrees that the City shall register a charge upon the Land in the amount of the Loan, as security. The registered charge shall be discharged upon full repayment of the Loan, including interest. The Borrower warrants that the cumulative balance owing on all mortgages and charges, including the Loan, shall not exceed 90% of the post-rehabilitation appraised value of the Land at any time, prior to the full repayment of the Loan. The discharge of the charge shall not affect the Borrower's obligation to maintain the Units in accordance with this Agreement, which shall continue until the expiry of the Affordability Period.

7. Agreement Registered on Land: The Borrower acknowledges and agrees that the City shall register this Agreement upon the Land pursuant to Subsection 28 (11) of the *Planning Act*, R.S.O. 1990, c. P. 13. This Agreement shall be discharged upon the expiry of the Affordability Period.

8. Insurance: Fire and liability insurance shall be maintained by the Borrower at all material times indicating the City as a mortgagee and loss payee with minimum coverage representing guaranteed replacement cost or full replacement value of the development and shall be produced on the City template, to the City, upon request. The Borrower acknowledges that any non-payment, default, cancellation, or reduction below the minimum amount of the insurance policy shall constitute a default under this Agreement.

9. Representations and Warranties of the Borrower: The Borrower represents and warrants that they have never defaulted on a City loan or grant program, including by way of individual affiliation with any company or group of people authorized to act as a single entity such as a corporation; that property taxes are paid in full and there are no City of London Orders or by-law infractions currently outstanding in relation to the Land.

10. Assignment, Transfer and Postponement: In the event the Borrower transfers any interest in the Land, in whole or in part, to any person other than the Borrower, the outstanding balance of the Loan, including any interest or penalties accrued, shall become immediately due and payable. Notwithstanding, the City may, at its sole discretion, consent to the assignment of the Loan to a transferee prior to a transfer being completed. An assignment of the Loan shall require as a condition, that the transferee enter into a new Loan Agreement with the City in relation to the remainder of the Affordability Period and the balance of the Loan at the time of transfer of the Land and require the Assignor and Assignee to enter into an Assignment and Assumption Agreement in a form satisfactory to the City. The City may, at its sole discretion, consent to the postponement of the charge registered on title to the Land in favour of another encumbrance, on the condition that the total value of all registered mortgages and charges continues to not exceed 90% of the post-rehabilitation appraised value of the Land. The Borrower's obligation to maintain the Units until the expiry of the Affordability Period will be unaffected by any approved or unapproved transfer, assignment or postponement completed in the relation to the Land.

11. Termination: The parties acknowledge and agree that this Agreement and all obligations of the parties hereunder, shall be terminated upon the full repayment of the Loan, together with any interest or penalties accrued, if applicable, and the expiry of the Affordability Period. This Agreement may also be terminated upon the written agreement of the parties to same.

12. Subsequent Owners Bound: Subject to the provisions of the *Registry Act* and the *Land Titles Act*, the covenants, agreements, conditions and understandings herein contained on the part of the Borrower shall be conditions running with the Land and shall be binding upon it, its heirs, executors, administrators, successors and assigns, as the case may be, as subsequent owners and occupiers of the Land from time to time (and "Borrower", wherever used in this Agreement, is intended and shall be construed to include such subsequent owners and occupiers) in accordance with Subsection 28 (11) of the *Planning Act*, R.S.O. 1990, c. P. 13.

13. Default: Time shall be of the essence in this Agreement. Upon breach by the Borrower of any covenant, term, condition or requirement of this Agreement, or upon the Borrower becoming insolvent or making an assignment for the benefit of creditors, the Borrower shall be in default under this Agreement. Notice of such default shall be given in accordance with this Agreement and if the Borrower has not remedied such default within such time, as provided in the notice, the City may direct that the balance owing on the Loan together with interest and penalties be immediately due and payable.

14. Enforcing Performance of Requirements: In addition to any remedy authorized or permitted by this Agreement or by law, the City may, in the event of a default by the Borrower under this Agreement, do such matter or thing at the Borrowers' expense to correct the default, and the City may recover the expense incurred in doing it by action, from any security posted by the Borrower, or by recovery in like manner as municipal taxes. No proceeding by the City under this clause and no waiver under any provision of this Agreement shall prejudice the rights of the City in respect of any subsequent default by the Borrower under this Agreement. The rights of the City may be enforced by any remedy authorized or permitted by this Agreement or by law, and no such remedy shall be exclusive of or dependent on any other remedy.

15. Notice: Any notice required or permitted to be given pursuant to the terms of this Agreement, shall be given in writing, sent by prepaid registered post, addressed in the case of notice given by the City to the Borrower at the municipal address of the Land, and in the case of notice given by the Borrower to the City addressed to: The City Clerk, P.O. 5035, London, Ontario N6A 4L9. Notice shall conclusively be deemed to have been given on the day that the same is posted.

16. Separate Covenants: All of the provisions of this Agreement are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each separate clause hereof. Should any provision of this Agreement be adjudged unlawful or not enforceable, it shall be considered separate and severable from the Agreement and its remaining provisions as though the unlawful or unenforceable provision had never been included.

17. Entire Agreement: This Agreement (including any Schedules, Exhibits and Attachments) shall constitute the entire Agreement of the parties with respect to, and supersedes all prior written and oral agreements, understandings and negotiation with respect to the subject matter hereof.

18. Number and Gender: This Agreement shall be read with all changes to gender required by the context.

IN WITNESS WHEREOF the City has executed this Agreement by its authorized officers and the Borrower has hereunto set its hand and seal, or hereunto affixed its corporate seal attested by the hands of its duly authorized officers.

THE CORPORATION OF THE CITY OF LONDON

by its authorized officers:

We have the authority to bind the Corporation

XXXXXXXXXX

(seal)

SCHEDULE "A"
DESCRIPTION OF LAND

Property Address: Street Address
Legal Description: [Lot/Part Lot/33R Plan/ etc.]
Place Type: [Name of Place Type, from London Plan]
Zoning: [Zone from Zoning By-law]

Geographic Category (check one):

- Downtown, Transit Villages or Rapid Transit Corridor: ____
- Primary Transit Area or Closed School Site: ____
- Other Site: ____

CMHC Rental Market Zone:

- Zone Name: _____
- Zone Number: _____

<u>Current Property Indebtedness</u>	<u>Owed To</u>	<u>Amount To</u>
1 st Mortgage:	[Bank Name]	[\$_____]
2 nd Mortgage:		
Other encumbrances:		

SCHEDULE "C"
LOAN REPAYMENT SCHEDULE

Loan Amount: \$ _____

First Repayment Amount: \$ _____.

First Repayment Due (60 days after building permit issued): ____/____/_____

1. The original Loan advance, not including accrued interest, shall be repaid in three (3) equal installments of \$_____ payable as follows:
 - a. First (1st) payment shall be due and payable sixty (60) days after building permit issuance;
 - b. Second (2nd) payment shall be due and payable sixty (60) days after structural framing is complete, as confirmed by a Payment Certifier Certificate from a qualified professional; and
 - c. Third (3rd) payment shall be due and payable sixty (60) days after the earlier of: the initial occupancy date of the building or the date of issuance of an occupancy permit.
2. Notwithstanding the repayment terms above, any portion of the original Loan advance not yet due and payable by the tenth (10th) anniversary of the date of building permit issuance shall become immediately due and payable.
3. Interest shall accrue on the principal amount of the Loan at a rate of eight percent (8%) per annum, compounded and calculated every 30 days commencing from the Loan advance date.
4. The total remaining amount of the Loan, including accrued interest and penalties, shall become immediately due and payable upon the expiry of the Affordability Period. Notwithstanding, the City shall agree to waive payment of the remaining Loan amount owing upon the expiry of the Affordability Period and shall release the Borrower from their obligation to pay same under the following conditions:
 - a. The Borrower has made all previous payments owing under this Schedule within the prescribed due dates, including full repayment of the original Loan advance; and
 - b. The Borrower has not defaulted under this Agreement in any manner prior to the expiry of the Affordability Period.
5. Full repayment of the Loan may be made at any time without penalty.
6. Failure to render any Loan payment owing under this Schedule once due and payable, shall constitute a default under this Agreement.
7. The parties may agree to vary the payment schedule of this Loan through mutual agreement, in writing.

Bill No.
2021

By-Law No. C.P.-

A by-law to approve and authorize the use of the Additional Residential Unit Loan Agreement template between The Corporation of the City of London (the “City”) and Registered Owner of a property providing affordable rental units (the “Borrower”) to provide for a loan to address affordability of home ownership and to create more long-term, stable rental housing supply to help address low rental vacancy rates, and to delegate the authority to enter into such Agreements to the City Planner or delegate

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipal power shall be exercised by by-law

AND WHEREAS sections 8, 9 and 10 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorize a municipality to pass by-laws necessary or desirable for municipal purposes and, in particular, paragraph 3 of subsection 10(2) authorizes by-laws respecting the financial management of the municipality

AND WHEREAS section 23.1 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes a municipality to delegate its authority

AND WHEREAS subsection 23.2(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes a municipality to delegate quasi-judicial powers under the *Municipal Act, 2001* to an individual who is an officer, employee, or agent of the municipality

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1543-38 to designate the Affordable Housing Community Improvement Project Area

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1544-40 to adopt the Affordable Housing Community Improvement Plan

AND WHEREAS the Municipal Council of The Corporation of the City of London adopted By-law C.P.-1545-41 to establish financial incentives for the Affordable Housing Community Improvement Project Area

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

1. The Additional Residential Unit Loan Agreement template to provide for a loan to address affordability of home ownership and to create more long-term, stable rental housing supply to help address low rental vacancy rates, attached as Schedule “1” to this by-law is hereby authorized and approved.
2. The City Planner, or delegate, is hereby authorized to enter into and execute the Additional Residential Unit Loan Agreement substantially in the form approved in section 1 above.
3. This by-law comes into force on the day it is passed.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

Schedule "1"

**LOAN AGREEMENT
ADDITIONAL RESIDENTIAL UNIT LOAN PROGRAM**

This Agreement made in triplicate this xx day of xxxxx, 20xx.

BETWEEN:

THE CORPORATION OF THE CITY OF LONDON,
hereinafter called "the City" OF THE FIRST PART;

- and -

Xxxxxxxx

hereinafter called "the Borrower" OF THE SECOND PART;

WHEREAS the Borrower represents that they are the registered owner of the property, known municipally as **xxxxxxx**, located in the City of London, in the County of Middlesex and more particularly described in **Schedule "A"** attached hereto (the "Land");

AND WHEREAS section 28(7) of the Planning Act , R.S.O. 1990, c. P.13 authorizes a municipality to make grants or loans in conformity with a community improvement plan to registered owners within a community improvement project area;

AND WHEREAS the City has established the Additional Residential Unit Loan Program within the Affordable Housing Community Improvement Plan to improve low rental vacancy rates in London by encouraging the creation of more long-term, stable rental housing supply;

AND WHEREAS the Borrower has applied for a financial loan from the City pursuant to the terms of the City's Additional Residential Unit Loan Program and the City has provisionally accepted the Borrower's application pursuant to the City's Commitment Letter dated as contained in the **Schedule "B"** attached hereto;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the foregoing and the mutual covenants herein contained, and for other good and valuable consideration, the parties hereto covenant and agree each with the other to comply with, keep, perform and be bound by each and every term, condition and covenant herein set out to the extent that the same are expressed to be respectively binding upon them, and the same shall ensure to the benefit of and shall be binding upon their respective heirs, executors, administrators, successors and assigns.

1. **Definitions:** The words and phrases defined in this section shall, for all purposes of this Agreement and of any subsequent agreement supplemental hereto, have ascribed to them the meanings herein specified unless the context expressly or by necessary implication otherwise requires:

“Additional Residential Unit” is a dwelling unit ancillary and subordinate to a primary dwelling unit, in which food preparation, eating, living, sleeping and sanitary facilities are provided for the exclusive use of the occupants thereof.

“Commitment Letter” is the document prepared by the City attached hereto as Schedule “B”.

2. Loan Amount: The City shall loan the Borrower the total amount of **XXXXXXXXXX**, (the “Loan”) by way of a single lump-sum payment to be advanced subsequent to the Borrower’s construction of the Additional Residential Unit(s), in accordance with the scope of work described in the Commitment Letter, which shall be confirmed by the City by inspection prior to the advancement of funds.

3. Repayment of Loan: The Borrower shall repay the Loan in accordance with the Loan Repayment Schedule attached hereto as **Schedule “C”** to this Agreement. Failure to render any payment owing under this Loan once due and payable shall constitute a default under this Agreement.

4. Interest: The Loan shall be interest-free, save and except in relation to interest payable on late payments or default. Interest shall accrue against the balance of any late payments at a rate **1.25%**, calculated monthly. The interest rate payable for late payments or default under this Loan shall be calculated in the same manner as interest payable on the late payment of municipal property taxes.

5. Charge Registered on Land: The Borrower acknowledges and agrees that the City shall register a charge upon the Land in the amount of the Loan as security. The registered charge shall be discharged from the Lands upon full repayment of the Loan, including interest if applicable. The Borrower warrants that the cumulative balance owing on all mortgages and charges (including the Loan) registered against the Land shall not exceed 90.00% of the post-rehabilitation appraised value of the Land at any time prior to the full repayment of the Loan.

6. Additional Residential Units: In consideration for the Loan, the Borrower shall construct and maintain **___ new Additional Residential Unit(s)** on the Land in accordance with the terms of this Agreement, including the scope of work contained in the Commitment Letter and the following Borrower acknowledgements:

- i. The Land shall be owner-occupied as the primary residence of the Borrower until the termination of this Agreement. The Borrower shall confirm that they occupy the primary residence every year until the termination of this Agreement.
- ii. Each new Additional Residential Unit shall be constructed within a residential building existing on the Land on or before January 28, 2020.
- iii. Each new Additional Residential Unit must maintain a valid Residential Rental Unit Licence, which must be renewed with the City every year.
- iv. No Additional Residential Unit on the Land shall be operated as a short-term rental accommodation at any time prior to the termination of this Agreement. All tenants occupying an Additional Residential Unit on the Land shall be required to enter into a formal residential lease agreement with the landlord, with a minimum term of thirty-one (31) days.

7. Insurance: Fire and liability insurance shall be maintained by the Borrower at all material times indicating the City as a mortgagee and loss payee with minimum coverage representing guaranteed replacement cost or full replacement value of the subject property and shall be produced to the City annually. The Borrower acknowledges that any non-payment, default, cancellation, or reduction below the minimum amount of the insurance policy shall constitute a default under this agreement.

8. Representations and Warranties of the Borrower: The Borrower represents and warrants that they have not ever defaulted on a City loan or grant program, including by way of individual affiliation with any company or group of people authorized to act as a single entity such as a corporation, property taxes are paid in full and there are no City of London Orders or by-law infractions currently outstanding in relation to the Land.

9. Assignment, Transfer and Postponement: In the event that the Borrower transfers any interest in the Land, in whole or in part, to any person other than the Borrower, the outstanding balance of the Loan, including any interest or penalties accrued, shall become immediately due and payable. Notwithstanding, the City may, at its sole discretion, consent to the assignment of the Loan to a transferee prior to a transfer being completed. An assignment of the Loan shall require as a condition that the transferee enter into a new Loan Agreement with the City in relation to the balance of the Loan outstanding at the time of transfer of the Land, require the Assignor and Assignee to enter into an Assignment and Assumption Agreement in a form satisfactory to the City. The City may, at its sole discretion, consent to the postponement of the Loan charge registered on title to the Land in favour of another encumbrance on the condition that the total value of all registered mortgages and charges continues to not exceed 90% of the appraised value of the Land.

10. Termination: The parties acknowledge and agree that this Agreement and all obligations of the parties hereunder, excluding those which expressly survive this Agreement, shall be terminated upon the repayment in full of the Loan, together with any and all interest or penalties accrued, if applicable, and the subsequent discharge of the charge registered against the Land. This Agreement may further be terminated upon the written agreement of the parties to same.

11. Default: Time shall be of the essence in this Agreement. Upon breach by the Borrower of any covenant, term, condition or requirement of this Agreement, or upon the Borrower becoming insolvent or making an assignment for the benefit of creditors, the Borrower shall be in default under this Agreement. Notice of such default shall be given in accordance with this Agreement and if the Borrower has not remedied such default within such time, as provided in the notice, the City may direct that the full amount of the balance owing on the Loan together with interest be immediately due and payable.

12. Enforcing Performance of Requirements: In addition to any remedy authorized or permitted by this Agreement or by law, the City may, in the event of a default by the Borrower under this Agreement, do such matter or thing at the Borrowers' expense to correct the default, and the City may recover the expense incurred in doing it by action, from any security posted by

the Borrower, or by recovery in like manner as municipal taxes. No proceeding by the City under this clause and no waiver under any provision of this Agreement shall prejudice the rights of the City in respect of any subsequent default by the Borrower under this Agreement. The rights of the City may be enforced by any remedy authorized or permitted by this Agreement or by law, and no such remedy shall be exclusive of or dependent on any other remedy.

13. Notice: Any notices required or permitted to be given pursuant to the terms of this Agreement shall be given in writing sent by prepaid registered post, addressed in the case of notice given by the City to the Borrower at the municipal address of the Land, and in the case of notice given by the Borrower, addressed to: The City Clerk, P.O. 5035, London, Ontario N6A 4L9. Notice shall conclusively be deemed to have been given on the day that the same is posted.

14. Separate Covenants: All of the provisions of this Agreement are, and are to be construed as, covenants and agreements as though the words importing such covenants and agreements were used in each separate clause hereof. Should any provision of this Agreement be adjudged unlawful or not enforceable, it shall be considered separate and severable from the agreement and its remaining provisions as though the unlawful or unenforceable provision had never been included.

15. Entire Agreement: This agreement (including any Schedules, Exhibits and Attachments) shall constitute the entire agreement of the parties with respect to, and supersedes all prior written and oral agreements, understandings and negotiation with respect to, the subject matter hereof.

16. Number and Gender: This Agreement shall be read with all changes to gender required by the context.

IN WITNESS WHEREOF the City has executed this Agreement by its authorized officers and the Borrower has hereunto set its hand and seal, or hereunto affixed its corporate seal attested by the hands of its duly authorized officers.

THE CORPORATION OF THE CITY OF LONDON
by its authorized officers:

We have the authority to bind the Corporation

XXXXXXXXXX

(seal)

Schedule "A"
DESCRIPTION OF THE LAND

Property Address: Street Address
Legal Description: [Lot/Part Lot/33R Plan/ etc.]
Place Type: [Name of Place Type, from London Plan]
Zoning: [Zone from Zoning By-law]

Number of "Additional Residential Units" on property: [1 / 2]

1. Description of ARU for this loan: [i.e. location within building, garage, etc].

<u>Current Property Indebtedness</u>	<u>Owed To</u>	<u>Amount To</u>
1 st Mortgage:	[Bank Name]	[\$_____]
2 nd Mortgage:		
Other encumbrances:		

Schedule "C"
LOAN REPAYMENT SCHEDULE

Total Loan Amount: \$ _____

Monthly Payment Amount: \$ _____.

First Payment Date: ____/____/____

Maturity Date: ____/____/____

1. The Loan shall be repaid in 108 equal monthly installments, commencing on the 1st anniversary of the date of advance in accordance with Section 2 of the Agreement.
2. The Loan shall be interest-free, save and except in relation to interest charged against late payments or default under this Loan as described in Sections 4 and 11 of the Agreement. Interest shall accrue against the balance of any late payments at a rate **1.25%**, calculated monthly. The interest rate payable for late payments or default under this Loan shall be calculated in the same manner as interest payable on the late payment of municipal property taxes.
3. The Borrower shall provide twelve (12) post-dated cheques for the monthly payment amount prior to the First Payment Date and provide a further twelve (12) post-dated cheques thirty (30) days prior to each subsequent anniversary of the First Payment Date until the termination of this Agreement. Monthly payments may be provided by another method of payment if approved by the City, in writing.
4. Full repayment of the Loan may be made at any time without penalty.
5. The parties may agree to vary the payment schedule of this Loan through mutual agreement, in writing.

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: Housing Development Corporation (HDC),
London
122 Base Line Road West

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, based on the application by Goldfield Ltd. relating to the property located at 122 Base Line Road West, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 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 Bonus Residential R8 (h-5 *R8-3*B-69) Zone **TO** a Bonus Residential R8 (R8-3*B-69) Zone to remove the "h-5" holding provision.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the "h-5" holding symbol from the zone map to permit the development of a low-rise apartment building in accordance with the provisions of the approved bonus zone.

Rationale of Recommended Action

The conditions for removing the holding provisions have been satisfied, as required by Zoning By-law Z.-1. Specifically, security has been submitted; a development agreement has been signed; and, a public site plan meeting has been held (March 1, 2021).

The development agreement also ensures that development is consistent with the provisions of the bonus zone. 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

On September 21, 2020 Council approved zoning for the property at 122 Base Line Road West to provide permissions for a low-rise apartment building through a bonus zone. The bonus Zone included a requirement for affordable housing and design principles to guide the development. The Zoning is subject to a single holding provision.

A site plan approval application was submitted January 27, 2021 and a site plan public meeting held March 1, 2021. No public comments were received at the site plan public

meeting or through the public process leading up to it. Site plan approval has granted, financial security has been provided, and a development agreement entered into.

1.1 Previous Reports Related to this Matter

OZ-9200 – 122 Base Line Road West (PEC) September 21, 2020
SPA21-005 – Public Site Plan Meeting (PEC) March 1, 2021

1.2 Property Description

The subject lands are located on the north side of Base Line Road West 650 metres west of Wharnccliffe Road South. The subject lands are 0.615 hectares in size and currently free of buildings or structures. The lands slope to the north with a historic watercourse evident along the easterly property limit. The site is partially treed, primarily the eastern portion. The property is abutted by residential development with townhouses to the west, apartment buildings and single-detached dwellings the south and east, and 2 single detached houses, including one with a horse barn to the north.

1.3 Current Planning Information (See Appendix C)

- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R8, Bonus Zone (h-5 *R8-3*B-69)

1.4 Site Characteristics

- Current Land Use – undeveloped
- Frontage – 66.1 m
- Depth – approximately 90 m
- Area – 0.615 ha (6151 m²)
- Shape – Rectangular

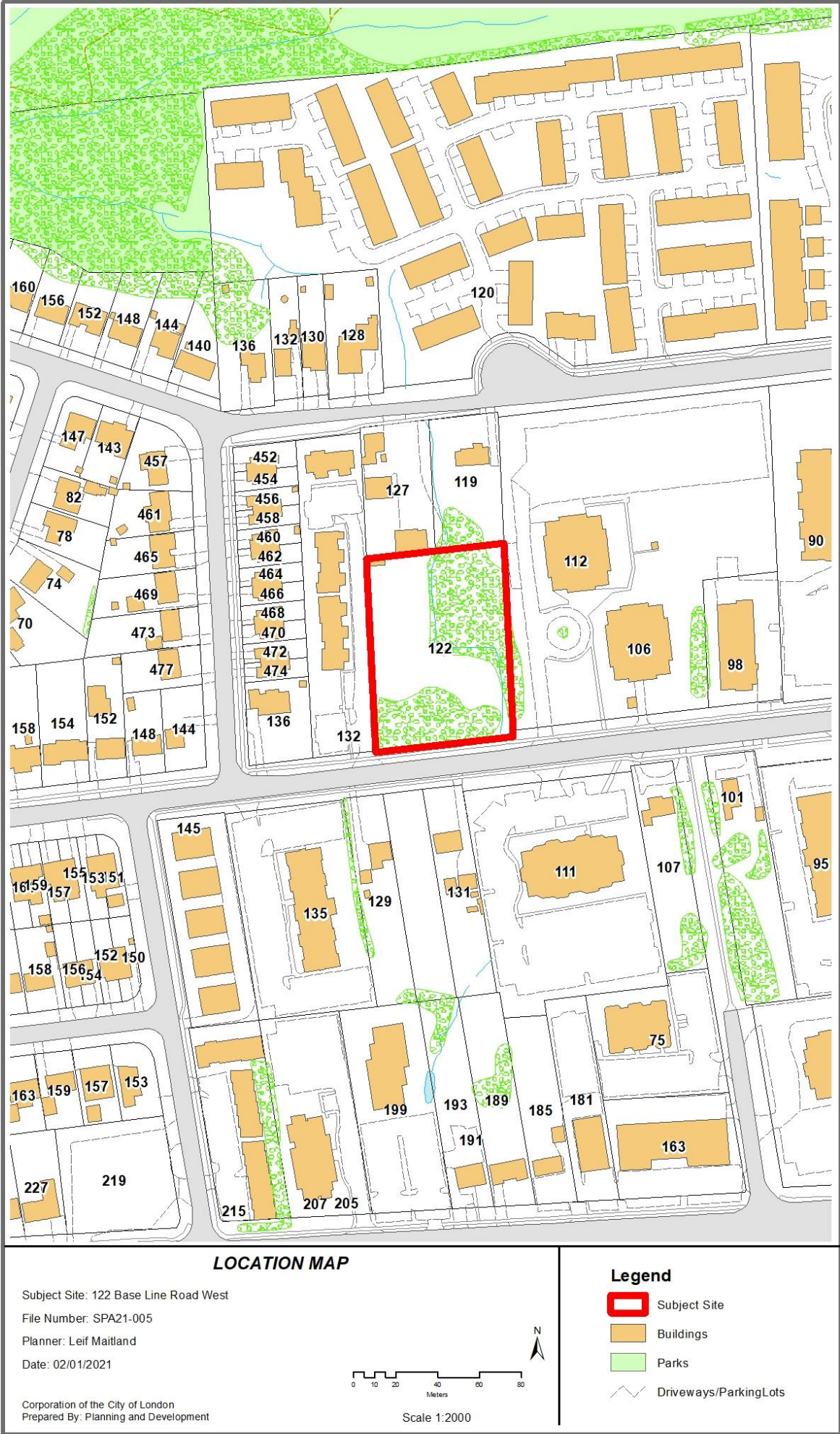
1.5 Surrounding Land Uses

- North – Single-detached houses, horse barn, townhousing
- East – Apartment buildings (11-storeys, 11storeys, 4-storeys and 10-storeys in height)
- South – Apartment buildings (9 and 11-storeys in height), two single-detached dwellings
- West – Townhousing and semi-detached dwellings

1.5 Intensification

- The proposed apartment building is not located within the Primary Transit Area and constitutes infill development.

1.6 Location Map



2.0 Discussion and Considerations

The applicant is requesting the removal of the “h-5” holding provision from the Zone on the subject lands.

The “h-5” holding provision requires that public site plan meeting is held as part of a public site plan review process. The purpose of the public site plan meeting is ensure the development takes into account the Council direction arising from the public site plan review process a development agreement and associated securities are required.

The requested amendment will facilitate the development of a 61-unit, low-rise apartment building.

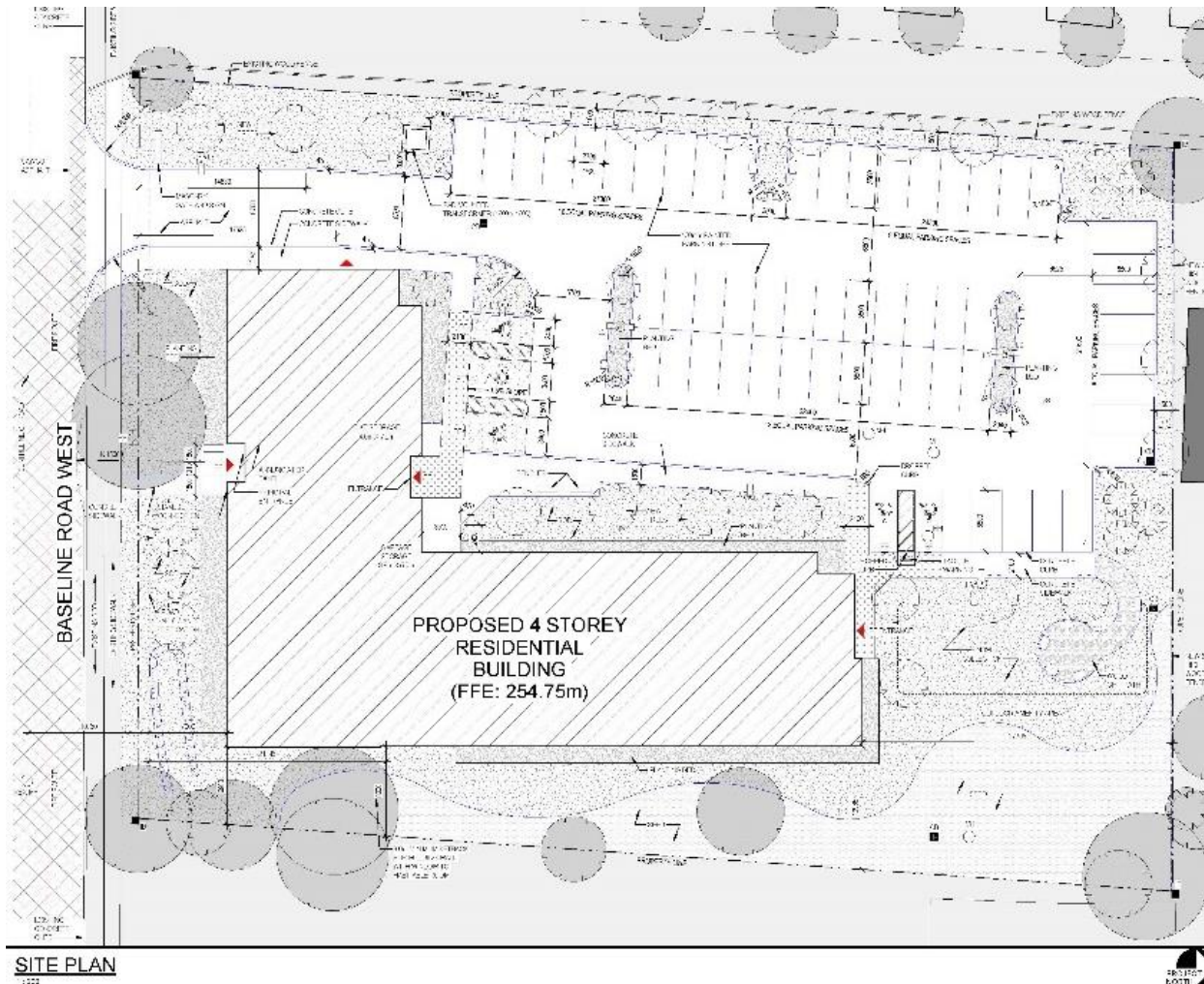


Figure 1 - Proposed Site Plan

3.0 Financial Impact/Considerations

There are no direct financial expenditures associated with this report.

4.0 Key Issues and Considerations

h-5 Holding provision.

The h-5 holding provision reads as follows:

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

A public site plan review process was conducted, culminating with a public site plan

meeting held at the Planning and Environment Committee March 1, 2021. The site plan public meeting saw no comments and no additional direction from council. The requirements for the removal of the “h-5” holding provision have been satisfied.

Conclusion

A public site plan review process has been conducted including a March 1, 2021 Public Site Plan meeting. The public site plan review process saw no additional requirements in addition to the applicable bonus zone. Therefore, the required conditions have been met to remove the “h-5” holding provision. The removal of the holding provision is recommended to Council for approval.

Prepared by: Leif Maitland, Site Development Planner, Development Services
Recommended by: Paul Yeoman, RPP, PLE, Director, Development Services
Submitted by: George Kotsifas, P.ENG, 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: Heather McNeely, Manager, Development Services (Site Plan)
Bruce Page, Manager, Development Planning
Mike Pease, Manager, Development Planning

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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 122 Base Line Road West.

WHEREAS Goldfield Ltd. has applied to remove the holding provisions from the zoning for the lands located at 122 Base Line Road West, 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 122 Base Line Road West, as shown on the attached map, to remove the h-5 holding provisions so that the zoning of the lands as a Bonus Residential R8 (R8-3*B-69) Zone comes into effect.
2. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on April 13, 2021.



Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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



<p>File Number: H-9306 Planner: LM Date Prepared: 2021/03/02 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 40 60 80 Meters</p> 
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Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: Notice of the application was published in the Londoner on February 18, 2021

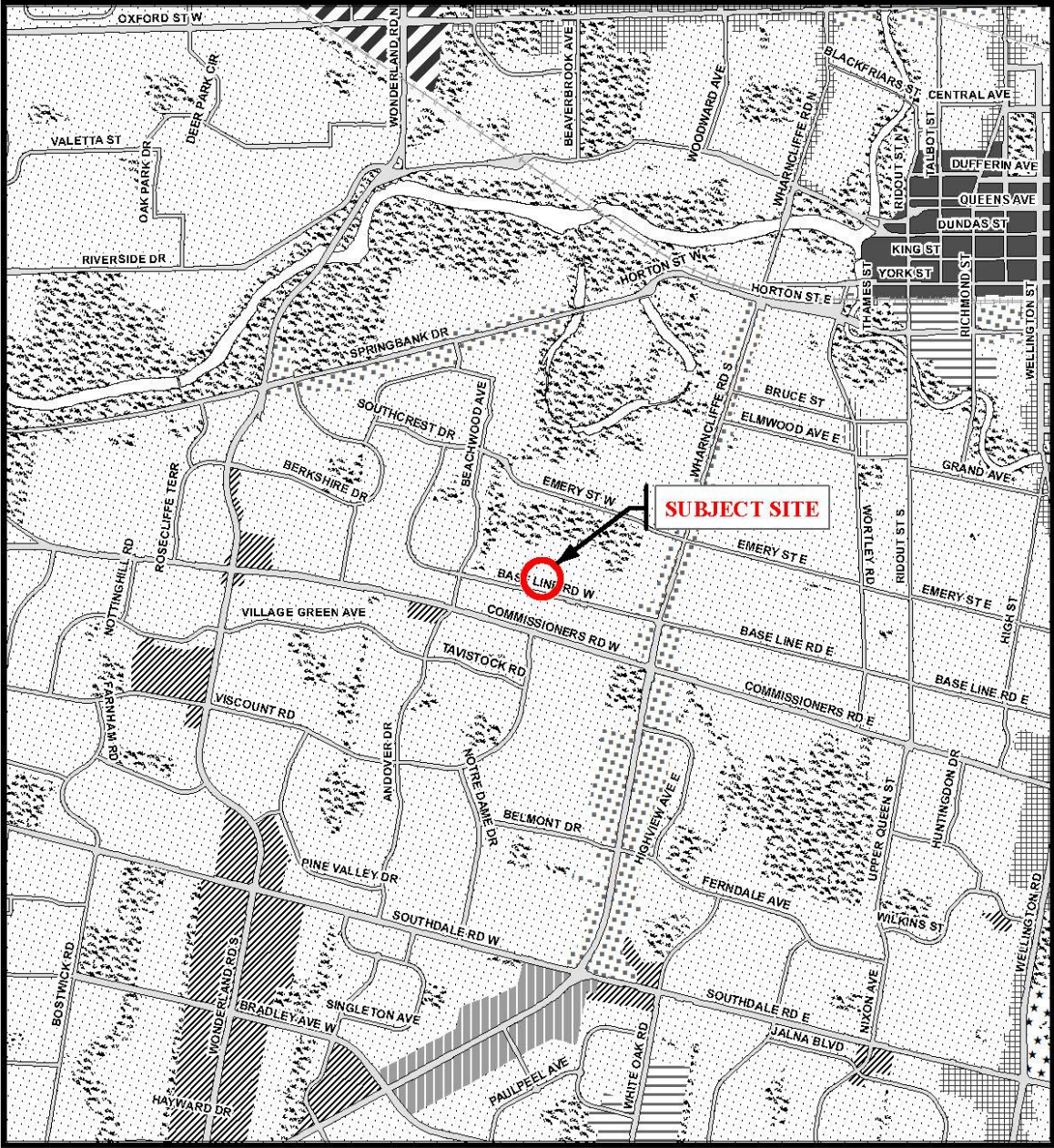
0 replies were received

Nature of Liaison:

122 Base Line Road West – City Council intends to consider removing the “h-5” Holding Provision from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbol permitting an apartment building of 61 units, 4-storeys in height. The purpose of the “h” 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. Council will consider removing the holding provisions as it applies to these lands no earlier than March 29, 2021. File: H-9306 Planner: L. Maitland (City Hall).

Appendix C – The London Plan, Official Plan Map and Zoning excerpts

The London Plan



Legend

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

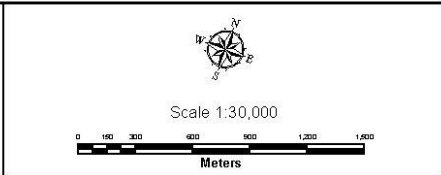
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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



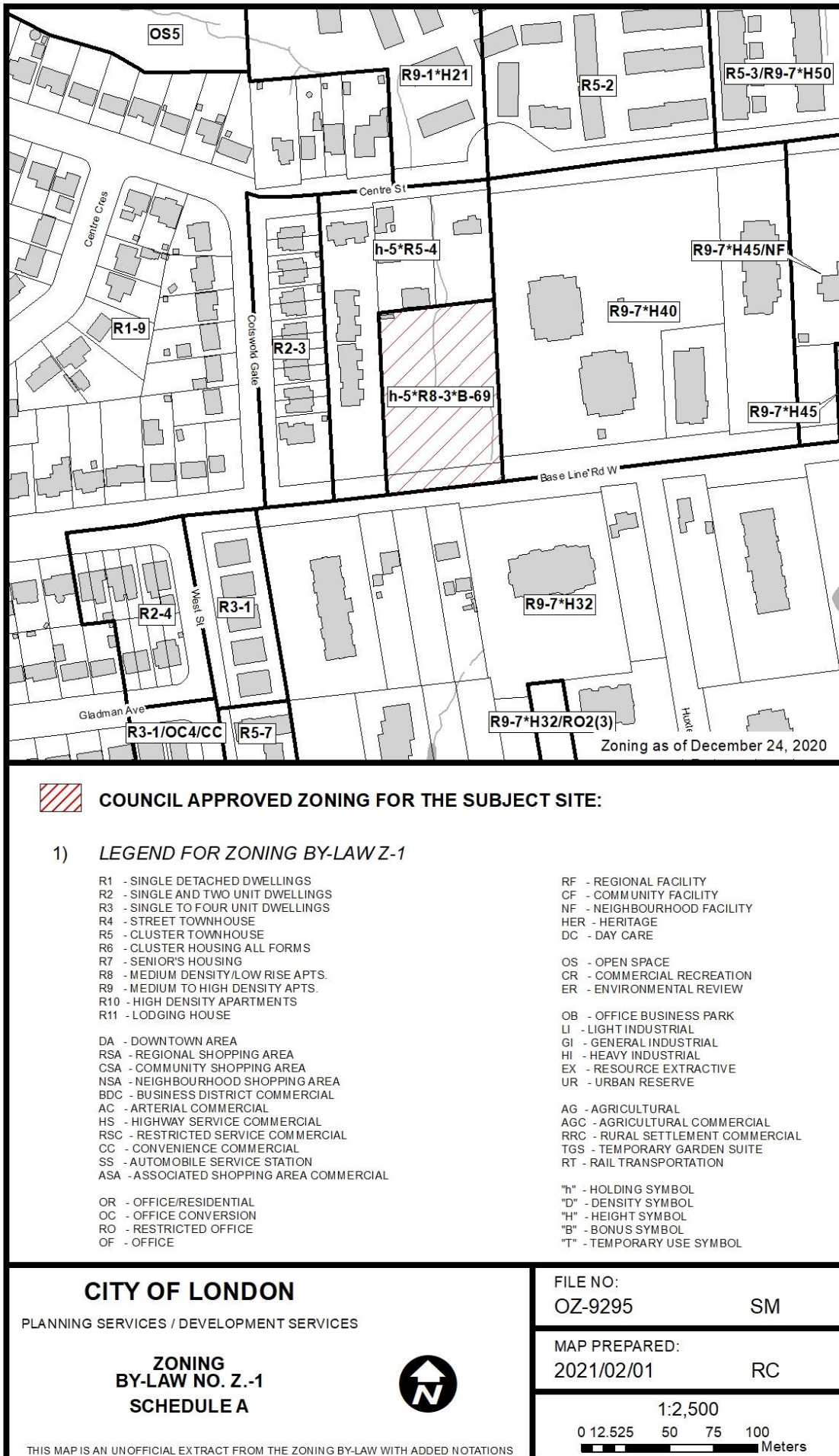
File Number: SPA21-005

Technician: RC

Date: February 2, 2021

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\SPA21-005-Map1-PlaceTypes.mxd

Zoning Excerpt



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: Exemption from Part-Lot Control
Application By: Rockwood Homes c/o Al Allendorf
2725 Asima Drive

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, with respect to the application by Rockwood Homes, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to exempt Block 53, Plan 33M-699 from the Part-Lot Control provisions of Subsection 50(5) of the *Planning Act*, for a period not exceeding three (3) years.

Executive Summary

Summary of Request

This report is a request for approval to exempt Block 53 in Registered Plan 33M-699 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will allow for the creation of eight (8) street townhouse units, with access provided by way of Asima Drive.

Rationale for Recommended Action

The conditions for passing the Part-Lot Control By-law have been satisfied and it is appropriate to allow the exemption from Part-Lot Control. The applicant has acknowledged that they are responsible for the cost of registration of the by-law.

1.0 Relevant Background

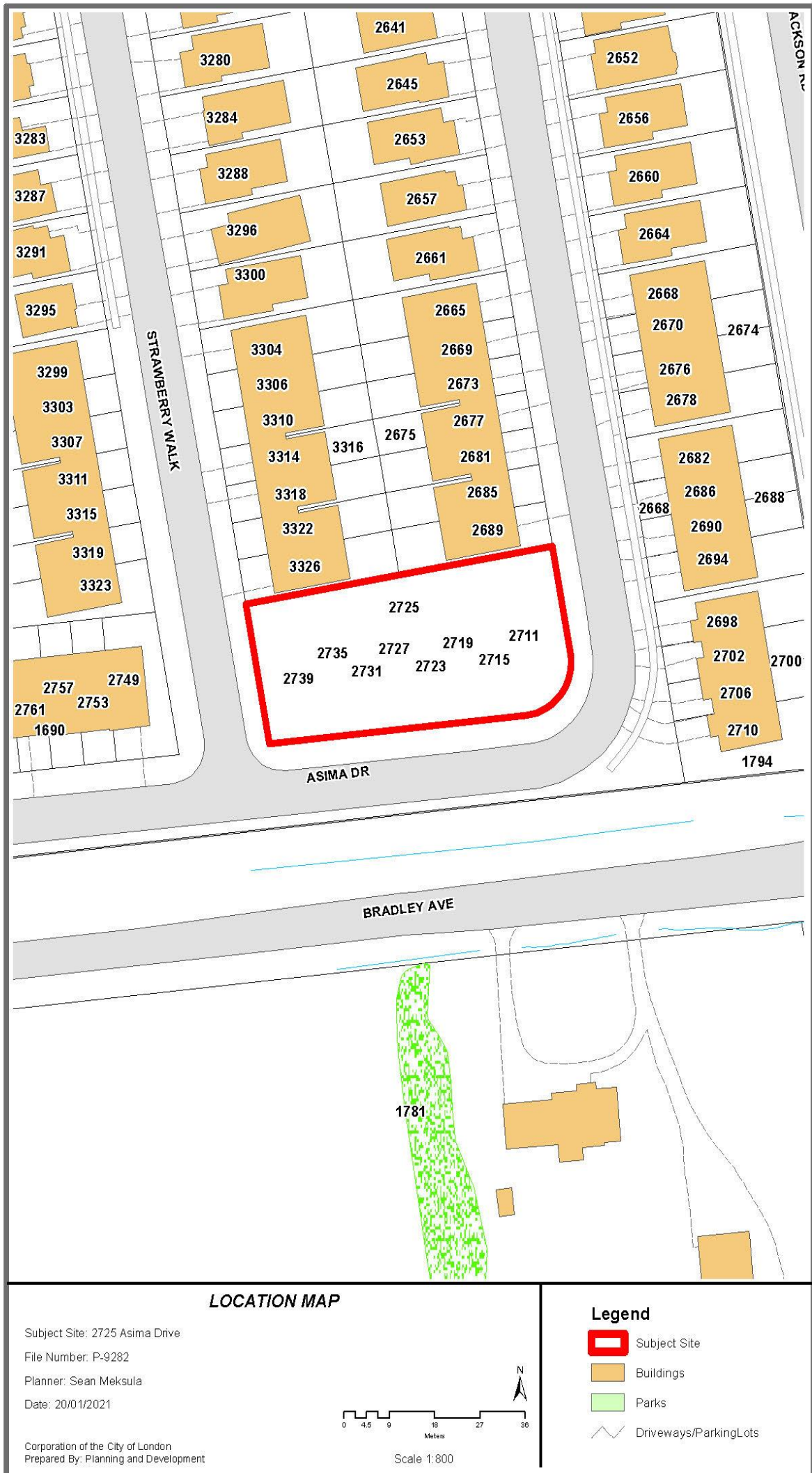
1.1 Planning History

The draft plan of subdivision (39T-07508) was approved by the Approval Authority as one (1) phase, consisting of 48 single family detached lots, and nine (9) multi-family medium density residential blocks, and was registered on July 4, 2016 as plan 33M-699.

A Site Plan Application was submitted in 2018 (SPA18-062) for Block 53 of Plan 33M-699. The Site Plan was approved and a Development Agreement was entered into with the City of London, which was registered as ER1237719 on June 5, 2019.

The application for exemption from Part-Lot Control was considered by the Planning and Environment Committee on February 8, 2021, and Municipal Council on February 23, 2021. The attached recommended by-law implements Council's February 23, 2021 resolution and allows for the conveyance of individual lots within Block 53, Plan 33M-699.

Location Map



2.0 Description of Proposal

2.1 Development Proposal

The Applicant, Rockwood Homes, has requested exemption from part-lot control to create a total of eight (8) freehold street townhouse dwelling units on a local street (Asima Drive). The plan of subdivision was registered on July 14, 2016 as 48 single detached dwelling lots and nine (9) multi-family medium density residential blocks, all served by three (3) new local streets (Turner Crescent, Strawberry Walk and Asima Drive). The dwellings will be freehold street townhouse units, approximately two storeys in height, and accessed from Asima Drive.

3.0 Analysis

At its meeting held on February 23, 2021, Municipal Council resolved:

“That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application by Rockwood Homes, to exempt Block 53, Plan 33M-699 from Part-Lot Control:

- (a) Pursuant to subsection 50(7) of the Planning Act, R.S.O. 1990, c. P.13, the attached proposed by-law **BE INTRODUCED** at a future Council meeting, to exempt Block 53, Plan 33M-699 from the Part-Lot Control provisions of subsection 50(5) of the said Act, **IT BEING NOTED** that these lands are subject to registered subdivision agreements and are zoned Residential R4 Special Provision (R4-5(2)) in Zoning By-law No. Z.-1, which permits street townhouse dwellings with a minimum garage front yard depth of 5.5m, a minimum exterior side yard main building depth of 3.0m and a minimum interior side yard depth of 1.5m;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Block 53, Plan 33M-699 as noted in clause (a) above:
 - i. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - ii. The applicant submit a draft reference plan to Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - iii. The applicant submits to Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
 - iv. The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
 - v. The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the block should there be further division of property contemplated as a result of the approval of the reference plan;
 - vi. The applicant shall enter into any amending subdivision agreement with the City, if necessary;

- vii. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- viii. The applicant shall obtain confirmation from Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
- ix. The applicant shall obtain approval from Development Services for each reference plan to be registered prior to the reference plan being registered in the land registry office;
- x. The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- xi. The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- xii. The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 2, 4, 6, 8, 10, 12, 14 and 16 by parts 1, 3, 5, 7, 9, 11, 13 and 15; and
- xiii. That on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

The exemption from Part-Lot Control will allow for lot lines for individual units (lots) to be established on the registered block in a registered plan of subdivision. The conditions noted above have been satisfied as follows:

- i. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;*

Acknowledged by the applicant on February 24, 2020.

- ii. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;*

Satisfied by registration of reference plan 33R-20865.

- iii. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;*

Satisfied by submission on February 18, 2021 and City staff (GIS Data Technician) confirmed by email on February 24, 2021 that a digital file has been submitted in a format acceptable to the City of London.

- iv. The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;*

Satisfied by installation of Hydro Services on May 17, 2019.

- v. *The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;*

Satisfied by the acceptance of Lot Grading and Servicing Plans submitted as per Site Plan Application SPA18-062.

- vi. *The applicant shall enter into any amending subdivision agreement with the City, if necessary;*

Satisfied as the subdivision agreement was registered by instrument ER1237719 and no further amendment was required.

- vii. *The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;*

Satisfied by service installation and approved by City conditional assumption on October 13, 2017 for Block 53.

- viii. *The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office.*

Satisfied by municipal numbering assigned on October 22, 2018.

- ix. *The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office.*

Satisfied by reference plan 33R-20865 deposited on November 10, 2020.

- x. *The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;*

Satisfied by reference plan 33R-20865 deposited on November 10, 2020.

- xi. *The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan.*

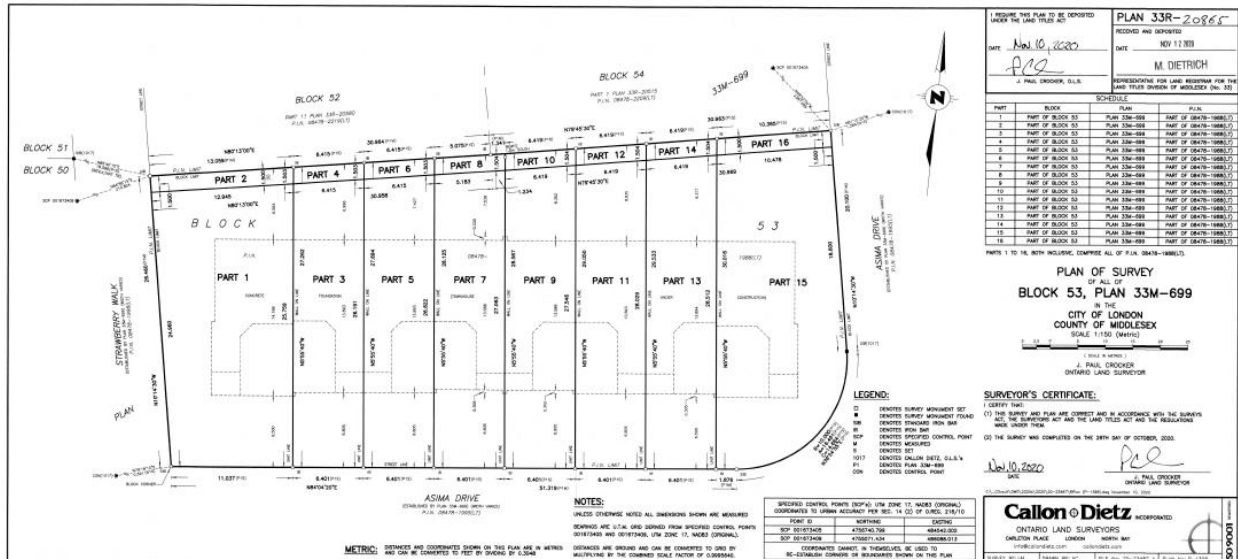
Satisfied as per issuance of building permit number 20-014628 issued for Block 53.

- xii. *The applicant shall provide a draft transfer of the easements to be registered on title for the reciprocal use of parts 2, 4, 6, 8, 10, 12, 14 and 16 by parts 1, 3, 5, 7, 9, 11, 13 and 15; and,*

Satisfied as easements will be same as the Block 52 transfers that were registered as Instrument Number ER1308302 dated June 24, 2020.

That on notice from the applicant that a reference plan has been registered on a Block, and that Part-Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.”

Acknowledged by applicant on February 24, 2021.



Plan 33R-20865

Conclusion

The recommended exemption from Part-Lot Control is considered appropriate and in keeping with the planned intent of the Summerside Subdivision. The conditions have been satisfied and the exemption from Part-Lot Control is recommended to allow for the creation of eight (8) townhouse units.

Prepared by: Sean Meksula, 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

- cc: Matt Feldberg, Manager, Development Services (Subdivisions)
- cc: Bruce Page, Manager, Development Services (Subdivisions)
- cc: Peter Kavcic, Manager, Development Services (Subdivisions)
- cc: Michael Pease, Manager, Development Services (Site Plan)

/sm

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2020\P-9282 - 2725 Asima Drive (SM)\PEC 2 March 29 By-law\DRAFT_2725 Asima Drive - P-9282_PEC_(SM).docx

Appendix A

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

By-law No. C.P.- (*Number inserted by Clerk's Office*)

A by-law to exempt from Part-Lot Control, lands located at 2725 Asima Drive, legally described as Block 53 in Registered Plan 33M-699.

WHEREAS pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, and pursuant to the request from Rockwood Homes, it is expedient to exempt lands located at 2725 Asima Drive, legally described as Block 53 in Registered Plan 33M-699, from Part Lot Control;

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

1. Block 53 in Registered Plan 33M-699, located at 2725 Asima Drive, west of Jackson Road, are hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended, for a period not to exceed three (3) years; it being noted that these lands are zoned to permit street townhouse dwellings in conformity with the Residential R4 Special Provision (R4-5(2)) Zone of the City of London Zoning By-law No. Z-1.
3. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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: Exemption from Part-Lot Control
Application By: Prosperity Homes
Address: 335 Kennington Way and 3959 Mia Avenue

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application by Sifton Properties Limited to exempt Block 1, Plan 33M-765, RP 33R-20777 Parts 2 & 3 from Part-Lot Control:

- (a) Pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the attached proposed by-law **BE INTRODUCED** at a future Council meeting, to exempt Block 1, Plan 33M-765, RP 33R-20777 Parts 2 & 3 from the Part-Lot Control provisions of subsection 50(5) of the said *Act*, **IT BEING NOTED** that these lands are subject to registered subdivision agreements and are zoned Residential R4 Special Provision (R4-6(10)) in Zoning By-law No. Z.-1, which permits street townhouses, with special provisions regulating lot frontage, front yard setback, garage front yard setback and garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Block 1, Plan 33M-765, RP 33R-20777 Parts 2 & 3 as noted in clause (a) above:
 - I. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - II. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - III. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
 - IV. The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
 - V. The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
 - VI. The applicant shall enter into any amending subdivision agreement with the City, if necessary;

- VII. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- VIII. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
- IX. The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;
- X. The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- XI. The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- XII. That on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

Executive Summary

Summary of Request

This report is for review and endorsement by Municipal Council to exempt Block 1 in Registered Plan 33M-765, RP 33R-20777 Parts 2 & 3 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will facilitate the creation of thirty-seven (37) street townhouse units, with access provided by means of Mia Avenue and Kennington Way.

Rationale for Recommended Action

The standard conditions for passing the Part-Lot Control By-law are attached and are to be reviewed and endorsed by Municipal Council prior to the final by-law.

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

This application for Draft Plan of Subdivision Approval was accepted on March 12, 2015. It was circulated to the required agencies and municipal departments on March 23, 2015 and advertised in the *Londoner* on April 2, 2015. A revised application and plan were received on April 20, 2016 and was advertised in the *Londoner* on May 19, 2016. Notice of Public Meeting was sent out on November 29, 2016 and was advertised in the *Londoner* on November 24, 2016. The Public Meeting was held on December 12, 2016. Draft approval was granted on January 27, 2017.

Since draft approval, the Applicant has registered two phases of the subdivision. Phase 1 consisted of two (2) medium density multi-family blocks, one (1) future street block (Block 2), and six (6) reserve (0.3 m, 1 ft.) blocks, all served by two (2) new local streets, Mia Avenue and Kennington Way. It was registered on July 12, 2019 as 33M-765.

On August 10th, 2020 the Approval Authority for the City of London granted Final Approval for consent B.012/20 to create the lands located at 335 Kennington Way, 3959 and 3964 Mia Avenue. The certificates of consent were subsequently registered creating the medium density Part 2 and Part 3 on reference plan 33R-20777 which are the subject of an application for Site Plan Approval by Stantec Consulting Ltd for a 37 unit, 2-storey street townhouse development (File No. SPA20-084). Block 2 is the subject of an application of Site Plan Approval by Stantec Consulting Ltd. for a 19 unit, 2-storey cluster townhouse development (File No. SPA20-085).

1.1 Previous Reports Related to this Matter

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January 6, 2020 - Report to Planning and Environment Committee for a three (3) year extension to Draft Approval for the remaining phase(s) within the residential draft plan of subdivision (39T-15501).

August 10, 2020 - Report to the Approval Authority for the City of London which granted Final Approval for Part 1 and Part 2 on Reference Plan 33R-20777 (B.012-20).

February 8, 2021 - Report to Planning and Environment Committee to remove the holding (h, h-100 and h-198) symbols to allow the development of 56 cluster townhouse dwellings permitted under the Residential R4 Special Provision (R4-6(10)) Zone;

1.2 Property Description

The subject site is located on Kennington Way and Mia Avenue, which is generally located north of Exeter Road and east of Middleton Avenue. The site is currently vacant with vacant land to the north, medium and low density residential to the west, and light industrial to the east and south. The site has proximity to White Oaks Public School, and Sir Arthur Carty Catholic Elementary School.

1.3 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type
- (1989) Official Plan Designation – Low Density Residential
- Existing Zoning – Residential R4 Special Provision/R5 Special Provision/R6 Special Provision R4-6(10)/R5-4(23)/R6-5(51) Zone

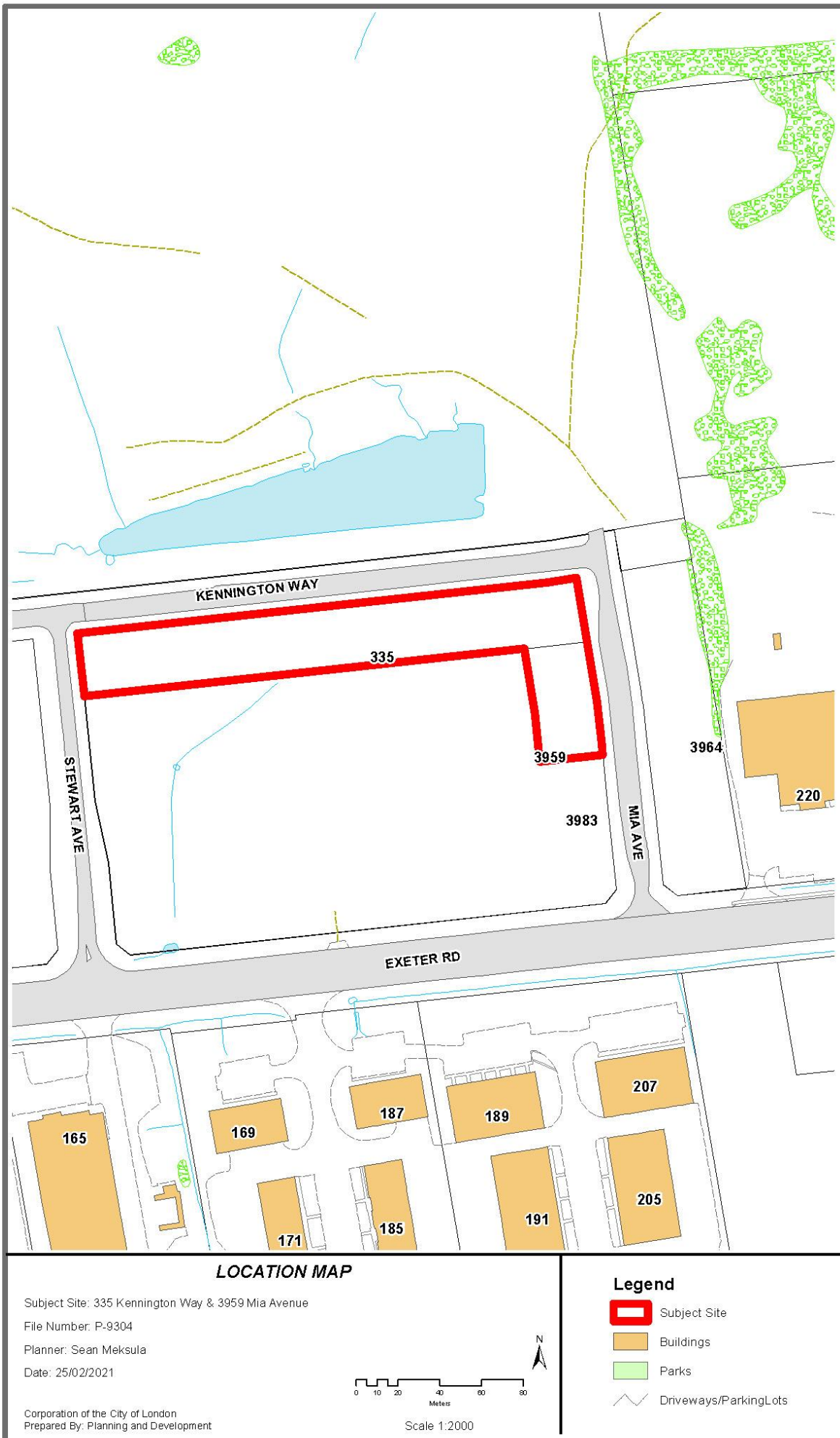
1.4 Site Characteristics

- Current Land Use – vacant
- Frontage – 240 m (787.4 ft.) along Kennington Way and along 50 m (374.0 ft.) Mia Avenue
- Area – 8,851m² (95,271 sq. ft.)
- Depth – 30m (98.43 ft.)
- Shape – rectangular

1.5 Surrounding Land Uses

- North – urban reserve
- East – future low and medium density residential
- South – future medium density residential
- West – future low and medium density residential

1.6 Location Map



2.0 Discussion and Considerations

The Applicant, Prosperity Homes, has requested exemption from part-lot control to create a total of thirty-seven (37) two-storey freehold street townhouse units on two local streets (Kennington Way and Mia Avenue).

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.

3.1 Community Engagement

There is no legislated Community Engagement component to an Exemption from Part-Lot Control. A notice of the request for exemption from part-lot control and a list of standard draft conditions was circulated to internal departments (such as Engineering and the Building Division) and London Hydro. Development Engineering confirmed that the draft standard conditions are applicable and no additional conditions were needed.

3.2 Policy Context

In Ontario, the subdivision of land is governed by the *Planning Act*. Under this legislation, lot creation is permitted through the approval of a plan of subdivision, the granting of a Consent (commonly described as a “severance”) or, for lots within a registered plan of subdivision, through a by-law exemption from part-lot control. Section 50(28) of the *Planning Act*, R.S.O. 1990, c.P13, includes provisions to ensure that part of a lot or block within a registered plan of subdivision cannot be transferred without the approval of the municipality. The part-lot control provisions of the *Planning Act* allows a municipality to pass by-laws to remove part-lot control from all or any part of a registered plan of subdivision. Such a by-law has the effect of allowing the conveyance of a portion of a lot or block. Exemption from part-lot control is appropriate when a number of land transactions are involved and the resulting changes will not affect the nature or character of the subdivision.

Exemption from part-lot control is used to create street townhouse lots to ensure that the eventual lot lines match the foundation for the building, and are constructed exactly on the property boundaries. Part-Lot Control may be exempted to allow a property owner to legally divide a block within their registered plan of subdivision.

4.0 Key Issues and Considerations

Council has adopted a policy to guide consideration of requests for exemption to Part-Lot Control, as follows:

- a) *appropriately zoned lots and blocks of registered plans of subdivision may be exempted from part-lot control for the purpose of establishing individual properties for conveyance or other purposes where municipal services or agreements for extension of services are in place;*

The subject lands are zoned Residential R4 Special Provision (R4-6(10)) which permits street townhouse units. The applicant will be required to submit a draft reference plan to Development Services for review and approval to ensure the proposed lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the Land Registry Office.

- b) *exemption from part-lot control is used to implement the intended lotting of a portion of a registered plan where the complete division of land was not practical at the time of subdivision approval and registration;*

The subject block was registered and intended to be developed for street townhouse units at the time of the subdivision approval. The division of individual lots at the time of the subdivision was not practical, and is appropriate through part-lot control and successfully attaining site plan approval.

- c) the nature and character of the subdivision are not to be changed by part-lot control exemption from that which was established by the subdivision plan and zoning by-law;*

This request is consistent with the intended use of the block as established through the plan of subdivision and zoning. The development of the site for thirty-seven (37) street townhouse units is consistent with the development in the area and specifically to the lands located to the east.

- d) the removal of part-lot control is appropriate when a series of land divisions is necessary to allow sale of the constructed buildings and associated part-lots;*

The exemption of part lot control creates thirty-seven (37) individual lots as one transaction instead of requiring separate and individual land divisions to create the interests in land.

- e) references will be made to the land severance guidelines, guidelines for private streets, and other pertinent policies when considering the appropriateness of exemption; and*

The subject lands are within the Neighbourhoods Place Type in The London Plan and designated Low Density Residential in the 1989 Official Plan, which permits street townhouses. The proposal will facilitate the development of the parcel in accordance with the form of development established at the time of subdivision approval. The proposed lots will not result in any traffic problems and will have access to municipal services and utilities. Access will be provided by Kennington Way and Mia Avenue and no private roads are proposed.

- f) the registration costs of by-laws passed at the request of the developer or subdivider, to exempt lands from part-lot control, will be borne by the applicant.*

The applicant is responsible for all costs associated with the Exemption to Part-Lot Control.

The applicant has requested exemption from Part-Lot Control as an alternative to submitting an application through the Consent Authority. The applicant requested exemption from the Part-Lot Control provisions of the *Planning Act* to facilitate the creation of thirty-seven (37) street townhouse units. The proposed plan has been reviewed with regards to the City's Policy on Exemption from Part-Lot Control, the 1989 Official Plan, The London Plan and the applicable zoning, and has been determined to meet existing policies and the City's Zoning By-law.

4.1 Conditions

It is recommended that the following conditions be applied and that the By-law for Block 1, Plan 33M-765, RP 33R-20777 Parts 2 & 3 be passed at a future meeting of Municipal Council only when the following conditions have been complied with:

- I. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
- II. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;

- III. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
- IV. The applicant submit each draft reference plan to London Hydro showing driveway locations and obtain approval for hydro servicing locations and above ground hydro equipment locations prior to the reference plan being deposited in the land registry office;
- V. The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
- VI. The applicant shall enter into any amending subdivision agreement with the City, if necessary;
- VII. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- VIII. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
- IX. The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;
- X. The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- XI. The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- XII. That on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

Conclusion

In accordance with the provisions of the *Planning Act*, Municipal Council may pass by-laws to exempt all, or parts of registered plans of subdivision from part-lot control. The applicant has requested exemption from the Part-Lot Control provisions of the *Planning Act* to establish lot lines for the individual townhouse units, which is appropriate to allow for the sale of these units to future homeowners. The recommended exemption is considered appropriate and in keeping with the registered phases of the Richardson Subdivision, subject to the completion of the proposed conditions.

Prepared by: Sean Meksula, 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

cc: Matt Feldberg, Manager, Development Services (Subdivisions)
cc: Bruce Page, Manager, Development Services (Subdivisions)
cc: Peter Kavcic, Manager, Development Services (Subdivisions)
cc: Michael Pease, Manager, Development Services (Site Plan)

/sm

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March 29\Draft - P-9304 - 335 Kennington Way - PEC Report - (SM).docx

Appendix A

Bill No.
2021

By-law No. C.P.-

A by-law to exempt from Part-Lot Control, lands located at 335 Kennington Way and 3959 Mia Avenue, legally described as Block 1 in Registered Plan 33M-765, RP 33R-20777 Parts 2 & 3.

WHEREAS pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, and pursuant to the request from Sifton Properties Limited, it is expedient to exempt lands located at 335 Kennington Way and 3959 Mia Avenue, legally described as Block 1, Plan 33M-765, Reference Plan 33R-20777 Parts 2 & 3, from Part Lot Control;

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

1. Block 1, Plan 33M-765, RP 33R-20777 Parts 2 & 3, located at 335 Kennington Way and 3959 Mia Avenue, west of Middleton Avenue are hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P. 13*, as amended, for a period not to exceed three (3) years; it being noted that these lands are zoned to permit street townhouse dwellings in conformity with the Residential R4 Special Provision (R4-6(10)) Zone of the City of London Zoning By-law No. Z-1.
2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

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: Exemption from Part-Lot Control
Application By: Prosperity Homes
Address: 3964 Mia Avenue

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application by Sifton Properties Limited to exempt Block 2, Plan 33M-765 from Part-Lot Control:

- (a) Pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, the attached proposed by-law **BE INTRODUCED** at a future Council meeting, to exempt Block 2, Plan 33M-765 from the Part-Lot Control provisions of subsection 50(5) of the said *Act*, **IT BEING NOTED** that these lands are subject to registered subdivision agreements and are zoned Residential R4 Special Provision (R4-6(10)) in Zoning By-law No. Z.-1, which permits street townhouses, with special provisions regulating lot frontage, front yard setback, garage front yard setback and garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage;
- (b) The following conditions of approval **BE REQUIRED** to be completed prior to the passage of a Part-Lot Control By-law for Block 2, Plan 33M-765 as noted in clause (a) above:
 - I. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
 - II. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;
 - III. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
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 - VI. The applicant shall enter into any amending subdivision agreement with the City, if necessary;

- VII. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- VIII. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
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- XII. That on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

Executive Summary

Summary of Request

This report is for review and endorsement by Municipal Council to exempt Block 2 in Registered Plan 33M-765 from the Part-Lot Control provisions of the *Planning Act*.

Purpose and Effect of Recommended Action

Exemption from Part-Lot Control will facilitate the creation of nineteen (19) street townhouse units, with access provided by means of Mia Avenue and Kennington Way.

Rationale for Recommended Action

The standard conditions for passing the Part-Lot Control By-law are attached and are to be reviewed and endorsed by Municipal Council prior to the final by-law.

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

This application for Draft Plan of Subdivision Approval was accepted on March 12, 2015. It was circulated to the required agencies and municipal departments on March 23, 2015 and advertised in the *Londoner* on April 2, 2015. A revised application and plan were received on April 20, 2016 and was advertised in the *Londoner* on May 19, 2016. Notice of Public Meeting was sent out on November 29, 2016 and was advertised in the *Londoner* on November 24, 2016. The Public Meeting was held on December 12, 2016. Draft approval was granted on January 27, 2017.

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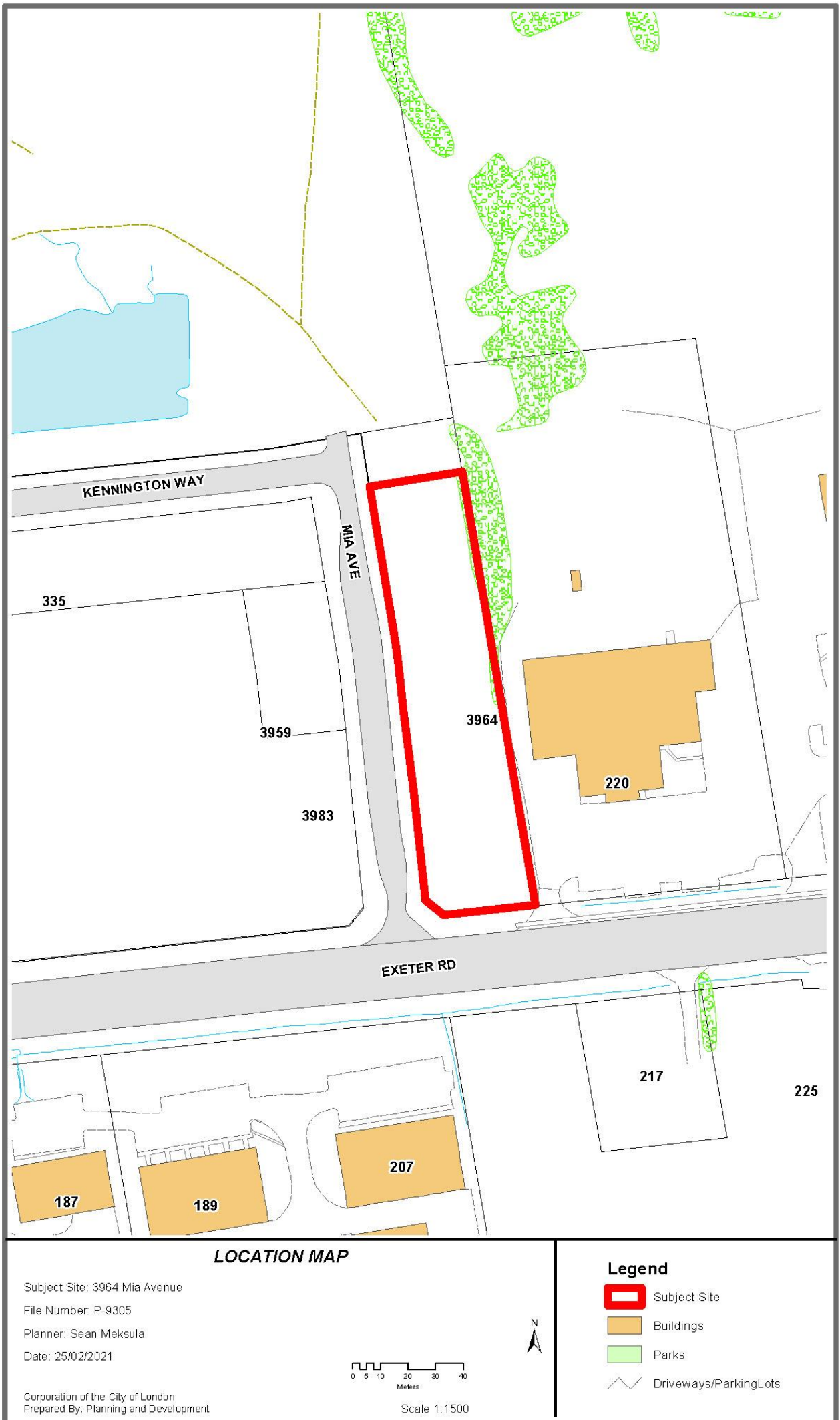
1.4 Site Characteristics

- Current Land Use – vacant
- Frontage – 159.7m (523.9 ft.)
- Area – 5,597m² (60,245 sq. ft.)
- Depth – ~33m (108.3 ft.)
- Shape – rectangular

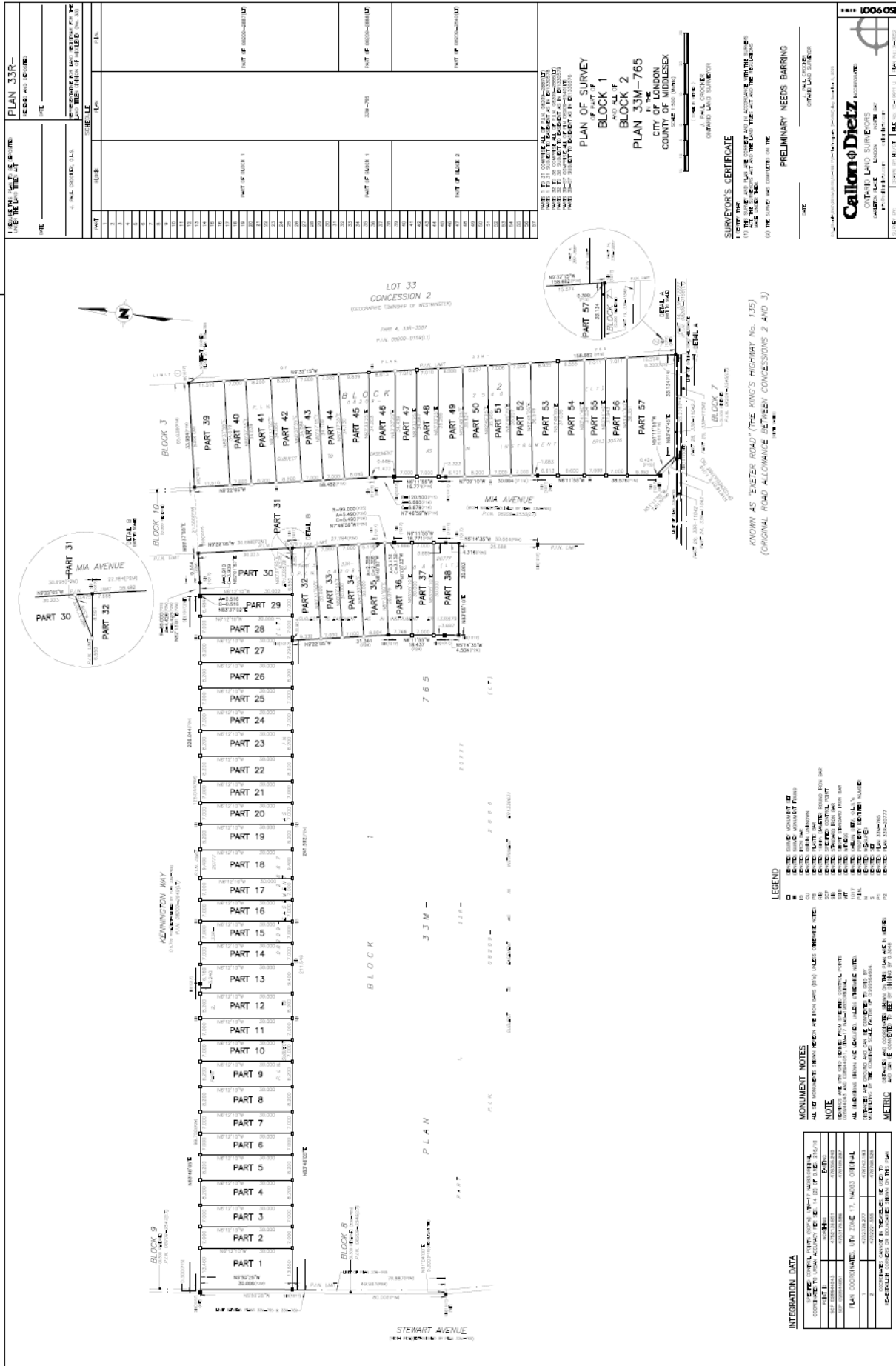
1.5 Surrounding Land Uses

- North – urban reserve
- East – future low and medium density residential
- South – future medium density residential
- West – future low and medium density residential

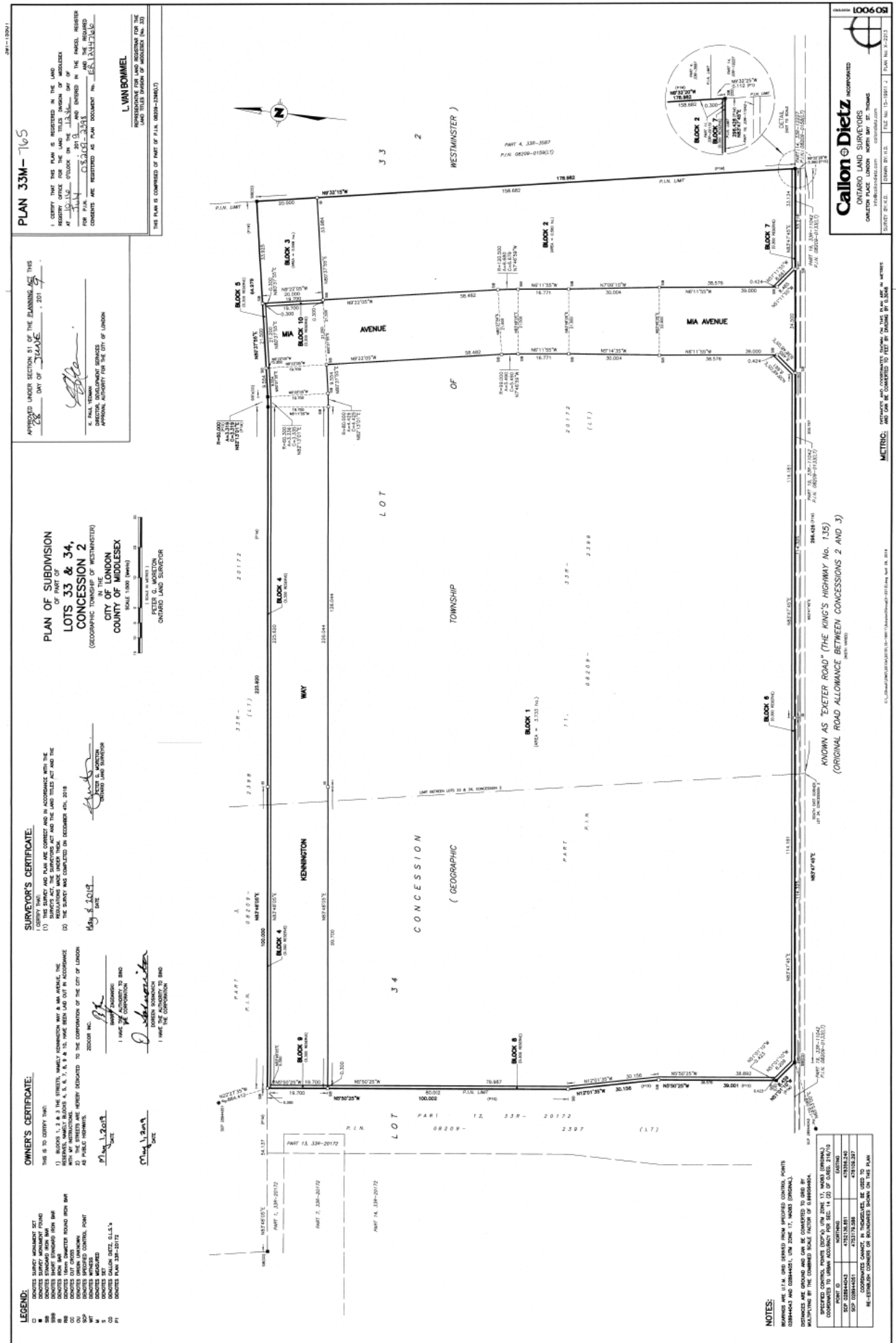
1.6 Location Map



1.7 Site Plan



1.8 Plan of Subdivision 33M-765



2.0 Discussion and Considerations

The Applicant, Prosperity Homes, has requested exemption from part-lot control to create a total of nineteen (19) two-storey freehold street townhouse units on two local streets (Kennington Way and Mia Avenue).

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.

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There is no legislated Community Engagement component to an Exemption from Part-Lot Control. A notice of the request for exemption from part-lot control and a list of standard draft conditions was circulated to internal departments (such as Engineering and the Building Division) and London Hydro. Development Engineering confirmed that the draft standard conditions are applicable and no additional conditions were needed.

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Exemption from part-lot control is used to create street townhouse lots to ensure that the eventual lot lines match the foundation for the building, and are constructed exactly on the property boundaries. Part-Lot Control may be exempted to allow a property owner to legally divide a block within their registered plan of subdivision.

4.0 Key Issues and Considerations

Council has adopted a policy to guide consideration of requests for exemption to Part-Lot Control, as follows:

- a) *appropriately zoned lots and blocks of registered plans of subdivision may be exempted from part-lot control for the purpose of establishing individual properties for conveyance or other purposes where municipal services or agreements for extension of services are in place;*

The subject lands are zoned holding Residential R4 Special Provision (R4-6(10)) which permits street townhouse units. The applicant will be required to submit a draft reference plan to Development Services for review and approval to ensure the proposed lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the Land Registry Office.

- b) *exemption from part-lot control is used to implement the intended lotting of a portion of a registered plan where the complete division of land was not practical at the time of subdivision approval and registration;*

The subject block was registered and intended to be developed for street townhouse units at the time of the subdivision approval. The division of individual lots at the time of the subdivision was not practical, and is appropriate through part-lot control and successfully attaining site plan approval.

- c) the nature and character of the subdivision are not to be changed by part-lot control exemption from that which was established by the subdivision plan and zoning by-law;*

This request is consistent with the intended use of the block as established through the plan of subdivision and zoning. The development of the site for nineteen (19) street townhouse units is consistent with the development in the area and specifically to the lands located to the west.

- d) the removal of part-lot control is appropriate when a series of land divisions is necessary to allow sale of the constructed buildings and associated part-lots;*

The exemption of part lot control creates nineteen (19) individual lots as one transaction instead of requiring separate and individual land divisions to create the interests in land.

- e) references will be made to the land severance guidelines, guidelines for private streets, and other pertinent policies when considering the appropriateness of exemption; and*

The subject lands are within the Neighbourhoods Place Type in The London Plan and designated Low Density Residential in the 1989 Official Plan, which permits street townhouses. The proposal will facilitate the development of the parcel in accordance with the form of development established at the time of subdivision approval. The proposed lots will not result in any traffic problems and will have access to municipal services and utilities. Access will be provided by Kennington Way and Mia Avenue and no private roads are proposed.

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The applicant is responsible for all costs associated with the Exemption to Part-Lot Control.

The applicant has requested exemption from Part-Lot Control as an alternative to submitting an application through the Consent Authority. The applicant requested exemption from the Part-Lot Control provisions of the *Planning Act* to facilitate the creation of nineteen (19) street townhouse units. The proposed plan has been reviewed with regards to the City's Policy on Exemption from Part-Lot Control, the 1989 Official Plan, The London Plan and the applicable zoning, and has been determined to meet existing policies and the City's Zoning By-law.

4.1 Conditions

It is recommended that the following conditions be applied and that the By-law for Block 2, Plan 33M-765 be passed at a future meeting of Municipal Council only when the following conditions have been complied with:

- I. The applicant be advised that the costs of registration of the said by-laws are to be borne by the applicant in accordance with City Policy;
- II. The applicant submit a draft reference plan to the Development Services for review and approval to ensure the proposed part lots and development plans comply with the regulations of the Zoning By-law, prior to the reference plan being deposited in the land registry office;

- III. The applicant submits to the Development Services a digital copy together with a hard copy of each reference plan to be deposited. The digital file shall be assembled in accordance with the City of London's Digital Submission / Drafting Standards and be referenced to the City's NAD83 UTM Control Reference;
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- V. The applicant submit to the City Engineer for review and approval prior to the reference plan being deposited in the land registry office; any revised lot grading and servicing plans in accordance with the final lot layout to divide the blocks should there be further division of property contemplated as a result of the approval of the reference plan;
- VI. The applicant shall enter into any amending subdivision agreement with the City, if necessary;
- VII. The applicant shall agree to construct all services, including private drain connections and water services, in accordance with the approved final design of the lots;
- VIII. The applicant shall obtain confirmation from the Development Services that the assignment of municipal numbering has been completed in accordance with the reference plan(s) to be deposited, should there be further division of property contemplated as a result of the approval of the reference plan prior to the reference plan being deposited in the land registry office;
- IX. The applicant shall obtain approval from the Development Services of each reference plan to be registered prior to the reference plan being registered in the land registry office;
- X. The applicant shall submit to the City, confirmation that an approved reference plan for final lot development has been deposited in the Land Registry Office;
- XI. The applicant shall obtain clearance from the City Engineer that requirements iv), v) and vi) inclusive, outlined above, are satisfactorily completed, prior to any issuance of building permits by the Building Controls Division for lots being developed in any future reference plan;
- XII. That on notice from the applicant that a reference plan has been registered on a Block, and that Part Lot Control be re-established by the repeal of the bylaw affecting the Lots/Block in question.

Conclusion

In accordance with the provisions of the *Planning Act*, Municipal Council may pass by-laws to exempt all, or parts of registered plans of subdivision from part-lot control. The applicant has requested exemption from the Part-Lot Control provisions of the *Planning Act* to establish lot lines for the individual townhouse units, which is appropriate to allow for the sale of these units to future homeowners. The recommended exemption is considered appropriate and in keeping with the registered phases of the Richardson Subdivision, subject to the completion of the proposed conditions.

Prepared by: Sean Meksula, 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

cc: Matt Feldberg, Manager, Development Services (Subdivisions)
cc: Bruce Page, Manager, Development Services (Subdivisions)
cc: Peter Kavcic, Manager, Development Services (Subdivisions)
cc: Michael Pease, Manager, Development Services (Site Plan)

/sm

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March 29\Draft - P-9305 - 3964 Mia Avenue - PEC Report - (SM).docx

Appendix A

Bill No.
2021

By-law No. C.P.-

A by-law to exempt from Part-Lot Control, lands located at 335 Kennington Way and 3959 Mia Avenue, legally described as Block 2 in Registered Plan 33M-765.

WHEREAS pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c. P.13*, as amended, and pursuant to the request from Sifton Properties Limited, it is expedient to exempt lands located at 3964 Mia Avenue, legally described as Block 2, Plan 33M-765, from Part Lot Control;

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

1. Block 2, Plan 33M-765, located at 3964 Mia Avenue, west of Middleton Avenue are hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended, for a period not to exceed three (3) years; it being noted that these lands are zoned to permit street townhouse dwellings in conformity with the holding Residential R4 Special Provision R4-6(10)) Zone of the City of London Zoning By-law No. Z-1.
2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

Appendix A

Bill No.
2021

By-law No. C.P.-

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

1. Block 2, Plan 33M-765, located at 3964 Mia Avenue, west of Middleton Avenue are hereby exempted from Part-Lot Control, pursuant to subsection 50(7) of the *Planning Act, R.S.O. 1990, c.P.13*, as amended, for a period not to exceed three (3) years; it being noted that these lands are zoned to permit street townhouse dwellings in conformity with the holding Residential R4 Special Provision R4-6(10)) Zone of the City of London Zoning By-law No. Z-1.
2. This by-law comes into force when it is registered at the Land Registry Office.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

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: Whiterock Village Inc.
3112 Petty Road formerly 3087 White Oak Road
Removal of Holding Provisions (h, h-100, h-161 & h-227)

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, based on the application of Whiterock Village Inc. relating to the property located at 3112 Petty Road the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to change the zoning of 3112 Petty Road (formally known as 3087 White Oak Road) **FROM** a Holding Residential R6 Special Provision (h*h-71*h-100*h-161*h-227*R6-5(58)) Zone, **TO** a Residential R6 Special Provision (R6-5(58))Zone to remove the h, h-71, h-100, h-161 and h-227 holding provisions.

Executive Summary

Summary of Request

The applicant has requested the removal of the h, h-71, h-100, h-161 and h-227 holding provisions from 3112 Petty Road, which are in place to ensure the vacant land condominium is developed in accordance with the approved development agreement and that there is adequate provisions for municipal services for the 47 Vacant Land Condominium units.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the h, h-71, h-100, h-161 and h-227 holding symbols to permit the development of 47 Vacant Land Condominium units.

Rationale of Recommended Action

1. The conditions for removing the holding (h, h-71, h-100, h-161 and h-227) provisions have been met and the recommended amendment will allow development of 47 Vacant Land Condominium units in compliance with Zoning By-law Z.-1.
2. Through the subdivision approval process, the required security has been submitted to the City of London, the execution of the subdivision agreement is imminent, servicing and access arrangement are in place and the h, h-71, h-100, h-161 and h-227 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

1.1 Previous Reports Related to this Matter

May 12, 2003 – Planning Committee – Application by City of London – North Longwoods Area Plan – relating to lands bounded by Southdale Road E, Wharncliffe Road S, White Oak Road and Bradley Avenue extension (O-6424).

April 26, 2010 - Planning and Environment Committee –The Southwest London Area Plan (SWAP) - to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road (O-7609).

June 4, 2019 - Planning and Environment Committee – Whiterock Village Inc. regarding the property located at 3087 White Oak Road – Application for Approval of Draft Plan of Subdivision, Zoning By-law Amendments (39T-18505/Z-8980).

February 8, 2021 - Planning and Environment Committee – Whiterock Village Inc. regarding the property located at 3112 Petty Road formerly 3087 White Oak Road – Application for Approval of Draft Plan of Vacant Land Condominium (39CD-20511).

1.2 Planning History

On December 20, 2020, the City of London Approval Authority granted final approval for the subject lands and the subdivision was registered as Plan 33M-795 on December 23, 2020. The approved plan consists of 72 single detached lots and two (2) multi-family, medium density blocks, all located off of the extension of Bateman Trail, Petty Road, Biddulph Street and Lemieux Walk.

Site plan approval along with the removal of holding provision applications were submitted in June and October of 2020 to accommodate the proposed cluster townhouse development. A Vacant Land of Condominium application (39CD-20511) was filed with the City on September 21, 2020. The requested site plan and removal of holding provision applications are now running in parallel with the Vacant Land Condominium application.

1.3 Property Description

The subject site is addressed as 3112 Petty Road, which is generally located south of Southdale Road and east of White Oak Road. The site has a mix of medium density residential and commercial uses located to the west and north, existing estate residential to the west, future medium density residential to the east, and future low density residential to the south. The proposal consists of one (1) medium density residential block within a plan of subdivision (Block 73, Plan 33M-795). The vacant site is approximately 0.918 ha (2.27 ac) in size. The site has full access to municipal services and is located in an area which is planned for future growth.

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

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Holding Residential R6 Special Provision (h*h-71*h-100*h-161*h-227*R6-5(58)).

1.5 Site Characteristics

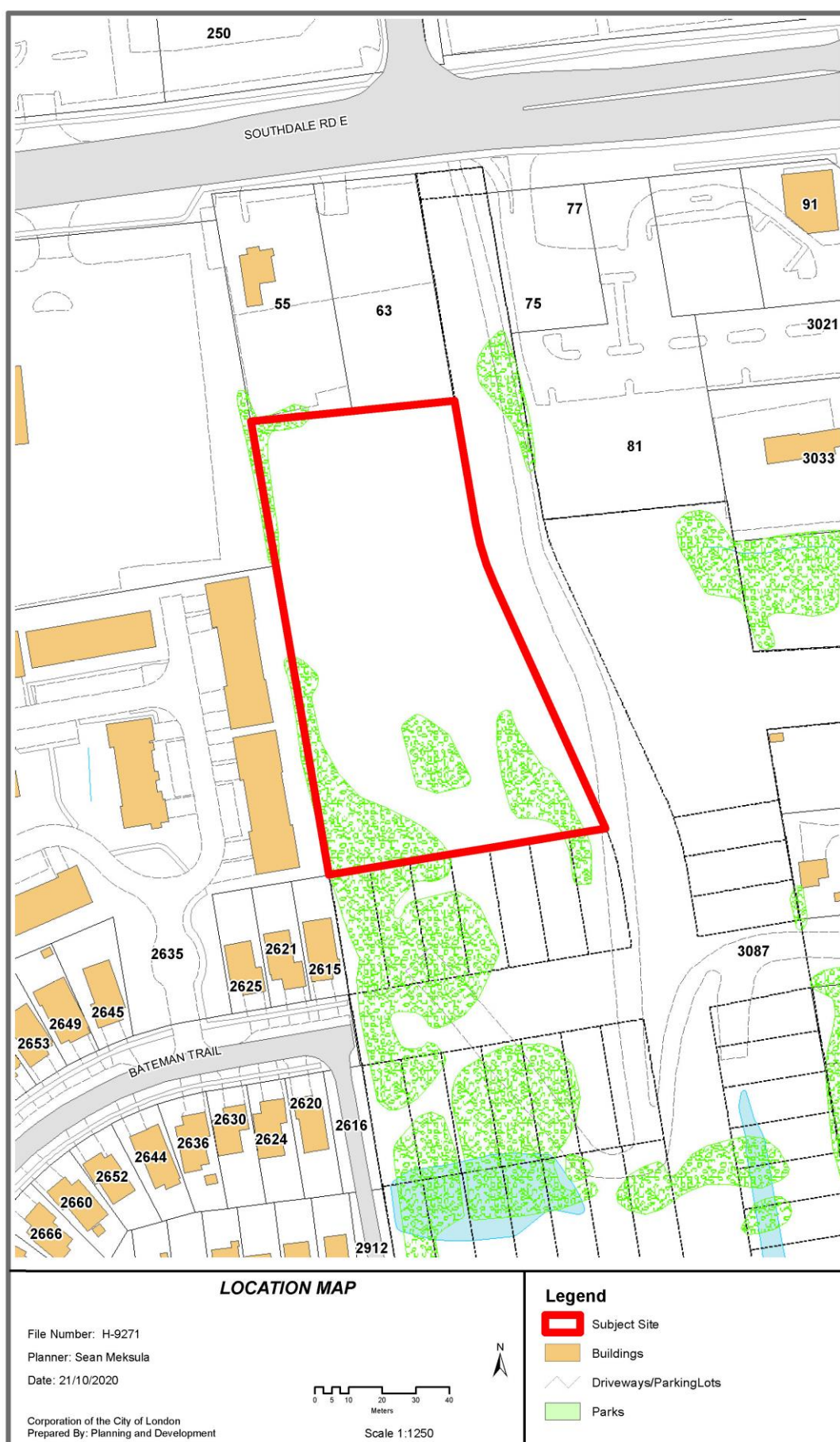
- Current Land Use – Vacant
- Frontage – 90.4 metres
- Depth – Varies
- Area – 0.918 hectares

- Shape – Rectangular

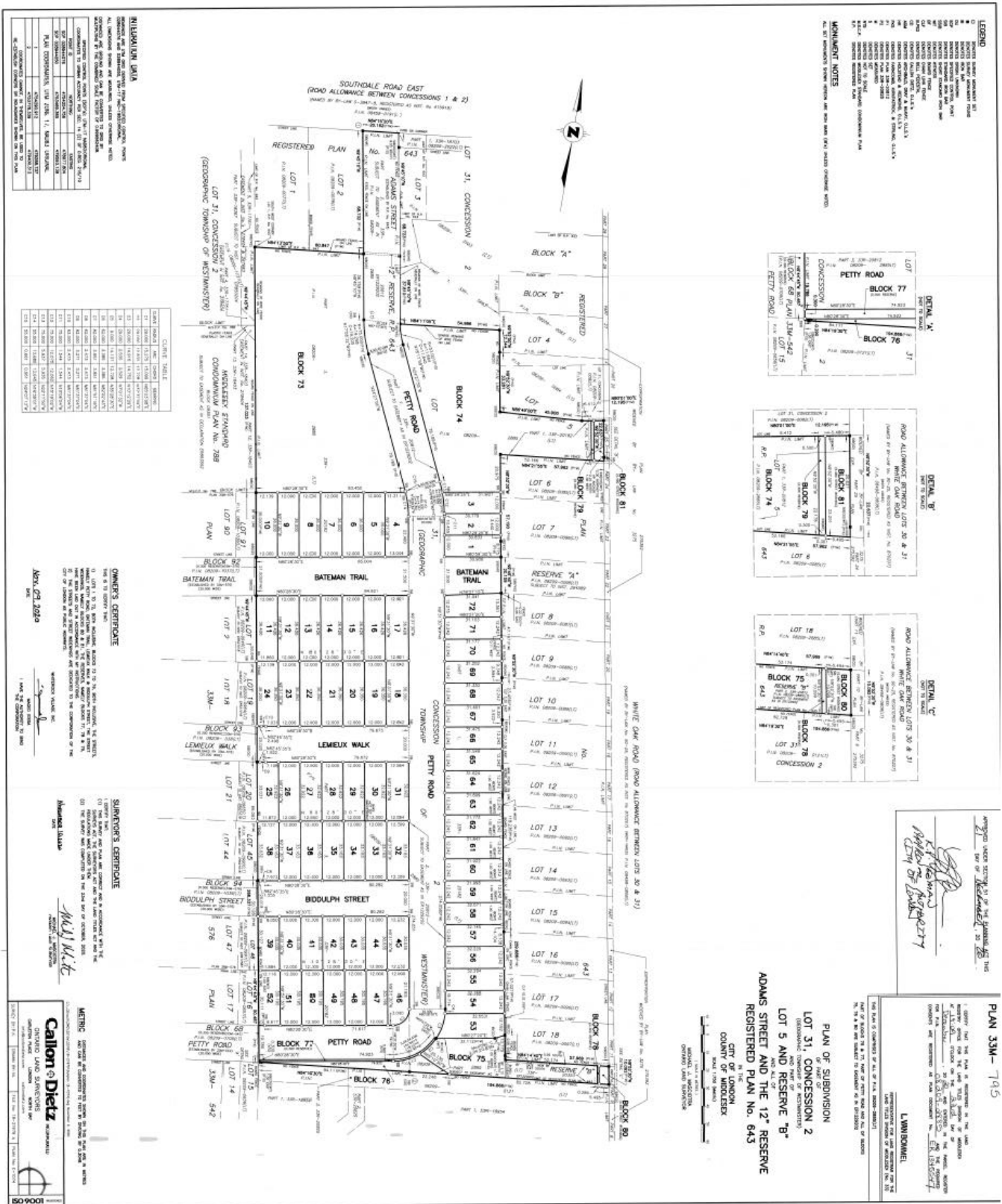
1.6 Surrounding Land Uses

- North – existing commercial (car dealership)
- East – future multiple-attached dwellings site
- South – future single detached dwellings
- West – existing multiple-attached dwellings and commercial (car dealership)

1.7 Location Map



1.9 Registered Plan of Subdivision 33M-795



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 that:

“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 special provisions have been endorsed by Council, the owner has provided the necessary security and has executed the subdivision agreement. This satisfies the requirement for removal of the “h” holding provision.

h-71 Holding Provision

The (h-71) holding provision states that:

“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 Whiterock Village Inc. (SPA20-044). The proposed development consists of 47 townhouse dwellings arranged in clusters of units attached side-by-side, as well as several units attached back-to-back. The building orientation plan demonstrates front facades of dwelling units oriented to the abutting street, Petty Road.

As part of the site plan review process, the plans and building elevations were reviewed for compliance with the City’s Placemaking Guidelines and with the Southwest Area Plan Design Guidelines. The plans have now been accepted, a draft Development Agreement has been prepared that is acceptable, and securities have been received. Development Services staff are satisfied that the “h-71” symbol can be lifted from the zoning.

h-100 Holding Provision

The (h-100) holding provision states that:

“To ensure there is adequate water services and appropriate access, no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.”

The subdivision servicing drawings were previously reviewed and accepted by the City. Whiterock Village Inc. has constructed the looped water system and has received clearance from Environmental and Engineering Services. A second public access through Southdale Road to Petty Road is also available. This satisfies the requirement for removal of the “h-100” holding provision.

h-161 Holding Provision

The (h-161) holding provision states that:

“To ensure the proposed stormwater management system servicing serving this subdivision is constructed and operational, the holding provision shall not be deleted until these works have been completed to the satisfaction of the City.”

The conditional clearance of the Plan of Subdivision and Subdivision Agreement is forthcoming. The services have been constructed per the approved plans, inspected and videoed to the City’s satisfaction. Engineering drawings have been submitted and accepted by the City demonstrating how stormwater management system servicing this subdivision will be accommodated on the site. All the requirements for the removal of the “h-161” holding provision has been accepted to the satisfaction of the City.

h-227 Holding Provision

The (h-227) holding provision states that:

“Ensures the orderly development of land and the adequate provision of municipal services, the “h-___” symbol shall not be deleted until the sanitary forcemain has been relocated to the future municipal right-of-ways, all to the satisfaction of the City Engineer.”

The new municipal sanitary forcemain has been constructed in accordance with the approved plans. The requirements for the removal of the “h-227” holding provision has been accepted to the satisfaction of the City Engineer.

More information and detail about public feedback and zoning is available in Appendix B & C.

Conclusion

It is appropriate to remove the “h, h-71, h-100, h-161 and h-227” holding provisions from the subject lands at this time as a second public road access and water looping has been provided and the required security has been submitted to the City of London. The sanitary forcemain has been relocated to the future municipal right-of-way. The requirements of the holding provisions has been satisfied and the removal of the holding provisions is appropriate and recommended to Council for approval.

Prepared by: Sean Meksula, 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

cc: Matt Feldberg, Manager, Development Services (Subdivisions)
cc: Bruce Page, Manager, Development Services (Subdivisions)
cc: Peter Kavcic, Manager, Development Services (Subdivisions)
cc: Michael Pease, Manager, Development Services (Site Plan)

SM/sm

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Appendix A

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

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 3112 Petty Road.

WHEREAS Whiterock Village Inc. have applied to remove the holding provisions from the zoning for the lands located at 3112 Petty Road, 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 land;

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 3112 Petty Road, as shown on the attached map comprising part of Key Map No. 111, to remove the h, h-71, h-100, h-161 and h-227 holding provisions so that the zoning of the lands as a Residential R6 Special Provision R6-5(58) Zone comes into effect.
2. This By-law shall come into force and effect on the date of passage.

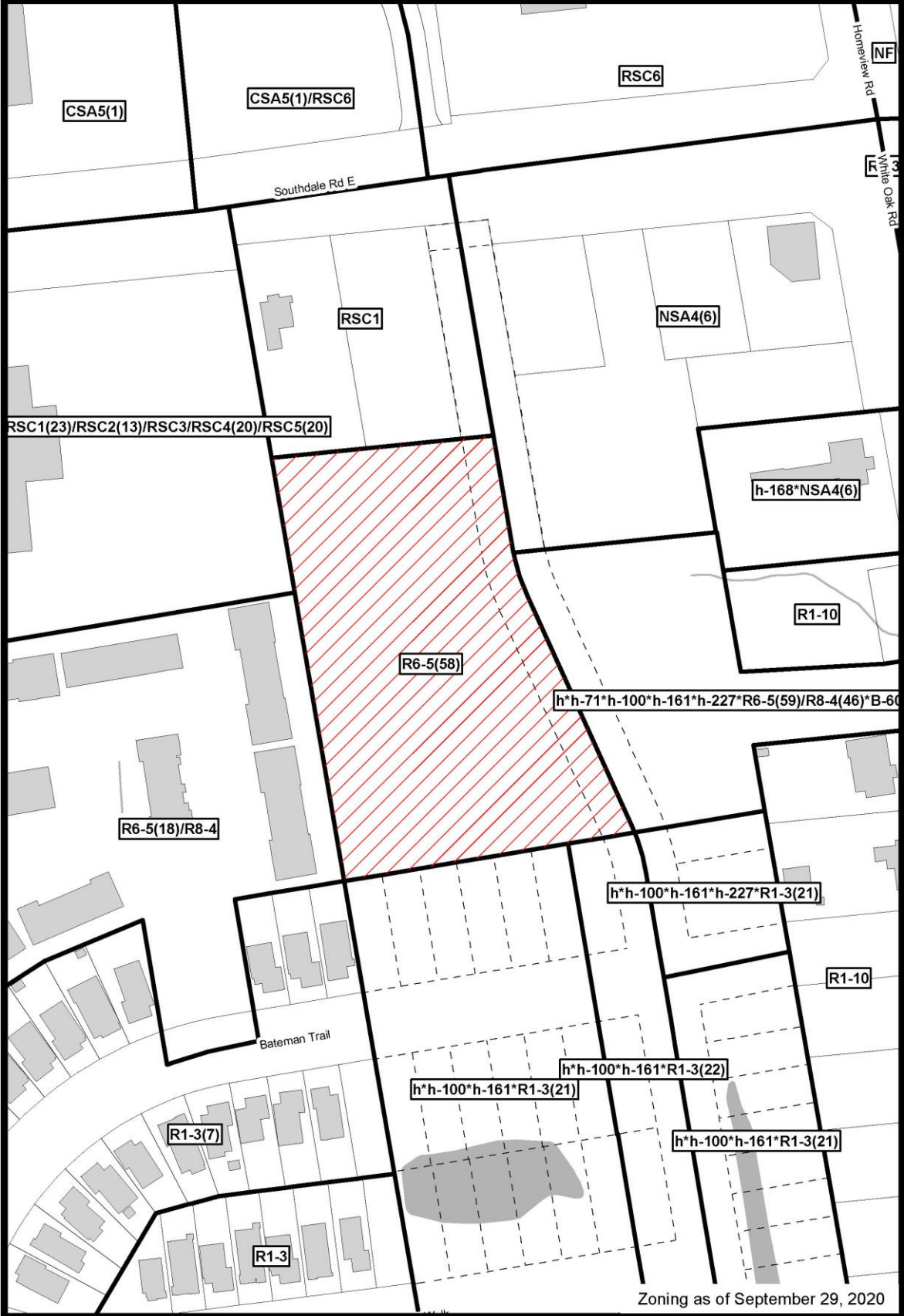
PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading - April 13, 2021
Second Reading – April 13, 2021
Third Reading - April 13, 2021

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



File Number: H-9271
Planner: SM
Date Prepared: 2020/10/21
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters



Geodatabase

Appendix B – Public Engagement

Community Engagement

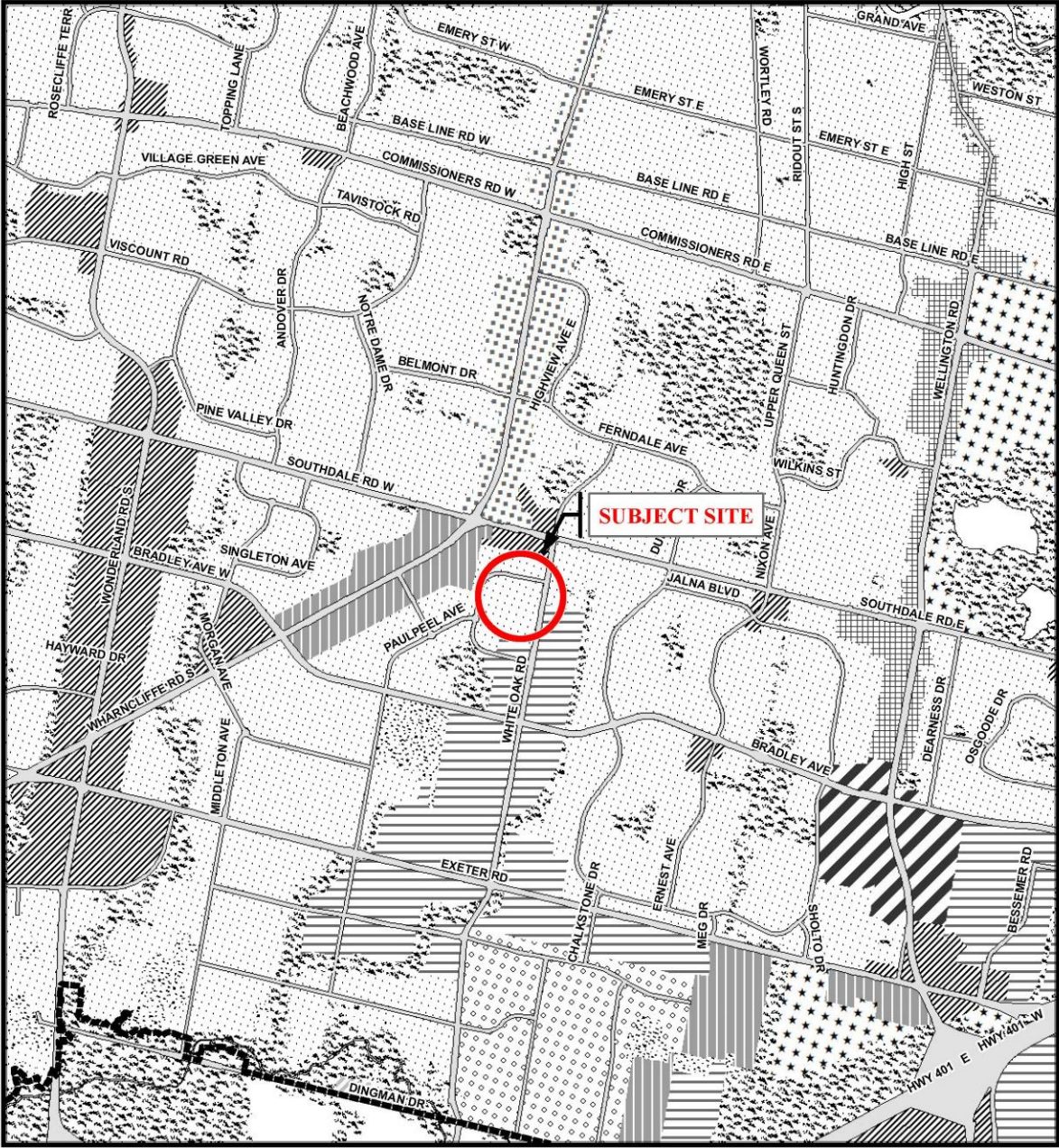
Public liaison: Notice of the application was published in the Londoner on October 29, 2020

0 replies were received

Nature of Liaison: City Council intends to consider removing the h”, h-71, “h-100”, “h-161” & “h-227”, Holding Provision’s from the zoning of the subject lands. The purpose and effect of this zoning change is to remove the holding symbols to permit the future residential development of the subject lands. The removal of the holding provision(s) is contingent on: 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 purpose of the “h-71” 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. The purpose 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. The purpose of the “h-161” provision ensures the proposed stormwater management system servicing serving this subdivision is constructed and operational, the holding provision shall not be deleted until these works have been completed to the satisfaction of the City. The “h-227” symbol ensures the orderly development of land and the adequate provision of municipal services, the “h-__” symbol shall not be deleted until the sanitary forcemain has been relocated to the future municipal right-of-ways, all to the satisfaction of the City Engineer. Council will consider removing the holding provisions as it applies to these lands no earlier than August 10, 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	

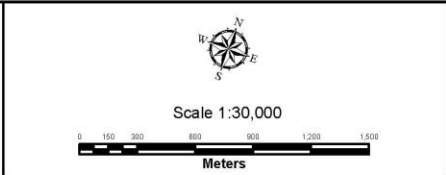
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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.

CITY OF LONDON
Planning Services /
Development Services

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

PREPARED BY: Planning Services



File Number: H-9235

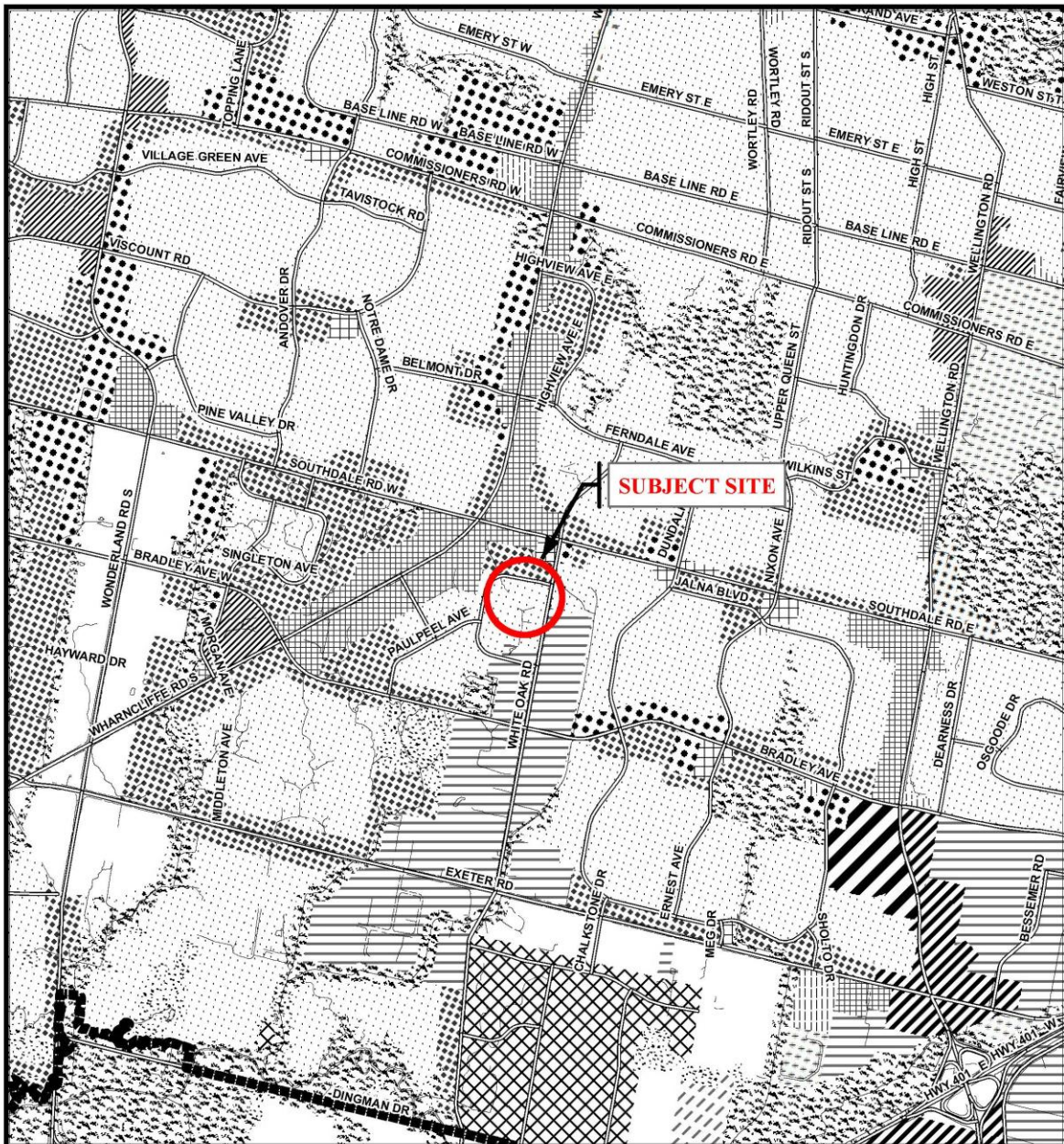
Planner: SM

Technician: RC

Date: July 6, 2020

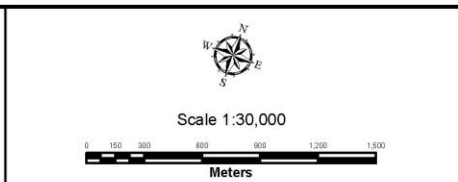
Project Location: E:\Planning\Projects\p_officialplan\workconso\00\excerpts_LondonPlan\mxds\H-9235-Map1-PlaceTypes.mxd

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-9235
 PLANNER: SM
 TECHNICIAN: RC
 DATE: 2020/07/06

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

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: 2219008 Ontario Limited
3493 Colonel Talbot Road
Silverleaf Subdivision Phase 2 - Special Provisions

Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to entering into a Subdivision Agreement between The Corporation of the City of London and 2219008 Ontario Limited for the subdivision of land over Part of Lot 75, West of the North Branch of the Talbot Road (Geographic Township of Westminster), City of London, County of Middlesex, situated on the south side of Pack Road, west of Colonel Talbot Road, municipally known as 3493 Colonel Talbot Road.

- (a) the Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and 2219008 Ontario Limited for the Silverleaf Subdivision, Phase 2 (39T-14504-2) attached as Appendix “A”, **BE APPROVED**;
- (b) the Applicant **BE ADVISED** that Development Finance has summarized the claims and revenues attached as Appendix “B”;
- (c) the Mayor and the City Clerk **BE AUTHORIZED** to execute this Agreement, any amending agreements and all documents required to fulfill its conditions.

Executive Summary

Seeking approval of Special Provisions, to be contained in a Subdivision Agreement between The Corporation of the City of London and 2219008 Ontario Limited for the Silverleaf Subdivision, Phase 2 (39T-14504-2)

Linkage to the Corporate Strategic Plan

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

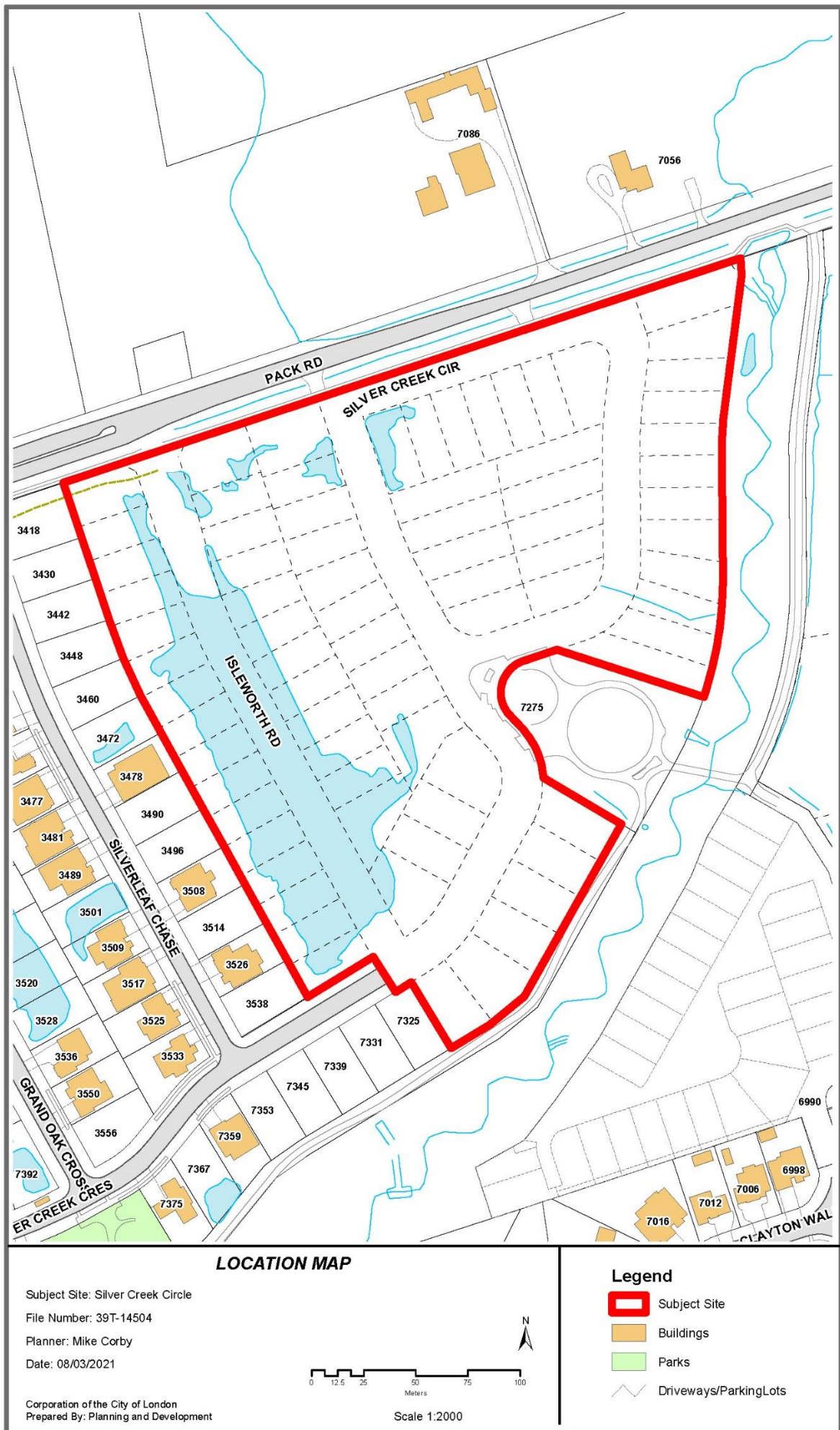
Analysis

1.0 Background Information

1.1 Property Description

The subject property is situated in the southwest quadrant of the City of London at the southwest corner of Colonel Talbot Road and Pack Road. The property is within the City of London’s Southwest Area Secondary Plan and forms part of the North Lambeth Residential Neighbourhood. The site is approximately 40.5 ha (100ac) in size and has been graded through previous planning approval processes. The site is situated between Pack Road to the north, existing single detached dwellings (Phase 1) to the west and the Mathers Stream along the southerly and easterly edges of the property. Agricultural lands, rural residences and naturalized areas exist to the north of the site across Pack Road.

1.2 Location Map



1.3 Silverleaf Subdivision Phase 2



2.0 Discussion and Considerations

2.1 Development Proposal

Phase 2 of the plan of subdivision will consist of 77 single detached lots (Lots 1 to 77), a small Block (Block 78) to be dedicated to the City as part of the Mathers Stream corridor, all served by the extension of Silver Creek Circle and a new local street (Isleworth Road).

The recommended special provisions for the proposed Phase 2 Subdivision Agreement are found at Appendix A of this report. The Development Services Division has reviewed these special provisions with the Owner who is in agreement with them.

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

3.0 Financial Impact/Considerations

3.1 Financial Securities

Through the completion of the works associated with this application fees, development charges and taxes will be collected. Outside of the DC eligible items outlined in the attached Source of Financing (Appendix B), there are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

The key issues and considerations have been reviewed and addressed through the draft plan of subdivision approval process and subdivision agreement conditions.

Conclusion

Development Services Division staff are satisfied with the proposed special provisions for the Silverleaf Subdivision – Phase 2, and recommend that they be approved; and, that the Mayor and the City Clerk be authorized to execute the Subdivision Agreement, any amending agreements and all documents required to fulfil its conditions.

Prepared by: Mike Corby, MCIP, RPP
Senior Planner, Development Services

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

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

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
Peter Kavcic, Manager, Development Engineer

March 23, 2021
GK/PY/MC/jar

Appendix A – Special Provisions

15. PROPOSED SCHOOL SITES

Remove Subsections 15.2 to 15.7 as there are no School Blocks in this Plan.

- ~~15.2 The Owner shall set aside an area or areas (being Block(s) _____) as a site or sites for school purposes to be held subject to the rights and requirements of any School Board having jurisdiction in the area.~~
- ~~15.3 The School Boards shall have the right, expiring three (3) years from the later of the date on which servicing of the relevant site is completed to the satisfaction of the City or the date on which seventy percent (70%) of the Lots in the subdivision have had building permits issued, to purchase the site and may exercise the right by giving notice to the Owner and the City as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than two (2) years from the date of giving notice.~~
- ~~15.4 The School Boards may waive the right to purchase by giving notice to the Owner and the City as provided elsewhere in this Agreement.~~
- ~~15.5 Where all School Boards have waived the right to purchase, the City shall then have the right for a period of two (2) years from the date on which the right to purchase by the School Board has expired or has been waived as the case may be, to purchase the site for municipal purposes and may exercise the right by giving notice to the Owner as provided elsewhere in this Agreement and the transaction of purchase and sale shall be completed no later than sixty (60) days from the date of giving notice.~~
- ~~15.6 The Owner agrees that the school blocks shall be:~~
- ~~(a) graded to a one percent (1%) grade or grades satisfactory to the City, the timing for undertaking the said works shall be established by the City prior to the registration of the Plan; and~~
 - ~~(b) top soiled and seeded to the satisfaction of the City, the timing for undertaking the said works to be established prior to assumption of the subdivision by the City.~~
- ~~15.7 Where the Owner has been required to improve the site by grading, top-soil and seeding, the responsibility of the Owner for the maintenance of the site shall cease upon completion by the Owner of its obligations under this Agreement.~~

24.1 STANDARD REQUIREMENTS

Add the following Special Provisions:

- 1 Prior to Final Approval, the Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this Plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangements to have any section(s) of easement(s) in this Plan, quit claimed to the satisfaction of the City, at no cost to the City.
- 2 Prior to assumption of this subdivision in whole or in part by the City, and as a condition of such assumption, the Owner shall pay to the City Treasurer the following amounts as set out or as calculated by the City, or portions thereof as the City may from time to time determine:
 - (i) The removal of the automatic flushing devices/blowoff(s) in future, an amount of \$5,000 each flusher

- 3 Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make all necessary arrangements with the owner of Plan 33M-742 to make adjustments to the existing works and services on Silver Creek Circle in Plan 33M-742 adjacent to this Plan to accommodate the proposed works and services this Plan (eg. private services, street light poles, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer and at no cost to the City. Such arrangements shall include, but not be limited to, providing sufficient notice, co-ordination and clarification with adjacent landowners as to what each parties consulting engineer will be required to be certified for the City for the purposes of assumption, all to the satisfaction of the City.

24.2 CLAIMS

Remove Subsection 24.2 in its entirety as there are no claims in this Plan.

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

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

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

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

The anticipated reimbursements from the Capital Works Budget are:

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

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

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

24.6 EROSION AND SEDIMENT CONTROL

Add the following new Special Provisions:

- 4 Prior to the issuance of a Certificate of Conditional Approval, the Owner shall remove any temporary sediment basins and associated works and construct any necessary servicing, as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.
- 5 The Owner shall decommission any temporary sediment basins and associated infrastructure in this Plan when warranted, to the satisfaction of the City, at no cost to the City.
- 6 The Owner is responsible for all costs related to the decommissioning of any temporary sediment basin(s) work and any redirection of sewers and overland flow routes.

24.7 GRADING REQUIREMENTS

Add the following new Special Provisions:

- 7 The Owner shall grade the portions of Lots 1, 28, 29 and 67 and Block 78 inclusive, which have a common property line with Pack Road, to blend with the

ultimate profile of Pack Road , in accordance with the accepted engineering drawings and at no cost to the City, all to the satisfaction of the City.

- 8 Prior to the issuance of a Certificate of Conditional Approval, the Owner shall remove and relocate any existing earth stockpile generally located in this Plan, all to the satisfaction of the City and at no cost to the City.

24.8 STORM WATER MANAGEMENT

Add the following new Special Provisions:

- 9 The Owner shall have its professional engineer ensure that all geotechnical issues and required setbacks related to the slope stability associated with open watercourses that services an upstream catchment, are adequately addressed for the subject lands (lots and blocks abutting Mather stream), all to the satisfaction of the City Engineer and The Upper Thames River Conservation Authority.
- 10 The Owner shall implement SWM Best Management Practices (BMP's) within the plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and the approval of the City.
- 11 All temporary storm works and servicing installed within the proposed Plan of Subdivision shall be decommissioned and/or removed when warranted, all to the satisfaction of the City, at no cost to the City.

24.9 SANITARY AND STORM SEWERS

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

- (b) The Owner shall construct the storm sewers to service the Lots and Blocks in this Plan, which is located in the Dingman Creek Subwatershed, and connect them to the City's existing storm sewer system being the 675 mm diameter storm sewer on Silver Creek Circle in accordance with accepted engineering drawings, to the satisfaction of the City. The Owner acknowledges that the storm outlet for this Plan of subdivision is the existing Dingman Creek Tributary SWM Facility B4 via the existing storm sewer on Silver Creek Circle.

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

- (j) The Owner shall construct the sanitary sewers to service the Lots and Blocks in this Plan and connect them to the City's existing sanitary sewage system being the 250 mm diameter sanitary sewer on Silver Creek Circle in accordance with the accepted engineering drawings, to the satisfaction of the City.

Add the following new Special Provisions:

- 12 The Owner shall implement the following enhanced inflow and infiltration (i&i) measures as per the accepted design studies, to the satisfaction of the City, at no cost to the City:
 - i) provide regular unscheduled inspection of basement excavations by the Owner's agents to ensure sanitary connections remain capped until plumbing connections are made;
 - ii) provide a notice to all builders and homeowners within the development, complete with an acknowledgement of receipt, regarding sanitary private drain connections and the City's By-law WM-4 and secure against any infraction as a deterrent;
 - iii) wrap all manhole joints at time of installation; and,
 - iv) permit the City to install a flow monitor in the sewer to monitor inflow and infiltration and potential impacts to the Southwinds PS and if mitigation is required all flow data will be made available to the Owner
- 13 The Owner shall remove the temporary ditch inlet catchbasin (DICB), etc. and the existing easements on Lot 77 may be quit claimed, all to the satisfaction and specifications of the City Engineer and at no cost to the City.

24.10 WATER SERVICING

Add the following new Special Provisions:

- 14 Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely the existing 400mm diameter watermain on Pack Road and the 200mm diameter watermain on Silver Creek Circle;
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and
 - iii) Have their consulting engineer prepare a Certificate of Completion of Works to confirm to the City that the watermain connection(s) to the 400 mm diameter watermain on Pack Road and the 200mm diameter watermain on Silver Creek Circle has been constructed, is operational, and is complete.
- 15 All development Blocks shall be serviced off the water distribution system internal to this Plan of Subdivision.
- 16 If the Owner requests the City to assume Silver Creek Circle with the automatic flushing device still in operation, all as shown on this Plan of Subdivision, the Owner shall pay to the City at the time of the assumption of this subdivision by the City the amount estimated by the City at the time, to be the cost of removing the automatic flushing device and properly abandoning the discharge pipe from the automatic flushing device to the storm/sanitary sewer system located on of Silver Creek Circle, as per the accepted engineering drawings, and restoring adjacent lands, all to the specifications of the City. The estimated cost for doing the above-noted work on this street is \$5,000 per automatic flushing device for which amount sufficient security is to be provided in accordance with Condition 24.1 (___). The Owner shall provide the cash to the City at the request of the City prior to assumption of the subdivision if needed by the City.

24.11 ROADWORKS

17

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

- (p) Where traffic calming measures are required within this Plan:
- (i) The Owner shall erect advisory signs at all street entrances to this Plan for the purpose of informing the public of the traffic calming measures implemented within this Plan prior to the issuance of any Certificate of Conditional Approval in this Plan.
 - (ii) Where the raised intersection is located, the Owner shall install the raised intersection as a traffic control device, or provide temporary measures, to the satisfaction of the City prior to the issuance of a Certificate of Conditional Approval for that section of road.
 - (iii) The Owner shall register against the title of all Lots and Blocks on Isleworth Road in this Plan, and shall include in the Agreement of Purchase and Sale or Lease for the transfer of each of the said Lots and Blocks, a covenant by the purchaser or transferee stating the said owner shall locate the driveways to the said Lots and Blocks away from the traffic calming measures on the said streets, including raised intersections, to be installed as traffic control devices, to the satisfaction of the City Engineer.

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

- (q) The Owner shall direct all construction traffic including all trades related traffic associated with installation of services and construction of dwelling units in this Plan to access the site from Pack Road via Colonel Talbot Road or other routes as designated by the City. Furthermore, there is a reduced load limit on Pack Road from Homewood Lane 1000 metres east and from Colonel Talbot Road to Bostwick Road in effect, so construction access shall be prohibited in the area.

Add the following new Special Provisions:

- 18 The Owner shall remove the temporary turning circle on Silver Creek Circle and adjacent lands, in Plan 33M-742 to the west of this Plan and complete the construction of Silver Creek Circle in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.

If funds have been provided to the City by the Owner of Plan 33M-742 for the removal of the temporary turning circle and the construction of this section of Silver Creek Circle and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Silver Creek Circle in Plan 33M-742 is constructed as a fully serviced road by the Owner of Plan 33M-742, then the Owner shall be relieved of this obligation.
- 19 Prior to the issuance of any Certificate of Conditional Approval, temporary signs shall be installed and maintained on Isleworth Road and Silver Creek Circle adjacent to the raised intersection location that indicate Future Raised Intersection Location, as identified on the accepted engineering drawings, to the satisfaction of the City Engineer.
- 20 Prior to assumption or when required by the City Engineer, the Owner shall install a raised intersection at the intersection of Isleworth Road and Silver Creek Circle, including permanent signage and pavement marking in a location, to the satisfaction of the City Engineer.
- 21 The Owner shall provide sidewalk links from Street 'B' (Silver Creek Circle) to the future sidewalk on Pack Road in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City. Breaks in the 0.3 metre reserve are to be identified on the survey plan when submitted to the City.
- 22 The Owner shall remove the existing temporary access road within the right-of-way limits of Street 'B' (Silver Creek Circle) and reconstruct Street 'B' (Silver Creek Circle) to City standards as a fully serviced road, all to the satisfaction of the City.

PLANNING

23. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the City, within one (1) year of the registration of this Plan.
24. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of City and UTRCA.
25. The Owner shall not grade into any open space areas. Where Lots or Blocks abut an open space area, all grading of the developing Lots or Blocks at the interface with the open space areas are to match grades to maintain exiting slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
26. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Environmental and Parks Planning Division monthly during development activity along the edge of the ESA.

27. All parkland/open space blocks shall be sufficiently protected from sediment throughout the construction period. A sediment barrier shall be established along the park block limits to the satisfaction of Development Services and the City.
28. Within one (1) year of registration of this Plan, the Owner shall implement all the recommendations of the approved April 8, 2016 Tree Preservation Plan and Addendum (September 9, 2016), to the satisfaction of the City.
29. The Owner shall implement all recommendations from the October 27, 2015 approved Environmental Impact Study and addendum prepared by Stantec Consulting Inc. As part of the design studies, the owner shall indicate how each of the recommendations will be implemented (ie, design studies, engineering review, special provisions)
30. The Owner agrees to register on title and include in all Purchase and Sale and/or Lease Agreements the requirement that the homes to be designed and constructed on all corner lots in this Plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road/park/open space frontage. Further, the owner shall obtain approval of their proposed design to the satisfaction of the Managing Director of Planning, City Planner or his/her designate prior to any submission of an application for a building permit for corner lots with an exterior sideyard or an interior sideyard fronting a street, park or open space block in this Plan.
31. The Owner shall implement the recommendations of the Noise Assessment Report - Courtney Subdivision, prepared by Stantec Consulting Ltd. dated April 7, 2016, including the following:

i) Air Conditioning (D)

The Owner shall include in any submission for building permit applications for Lots 1, 28, 29 and 67, provisions for central air conditioning.

The Owner shall include the following warning clauses in all Agreements of Purchase and Sale and/or Lease for Lots 1, 28, 29 and 67:

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment. (Note: The location and installation of the air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MOECC Publication NPC-216, Residential Air Conditioning Devices.)"

ii) Provision for Future Installation of Air Conditioning (Forced Air Central Heating)

The Owner shall include in any submission for building permit applications for Lots 2, 27, 30, 44-50, 65 and 66 within this Plan, provisions for forced air heating system and ducting, etc. which is sized to accommodate central air conditioning.

The following warning clause shall be registered on title and included in all Agreements of Purchase and Sale and/or Lease for Lots 2, 27, 30, 44-50, 65 and 66 within this Plan:

"This dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air-conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality and Ministry of the Environment noise criteria."

(Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property.)"

iii) Building Components

Noise reduction building components for Lots 1, 28, 29 and 67, shall meet EW5 building requirements. EW5 construction for exterior walls consists of gypsum board, vapour barrier, 38 x 89 mm studs, 50 mm minimum mineral wool or fiberglass batts, sheathing, 25 mm spacing, and 100 mm brick veneer or masonry.

iv) Noise Barriers

Prior to the issuance of any Certificates of Conditional Approval for Lots 1, 28, 29 and 67 in this Plan, the Owner shall construct the proposed noise walls adjacent to the rear yard and/or side property lines of each of the said Lots as shown on the accepted engineering drawings and have its professional engineer certify that the said walls were constructed in accordance with the accepted engineering drawings, all to the satisfaction of the City.

The Owner shall include in the Agreement of Purchase and Sale and/or Lease for the transfer Lots 1, 28, 29 and 67 in this Plan, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Lot shall be responsible for the maintenance of the noise attenuation barrier in the future located on the said Lot, at no cost to the City. The City of London shall not be responsible for the maintenance, repair and/or replacement of the noise attenuation barrier.

v) Other Warning Clause

The Owner shall include the following warning clause in all Agreements of Purchase and Sale and/or Lease for Lot 66:

"Purchasers / tenants are advised that sound levels due to increasing road (rail) (air) traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality's and the Ministry of the Environment's noise criteria."

The Owner shall include the following warning clauses in all Agreements of Purchase and Sale and/or Lease for Lots 1, 28, 29 and 67:

"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of Environment."

"The City of London assumes no responsibility for noise issues which may arise from the existing or increased traffic as it relates to the interior or outdoor living areas of any dwelling unit within the development. The City of London will not be responsible for constructing any form of noise mitigation for this development."

32. The Owner shall provide the purchasers of all Lots in the subdivision with a zoning information package which explains Zoning requirements for residential driveway locations and widths. The Owner shall obtain and provide to the City written acknowledgement from the purchaser of each Lot that their driveway will be installed and maintained in accordance with the requirements of the Zoning By-law. The information package and written acknowledgement shall be in a form satisfactory to the City.

SCHEDULE “C”

This is Schedule “C” to the Subdivision Agreement dated this _____ day of _____, 2021, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

SPECIAL WORKS AND SERVICES

Roadways

- Silver Creek Circle from Isleworth Road to south leg of Silver Creek Circle (p-loop) shall have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20.0 metres.
- Isleworth Road and Silver Creek Circle (p-loop) (with the exception of the window street portion) have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres.
- Silver Creek Circle (window street portion) have a minimum road pavement width (excluding gutters) of 7.0 metres with a road allowance of 15.0 metres as per accepted engineering drawings
- Isleworth Road from Pack Road to 30 metres south has a minimum road pavement width (excluding gutters) of 10.0 metres with a minimum road allowance of 21.5 metres. The widened road on Isleworth Road shall be equally aligned from the centreline of the road and tapered back to the 6.0 metres of road pavement width (excluding gutters) and 18.0 metres of road allowance width for this street with 30 metre long tapers on both street lines.

Sidewalks

A 1.5 metre (5 foot) sidewalk shall be constructed on both sides of all streets in this Plan in accordance with the approved Southwest Area Plan (SWAP) and London Plan.

Sidewalk links from Silver Creek Circle to the existing sidewalk on Pack Road in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City. Breaks in the 0.3 metre reserve are to be identified on the survey plan when submitted to the City.

Pedestrian Walkways

There are no pedestrian walkways within this Plan.

SCHEDULE "D"

This is Schedule "D" to the Subdivision Agreement dated this _____ day of _____, 2021, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

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

LANDS TO BE CONVEYED TO THE CITY OF LONDON:

0.3 metre (one foot) reserves:	NIL
Road Widening (Dedicated on face of plan):	NIL
Walkways:	NIL
5% Parkland Dedication:	BLOCK 78
Dedication of land for Parks in excess of 5%:	NIL
Stormwater Management:	NIL

LANDS TO BE SET ASIDE FOR SCHOOL SITE:

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

Temporary access	NIL
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SCHEDULE "E"

This is Schedule "E" to the Subdivision Agreement dated this _____ day of _____, 2021, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

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

CASH PORTION:	\$ 330,682
BALANCE PORTION:	<u>\$1,873,862</u>
TOTAL SECURITY REQUIRED	\$2,204,544

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

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

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

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

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

SCHEDULE "F"

This is Schedule "F" to the Subdivision Agreement dated this _____ day of _____, 2021, between The Corporation of the City of London and 2219008 Ontario Limited to which it is attached and forms a part.

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

Multi-Purpose Easements:

There are no multi-purpose easements required for this Plan of Subdivision.

Appendix B – Claims and Revenues

This subdivision shall be registered in one phase consisting of Lots 1 to 77 inclusive and Block 78.

Estimated DC Costs in this Agreement (Claims for Owner led construction from CSRF)

Eligible DC Items	Estimated DC Claims Costs
Storm Sewer (oversizing subsidy)	Nil
Watermain (oversizing subsidy)	Nil
Sanitary Sewer (oversizing subsidy)	Nil
Roadworks (channelization at Street A)	Nil
Roadworks (internal widening)	Nil
Stormwater Management	Nil
Parks (trail, paths, parks)	Nil
Other	Nil
Total Costs (This Agreement)	Nil

Estimated DC Revenue in this Agreement

Item	Estimated DC Revenues
CSRF Total (This Agreement)	\$2,630,166

1. Estimated DC Claim Costs are for Owner led construction projects and do not include City led projects required to accommodate growth.
2. Estimated DC Revenues are calculated using current DC rates. The City employs a “citywide” approach to cost recovery for all eligible growth services, therefore the Estimated DC Claim Costs and Revenues in the table above are not directly comparable.
3. There are no anticipated claims associated with this development.

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: 2021 Post-Development Environmental Impact Study
Monitoring
Date: March 29, 2021

Recommendation

That, on the recommendation of the Managing Director, Development & Compliance Services and Chief Building Official, the following report regarding 2021 Post-Development Environmental Impact Study Monitoring **BE RECEIVED** for information.

Executive Summary

The Post-Development Environmental Impact Study (EIS) Monitoring program will evaluate select subdivisions after assumption; comparing the pre-development EIS report's recommended mitigation measures to determine the success in achieving a net benefit to the natural heritage areas. Dougan & Associates has been awarded the contract for 2021.

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

- Planning and Environment Committee – July 16, 2018, [Environmental Impact Study \(EIS\) Compliance](#)
- Strategic Priorities and Policy Committee – May 06, 2019 – [Approval of the 2019 Development Charges By-law and Background Study](#)

1.2 Environmental Impact Study Compliance Review

On July 16, 2018, Civic Administration reported to Council on an EIS compliance review of active subdivisions. The review was based on a January 26, 2016 resolution for staff to review "...how Development Agreements could be modified to include a mechanism for the Civic Administration to undertake compliance investigations to ensure that conditions set out in Environmental Impact Statements are and will be met..." Based on this review a summary of issues, work-to-date and next steps were presented, including:

- **Improving the EIS compliance process** by operationalizing recommended monitoring clauses through draft plan approval and subdivision agreements.
- **Review active subdivisions** to identify developments in process, identify gaps and identify potential actions for older subdivisions recognizing that they would be nearing assumption.
- Enhance **compliance and enforcement** by undertaking continuous improvement initiatives to examine draft plan and subdivision agreement

conditions, by-laws to protect the natural heritage areas throughout development, or levying fines for non-compliance.

- Exploring options for a **city-wide monitoring contract** led by city-staff to conduct monitoring and at regular intervals.
- **Conduct post-development “audits”** to complete systematic long-term reviews of post-development impacts on natural heritage areas. Information gathered through these “audits” could help inform future development requirements or environmental policies.

2.0 Discussion and Considerations

2.1 EIS Recommendations

Where developments occur adjacent to natural heritage areas, pre-development EIS are required to determine the limits of development and to demonstrate there will be a net benefit to the natural features and functions. Recommendations can include a combination of development setbacks, buffers, construction mitigation measures and monitoring requirements. Recommendations are often operationalized throughout the subdivision process and translated into conditions of draft plan approval, details on construction drawings and ultimately the subdivision agreements.

2.2 Post-Development Environmental Impact Study Monitoring Program

Pre-development EIS provide a range of mitigation and monitoring measures in the pre, during, and post-construction phases of a development. Monitoring recommended by the EIS is typically a requirement of the developer and a condition of the subdivision agreement. The focus of this monitoring is usually the during and post-construction stages. Through the Beacon EIS Performance Evaluation report (2014) and the 2019 DC Study, City staff have identified a need for post-development (after assumption) monitoring, to identify longer-term development impacts on the natural heritage system.

The Post-Development EIS Monitoring project is intended to evaluate the success of a pre-development EIS report’s recommendations a few years following completion of the development. The environmental consultant (Dougan & Associates) will undertake post-development audits of selected sites to assess the effectiveness of the growth-related EIS in implementing the recommendations intended to protect natural heritage features and functions. This project can provide meaningful data for long-term (year-over-year) trends related to developments adjacent to natural areas. The results of the monitoring will be used in considering future EIS requirements and determining if corrective actions, adaptive management, additional monitoring and/or reporting requirements during earlier stages of development are required or can be scaled back.

2.2.1 Locations

Twelve sites have been identified for monitoring during the first year of the program. All locations have been assumed by the City between 2014 and 2019 and the limits of the subdivision contain or are adjacent to Open Spaces zoned OS4 and/or OS5. The following table identifies the subdivision and name of the natural feature.

File Number	Feature Name
39T-00514	Talbot Village Wetland
39T-03512	Cresthaven Woods
39T-03518	Kilally Woods
39T-04513	Pebblecreek
39T-05506	Pincombe Drain
39T-05510	Uplands North Wetland & Powell Woods
39T-06503	Ballymote Trail
39T-08502	Maple Grove Woods
39T-10501	Forest Hill Woods
39T-10502	Medway Valley Heritage Forest ESA
39T-98512	Gibbons/UWO Wetland
39T-99522	Northbrook Valley

3.0 Financial Impact/Considerations

The Post-Development Environmental Impact Study Monitoring program was included in the 2019 Development Charges Background Study and is 100% growth funded.

In late 2020, staff undertook a competitive procurement process to retain an environmental consulting firm for the first year of this program. In total, 12 proposals were received with Dougan & Associates being selected to conduct the 2021 program. Their proposal was for \$66,180.40 and was administratively approved per the guidelines outlined in the 'Procurement of Goods and Services Policy'.

4.0 Key Issues and Considerations

4.1. Connection to the Environmental Management Guidelines Update

Dougan & Associates will be provided with a copy of the draft Environmental Management Guidelines update to ensure that evaluations will have regard for the changes being considered. Ultimately the Post-Development Environmental Impact Study Monitoring program will provide data to help inform City policies and guidelines that will direct appropriate mitigation planning and monitoring requirements in future EIS.

Conclusion

The Post-Development Environmental Impact Study Monitoring program will commence in 2021, with monitoring to be conducted by Dougan & Associates. The program will monitor select sites post-development (after assumption) and compare the pre-development Environmental Impact Study report's mitigation measures to determine the success in achieving a net benefit, or no negative impact, to the natural areas.

As this program evolves the monitoring will provide meaningful data for long-term (year-over-year) trends related to developments adjacent to natural areas, which will act as a feedback loop for City policies and guidelines (e.g., Environmental Management Guidelines), allowing the City to develop appropriate mitigation, planning, and monitoring requirements for future Environmental Impact Studies.

Prepared by: Matt Davenport, EIT, Engineer in Training, 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

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Building Division Monthly Report
January 2021

Date: March 29, 2021

Recommendation

That the report dated March 29, 2021 entitled “Building Division Monthly Report January 2021”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of January 2021.

Linkage to the Corporate Strategic Plan

Growing our Economy

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

Leading in Public Service

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

Analysis

1.0 Background Information

This report provides information on permit and associated inspection activities for the month of January 2021. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of January 2021”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – January 2021

Permits Issued to the end of the month

As of January 2021, a total of 299 permits were issued, with a construction value of \$63.0 million, representing 123 new dwelling units. Compared to the same period in 2020, this represents a 3.1% increase in the number of building permits, with a 25.2%

increase in construction value and a 68.5% increase in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of January 2021, the number of building permits issued for the construction of single and semi-detached dwellings is 102, representing a 100% increase over the same period in 2020.

Number of Applications in Process

As of the end of January 2021, 1,044 applications are in process, representing approximately \$812 million in construction value and an additional 1,957 dwelling units compared with 656 applications, with a construction value of \$655 million and an additional 1,594 dwelling units in the same period in 2020.

Rate of Application Submission

Applications received in January 2021 averaged to 18.4 applications per business day, for a total of 367 applications. Of the applications submitted 72 were for the construction of single detached dwellings and 63 townhouse units.

Permits issued for the month

In January 2021, 299 permits were issued for 123 new dwelling units, totalling a construction value of \$63 million.

Inspections – Building

A total of 2,289 inspection requests were received with 2,564 inspections being conducted.

In addition, 8 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 2,289 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 380 inspection requests were received, with 568 inspections being conducted.

An additional 119 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 380 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 1,080 inspection requests were received with 1,371 inspections being conducted related to building permit activity.

No additional inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,080 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of January 2021. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity” for the month of January 2021 as well as “Principle Permits Reports”.

Prepared by: Peter Kokkoros, P.Eng.
Deputy Chief Building Official
Development & Compliance Services
Building Division

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

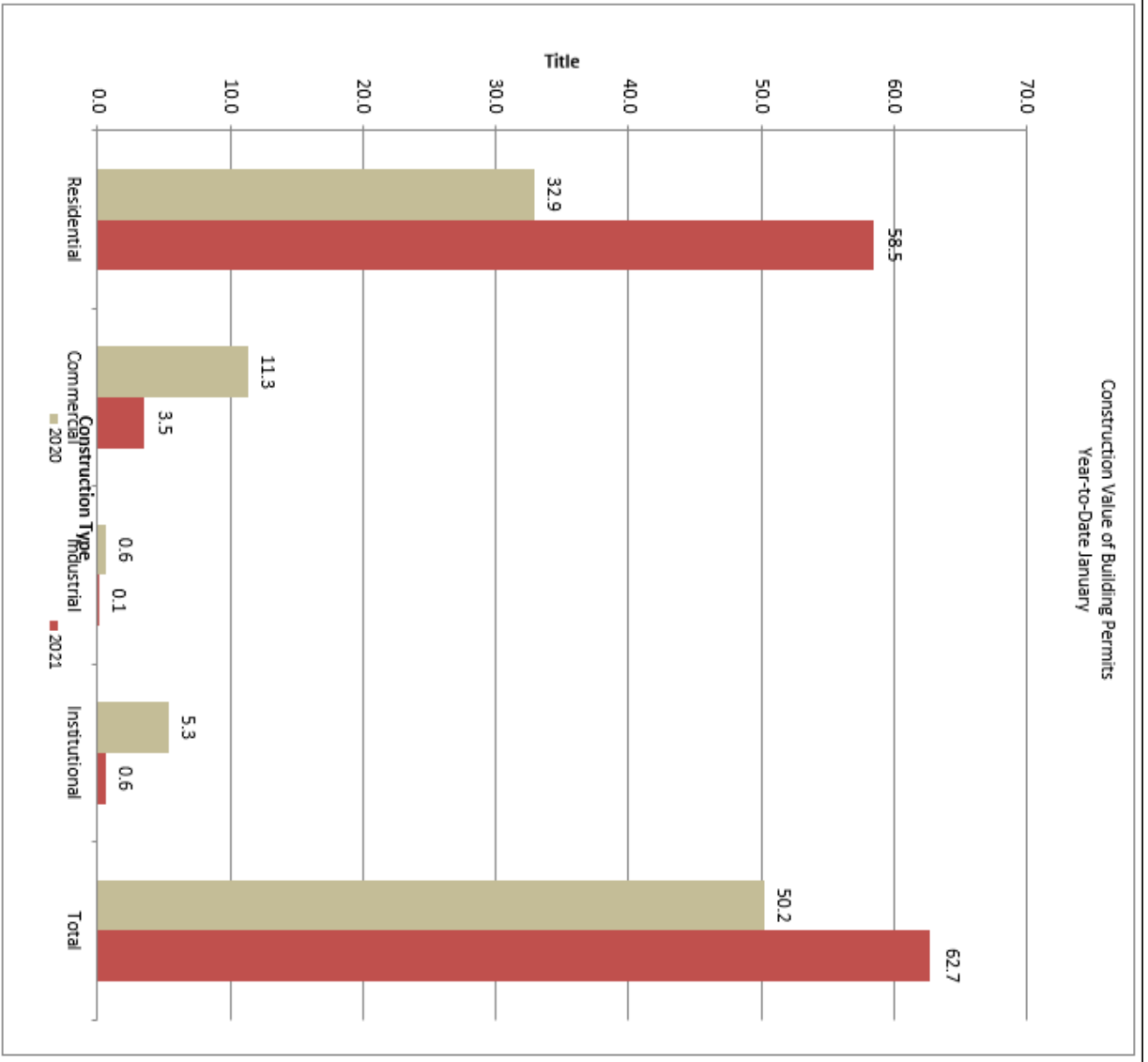
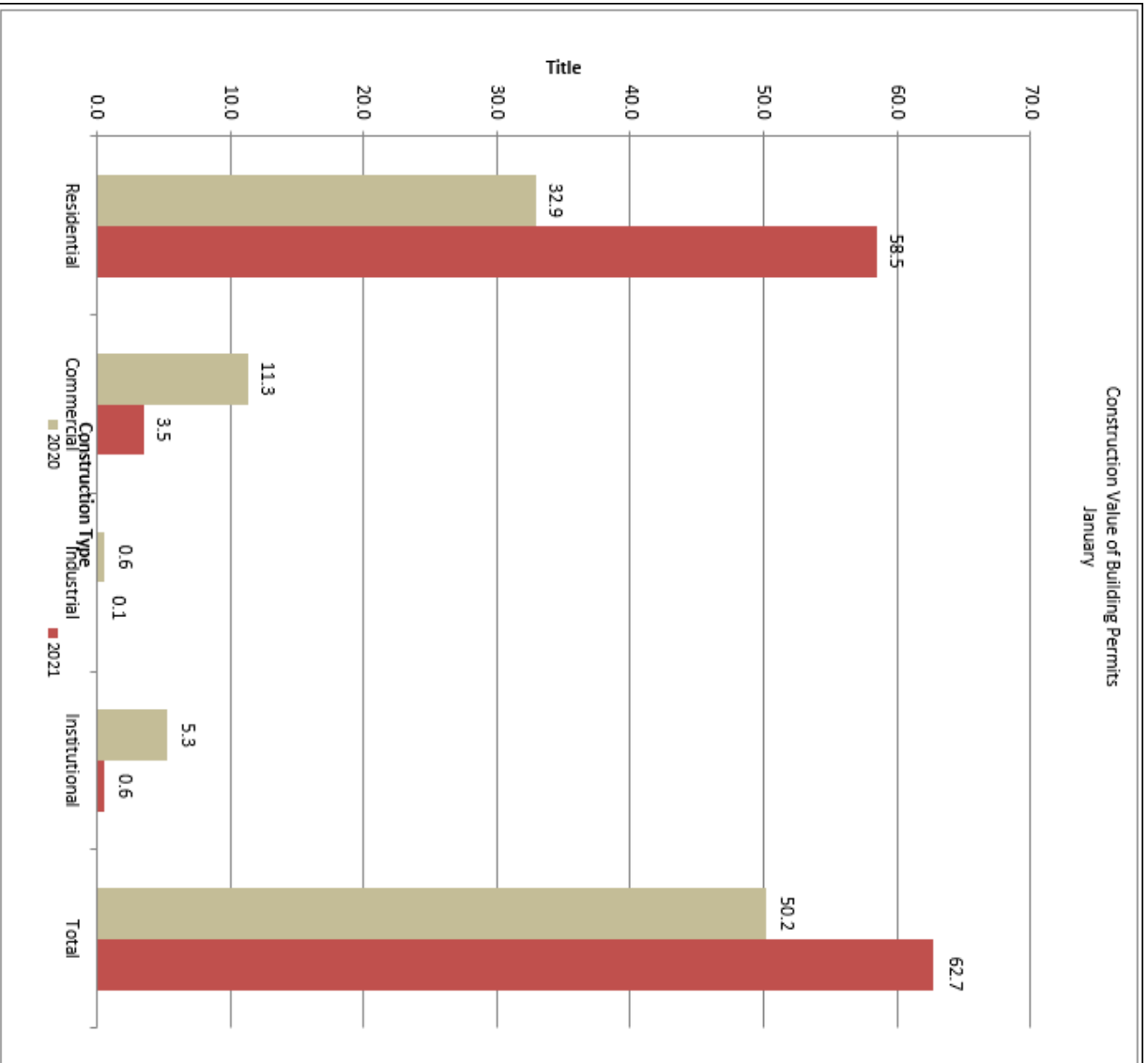
Recommended by: George Kotsifas, P.Eng.
Managing Director, Development & Compliance Services
& Chief Building Official

APPENDIX "A"

CITY OF LONDON
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF January 2021

CLASSIFICATION	January 2021				to the end of January 2021				January 2020				to the end of January 2020			
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	OF PERMITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	OF PERMITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	OF PERMITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	OF PERMITS
SINGLE DETACHED DWELLINGS	102	44,093,300	102	102	44,093,300	102	102	51	23,106,520	51	51	51	23,106,520	51	51	
SEMI DETACHED DWELLINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOWNHOUSES	9	4,200,800	12	9	4,200,800	12	12	10	4,679,400	16	10	10	4,679,400	16	16	
DUPLEX, TRIPLEX, QUAD, APT BLDG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
RES-ALTER & ADDITIONS	111	10,190,060	9	111	10,190,060	9	9	97	5,105,900	6	97	97	5,105,900	6	6	
COMMERCIAL -ERECT	1	976,500	0	1	976,500	0	0	0	0	0	0	0	0	0	0	
COMMERCIAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
COMMERCIAL - OTHER	23	2,533,200	0	23	2,533,200	0	0	48	11,328,506	0	48	48	11,328,506	0	0	
INDUSTRIAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
INDUSTRIAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
INDUSTRIAL - OTHER	4	108,800	0	4	108,800	0	0	8	629,500	0	8	8	629,500	0	0	
INSTITUTIONAL - ERECT	0	0	0	0	0	0	0	1	575,000	0	1	1	575,000	0	0	
INSTITUTIONAL - ADDITION	1	100,000	0	1	100,000	0	0	1	2,000,000	0	1	1	2,000,000	0	0	
INSTITUTIONAL - OTHER	5	530,000	0	5	530,000	0	0	10	2,754,500	0	10	10	2,754,500	0	0	
AGRICULTURE	0	0	0	0	0	0	0	1	100,000	0	1	1	100,000	0	0	
SWIMMING POOL FENCES	9	293,500	0	9	293,500	0	0	2	45,000	0	2	2	45,000	0	0	
ADMINISTRATIVE	5	0	0	5	0	0	0	4	0	0	4	4	0	0	0	
DEMOLITION	0	0	0	0	0	0	0	8	0	5	8	8	0	5	5	
SIGNS/CANOPY - CITY PROPERTY	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	
SIGNS/CANOPY - PRIVATE PROPERTY	27	0	0	27	0	0	0	48	0	0	48	48	0	0	0	
TOTALS	299	63,026,160	123	299	63,026,160	123	123	289	50,324,326	73	289	289	50,324,326	73	73	

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.
2) Mobile Signs are no longer reported.



City of London - Building Division

Principal Permits Issued from January 1, 2021 to January 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
REMBRANDT HOMES REMBRANDT HOMES	1061 Eagletrace Dr 22	Erect-Townhouse - Cluster SDD ERECT NEW TOWNHOUSE, CLUSTER SDD, DPN 22, 2 STOREY, 2 CAR GARAGE, 5 BEDROOMS, FINISHED BASEMENT, REAR COVERED DECK, A/C, HRV AND DWHR REQUIRED	1	536,000
Jeff Wilson WHITE OAKS MALL HOLDINGS LTD.	1105 Wellington Rd	Alter Retail Store ADD ANTI-THEFT GATES AND RAILING SYSTEM. For inspection Phase: arrange a demonstration of the correct release of the devices upon fire alarm activation.	0	150,000
The Board of of Western Ontario The Board Of Governors The University Of Western Ontario	1151 Richmond St	Alter University INTERIOR ALTERATIONS TO THE 5TH FLOOR OF THE MEDICAL SCIENCES BUILDING	0	175,000
TALU INC. TALU PROPERTIES INC.	1575 Agathos St	Install-Apartment Building INSTALL SITE SERVICES FOR THREE APARTMENT BUILDINGS	0	1,000,000
TALU INC. TALU PROPERTIES INC.	1575 Agathos St	Install-Apartment Building INSTALL SITE SERVICES FOR THREE APARTMENT BUILDINGS	0	1,000,000
RICHMOND HYLAND CENTRE INC	1705 Richmond St	Erect-Offices ERECT 2 STOREY OFFICE BUILDING. ALL TENANT FIT UPS TO BE COMPLETED UNDER A SEPARATE PERMIT. Shell Permit Only –Provide sealed Misc. Metals for the stair guards, handrails and stairs shop drawings to the Building Division for review prior to work in these areas	0	976,500
PATRICK HAZZARD CUSTOM HOMES PATRICK HAZZARD CUSTOM HOMES (2584857 Ont Inc)	1820 Canvas Way 23	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, FINISHED BASEMENT, 3 BEDROOM, NO DECK, A/C INCLUDED, SB-12 A1, UNIT 29 NVLCP 927 DPN 23, HRV & DWHR REQUIRED	1	350,000
PATRICK HAZZARD CUSTOM HOMES PATRICK HAZZARD CUSTOM HOMES (2584857 Ont Inc)	1820 Canvas Way 25	Erect-Street Townhouse - Condo ERECT NEW TOWN HOUSE, CLUSTER SDD, DPN 25, 2 STOREY, 2 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, NO DECK, A/C, HRV AND DWHR REQUIRED	1	357,500
PATRICK HAZZARD CUSTOM HOMES PATRICK HAZZARD CUSTOM HOMES (2584857 Ont Inc)	1820 Canvas Way 7	Erect-Townhouse - Cluster SDD ERECT NEW TOWNHOUSE CLUSTER SDD, DPN 7, 2 STOREY, 2 CAR GARAGE, 4 BEDROOMS, NO DECK, UNFINISHED BASEMENT, SB12A1, UNIT 21, HRV AND DWHR REQUIRED	1	368,000
SIFTON PROPERTIES LIMITED SIFTON PROPERTIES LIMITED	1851 Sandy Somerville Lane	Erect-Townhouse - Cluster SDD ERECT NEW TOWNHOUSE, CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, 4 BEDROOMS, FINISHED WALKOUT BASEMENT, COVERED DECK, A/C, SB12 A3 HOT2000, PART 2, PLAN 33M 758, HRV AND DWHR REQUIRED	1	586,500

City of London - Building Division
Principal Permits Issued from January 1, 2021 to January 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
SIFTON PROPERTIES LIMITED SIFTON PROPERTIES LIMITED	1865 Sandy Somerville Lane	Erect-Townhouse - Cluster SDD ERCT NEW TOWNHOUSE CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, 3 BEDROOMS, FINISHED WALKOUT BASEMENT, COVERED DECK, A/C, SB12 A5 HOT2000, LOT 3, PLAN 33M 758, HRV AND DWHR REQUIRED. Soils report required.	1	462,500
FOREST PARK (SHERWOOD GLEN) FOREST PARK (SHERWOOD GLEN)	203 Wychwood Pk 12	Erect-Townhouse - Cluster SDD ERCT NEW TOWNHOUSE CLUSTER SDD, DPN12, 1 STORY, 2 CAR GARAGE, 3 BEDROOMS, PARTIALLY FINISHED BASEMENT, REAR COVERED PATIO, SB12A5, A/C, HRV AND DWHR REQUIRED	1	309,500
RICK MORSCHAUSER FOREST PARK HOMES (SHERWOOD GLEN) INC	203 Wychwood Pk 16	Erect-Townhouse - Cluster SDD ERCT NEW TOWNHOUSE CLUSTER SDD, 1 STOREY, 2 CAR, 3 BED, FINISHED BASEMENT, NO DECK, W/ A/C, SB12 A5, UNIT 8, HRV AND DHWR REQUIRED	1	266,000
Wmj (Lcc) Holdings Inc	275 Dundas St	Install-Offices INSTALL 16 MAGLOCKS		200,000
DAVID TONNER Mkh Cherryhill Commerical Inc C/O Minto Group	301 Oxford St W	Alter Offices UNIT 4 - INTERIOR ALTERATIONS FOR OFFICE TENANT FIT UP. Submit Sprinkler Plan for review, to suit new partition layout - prior to Inspection Phase of work.	0	222,600
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd C	Erect-Street Townhouse - Condo ERCT NEW TOWNHOUSE BLOCK - BLDG C, DPN's 393, 389, 385, 381, 3 STOREY, 2 CAR GARAGE, 3 BEDROOMS, NO GARAGE, A/C INCLUDED, FRONT UNCOVERED 2ND STOREY DECK, SB-12 A5, HRV & DWHR REQUIRED.	4	964,800
555 Hamilton Road Inc	555 Hamilton Rd	Alter Dental Offices Interior alter for dental office. BDC(36) - Dental Office - Parking Standard Area 1	0	200,000
OLD OAK PROPERTIES INC	575 Proudfoot Lane	Alter Apartment Building Alter for new heating system	0	2,500,000
Skyline Retail Real Estate Holdings Inc	760 Hyde Park Rd A	Alter Retail Store Alter interior for retail, Canna Cabana - unit 7B. Project calls for Sprinkler System shop drawings to be submitted to City. Calculations are not required.	0	250,000
785 Wonderland Road Inc C/O Mccor Management (East) In	785 Wonderland Rd S	Alter Recreation Centre ALTER INTERIOR RECREATION UNIT D1 Commitment To Review form for fire protection to be submitted prior to any sprinkler work.	0	867,900

City of London - Building Division
Principal Permits Issued from January 1, 2021 to January 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals INTERIOR ALTER TO LOCKER ROOM TOWER C	0	280,000

Total Permits 21 Units 12 Value 12,022,800

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

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

OWNER
Oxbury Centre
RICHMOND HYLAND CENTRE INC

Commercial Permits regardless of construction value

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Gregg Barrett, Director, Planning and City Planner
Subject: Downtown Community Improvement Plan – Performance Measures and Indicators of Success (O-9286)
Public Participation Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Planning and City Planner, the proposed attached By-law (Appendix “A”) being “A by-law to amend the Downtown Community Improvement Plan (CIP) to add an Appendix that sets out performance measures and indicators of success for the CIP” **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021.

Executive Summary

Summary of Request

The recommended amendment will add an appendix to the Downtown Community Improvement Plan that contains performance measures, indicators of success, and targets for the loan and grant programs.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to establish a formal framework for reviewing the loan and grant programs available through the Downtown Community Improvement Plan. The measures, indicators, and targets will help inform Civic Administration when making recommendations to Municipal Council on future changes to the loan and grant programs, including when to reduce or discontinue programs.

Rationale of Recommended Action

The recommended amendment is consistent with the Provincial Policy Statement, 2020 (PPS). The PPS encourages the vitality and regeneration of settlement areas as critical to the long-term economic prosperity of communities, and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

The recommended amendment conforms with the *Planning Act*, as the loan and grant programs meet the requirements set out in Section 28 related to community improvement.

The recommended amendment conforms to the in-force policies of *The London Plan*, including the Key Directions, Urban Regeneration, and Community Improvement.

The recommended amendment conforms to the policies of Our Move Forward: London’s Downtown Plan and the Downtown Community Improvement Plan.

Linkage to the Corporate Strategic Plan

The City of London Strategic Plan 2019-2023 contains five strategic areas of focus. Revitalizing London’s downtown and urban areas is a strategy within both the “Building a Sustainable City” and “Growing our Economy” strategic areas of focus.

The Downtown Community Improvement Plan grant programs help to revitalize the area through incentivizing and encouraging the development of new residential units and as a result, increasing the population of the neighbourhood. Further, the loan programs

encourage and assist property owners in maintaining and improving the older building stock found in the area.

Linkage to Climate Emergency Declaration

On April 23, 2019, Municipal Council declared a Climate Emergency. The loan and grant programs support the City's commitment to reducing and mitigating climate change by encouraging and incentivizing residential intensification in the Downtown. These grants and loans help support more intense and efficient use of existing urban lands and infrastructure, and the regeneration of the existing neighbourhood. The loans also help ensure older buildings are more energy efficient and sustainable through renovations and upgrades to the structure and mechanical systems.

Analysis

1.0 Background Information

1.1 Community Improvement Plans

A Community Improvement Plan (CIP) is a tool prescribed by Section 28 of the *Planning Act* intended to re-plan, redesign, redevelop, and rehabilitate a designated area because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reasons.

A CIP can help:

- Focus public attention on local priorities and municipal initiatives
- Target areas in transition or in need of repair, rehabilitation, and redevelopment
- Facilitate and encourage community change in a coordinated manner
- Stimulate private sector investment through municipal incentive-based programs

It is because of the City's ability to provide incentive-based programs (loans and grants) that community improvement is often used as a tool to encourage and support community and economic redevelopment. In other words, the City may provide financial incentives to encourage the private sector to invest in a way that supports the City's policy goals and objectives – such as, improving buildings, building residential dwelling units to increase housing supply and population, investing in an area in need of improvement, or contributing to the economic development of an area.

1.2 Community Improvement Plan Service Review (2017)

Civic Administration undertook a comprehensive CIP service review in 2016-2017 and from that review recommended:

- Changes to existing financial incentive programs
- Introducing financial incentive programs to new or expanded areas
- Amending the CIPs to include performance measures and indicators of success

The Municipal Council resolution from May 2, 2017 relating to the CIP service review directed that these recommended changes come into effect on January 1, 2018. The amended programs, as identified in the resolution, will expire no later than December 31, 2023 pending a review of the program results by the Municipal Council prior to the adoption of the 2024-2027 Multi-Year Budget, with the review identifying interim funding for any programs recommended to be carried forward to ensure that there is not a gap in program delivery. The complete May 2, 2017 Municipal Council resolution is provided in Appendix "B".

The addition of the measures, indicators, and targets identified in this report will assist Civic Administration in undertaking the future CIP service review in support of the 2024-2027 Multi-Year Budget.

1.3 Draft Performance Measures, Indicators of Success, and Targets

On November 16, 2020, an [information report](#) with draft performance measures, indicators of success, and the related targets was presented to the Planning and Environment Committee which recommended the draft measures, indicators, and targets be circulated for public review. Municipal Council adopted the recommendations at its November 24, 2020 meeting.

The two grant programs being measured are the:

- Rehabilitation and Redevelopment Tax Grant
- Residential Development Charges Grant

The draft indicators for the two grant programs are:

- Residential population
- The assessment value of the properties

The two loan programs being measured are the:

- Façade Improvement Loan
- Upgrade to Building Code Loan

The draft indicators for the two loan programs are:

- Building façade condition
- The percentage of targeted uses
- A healthy ground floor vacancy rate
- The private sector investment generated by offering public sector loans
- The number of loans issued per year

Additional details on the loan and grant programs, and the draft measures, indicators, and targets are available in the November 16, 2020 report.

The November 16, 2020 report was also posted on a Get Involved webpage for public review and comment. Further details on the consultation can be found in that report and in Section 4.0 of this report.

2.0 Purpose for the Amendment

The Downtown CIP was approved and adopted by Municipal Council in 1995. Since that time, Civic Administration has reviewed and monitored the loans and grants, but performance measures, indicators of success, and targets for the incentive programs have never been formalized in the CIP.

Through amending the CIP by adding an appendix that contains measures, indicators, and targets, Civic Administration will be better able to:

- Manage the loan and grant programs
- Better determine if the loan and grant programs are being successful in achieving the objectives of the Downtown Community Improvement Plan and *The London Plan*
- Provide recommendations to Municipal Council on when to reduce funding and/or discontinue or amend the loan and grant programs

3.0 Policy Context

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Decisions affecting planning matters “shall be consistent” with the PPS.

Though the term “community improvement” is not found in the PPS, numerous PPS policies still apply to the implementation of community improvement plans and the ability for the City of London to issue loans and grants.

The PPS identifies that healthy, livable, and safe communities are sustained by accommodating an appropriate range and mix of affordable and market-based residential dwelling units and employment uses (1.1.1 b).

The PPS emphasises that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of communities (1.1.3). Settlement areas shall be the focus of growth and development (1.1.3.1). The PPS requires planning authorities to identify appropriate locations and promote opportunities to accommodate a significant supply and range of housing options through intensification and redevelopment (1.1.3.3).

The PPS further requires planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and broader mixed uses to meet long-term needs (1.3.1 a).

The PPS also requires planning authorities to provide for an appropriate range and mix of housing options and densities by permitting and facilitating all types of residential intensification, including additional residential units and redevelopment (1.4.3 b 2), as well as directing the development of new housing towards locations where appropriate levels of infrastructure are available (1.4.3 c).

Long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a) and maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1 d).

Lastly, the PPS identifies that significant built heritage resources shall be conserved (2.6.1).

The loan and grant programs available through the Downtown CIP encourage the regeneration of the Downtown, which is within the City of London settlement area. Further, the programs help enhance the vitality and viability of the downtown by supporting the maintenance of the existing building stock including numerous built heritage resources. The programs encourage reinvestment by the private sector in the downtown by incentivizing appropriate intensification and redevelopment of under-utilized sites with available infrastructure.

The loan and grant programs are consistent with the PPS and support the implementation of these policies.

Further, the recommended amendment is consistent with the PPS. The amendment does not change how the loan and grant programs operate or the intended community improvement objectives. The amendment provides clarity on how the success of the programs will be measured. No changes to the programs are being considered that will result in an inconsistency with the PPS.

3.2 The Planning Act

Section 28 (1) of the *Planning Act* defines community improvement, community improvement plan, and community improvement project area.

In 1995, Municipal Council designated the Downtown community improvement project area and adopted the Downtown Community Improvement Plan that outlines the community improvement goals for that area. The community improvement project area was amended in 2017 to allow additional lands to be eligible for community improvement.

Section 28 (7) permits a municipality to make grants or loans, in conformity with the CIP, to registered owners, assessed owners, and tenants of lands and buildings within the community improvement project area. Section 28 (7.1) identifies that the eligible

costs of a community improvement plan may include costs related to development, redevelopment, construction, and reconstruction of lands and buildings for rehabilitation purposes.

The loan and grant programs available through the Downtown CIP include loans to incentivize rehabilitation of the existing buildings and grants to incentivize residential and mixed-use development. These programs are consistent with the community improvement goals in the Downtown CIP and the policies *The London Plan*.

As a result, the loan and grant programs available through the Downtown CIP are in conformity with Section 28 of the *Planning Act*.

Further, the recommended amendment is in conformity with Section 28 of the *Planning Act*. The amendment does not change how the loan and grant programs operate or the intended community improvement objectives. The amendment provides clarity on how the success of the programs will be measured. No changes to the programs are being considered that will result in nonconformity with Section 28 of the *Planning Act*.

3.3 The London Plan

The London Plan constitutes the Official Plan for the City of London. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

The London Plan was adopted by Municipal Council on June 23, 2016 and approved by the Province on December 28, 2016. Numerous policies remain under appeal; however, all of the policies related to community improvement discussed in this report and Map 8 – Community Improvement Project Areas are in force.

Eight key directions serve as the foundation for *The London Plan*. Key Direction #1 Plan strategically for a prosperous city identifies the importance of revitalizing the city's urban neighbourhoods and business areas (55_4). Key Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city identifies protecting our built and cultural heritage to promote our unique identity (57_9). Key Direction #5 Build a mixed-use compact city outlines the importance of sustaining, enhancing, and revitalizing our downtown, main streets, and urban neighbourhoods (59_3) and to plan for infill and intensification of various types and forms (59_4).

The Urban Regeneration policies of the Our City part of *The London Plan* support the sensitive growth and change within London's urban areas so that they are sustainable and prosperous over the long term (153_) including encouraging the economic revitalization and enhancing the business attraction of urban main streets (153_4) and strengthening the city core by nurturing the development of downtown and the urban neighbourhoods that surround it (153_5).

The Urban Regeneration policies also permit Municipal Council to designate, by by-law community improvement project areas and adopt Community Improvement Plans (164_), subject to the Community Improvement Plan policies in the Our Tools part of *The London Plan*.

The Downtown Place Type policies identify preparing a community improvement plan for the Downtown to provide financial incentives for private property owners to improve their properties (799_2). Further, projects associated with financial incentives offered through community improvement plans shall conform with all City Design and Downtown Form policies of *The London Plan* and relevant guideline documents (803_11).

The Community Improvement Policies (1723_ to 1728_) of *The London Plan* provide the bulk of the detail and direction for implementing such plans. Stimulating private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity (1727_4) is just one of the 15 objectives of community improvement in *The London Plan*.

Map 8 – Community Improvement Project Areas show the designated community improvement project areas within London (1786_).

The loan and grants programs and the proposed amendment conform with the in-force policies of *The London Plan*.

3.4 Our Move Forward: London’s Downtown Plan

Our Move Forward, places an emphasis on public and private partnership initiatives that will create interest for private sector investment. It recognizes that downtown London is London’s face to the world. A successful downtown is key for retaining and attracting business investment in London.

Our Move Forward is adopted as an Urban Regeneration guideline document under the Our Tools part of *The London Plan*.

Our Move Forward is organized into five sections including Strategic Directions, Transformational Projects, and policy tools related to financial investment and revenue generation.

Strategic Direction #5 – Build a Great Neighbourhood emphasises continuing to support the development of a larger residential community in the downtown to foster a local trade market to offer a diverse array of neighbourhood daily needs commercial enterprises (5.1)

The loan and grant programs available to property owners in the downtown can help contribute to achieving the Values, Projects, and Strategic Directions of Our Move Forward. The proposed amendment will not alter the loan and grant programs ability to help achieve Our Move Forward’s vision for the downtown.

3.5 Downtown Community Improvement Plan

In 1995, Municipal Council designated the Downtown community improvement project area and adopted the Downtown CIP.

The community improvement project area was expanded in 2017 to include Richmond Row.

The purpose of the Downtown CIP is to provide the context for a coordinated municipal effort to improve the physical, economic, and social climate of the Downtown. The initiatives identified in the CIP are intended to stimulate private investment, property maintenance, and renewal in the downtown. The focus of these initiatives and the Downtown CIP is to foster an environment that will increase the supply of residential units within the downtown to ensure a viable downtown population.

The CIP sets the framework for how the loan and grant programs available in the Downtown community improvement project area operate, but not how the success of the programs is measured. The details on how the programs operate are outlined in the by-law establishing the financial incentive program guidelines.

The proposed amendment of adding an appendix to the CIP relating to measures, indicators, and targets meets the purpose and priorities of the CIP. The appendix provides Civic Administration with an additional tool to evaluate the success of the loan and grant programs in regenerating the Downtown community improvement project area.

4.0 Public and Stakeholder Consultations

A Get Involved London webpage was set up concurrently with the report to the Planning and Environment Committee on November 16, 2020. The webpage provides a summary of the project to amend the Downtown Community Improvement Plan and access to supporting documents, including the information report, which outlines consultation undertaken earlier in 2020.

On December 17, 2020, a Notice of Application to amend the Downtown Community Improvement Plan was circulated to 2,703 property owners located in or within 120 metres of the Downtown community improvement project area. As per the Municipal Council direction, the Notice and report were also circulated through the circulation list to the following organizations:

- Downtown BIA
- London Development Institute
- London Home Builders' Association
- London Economic Development Corporation
- Developers and builders who construct apartment buildings in the city

Five responses were received by the time this report was written.

Two respondents had general questions about the proposed amendment and the financial incentive programs offered by the City. One respondent had concerns about street involved individuals in the downtown. One respondent had questions about how the grant programs will work with their proposed downtown project.

Another respondent asked that any loan and grant reduction strategies be designed with careful consideration and with conservative performance measures. Civic Administration is of the opinion that the proposed measures, indicators, and targets have been carefully developed over the past three years of data collection and are conservative in nature as to prevent any unexpected reductions in grants and loans that will hinder the City's regeneration efforts in the Downtown.

The responses and additional consultation details are summarized in Appendix "C".

The feedback received was considered and reviewed prior to the recommended measures, indicators, and targets being brought forward for Municipal Council's consideration.

5.0 Recommended Performance Measures, Indicators of Success, and Targets

The recommended performance measures, indicators of success, and targets remain the same as the draft measures, indicators, and targets presented at the November 16, 2020 Planning and Environment Committee meeting. No changes were made in response to feedback received through the consultation process.

The proposed new appendix for the Downtown CIP containing the recommended measures, indicators, and targets is attached as Schedule "1" to Appendix "A" of this report.

Conclusion

The recommended amendment to the Downtown Community Improvement Plan will add an appendix to the CIP that introduces performance measures, indicators of success, and targets for the two loan programs and two grant programs available to property owners and tenants within the Downtown community improvement project area. The measures, indicators, and targets will assist Civic Administration with better measuring the success of the loan and grant programs and put a better mechanism in place to help recommend future changes to the programs including scaling back or shifting priorities as targets are met.

The amendment is consistent with the Provincial Policy Statement, 2020 and conforms with the *Planning Act*. The amendment conforms to the in-force policies of *The London Plan*, including the Key Directions, Urban Regeneration, and Community Improvement.

Prepared by: **Graham Bailey, MCIP RPP**
Senior Planner, Urban Regeneration

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

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

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Amendments\Reports\PEC - 2021\2021-03-29 - SR - O-9286 - Amendment to the Downtown CIP.docx

Appendix “A”

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

By-Law No. C.P.-1357-

A by-law to amend the Downtown Community Improvement Plan (CIP) to add an Appendix that sets out performance measures and indicators of success for the CIP

WHEREAS subsection 28(4) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, enables the Council of a municipal corporation to adopt a community improvement plan for a community improvement project area;

AND WHEREAS the Council of The Corporation of the City of London has, by by-law, designated a community improvement project area identified as the Downtown community improvement project areas;

AND WHEREAS the Downtown community improvement project area is in conformity with *The London Plan*, 2016, the Official Plan for the City of London;

AND WHEREAS the Municipal Council of The Corporation of the City of London has, by by-law, adopted the Downtown Community Improvement Plan;

AND WHEREAS the Municipal Council of The Corporation of the City of London deems it appropriate to amend the Downtown Community Improvement Plan to add an Appendix that sets out performance measures and indicators of success for the CIP;

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

1. Amendment No. (to be inserted by the Clerk's Office) to the Downtown Community Improvement Plan, as contained in the text attached hereto as Schedule “1” to this By-law being “Appendix to the Downtown Community Improvement Plan”, is hereby adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

AMENDMENT NO.
to
THE DOWNTOWN COMMUNITY IMPROVEMENT PLAN

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add an appendix to the Downtown Community Improvement Plan relating to performance measures, indicators of success, and targets for the financial incentive programs (Rehabilitation and Redevelopment Tax Grant, Residential Development Charges Grant, Façade Improvement Loan, and the Upgrade to Building Code Loan).

B. LOCATION OF THIS AMENDMENT

This Amendment applies to all lands within the Downtown community improvement project areas.

C. BASIS OF THE AMENDMENT

The addition of an appendix to the Downtown Community Improvement Plan relating to performance measures, indicators of success, and targets for the financial incentive programs maintains the intent of the London Plan regarding the application of community improvement policies. The performance measures, indicators of success, and targets will allow Civic Administration to better measure the success of the loan and grant programs and put a better mechanism in place to help recommend future changes to the programs including scaling back or shifting priorities as targets are met.

D. THE AMENDMENT

The Downtown Community Improvement Plan is hereby amended as follows:

1. Schedule "1" – Appendix to the Downtown Community Improvement Plan is added as Appendix B to the Downtown Community Improvement Plan.

Appendix B: Performance Measures, Indicators of Success, and Targets

Appendix B outlines performance measures, indicators of success, and the related targets for the loan and grant programs available through the Downtown Community Improvement Plan.

These measures and indicators will:

- Assist Civic Administration with the management of the loan and grant programs
- Help determine if the loan and grant programs are being successful in achieving the objectives of the Downtown Community Improvement Plan and *The London Plan*
- Assist Civic Administration with providing recommendations to Municipal Council on when to reduce funding and/or amend or discontinue the loan and grant programs

Civic Administration may also recommend changes to the loan and grant programs through other mechanisms such as a Community Improvement Plan service review; however, these changes should only be recommended after consulting this Appendix and taking into consideration its contents.

The loan and grant programs mentioned in Appendix B may be reduced, amended, or discontinued at the direction of Municipal Council without amendment to the Downtown Community Improvement Plan.

The performance measures and indicators of success are:

- Residential population
- The assessment value of the properties in the community improvement project area
- Building façade condition
- The percentage of targeted uses in the community improvement project area
- A healthy ground floor vacancy rate
- The private sector investment generated by offering public sector loans for building improvements
- Number of loans issued per year

Population

Indicator

Residential population in the downtown.

Question

Has the downtown residential population grown enough to support the needs — both daily and long-term — of the residential and commercial community?

Why it Matters

The downtown in *The London Plan* is identified as becoming a neighbourhood rich with housing, services, and amenities targeted to serve a wide spectrum of lifestyles such as families, seniors, and young adults. The revitalization and regeneration of downtown and other urban neighbourhoods and inward and upward growth are key themes throughout *The London Plan*.

Strategic Direction 5 ‘Build a great neighbourhood’ of Our Move Forward: London’s Downtown Plan is to support the development of a larger residential community in the downtown to foster a local trade market to offer a diverse array of neighbourhood “daily needs” commercial enterprises.

Baseline (excluding Richmond Row)

- The 2016 Census of Canada indicated the population at 4,415 people
- The 2016 residential population density is 43.5 people / hectare
- The five-year residential population growth rate (2011 to 2016) is 10%

Targets

- A population of 12,000 people in the Downtown community improvement project area has been identified as the target needed to achieve a substantial residential population better able to support the area
- A population of 12,000 people is 118 people / hectare
- Five-year residential population growth:
 - 2016 to 2021: 25%
 - 2021 to 2026: 25%
 - 2026 to 2031: 15%

Considerations

The Protected Major Transit Station Areas reports presented in August 2020 and November 2020 at the Planning and Environment Committee contained forecasted density (residents and jobs combined per hectare) for the downtown up to 2034.

Based on that report and the City of London Population and Employment Growth Forecast by Traffic Zone data it uses, by 2034, the downtown is projected to have a population of 9,701 or a residential density of 79 people / hectare. Noting that the size of the downtown in the Protected Major Transit Station report is calculated by summing the area in hectares of the Traffic Zones that comprise the Downtown Place Type in *The London Plan* (122.6 hectares). Whereas the Downtown community improvement project area equals 101.4 hectares and a similar population of 9,700 would have a density of 96 people / hectare.

Changes to Grant Programs

The **Downtown Residential Development Charges Grant** program will reduce as follows as population targets are met, except that affordable housing units with an appropriate contribution agreement and/or Affordable Housing Community Improvement Plan loan agreement will remain eligible for a 100% Residential Development Charges Grant.

Table 1: Changes to Grant Level as Population Increases

Downtown Population	Residential DC Grant (%)
7,500	75%
9,000	50%

Downtown Population	Residential DC Grant (%)
10,500	25%
12,000	0%

As each population target is met as confirmed by Census of Canada data, a two-year grace period will be set before the grant percentage is reduced.

The trigger for a development project to be included in the program is the submission of a building permit application and the payment of the required development charges prior to the end of the grace period.

Upon reaching the final target population of 12,000, the Residential Development Charges Grant program will conclude. At that time, Civic Administration will make a recommendation if the grant program should continue for affordable housing units only.

The **Downtown Rehabilitation and Redevelopment Tax Grant Program** will continue to operate as outlined in the program guidelines until a population target of 12,000 is met.

When the above population target is met, the Level 3 grant for the development of vacant or cleared land will be reduced by 50% as shown below:

Table 2: Level 3 Grant (Vacant or Cleared Land)

Year	Existing	New
1	60%	30%
2	60%	30%
3	50%	25%
4	40%	20%
5	30%	15%
6	20%	10%
7	10%	5%
8	10%	5%
9	10%	5%
10	10%	5%

The Level 1 grant for properties designated under Part IV of the *Ontario Heritage Act* and the Level 2 grant for existing buildings will continue to offer the grant schedules as outlined in the program guidelines for the Downtown, unless modified through another mechanism such as a Community Improvement Plan service review.

Once the population target is met as confirmed by Census of Canada data, a two-year grace period will be set before the grant percentage is reduced.

The trigger for a development project to be included in the program is the submission of a building permit application prior to the end of the grace period.

Assessment Value

Indicator

The assessment value of the properties in the Downtown community improvement project area.

Question

Is the assessment value growing?

Why it Matters

An increasing assessment value can indicate that property values are increasing because of growth and investment in the community. This can help increase the tax base city-wide.

Baseline

Table 3: Downtown Baseline Assessment Value (2015 to 2019)

Year	Value (in millions)	Annual Growth Rate
2015	\$1,645.3	
2016	\$1,702.9	3.5%
2017	\$1,747.7	2.6%
2018	\$1,811.5	3.7%
2019	\$1,956.8	8.0%

Target

A 1% per year assessment value growth rate in the Downtown community improvement project area.

Considerations

None.

Changes to Grant Programs

Not applicable.

Façade Condition

Indicator

Building façade condition.

Question

Are building façades being improved and upgraded?

Why It Matters

A well-maintained building façade provides an interesting and aesthetically pleasing environment for people to enjoy while living in or visiting a neighbourhood. Further, the maintenance, improvement, and beautification of the exterior appearances of buildings is a key theme throughout the Downtown Community Improvement Plan. The intent of the community improvement policies in the *London Plan* are to stimulate private sector property maintenance, repair, rehabilitation, redevelopment, and other forms of private sector investment and reinvestment activity. Specific community improvement policies also help to foster the revitalization and continued improvement of the downtown. Community improvement policies also encourage the conservation, restoration, adaptive re-use, and improvement of cultural heritage resources — including the façades of any heritage resource.

Baseline

A façade condition evaluation tool is being developed to determine the baseline data. Baseline data will be collected in year one.

Target

90% of façade condition being rated ‘does not need improvement.’

Considerations

The evaluation of a façade’s condition will be subjective. Civic Administration is developing an internal review process using the façade condition evaluation tool to account for this subjectivity, including potentially having multiple individuals review the same façade independently and taking the average of the results as the final value.

It is also important to note that the façade condition evaluation tool is for purposes only related to the Façade Improvement Loan Program and does not replace or overrule the City of London’s Property Standards By-Law.

Many properties may also be subject to specific processes or guidelines including the Downtown Heritage Conservation District Plan Guidelines and the Heritage Alteration Permit process.

Some unique properties will not be subject to the façade condition review, for example, the London Courthouse at 80 Dundas Street.

Changes to Façade Improvement Loan Program

Civic Administration will complete a comprehensive review of façade condition on a biennial basis for the downtown.

Once the target is met for façade conditions that are rated ‘does not need improvement’, Civic Administration will begin to transition the loan program to:

- Focus on the areas in downtown that are rated needs improvement
- Focus on Dundas Place
- Focus on the parts of façades that are receiving the lowest scores (for example, upper façades, storefronts, or lighting)

Targeted Uses

Indicator

The percentage of ground floor targeted uses in the community improvement project area.

Question

Are the financial incentive programs being used to establish businesses and uses that are in line with the objectives of the Downtown CIP and Key Directions of *The London Plan*?

Why It Matters

Targeted uses are uses that are considered pedestrian generators by helping to increase the liveliness of a neighbourhood and encouraging shopping and eating in the Downtown. Common examples include, restaurants, retail stores, and personal services for the surrounding residential community and people who work in the area.

Targeted uses play an important role in the City's Loan programs. In the Downtown, only properties with a targeted use are eligible to receive a Forgivable Loan. *The London Plan* Key Direction #5 discusses building a mixed-use compact city - mixing stores, restaurants, clean industry, live-work arrangements, and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity. By incentivizing for targeted uses, the City can help achieve this direction.

Baseline

144 storefronts and properties were measured in the targeted area.

Three-year (2017-2019) average: 66.5%

2020 data was not collected due to the COVID-19 pandemic.

Targets

75% to trigger a refinement; 90% to eliminate programs

Considerations

To reach the proposed targets in the Downtown, properties that are consistently vacant will require targeted use tenants and non-targeted uses will need to be replaced with targeted-uses.

Changes to the Loan Programs

Civic Administration will complete a comprehensive review of the targeted area in the Downtown on a biennial basis to determine the number of properties with a targeted use on the ground floor.

Once the 90% target is met, eliminate the forgivable component of the loan programs. If the target is not met, continue the program, and refine the targeted area to encourage targeted uses where they are needed most.

Ground Floor Vacancy Rate

Indicator

A healthy ground floor vacancy rate in the Downtown.

Question

Are the loan programs being used to renovate properties to help reduce ground floor vacancies?

Why It Matters

A healthy ground floor vacancy rate indicates there is choice in the market for interested business owners to locate in the neighbourhood.

A high vacancy rate may create gaps in the streetscape with little to no “eyes on the street” to help reduce undesirable behaviour.

Baseline

Table 4: Downtown Baseline Ground Floor Vacancy Rate

CIP	2017	2018	2019	Average
Downtown	16.0%	N/A	14.1%	15.1%

2018 data was not collected due to resource constraints.

2020 data was not collected due to the COVID-19 pandemic.

Target

A ground floor vacancy rate below 9%.

Considerations

The COVID-19 pandemic is having a significant impact on businesses across the city.

Civic Administration notes that the loan programs may contribute to reducing ground floor vacancies for property owners who are interested and motivated in finding tenants; however, there are property owners that do not always have that motivation.

Baseline data is a “snap-shot” of ground floor vacancies on the day the surveying was done.

Changes to the Loan Programs

Civic Administration will complete a comprehensive review of the ground floor businesses in the Downtown on a biennial basis to determine the number of properties with a vacant ground floor.

If the target is not met, continue the program, and refine the loan programs to target areas of the Downtown seeing the highest level of vacancies, prior to the adoption of the 2024-2027 Multi-Year Budget.

If the target is met, focus the loan programs to ensure the ground floor businesses are filled with targeted uses.

Existing Loan Measures

Indicators

1. The private sector investment generated by offering public sector loans for building improvements
2. Number of loans issued per year

Questions

1. Are the loan programs generating a positive rate of return and incentivizing property owners to invest?
2. Are property owners and tenants continuing to use the loans?

Why It Matters

The City's Façade Improvement Loan and Upgrade to Building Code Loan offer private property owners access to inexpensive funding (0% interest) to incentivize them to improve their properties.

Quality facades and storefronts will help conserve the built heritage and form of the downtown. Renovating facades, storefronts, roofs, and interiors will help ensure a buildings long-term viability. Renovated buildings may result in less vacancies.

Baseline

The minimum ratio is \$2 invested by the private sector for \$1 invested by the City.

The loan values were increased beginning in 2018 to reflect the increase in construction costs for renovation projects but this increase in loan value has a negative impact on the ratio. For example, prior to 2018, a \$200,000 investment in interior upgrades would result in a maximum \$50,000 loan for a 4.0 ratio, whereas post-2018, a \$200,000 investment would result in a \$100,000 loan for a 2.0 ratio.

Table 5: Upgrade to Building Code Loans for Old East Village and Downtown (2015 to 2020)

Year	Ratio	# of Loans Issued
2015	3.7:1	12
2016	2.5:1	12
2017	2.0:1	6
2018	2.8:1	10
2019	2.2:1	14
2020	2.7:1	12
AVG	2.7:1	11

Table 6: Façade Improvement Loans for Old East Village and Downtown (2015 to 2020)

Year	Ratio	# of loans issued
2015	2.8:1	7
2016	3.6:1	7
2017	2.0:1	1
2018	2.1:1	8
2019	2.8:1	6
2020	2.5:1	3
AVG	2.6:1	5

Targets

1. A minimum of \$2.8 to \$1 for both loan programs (same as the Core Area Action Plan)
2. A minimum of nine (9) loans issued per year in total in the Downtown

Considerations

Though Civic Administration continues to meet with prospective applicants, the number of new applications has declined in 2020-21, likely due to the COVID-19 pandemic.

Changes to the Loan Programs

Not applicable at this time, but up-take of both loan programs is constantly monitored. If up-take of the loan programs begins to decline and remain low in the Downtown, as part of the Community Improvement Plan service review for the 2024-2027 Multi-Year Budget and future service reviews, Civic Administration will consider:

- Refining the loan programs to tackle other City priorities (for example, building retrofits to address climate change)
- Focusing the loan programs on areas of the downtown that have seen little up-take
- Removing a loan program from the downtown

Appendix “B”

I hereby certify that the Municipal Council, at its meeting held on May 2, 2017 resolved:

13. That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the service review of the City’s Community Improvement Plans (CIPs) and associated incentive programs:

- a) the Residential Development Charges Programs for Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to require the payment of the residential development charge at the time of building permit (“up front”) by the Applicant, and provide a phased grant-back program to re-pay the residential development charge; it being noted that this program change will generate an estimated \$620,000 of operating savings per year and \$6,000,000 of one-time savings;
- b) the City-wide Industrial Development Charge Program BE AMENDED to distinguish between targeted and non-targeted industrial uses to provide a maximum development charge rebate of \$250,000 equal to 50% of the development charge for the first \$500,000 for non-targeted industrial uses;
- c) the Rehabilitation and Redevelopment Tax Grant Programs for the Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to increase the value of the grants for the retention and rehabilitation of properties designated under the *Ontario Heritage Act*;
- d) the Rehabilitation and Redevelopment Tax Grant Program, as amended in part c) above, BE PROVIDED for eligible properties located in the SoHo Community Improvement Plan Project Area; it being noted that this program was previously approved as part of the SoHo Community Improvement Plan, but not funded;
- e) the Upgrade to Building Code Loan and Grant Programs for the Downtown, Old East Village and SoHo Community Improvement Plan Project Areas BE AMENDED to increase the value of the loans available under these programs up to \$200,000 capped at 50% of the completed eligible improvements;
- f) the Upgrade to Building Code Loan and Grant Programs for Downtown and the Old East Village Community Improvement Plan Project Areas BE AMENDED to re-activate the “Forgivable Loan” programs for targeted uses within defined areas of the Downtown and Old East Village CIP project areas for a period up to three years;
- g) the Façade Improvement Loan and Grant Programs for Downtown, Old East Village and SoHo Community Improvement Plan Project Areas BE AMENDED to increase the value of the loans available under these programs up to \$50,000 capped at 50% of the completed eligible improvements;
- h) the Façade Improvement Loan and Grant Programs for Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to re-activate the “Forgivable Loan” programs for targeted uses within defined areas of the Downtown and Old East Village CIP project areas for a period up to three years;
- i) Industrial Corridor Enhancement Grant Program BE FUNDED up to \$40,000 per year for eligible properties located within the Highway 401/402 Corridor; it being noted that this program was previously approved as part of the Industrial Lands Community Improvement Plan, but not funded;
- j) the Civic Administration BE DIRECTED to amend the Downtown Community Improvement Plan to expand the Community Improvement Plan Project Area boundary to include the Richmond Row area, and that the following programs be provided in the Richmond Row area:
 - i) Façade Improvement Loan Program; and,

- ii) Building Code Loan Program;
- k) a portion of the savings generated by the Community Improvement Plan amendments described in part a) above BE IDENTIFIED to potentially fund the following new programs pending the conclusion and the Municipal Council adoption of the Hamilton Road and Lambeth Community Improvement Plans:
 - i) Façade Improvement Loan Program (Hamilton Road and Lambeth); and,
 - ii) Building Code Loan Program (Hamilton Road);
- l) that \$200,000 of annual net savings generated as a result of this service review of the Community Improvement Plan program BE DIRECTED to address the budgeted savings target for the 2016-2019 multi-year budget;
- m) the Civic Administration BE DIRECTED to consider Forgivable Loan Programs for the SoHo, Hamilton Road and Lambeth Community Improvement Plan Project Areas as part of the 2024-2027 Multi-year Budget process;
- n) that Community Improvement Plans for the following Community Improvement Plan Project Areas BE AMENDED to include performance measures and indicators of success to align with current City policies and Council strategic directions:
 - i) Airport Area Community Improvement Plan;
 - ii) Brownfield Community Improvement Plan;
 - iii) Downtown Area Community Improvement Plan (including the “Richmond Row” expansion area);
 - iv) Heritage Community Improvement Plan;
 - v) Industrial Community Improvement Plan;
 - vi) Old East Village Community Improvement Plan; and
 - vii) SoHo Area Community Improvement Plan;
- o) as part of the monitoring of the revised incentive programs, the Civic Administration BE DIRECTED to report back on the experience of mid-rise and/or smaller scale residential development accessing the residential development charges grant program;

it being noted that the program changes recommended above (a) through i) above) will come into effect on January 1, 2018 following the preparation of new program guidelines for these programs; and,

it being further noted that these amended programs (identified in recommendations a) through i) above) will expire no later than December 31, 2023 pending a Municipal Council review of the program results to be provided prior to the adoption of the 2024-2027 Multi-year Budget, and that the review identify interim funding for any programs recommended to be carried forward to ensure that there is not a gap in program delivery;

Appendix “C”

Community Engagement

Public liaison: On December 17, 2020, Notice of Application was published in *The Londoner* and circulated through the circulation list and to interested parties and stakeholders for review and input on the proposed amendment. The Notice of Application was sent to 2,703 property owners in the surrounding area. This Notice included a link to the Get Involved London project webpage to allow the public the opportunity to review and provide feedback on the proposed amendment.

Nearly 250 visitors accessed the Get Involved London project webpage, with supporting documents being downloaded almost 40 times.

Five replies were received.

Nature of liaison: The purpose and effect of this Official Plan / Community Improvement Plan amendment is to introduce performance measures, indicators of success, and targets to the Downtown Community Improvement Plan. When met, the targets will inform Civic Administration to modify the incentive programs, including potentially reducing grant or loan funding, or to discontinue the incentive program.

Possible amendment to the Downtown Community Improvement Plan to add an Appendix that identifies performance measures, indicators of success, and targets for the Residential Development Charges Grant, Rehabilitation and Redevelopment Tax Grant, Upgrade to Building Code Loan, and Façade Improvement Loan programs, all pursuant to the provisions of Section 28 of the Planning Act and the Community Improvement Plan section of the Our Tools part of The London Plan.

Responses:

The five comments received were:

Seeking clarification on the proposed amendment and the financial incentive programs available in the downtown.

Seeking clarification on how the grant programs would work with their proposed downtown project.

Requesting that careful consideration and a conservative approach be taken to reducing any loan and grant funding.

Concern for:

Street involved individuals in the downtown.

Responses to the Public Liaison Letter and Publication in The Londoner

Telephone / Virtual Meeting	Written / E-mail
Jim Bujouves Farhi Developments 620 Richmond St, Suite 201	George Allan Tucker 280 Queens Ave. Q404
	Peter Stavrou
	Pat Tripp 405 – 7 Picton St
	Ali Soufan, President York Developments 330 Richmond St., Suite 201



303 Richmond Street, Suite 201
London, Ontario
N6H 2H8

Monday, February 22, 2021

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

Graham Bailey, MCIP, RPP
Planner II, Urban Regeneration

Re: Community Improvement Plans – Performance Measures and Indicators of Success

Dear Mr. Graham Bailey,

We have had the opportunity to review the Planning Division report to the City's Planning and Environment Committee, dated November 16, 2020, relating to performance measures for the Downtown and Old East Village Community Improvement Plans (CIPs). In particular, we have assessed the findings of this report to determine if the service areas of these CIPs should be expanded to include lands located along the Dundas Street corridor between Colborne Street and Adelaide Street North (which we refer to as the 'Dundas West' corridor).

The Dundas West corridor extends approximately 700 m and contains a diverse mix of retail/service commercial uses, major institutional buildings, community-oriented activities and residential development. Sections of this corridor also include mixed-use buildings integrating commercial/residential uses in a 'mainstreet' format. Further, this corridor provides an important community connection between Downtown London and Old East Village.

As outlined in the City staff report, there are two grant programs targeted to properties in these specific CIPs (Residential Development Charges Grant; Rehabilitation and Redevelopment Tax Grant). Additionally, there are two loan programs available in these communities (Building Code Loan, Façade Improvement Loan). Section 7.2 of the report states that the two grant programs are specifically intended to increase the residential population in these areas recognizing that construction projects in these areas often encounter challenges/costs not found in greenfield settings.

We have reviewed the intent of these programs and the broader CIPs, and we offer the following comments.

1



303 Richmond Street, Suite 201
London, Ontario
N6H 2H8

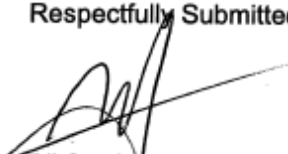
1. In addition to the evaluation of performance measures for current CIP programs, City staff should consider opportunities to expand the boundaries of these CIPs to provide a greater level of benefit in proximity to these communities. Specifically, we believe that Dundas West should be considered for inclusion within the Old East Village CIP boundary. From our perspective, this boundary refinement would help to better recognize, and strengthen, the contiguous development pattern along this section of the Dundas Street corridor.

2. We believe that City staff should also consider expanding the targeted service areas of the established grant programs to include Dundas West, given that development/redevelopment projects in these communities face comparable cost challenges as those planned within the current CIP boundaries. We are confident that the extension of these programs to Dundas West would help stimulate greater investment along this corridor, particularly investment in the residential sector. In effect, this action would not only promote the broad economic and social objectives of these programs, it would help provide a more consistent set of incentive programs for property owners located along the Dundas Street in proximity to both Downtown London and Old East Village.

Additionally, with respect to the grant/loan reduction strategies being evaluated by City staff, given the importance of Downtown London and the Dundas Street corridor to the City's overall vitality, we would suggest that if a reduction program is to be recommended to City Council, that it be designed with careful consideration and with conservative performance measures.

I would gladly discuss our request with you in more detail.

Respectfully Submitted,



Ali Soufan
President
York Developments

2

Agency/Departmental Comments

London Hydro – December 17, 2020

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

Stormwater Engineering Division – February 11, 2021

No SWN related comments.

Appendix “D”

Policy Context

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

Provincial Policy Statement (PPS)

1.1 – Managing and directing land use to achieve efficient and resilient development and land use patterns

1.1.1

1.1.3 – Settlement Areas

1.1.3.1

1.1.3.3

1.3 – Employment

1.3.1

1.4 – Housing

1.4.3 b) 2.

1.4.3 c)

1.7 – Long-Term Economic Prosperity

1.7.1 a)

1.7.1 d)

2.6 – Cultural Heritage and Archaeology

2.6.1

The Planning Act

28 (1) – Community improvement project area

28 (7) – Grants or loans re eligible costs

28 (7.1) – Eligible costs

The London Plan

Our Strategy

55 – Key Direction #1

57 – Key Direction #3

59 – Key Direction #5

Our City

153

164

Our Tools

1723

1724

1725

1726

1727

1728

1786



London
CANADA

O-9286 – To Amend the Downtown Community Improvement Plan

March 29, 2021



Purpose

- To add an appendix to the Community Improvement Plan (CIP) to introduce performance measures, indicators of success, and targets:
 - To help manage the loan and grant programs
 - To establish a formal framework for reviewing the loan and grant programs
 - To better determine if the loan and grant programs are being successful in achieving the objectives of the CIP and *The London Plan*
 - To assist Civic Administration when making recommendations to Municipal Council on future changes to the programs, including when to reduce funding and/or discontinue or amend the programs



Background

- The idea to add measures, indicators, and targets to each CIP was introduced during the 2017 comprehensive CIP service review
- Approximately three years of data collection was undertaken to inform the draft measures, indicators, and targets
- The draft measures, indicators, and targets were introduced at the November 16, 2020 PEC meeting and circulated to the public
- Prior to circulation, staff meet with some representatives of the development industry and the BIA to discuss the project



Measures, Indicators, and Targets

- The measures, indicators, and targets remain the same as the draft:
 - Residential population
 - Assessment value
 - Building façade condition
 - Percentage of targeted uses
 - A healthy ground floor vacancy rate
 - Private sector investment generated by offering public sector loans for building improvements
 - Number of loans issued per year



Recommendation

- Add an appendix to the Community Improvement Plan that sets out performance measures, indicators of success, and targets for the four financial incentive programs

Please consider this added agenda for the upcoming PEC MTG – March 29 / 21 – with respect to both items 3.1 & 3.2 – CIP Program performance measures .

Chair Squire , Mayor Holder - PEC Committee Council Members ;

I'm on previous record as not a strong supporter of the continuous growth of area CIP programs & their respective scope expansion (Grants , Loans , taxpayers picking up the development charges for new builds etc.) while both residential & commercial taxpayers are struggling under the City of LDN's (only LDN) massive tax increases .

After reviewing the proposed very open ended - CIP Measures and Targets proposed for this MTG from Greg & his MGRS , there is a reasonable argument to be made that these programs will continue indefinitely unless one or both the following is added to the incentive target list ;

1. Add a ratio of CIP annual staffing \$\$ cost, legal expenses & FTE's assigned to both this and other area programs (a roll up) vs. the total \$\$ of grants and loans issued . If this ratio is less than \$ 100 City to \$1000 deliverables , cancel the program as its not inefficient .
2. Add a clear indicator to trigger an **exit ramp** for these programs . Where is the clear pay back – \$\$ ROI for taxpayers here if the City of Ldn continues per “ bylaw – Assessment Value Growth “ to assign 100 % of these \$\$ back to City of LDN Departments per CFO “ TO BE Received Reports Only “ & zero assigned back to general revenues . Council needs to show MY ROI as a taxpayer for the \$ 3 - \$4 Million we are “ investing “ in these programs annually .

THXS – Chris Butler – 863 Waterloo St – A hurting Taxpayer !

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Gregg Barrett, Director, Planning and City Planner
Subject: Old East Village Community Improvement Plan –
Performance Measures and Indicators of Success (O-9285)
Public Participation Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Planning and City Planner, the proposed attached By-law (Appendix “A”) being “A by-law to amend the Old East Village Community Improvement Plan (CIP) to add an Appendix that sets out performance measures and indicators of success for the CIP” **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021.

Executive Summary

Summary of Request

The recommended amendment will add an appendix to the Old East Village Community Improvement Plan that contains performance measures, indicators of success, and targets for the loan and grant programs.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to establish a formal framework for reviewing the loan and grant programs available through the Old East Village Community Improvement Plan. The measures, indicators, and targets will help inform Civic Administration when making recommendations to Municipal Council on future changes to the loan and grant programs, including when to reduce or discontinue programs.

Rationale of Recommended Action

The recommended amendment is consistent with the Provincial Policy Statement, 2020 (PPS). The PPS encourages the vitality and regeneration of settlement areas as critical to the long-term economic prosperity of communities, and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

The recommended amendment conforms with the *Planning Act*, as the loan and grant programs meet the requirements set out in Section 28 related to community improvement.

The recommended amendment conforms to the in-force policies of *The London Plan*, including the Key Directions, Urban Regeneration, and Community Improvement.

The recommended amendment conforms to the policies of the Old East Village Dundas Street Corridor Secondary Plan and the Old East Village Community Improvement Plan.

Linkage to the Corporate Strategic Plan

The City of London Strategic Plan 2019-2023 contains five strategic areas of focus. Revitalizing London’s downtown and urban areas is a strategy within both the “Building a Sustainable City” and “Growing our Economy” strategic areas of focus.

The Old East Village Community Improvement Plan grant programs help to revitalize the area through incentivizing and encouraging the development of new residential units and as a result, increasing the population of the neighbourhood. Further, the loan

programs encourage and assist property owners in maintaining and improving the older building stock found in the area.

Linkage to Climate Emergency Declaration

On April 23, 2019, Municipal Council declared a Climate Emergency. The loan and grant programs support the City's commitment to reducing and mitigating climate change by encouraging and incentivizing residential intensification in the Old East Village. These grants and loans help support more intense and efficient use of existing urban lands and infrastructure, and the regeneration of the existing neighbourhood. The loans also help ensure older buildings are more energy efficient and sustainable through renovations and upgrades to the structure and mechanical systems.

Analysis

1.0 Background Information

1.1 Community Improvement Plans

A Community Improvement Plan (CIP) is a tool prescribed by Section 28 of the *Planning Act* intended to re-plan, redesign, redevelop, and rehabilitate a designated area because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reasons.

A CIP can help:

- Focus public attention on local priorities and municipal initiatives
- Target areas in transition or in need of repair, rehabilitation, and redevelopment
- Facilitate and encourage community change in a coordinated manner
- Stimulate private sector investment through municipal incentive-based programs

It is because of the City's ability to provide incentive-based programs (loans and grants) that community improvement is often used as a tool to encourage and support community and economic redevelopment. In other words, the City may provide financial incentives to encourage the private sector to invest in a way that supports the City's policy goals and objectives – such as, improving buildings, building residential dwelling units to increase housing supply and population, investing in an area in need of improvement, or contributing to the economic development of an area.

1.2 Community Improvement Plan Service Review (2017)

Civic Administration undertook a comprehensive CIP service review in 2016-2017 and from that review recommended:

- Changes to existing financial incentive programs
- Introducing financial incentive programs to new or expanded areas
- Amending the CIPs to include performance measures and indicators of success

The Municipal Council resolution from May 2, 2017 relating to the CIP service review directed that these recommended changes come into effect on January 1, 2018. The amended programs, as identified in the resolution, will expire no later than December 31, 2023 pending a review of the program results by the Municipal Council prior to the adoption of the 2024-2027 Multi-Year Budget, with the review identifying interim funding for any programs recommended to be carried forward to ensure that there is not a gap in program delivery. The complete May 2, 2017 Municipal Council resolution is provided in Appendix "B".

The addition of the measures, indicators, and targets identified in this report will assist Civic Administration in undertaking the future CIP service review in support of the 2024-2027 Multi-Year Budget.

1.3 Draft Performance Measures, Indicators of Success, and Targets

On November 16, 2020, an [information report](#) with draft performance measures, indicators of success, and the related targets was presented to the Planning and Environment Committee which recommended the draft measures, indicators, and targets be circulated for public review. Municipal Council adopted the recommendations at its November 24, 2020 meeting.

The two grant programs being measured are the:

- Rehabilitation and Redevelopment Tax Grant
- Residential Development Charges Grant

The draft indicators for the two grant programs are:

- Residential population
- The assessment value of the properties

The two loan programs being measured are the:

- Façade Improvement Loan
- Upgrade to Building Code Loan

The draft indicators for the two loan programs are:

- Building façade condition
- The percentage of targeted uses
- A healthy ground floor vacancy rate
- The private sector investment generated by offering public sector loans
- The number of loans issued per year

Additional details on the loan and grant programs, and the draft measures, indicators, and targets are available in the November 16, 2020 report.

The November 16, 2020 report was also posted on a Get Involved webpage for public review and comment. Further details on the consultation can be found in that report and in Section 4.0 of this report.

2.0 Purpose for the Amendment

The Old East Village CIP was approved and adopted by Municipal Council in 2004. Since that time, Civic Administration has reviewed and monitored the loans and grants, but performance measures, indicators of success, and targets for the incentive programs have never been formalized in the CIP.

Through amending the CIP by adding an appendix that contains measures, indicators, and targets, Civic Administration will be better able to:

- Manage the loan and grant programs
- Better determine if the loan and grant programs are being successful in achieving the objectives of the Old East Village Community Improvement Plan and *The London Plan*
- Provide recommendations to Municipal Council on when to reduce funding and/or discontinue or amend the loan and grant programs

3.0 Policy Context

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of Provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Decisions affecting planning matters “shall be consistent” with the PPS.

Though the term “community improvement” is not found in the PPS, numerous PPS policies still apply to the implementation of community improvement plans and the ability for the City of London to issue loans and grants.

The PPS identifies that healthy, livable, and safe communities are sustained by accommodating an appropriate range and mix of affordable and market-based residential dwelling units and employment uses (1.1.1 b).

The PPS emphasises that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of communities (1.1.3). Settlement areas shall be the focus of growth and development (1.1.3.1). The PPS requires planning authorities to identify appropriate locations and promote opportunities to accommodate a significant supply and range of housing options through intensification and redevelopment (1.1.3.3).

The PPS further requires planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and broader mixed uses to meet long-term needs (1.3.1 a).

The PPS also requires planning authorities to provide for an appropriate range and mix of housing options and densities by permitting and facilitating all types of residential intensification, including additional residential units and redevelopment (1.4.3 b 2), as well as directing the development of new housing towards locations where appropriate levels of infrastructure are available (1.4.3 c).

Long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a) and maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1 d).

Lastly, the PPS identifies that significant built heritage resources shall be conserved (2.6.1).

The loan and grant programs available through the Old East Village CIP encourage the regeneration of the Old East Village, which is within the City of London settlement area. Further, the programs help enhance the vitality and viability of the Old East Village Dundas Street commercial mainstreet by supporting the maintenance of the existing building stock including numerous built heritage resources. The programs encourage reinvestment by the private sector in this neighbourhood by incentivizing appropriate intensification and redevelopment of under-utilized sites with available infrastructure.

The loan and grant programs are consistent with the PPS and support the implementation of these policies.

Further, the recommended amendment is consistent with the PPS. The amendment does not change how the loan and grant programs operate or the intended community improvement objectives. The amendment provides clarity on how the success of the programs will be measured. No changes to the programs are being considered that will result in an inconsistency with the PPS.

3.2 The Planning Act

Section 28 (1) of the *Planning Act* defines community improvement, community improvement plan, and community improvement project area.

In 2004, Municipal Council designated the Old East Village community improvement project area and adopted the Old East Village Community Improvement Plan that outlines the community improvement goals for that area. The community improvement project area was amended in 2005 and 2008 to allow additional lands to be eligible for community improvement.

Section 28 (7) permits a municipality to make grants or loans, in conformity with the CIP, to registered owners, assessed owners, and tenants of lands and buildings within the community improvement project area. Section 28 (7.1) identifies that the eligible

costs of a community improvement plan may include costs related to development, redevelopment, construction, and reconstruction of lands and buildings for rehabilitation purposes.

The loan and grant programs available through the Old East Village CIP include loans to incentivize rehabilitation of the existing buildings and grants to incentivize residential and mixed-use development. These programs are consistent with the community improvement goals in the Old East Village CIP and the policies of *The London Plan*.

As a result, the loan and grant programs available through the Old East Village CIP are in conformity with Section 28 of the *Planning Act*.

Further, the recommended amendment is in conformity with Section 28 of the *Planning Act*. The amendment does not change how the loan and grant programs operate or the intended community improvement objectives. The amendment provides clarity on how the success of the programs will be measured. No changes to the programs are being considered that will result in nonconformity with Section 28 of the *Planning Act*.

3.3 The London Plan

The London Plan constitutes the Official Plan for the City of London. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

The London Plan was adopted by Municipal Council on June 23, 2016 and approved by the Province on December 28, 2016. Numerous policies remain under appeal; however, all the policies discussed in this report related to community improvement and Map 8 – Community Improvement Project Areas are in force.

Eight key directions serve as the foundation for *The London Plan*. Key Direction #1 Plan strategically for a prosperous city identifies the importance of revitalizing the city's urban neighbourhoods and business areas (55_4). Key Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city identifies protecting our built and cultural heritage to promote our unique identity (57_9). Key Direction #5 Build a mixed-use compact city outlines the importance of sustaining, enhancing, and revitalizing our downtown, main streets, and urban neighbourhoods (59_3) and to plan for infill and intensification of various types and forms (59_4).

The Urban Regeneration policies of the Our City part of *The London Plan* support the sensitive growth and change within London's urban areas so that they are sustainable and prosperous over the long term (153_) including encouraging the economic revitalization and enhancing the business attraction of urban main streets (153_4) and strengthening the city core by nurturing the development of downtown and the urban neighbourhoods that surround it (153_5).

The Urban Regeneration policies also permit Municipal Council to designate, by by-law community improvement project areas and adopt Community Improvement Plans (164_), subject to the Community Improvement Plan policies in the Our Tools part of *The London Plan*.

The Community Improvement Policies (1723_ to 1728_) of *The London Plan* provide the bulk of the detail and direction for implementing such plans. Stimulating private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity (1727_4) is just one of the 15 objectives of community improvement in *The London Plan*.

Map 8 – Community Improvement Project Areas show the designated community improvement project areas within London (1786_).

The loan and grants programs and the proposed amendment conform with the in-force policies of *The London Plan*.

3.4 Old East Village Dundas Street Corridor Secondary Plan

The purpose of the Old East Village Dundas Street Corridor Secondary Plan is to establish a vision, principles, and detailed policies for the Old East Village and surrounding areas and to continue the neighbourhood's evolution into a unique destination and a vibrant community core.

The Secondary Plan policies provide a greater level of detail than the general policies of *The London Plan*.

The Old East Village Dundas Street Corridor Secondary Plan is envisioned “as a vibrant commercial core with a unique heritage character that serves as a community hub for local residents and draws visitors as a distinct destination” (1.4).

One of the principles of the Secondary Plan is to support appropriately scaled residential growth (1.4). Further, planning, and other tools will be used to support the provision of affordable housing, including such things as bonusing and incentives, where they are available (3.9 b).

The loan and grant programs available to property owners in the Old East Village can help contribute to achieving the vision and principles of the Secondary Plan by incentivizing residential growth, including affordable housing. The proposed amendment will not alter the loan and grant programs ability to help achieve the Secondary Plan's vision and principles.

3.5 Old East Village Community Improvement Plan

In 2003, the Planner's Action Team (PACT) — a diverse group of planners from the private and public sector — released *Re-establishing Value – A Plan for the Old East Village*. The PACT report took the form of a planned framework for revitalization, and using that framework, the CIP was implemented.

In 2004, Municipal Council designated the Old East Village community improvement project area and adopted the Old East Village CIP. The CIP borrowed from the recommendations of the PACT report and helped to further distill the policies and priorities of the Old East Village, while making available loan and grant programs.

The community improvement project area was expanded in 2005 and 2008.

The purpose of the Old East Village CIP is to provide the context for the coordinated municipal effort to improve the physical, economic, and social climate of the Old East Village. The priorities of the CIP are intended to stimulate private investment, property maintenance, and renewal in the Old East Village.

The CIP sets the framework for how the loan and grant programs available in the Old East Village community improvement project area operate, but not how the success of the programs is measured. The details on how the programs operate are outlined in the by-law establishing the financial incentive program guidelines.

The proposed amendment of adding an appendix to the CIP relating to measures, indicators, and targets meets the purpose and priorities of the CIP. The appendix provides Civic Administration with an additional tool to evaluate the success of the loan and grant programs in regenerating the Old East Village community improvement project area.

4.0 Public and Stakeholder Consultations

A Get Involved London webpage was set up concurrently with the report to the Planning and Environment Committee on November 16, 2020. The webpage provides a summary of the project to amend the Old East Village Community Improvement Plan and access to supporting documents, including the information report, which outlines consultation undertaken earlier in 2020.

On December 17, 2020, a Notice of Application to amend the Old East Village Community Improvement Plan was circulated to 694 property owners located in or

within 120 metres of the Old East Village community improvement project area. As per the Municipal Council direction, the Notice and report were also circulated through the circulation list to the following organizations:

- Old East Village BIA
- London Development Institute
- London Home Builders' Association
- London Economic Development Corporation
- Developers and builders who construct apartment buildings in the city

Three responses were received by the time this report was written.

One respondent asked why their properties were not located within the community improvement project area.

Another respondent asked Civic Administration to consider opportunities to expand the boundaries of the Old East Village community improvement project area westerly to include the lands between Colborne Street and Adelaide Street North and that the two grant programs be made available to the new lands included in the expanded community improvement project area.

The same respondent also asked that any loan and grant reduction strategies be designed with careful consideration and with conservative performance measures. Civic Administration is of the opinion that the proposed measures, indicators, and targets have been carefully developed over the past three years of data collection and are conservative in nature as to prevent any unexpected reductions in grants and loans that will hinder the City's regeneration efforts in the Old East Village.

In response to both respondents asking about the boundaries of the community improvement project area, Civic Administration replied that changes to the community improvement project area are outside the scope of this project. Any changes to the project area will require extensive study including determining the financial implications of expanding where the loan and grant programs are available. Proper notice as required under the *Planning Act* is also required.

The third response was from the Old East Village BIA. Civic Administration met with the BIA to discuss the project and received feedback on the draft measures, indicators, and targets. The responses and additional consultation details are summarized in Appendix "C".

The feedback received was considered and reviewed prior to the recommended measures, indicators, and targets being brought forward for Municipal Council's consideration.

5.0 Recommended Performance Measures, Indicators of Success, and Targets

The recommended performance measures, indicators of success, and targets remain largely consistent with the draft measures, indicators, and targets presented at the November 16, 2020 Planning and Environment Committee meeting, with only minor changes made in response to feedback received through the consultation process.

After consulting with the Old East Village BIA, the population targets for the Residential Development Charges Grant and the Rehabilitation and Redevelopment Tax Grant have been adjusted to better reflect the anticipated increase in population from recently completed development projects.

The proposed new appendix for the Old East Village CIP containing the recommended measures, indicators, and targets is attached as Schedule "1" to Appendix "A" of this report.

Conclusion

The recommended amendment to the Old East Village Community Improvement Plan will add an appendix to the CIP that introduces performance measures, indicators of success, and targets for the two loan programs and two grant programs available to property owners and tenants within the Old East Village community improvement project area. The measures, indicators, and targets will assist Civic Administration with better measuring the success of the loan and grant programs and put a better mechanism in place to help recommend future changes to the programs including scaling back or shifting priorities as targets are met.

The amendment is consistent with the Provincial Policy Statement, 2020 and conforms with the *Planning Act*. The amendment conforms to the in-force policies of *The London Plan*, including the Key Directions, Urban Regeneration, and Community Improvement.

Prepared by: **Graham Bailey, MCIP RPP**
Senior Planner, Urban Regeneration

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

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

GB/gb

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Appendix “A”

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

By-Law No. C.P.-1444

A by-law to amend the Old East Village
Community Improvement Plan (CIP) to add an
Appendix that sets out performance measures
and indicators of success for the CIP

WHEREAS subsection 28(4) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, enables the council of a municipal corporation to adopt a community improvement plan for a community improvement project area;

AND WHEREAS the Council of The Corporation of the City of London has, by by-law, designated a community improvement project area identified as the Old East Village community improvement project area;

AND WHEREAS the Old East Village community improvement project area is in conformity with *The London Plan*, 2016, the Official Plan for the City of London;

AND WHEREAS the Municipal Council of The Corporation of the City of London has, by by-law, adopted the Old East Village Community Improvement Plan;

AND WHEREAS the Municipal Council of The Corporation of the City of London deems it appropriate to amend the Old East Village Community Improvement Plan to add an Appendix that sets out performance measures and indicators of success for the CIP;

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

1. Amendment No. (to be inserted by the Clerk's Office) to the Old East Village Community Improvement Plan, as contained in the text attached hereto as Schedule “1” to this By-law being “Appendix to the Old East Village Community Improvement Plan”, is hereby adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

AMENDMENT NO.
to
THE OLD EAST VILLAGE COMMUNITY IMPROVEMENT PLAN

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add an appendix to the Old East Village Community Improvement Plan relating to performance measures, indicators of success, and targets for the financial incentive programs (Rehabilitation and Redevelopment Tax Grant, Residential Development Charges Grant, Façade Improvement Loan, and the Upgrade to Building Code Loan).

B. LOCATION OF THIS AMENDMENT

This Amendment applies to all lands within the Old East Village community improvement project area.

C. BASIS OF THE AMENDMENT

The addition of an appendix to the Old East Village Community Improvement Plan relating to performance measures, indicators of success, and targets for the financial incentive programs maintains the intent of the London Plan regarding the application of community improvement policies. The performance measures, indicators of success, and targets will allow Civic Administration to better measure the success of the loan and grant programs and put a better mechanism in place to help recommend future changes to the programs including scaling back or shifting priorities as targets are met.

D. THE AMENDMENT

The Old East Village Community Improvement Plan is hereby amended as follows:

1. Schedule "1" – Appendix to the Old East Village Community Improvement Plan is added as Appendix A to the Old East Village Community Improvement Plan.

Appendix A: Performance Measures, Indicators of Success, and Targets

Appendix A outlines performance measures, indicators of success, and the related targets for the loan and grant programs available through the Old East Village Community Improvement Plan.

These measures and indicators will:

- Assist Civic Administration with the management of the loan and grant programs
- Help determine if the loan and grant programs are being successful in achieving the objectives of the Old East Village Community Improvement Plan and the policies of *The London Plan*
- Assist Civic Administration with providing recommendations to Municipal Council on when to reduce funding and/or amend or discontinue the loan and grant programs

Civic Administration may also recommend changes to the loan and grant programs through other mechanisms such as a Community Improvement Plan service review; however, these changes should only be recommended after consulting this Appendix and taking into consideration its contents.

The loan and grant programs mentioned in Appendix A may be reduced, amended, or discontinued at the direction of Municipal Council without amendment to the Old East Village Community Improvement Plan.

The performance measures and indicators of success are:

- Residential population
- The assessment value of the properties in the community improvement project area
- Building façade condition
- The percentage of targeted uses in the community improvement project area
- A healthy ground floor vacancy rate
- The private sector investment generated by offering public sector loans for building improvements
- Number of loans issued per year

Population

Indicator

Residential population in the Old East Village.

Question

Has the Old East Village residential population grown enough to support the needs — both daily and long-term — of the residential and commercial community?

Why it Matters

The Old East Village in *The London Plan* is identified as a Rapid Transit Corridor Main Street segment. Main Street segments will continue to provide local shopping and commercial options so that residents can walk to meet their daily needs. The *Old East Village Dundas Street Corridor Secondary Plan* area is envisioned as a vibrant commercial core with a unique heritage character that serves as a community hub for residents and draws visitors as a distinct destination.

Baseline

- The 2016 Census of Canada indicated the population at 1,059
- The 2016 residential population density is 64.2 people / hectare
- The five-year residential population growth rate (2011 to 2016) is 85.8%

Targets

- A population of 3,500 people in the Old East Village community improvement project area has been identified as the target needed to achieve a substantial residential population better able to support the Dundas Street commercial corridor
- A population of 3,500 people is 212 people / hectare
- Five-year residential population growth:
 - 2016 to 2021: 25%
 - 2021 to 2026: 25%
 - 2026 to 2031: 25%

Changes to Grant Programs

The **Old East Village Residential Development Charges Grant** program will reduce as follows as population targets are met, except that affordable housing units with an appropriate contribution agreement and/or Affordable Housing Community Improvement Plan loan agreement will remain eligible for a 100% Residential Development Charges Grant.

Table 1: Changes to Grant Level as Population Increases

Old East Village Population	Residential DC Grant (%)
2,000	75%
2,500	50%
3,000	25%
3,500	0%

As each population target is met as confirmed by Census of Canada data, a two-year grace period will be set before the grant percentage is reduced.

The trigger for a development project to be included in the program is the submission of a building permit application and the payment of the required development charges prior to the end of the grace period.

Upon reaching the final target population of 3,500, the Residential Development Charges Grant program will conclude. At that time, Civic Administration will make a recommendation if the grant program should continue for affordable housing units only.

The **Old East Village Rehabilitation and Redevelopment Tax Grant Program** will continue to operate as outlined in the program guidelines until a population target of 3,500 is met.

When the above population target is met, the Level 3 grant for the development of vacant or cleared land will be reduced by 50% as shown below:

Table 2: Level 3 Grant (Vacant or Cleared Land)

Year	Existing	New
1	60%	30%
2	60%	30%
3	50%	25%
4	40%	20%
5	30%	15%
6	20%	10%
7	10%	5%
8	10%	5%
9	10%	5%
10	10%	5%

The Level 1 grant for properties designated under Part IV of the *Ontario Heritage Act* and the Level 2 grant for existing buildings will continue to offer the grant schedules as outlined in the program guidelines for the Old East Village, unless modified through another mechanism such as a Community Improvement Plan service review.

Once the population target is met as confirmed by Census of Canada data, a two-year grace period will be set before the grant percentage is reduced.

The trigger for a development project to be included in the program is the submission of a building permit application prior to the end of the grace period.

Assessment Value

Indicator

The assessment value of the properties in the Old East Village community improvement project area.

Question

Is the assessment value growing?

Why it Matters

An increasing assessment value can indicate that property values are increasing because of growth and investment in the community. This can help increase the tax base city-wide.

Baseline

Table 3: Old East Village Baseline Assessment Value (2015 to 2019)

Year	Value (in millions)	Annual Growth Rate
2015	\$86.4	
2016	\$92.6	7.2%
2017	\$137.3	48.3%
2018	\$126.8	-7.6%
2019	\$132.4	4.4%

Target

A 1% per year assessment value growth rate in the Old East Village community improvement project area.

Considerations

None.

Changes to Grant Programs

Not applicable.

Façade Condition

Indicator

Building façade condition.

Question

Are building façades being improved and upgraded?

Why It Matters

A well-maintained building façade provides an interesting and aesthetically pleasing environment for people to enjoy while living in or visiting a neighbourhood. Further, the maintenance, improvement, and beautification of the exterior appearances of buildings is a key theme throughout the Old East Village Community Improvement Plan. The intent of the community improvement policies in the *London Plan* are to stimulate private sector property maintenance, repair, rehabilitation, redevelopment, and other forms of private sector investment and reinvestment activity. Community improvement policies also encourage the conservation, restoration, adaptive re-use, and improvement of cultural heritage resources — including the façades of any heritage resource.

Baseline

A façade condition evaluation tool is being developed to determine the baseline data. Baseline data will be collected in year one.

Target

90% of façade condition being rated ‘does not need improvement.’

Considerations

The evaluation of a façade’s condition will be subjective. Civic Administration is developing an internal review process using the façade condition evaluation tool to account for this subjectivity, including potentially having multiple individuals review the same façade independently and taking the average of the results as the final value.

It is also important to note that the façade condition evaluation tool is for purposes only related to the Façade Improvement Loan Program and does not replace or overrule the City of London’s Property Standards By-Law.

Many properties may also be subject to specific processes or guidelines including the Old East Village Commercial Corridor Design Guidelines or a Heritage Alteration Permit process.

Some unique properties will not be subject to the façade condition review.

Changes to Façade Improvement Loan Program

Civic Administration will complete a comprehensive review of façade condition on a biennial basis for the Old East Village.

Once the target is met for façade conditions that are rated ‘does not need improvement’, Civic Administration will begin to transition the loan program to:

- Focus on the areas in Old East Village that are rated needs improvement
- Focus on the parts of façades that are receiving the lowest scores (for example, upper façades, storefronts, or lighting)

Targeted Uses

Indicator

The percentage of ground floor targeted uses in the community improvement project area.

Question

Are the financial incentive programs being used to establish businesses and uses that are in line with the objectives of the Old East Village CIP and Key Directions of *The London Plan*?

Why It Matters

Targeted uses are uses that are considered pedestrian generators by helping to increase the liveliness of a neighbourhood and encouraging shopping and eating in the Old East Village. Common examples include, restaurants, retail stores, and personal services for the surrounding residential community and people who work in the area.

Targeted uses play an important role in the City's Loan programs. In the Old East Village, only properties with a targeted use are eligible to receive a Forgivable Loan. *The London Plan* Key Direction #5 discusses building a mixed-use compact city - mixing stores, restaurants, clean industry, live-work arrangements, and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity. By incentivizing for targeted uses, the City can help achieve this direction.

Baseline

165 storefronts and properties were measured in the targeted area.

Two-year (2017 & 2019) average: 53.4%

2018 data was not collected due to resource constraints.

2020 data was not collected due to the COVID-19 pandemic.

Targets

70% to trigger a refinement; 90% to eliminate programs

Considerations

To reach the proposed targets in the Old East Village, properties that are consistently vacant will require targeted use tenants, non-targeted uses will need to be replaced with targeted-uses, and numerous residential only buildings existing in the commercial corridor will need to be converted to include a ground floor targeted commercial use. Alternatively, existing ground floor residential uses could be removed from the calculation if Civic Administration is okay with the residential uses remaining.

Changes to the Loan Programs

Civic Administration will complete a comprehensive review of the targeted area in the Old East Village on a biennial basis to determine the number of properties with a targeted use on the ground floor.

Once the 90% target is met, eliminate the forgivable component of the loan programs. If the target is not met, continue the program, and refine the targeted area to encourage targeted uses where they are needed most.

Ground Floor Vacancy Rate

Indicator

A healthy ground floor vacancy rate in the Old East Village.

Question

Are the loan programs being used to renovate properties to help reduce ground floor vacancies?

Why It Matters

A healthy ground floor vacancy rate indicates there is choice in the market for interested business owners to locate in the neighbourhood.

A high vacancy rate may create gaps in the streetscape with little to no “eyes on the street” to help reduce undesirable behaviour.

Baseline

Table 4: Old East Village Baseline Ground Floor Vacancy Rate

CIP	2017	2018	2019	Average
Old East Village	16.0%	N/A	14.1%	15.1%

2018 data was not collected due to resource constraints.

2020 data was not collected due to the COVID-19 pandemic.

Target

A ground floor vacancy rate below 9%.

Considerations

The COVID-19 pandemic is having a significant impact on businesses across the city.

Civic Administration notes that the loan programs may contribute to reducing ground floor vacancies for property owners who are interested and motivated in finding tenants; however, there are property owners that do not always have that motivation.

Baseline data is a “snap-shot” of ground floor vacancies on the day the surveying was done.

Changes to the Loan Programs

Civic Administration will complete a comprehensive review of the ground floor businesses in the Old East Village on a biennial basis to determine the number of properties with a vacant ground floor.

If the target is not met, continue the program, and refine the loan programs to target areas of the Old East Village seeing the highest level of vacancies, prior to the adoption of the 2024-2027 Multi-Year Budget.

If the target is met, focus the loan programs to ensure the ground floor businesses are filled with targeted uses.

Existing Loan Measures

Indicators

1. The private sector investment generated by offering public sector loans for building improvements
2. Number of loans issued per year

Questions

1. Are the loan programs generating a positive rate of return and incentivizing property owners to invest?
2. Are property owners and tenants continuing to use the loans?

Why It Matters

The City's Façade Improvement Loan and Upgrade to Building Code Loan offer private property owners' access to inexpensive funding (0% interest) to incentivize them to improve their properties.

Quality facades and storefronts will help conserve the built heritage and form of the Old East Village. Renovating facades, storefronts, roofs, and interiors will help ensure a buildings long-term viability. Renovated buildings may result in less vacancies.

Baseline

The minimum ratio is \$2 invested by the private sector for \$1 invested by the City.

The loan values were increased beginning in 2018 to reflect the increase in construction costs for renovation projects but this increase in loan value has a negative impact on the ratio. For example, prior to 2018, a \$200,000 investment in interior upgrades would result in a maximum \$50,000 loan for a 4.0 ratio, whereas post-2018, a \$200,000 investment would result in a \$100,000 loan for a 2.0 ratio.

Table 5: Upgrade to Building Code Loans for Old East Village and Downtown (2015 to 2020)

Year	Ratio	# of Loans Issued
2015	3.7:1	12
2016	2.5:1	12
2017	2.0:1	6
2018	2.8:1	10
2019	2.2:1	14
2020	2.7:1	12
AVG	2.7:1	11

Table 6: Facade Improvement Loans for Old East Village and Downtown (2015 to 2020)

Year	Ratio	# of loans issued
2015	2.8:1	7
2016	3.6:1	7
2017	2.0:1	1
2018	2.1:1	8
2019	2.8:1	6
2020	2.5:1	3
AVG	2.6:1	5

Targets

1. A minimum of \$2.8 to \$1 for both loan programs (same as the Core Area Action Plan)
2. A minimum of six (6) loans issued per year in total in the Old East Village

Considerations

Though Civic Administration continues to meet with prospective applicants, the number of new applications has declined in 2020-21, likely due to the COVID-19 pandemic.

Changes to the Loan Programs

Not applicable at this time, but up-take of both loan programs is constantly monitored. If up-take of the loan programs begins to decline and remain low in the Old East Village, as part of the Community Improvement Plan service review for the 2024-2027 Multi-Year Budget and future service reviews, Civic Administration will consider:

- Refining the loan programs to tackle other City priorities (for example, building retrofits to address climate change)
- Focusing the loan programs on areas of the Old East Village that have seen little up-take
- Removing a loan program from the Old East Village

Appendix “B”

I hereby certify that the Municipal Council, at its meeting held on May 2, 2017 resolved:

13. That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the service review of the City’s Community Improvement Plans (CIPs) and associated incentive programs:

- a) the Residential Development Charges Programs for Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to require the payment of the residential development charge at the time of building permit (“up front”) by the Applicant, and provide a phased grant-back program to re-pay the residential development charge; it being noted that this program change will generate an estimated \$620,000 of operating savings per year and \$6,000,000 of one-time savings;
- b) the City-wide Industrial Development Charge Program BE AMENDED to distinguish between targeted and non-targeted industrial uses to provide a maximum development charge rebate of \$250,000 equal to 50% of the development charge for the first \$500,000 for non-targeted industrial uses;
- c) the Rehabilitation and Redevelopment Tax Grant Programs for the Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to increase the value of the grants for the retention and rehabilitation of properties designated under the *Ontario Heritage Act*;
- d) the Rehabilitation and Redevelopment Tax Grant Program, as amended in part c) above, BE PROVIDED for eligible properties located in the SoHo Community Improvement Plan Project Area; it being noted that this program was previously approved as part of the SoHo Community Improvement Plan, but not funded;
- e) the Upgrade to Building Code Loan and Grant Programs for the Downtown, Old East Village and SoHo Community Improvement Plan Project Areas BE AMENDED to increase the value of the loans available under these programs up to \$200,000 capped at 50% of the completed eligible improvements;
- f) the Upgrade to Building Code Loan and Grant Programs for Downtown and the Old East Village Community Improvement Plan Project Areas BE AMENDED to re-activate the “Forgivable Loan” programs for targeted uses within defined areas of the Downtown and Old East Village CIP project areas for a period up to three years;
- g) the Façade Improvement Loan and Grant Programs for Downtown, Old East Village and SoHo Community Improvement Plan Project Areas BE AMENDED to increase the value of the loans available under these programs up to \$50,000 capped at 50% of the completed eligible improvements;
- h) the Façade Improvement Loan and Grant Programs for Downtown and Old East Village Community Improvement Plan Project Areas BE AMENDED to re-activate the “Forgivable Loan” programs for targeted uses within defined areas of the Downtown and Old East Village CIP project areas for a period up to three years;
- i) Industrial Corridor Enhancement Grant Program BE FUNDED up to \$40,000 per year for eligible properties located within the Highway 401/402 Corridor; it being noted that this program was previously approved as part of the Industrial Lands Community Improvement Plan, but not funded;
- j) the Civic Administration BE DIRECTED to amend the Downtown Community Improvement Plan to expand the Community Improvement Plan Project Area boundary to include the Richmond Row area, and that the following programs be provided in the Richmond Row area:
 - i) Façade Improvement Loan Program; and,

- ii) Building Code Loan Program;
- k) a portion of the savings generated by the Community Improvement Plan amendments described in part a) above BE IDENTIFIED to potentially fund the following new programs pending the conclusion and the Municipal Council adoption of the Hamilton Road and Lambeth Community Improvement Plans:
 - i) Façade Improvement Loan Program (Hamilton Road and Lambeth); and,
 - ii) Building Code Loan Program (Hamilton Road);
- l) that \$200,000 of annual net savings generated as a result of this service review of the Community Improvement Plan program BE DIRECTED to address the budgeted savings target for the 2016-2019 multi-year budget;
- m) the Civic Administration BE DIRECTED to consider Forgivable Loan Programs for the SoHo, Hamilton Road and Lambeth Community Improvement Plan Project Areas as part of the 2024-2027 Multi-year Budget process;
- n) that Community Improvement Plans for the following Community Improvement Plan Project Areas BE AMENDED to include performance measures and indicators of success to align with current City policies and Council strategic directions:
 - i) Airport Area Community Improvement Plan;
 - ii) Brownfield Community Improvement Plan;
 - iii) Downtown Area Community Improvement Plan (including the “Richmond Row” expansion area);
 - iv) Heritage Community Improvement Plan;
 - v) Industrial Community Improvement Plan;
 - vi) Old East Village Community Improvement Plan; and
 - vii) SoHo Area Community Improvement Plan;
- o) as part of the monitoring of the revised incentive programs, the Civic Administration BE DIRECTED to report back on the experience of mid-rise and/or smaller scale residential development accessing the residential development charges grant program;

it being noted that the program changes recommended above (a) through i) above) will come into effect on January 1, 2018 following the preparation of new program guidelines for these programs; and,

it being further noted that these amended programs (identified in recommendations a) through i) above) will expire no later than December 31, 2023 pending a Municipal Council review of the program results to be provided prior to the adoption of the 2024-2027 Multi-year Budget, and that the review identify interim funding for any programs recommended to be carried forward to ensure that there is not a gap in program delivery;

Appendix “C”

Community Engagement

Public liaison: On December 17, 2020, Notice of Application was published in *The Londoner* and circulated through the circulation list and to interested parties and stakeholders for review and input on the proposed amendment. The Notice of Application was sent to 694 property owners in the surrounding area. This Notice included a link to the Get Involved London project webpage to allow the public the opportunity to review and provide feedback on the proposed amendment.

Nearly 250 visitors accessed the Get Involved London project webpage, with supporting documents being downloaded almost 40 times.

Three replies were received.

Nature of liaison: The purpose and effect of this Official Plan / Community Improvement Plan amendment is to introduce performance measures, indicators of success, and targets to the Old East Village Community Improvement Plan. When met, the targets will inform Civic Administration to modify the incentive programs, including potentially reducing grant or loan funding, or to discontinue the incentive program.

Possible amendment to the Old East Village Community Improvement Plan to add an Appendix that identifies performance measures, indicators of success, and targets for the Residential Development Charges Grant, Rehabilitation and Redevelopment Tax Grant, Upgrade to Building Code Loan, and Façade Improvement Loan programs, all pursuant to the provisions of Section 28 of the Planning Act and the Community Improvement Plan section of the Our Tools part of The London Plan.

Responses:

The three comments received were:

Seeking clarification and a reason why certain properties were not included in the Old East Village community improvement project area.

Asking Civic Administration to consider adding lands to the Old East Village community improvement project area and that the grant programs be made available to those newly added lands. Further, requesting that careful consideration and a conservative approach be taken to reducing any loan and grant funding.

Seeking clarification on the performance measures, indicators of success, and targets and how they will be implemented, and providing comments on the importance of the loan and grant programs to the ongoing successful revitalization of the Old East Village.

Concern for:

Residential population targets for the two grant programs.

The use of the term downtown in the November 2020 PEC report, which precludes the Old East Village.

Responses to the Public Liaison Letter and Publication in The Londoner

Telephone / Virtual Meeting	Written / E-mail
Jen Pastorius Old East Village BIA 316 Rectory Street	Arch Angelus Sturaitis Fort Lauderdale, Florida
	Jen Pastorius Old East Village BIA 316 Rectory Street
	Ali Soufan, President York Developments 330 Richmond St., Suite 201

Community Improvement Plans – Performance Measures and Indicators of Success

Comments for Consideration submitted by the Old East Village BIA

Jennifer Pastorius, General Manager

The Old East Village BIA has been an active participant and partner in the facilitation of the City of London Financial Incentive Programs since our Community Improvement Plan was implemented. These programs are vital to the ongoing revitalization of the Old East Village commercial corridor. We have seen many successes however there is still much work to be done. We are pleased to provide the following feedback to the proposed Performance Measures and Indicators of Success in order to continue to be partners in these City of London programs.

Core Area Language Consistency

Ensure that the use of “Core Area” reflects both the Downtown and Old East Village and that when specific areas are identified it is because there is a particular reason. For example, under the Executive Summary in the last of the five noted points of discussion it states:

“The cost difference between constructing a building in the Downtown versus the suburbs.”

This point is also true of the Old East Village as is noted later in the report; therefore the use of Core Area would be more inclusive and accurate here.

There are numerous instances in this report where the language should read “Core Area” to be inclusive of both the Downtown and Old East Village.

4.0 Loan Programs

It may be useful here to note the number of deferrals requested in comparison to the number of issued loans. This deferral was very helpful to area businesses during the Pandemic and as the closures persisted many accepted the option of deferral each time they were offered.

8.0 Grant Performance Measures

Regarding the residential population growth, the Old East Village has one high rise residential property already approved through site plan with almost 400 units, a second with 243 units heading into Public Site Plan and a midrise building currently under construction. While this is exciting residential development there is further opportunity in the area beyond these locations and the Grant portion equalizes the cost of building in the Core and may still be required to incentivize development. Therefore, the buildings built after the 2016 Census and the properties currently in various stages of process may push the Old East Village above the population threshold too quickly and the reduction in Development Charge and Tax Grants may stifle potential future Old East Village revitalization.

8.2 Assessment Value

Note: One high rise development in an area such as Old East Village with more moderate to mid-level building investment a high rise development can drastically change the Assessment Growth rate year over year.

9.0 Loan Performance Measures

While the Old East Village BIA works to maintain an ongoing inventory of Facades, it will be extremely helpful to have the support of Civic Administration in completing a comprehensive façade review biennially.

9.2 Targeted Uses

The inclusion of Targeted Uses has been an invaluable tool to attract and support the variety of independent businesses that can be seen on the Dundas Street corridor. Well restored or renovated buildings attract quality independent businesses. The Grant portion attached to Targeted Uses provides the BIA with the tools to discuss optimum uses for existing or potential property owners; Uses that will further revitalization and provide grants for building improvements. The Old East Village sees opportunity to continue to utilize this tool, especially as identified the numerous first floor residential properties on Dundas that will need to be converted into commercial activities in the future.

Conclusion

The City of London Financial Incentive programs are a key to the ongoing revitalization of the Core Area.

In the Old East Village, these have helped to create neighbourhood identifiers such as the London Clay Art Centre and the Aeolian Hall. The programs have also facilitated strong relationship development with area property and business owners. Often some of the earliest opportunities to meet with a new owner in the area come through these programs. This report is quantitative in nature as these things need to be however, there is a qualitative benefit to them also that are equally as important. Building improvements have increased residential and commercial pride in the area, created a “positive pressure” to restore or maintain your property to be in line with your neighbours and has increased the beauty of the Old East Village.

In 2019, Western University Urban Geography fourth year students performed an analysis on the Façade Improvements in the Old East Village. They determined that when a property utilized the Façade Improvement loans, their neighbours when they approached any façade improvement tended to also use the programs which has led to identifiable clusters of high quality façade improvements along Dundas.

These programs work, and the Old East Village BIA is pleased to continue to liaise with area property/business owners and City of London staff in order to assist in the utilization of these programs to continue area revitalization.



303 Richmond Street, Suite 201
London, Ontario
N6H 2H8

Monday, February 22, 2021

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

Graham Bailey, MCIP, RPP
Planner II, Urban Regeneration

Re: Community Improvement Plans – Performance Measures and Indicators of Success

Dear Mr. Graham Bailey,

We have had the opportunity to review the Planning Division report to the City's Planning and Environment Committee, dated November 16, 2020, relating to performance measures for the Downtown and Old East Village Community Improvement Plans (CIPs). In particular, we have assessed the findings of this report to determine if the service areas of these CIPs should be expanded to include lands located along the Dundas Street corridor between Colborne Street and Adelaide Street North (which we refer to as the 'Dundas West' corridor).

The Dundas West corridor extends approximately 700 m and contains a diverse mix of retail/service commercial uses, major institutional buildings, community-oriented activities and residential development. Sections of this corridor also include mixed-use buildings integrating commercial/residential uses in a 'mainstreet' format. Further, this corridor provides an important community connection between Downtown London and Old East Village.

As outlined in the City staff report, there are two grant programs targeted to properties in these specific CIPs (Residential Development Charges Grant; Rehabilitation and Redevelopment Tax Grant). Additionally, there are two loan programs available in these communities (Building Code Loan, Façade Improvement Loan). Section 7.2 of the report states that the two grant programs are specifically intended to increase the residential population in these areas recognizing that construction projects in these areas often encounter challenges/costs not found in greenfield settings.

We have reviewed the intent of these programs and the broader CIPs, and we offer the following comments.

1



303 Richmond Street, Suite 201
London, Ontario
N6H 2H8

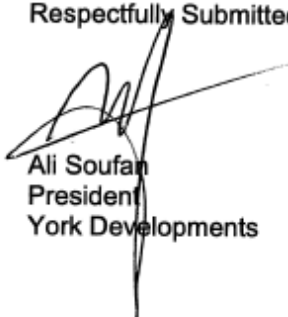
1. In addition to the evaluation of performance measures for current CIP programs, City staff should consider opportunities to expand the boundaries of these CIPs to provide a greater level of benefit in proximity to these communities. Specifically, we believe that Dundas West should be considered for inclusion within the Old East Village CIP boundary. From our perspective, this boundary refinement would help to better recognize, and strengthen, the contiguous development pattern along this section of the Dundas Street corridor.

2. We believe that City staff should also consider expanding the targeted service areas of the established grant programs to include Dundas West, given that development/redevelopment projects in these communities face comparable cost challenges as those planned within the current CIP boundaries. We are confident that the extension of these programs to Dundas West would help stimulate greater investment along this corridor, particularly investment in the residential sector. In effect, this action would not only promote the broad economic and social objectives of these programs, it would help provide a more consistent set of incentive programs for property owners located along the Dundas Street in proximity to both Downtown London and Old East Village.

Additionally, with respect to the grant/loan reduction strategies being evaluated by City staff, given the importance of Downtown London and the Dundas Street corridor to the City's overall vitality, we would suggest that if a reduction program is to be recommended to City Council, that it be designed with careful consideration and with conservative performance measures.

I would gladly discuss our request with you in more detail.

Respectfully Submitted,



Ali Soufan
President
York Developments

2

Agency/Departmental Comments

London Hydro – December 17, 2020

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

Appendix “D”

Policy Context

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

Provincial Policy Statement (PPS)

1.1 – Managing and directing land use to achieve efficient and resilient development and land use patterns

1.1.1

1.1.3 – Settlement Areas

1.1.3.1

1.1.3.3

1.3 – Employment

1.3.1

1.4 – Housing

1.4.3 b) 2.

1.4.3 c)

1.7 – Long-Term Economic Prosperity

1.7.1 a)

1.7.1 d)

2.6 – Cultural Heritage and Archaeology

2.6.1

The Planning Act

28 (1) – Community improvement project area

28 (7) – Grants or loans re eligible costs

28 (7.1) – Eligible costs

The London Plan

Our Strategy

55 – Key Direction #1

57 – Key Direction #3

59 – Key Direction #5

Our City

153

164

Our Tools

1723

1724

1725

1726

1727

1728

1786



London
CANADA

O-9285 – To Amend the Old East Village Community Improvement Plan

March 29, 2021



Purpose

- To add an appendix to the Community Improvement Plan (CIP) to introduce performance measures, indicators of success, and targets:
 - To help manage the loan and grant programs
 - To establish a formal framework for reviewing the loan and grant programs
 - To better determine if the loan and grant programs are being successful in achieving the objectives of the CIP and *The London Plan*
 - To assist Civic Administration when making recommendations to Municipal Council on future changes to the programs, including when to reduce funding and/or discontinue or amend the programs



Background

- The idea to add measures, indicators, and targets to each CIP was introduced during the 2017 comprehensive CIP service review
- Approximately three years of data collection was undertaken to inform the draft measures, indicators, and targets
- The draft measures, indicators, and targets were introduced at the November 16, 2020 PEC meeting and circulated to the public
- Prior to circulation, staff meet with some representatives of the development industry and the BIA to discuss the project



Measures, Indicators, and Targets

- The measures and indicators remain the same as the draft:
 - Residential population
 - Assessment value
 - Building façade condition
 - Percentage of targeted uses
 - A healthy ground floor vacancy rate
 - Private sector investment generated by offering public sector loans for building improvements
 - Number of loans issued per year
- However, the residential population target was revised



Recommendation

- Add an appendix to the Community Improvement Plan that sets out performance measures, indicators of success, and targets for the four financial incentive programs

Please consider this added agenda for the upcoming PEC MTG – March 29 / 21 – with respect to both items 3.1 & 3.2 – CIP Program performance measures .

Chair Squire , Mayor Holder - PEC Committee Council Members ;

I'm on previous record as not a strong supporter of the continuous growth of area CIP programs & their respective scope expansion (Grants , Loans , taxpayers picking up the development charges for new builds etc.) while both residential & commercial taxpayers are struggling under the City of LDN's (only LDN) massive tax increases .

After reviewing the proposed very open ended - CIP Measures and Targets proposed for this MTG from Greg & his MGRS , there is a reasonable argument to be made that these programs will continue indefinitely unless one or both the following is added to the incentive target list ;

1. Add a ratio of CIP annual staffing \$\$ cost, legal expenses & FTE's assigned to both this and other area programs (a roll up) vs. the total \$\$ of grants and loans issued . If this ratio is less than \$ 100 City to \$1000 deliverables , cancel the program as its not inefficient .
2. Add a clear indicator to trigger an **exit ramp** for these programs . Where is the clear pay back – \$\$ ROI for taxpayers here if the City of Ldn continues per “ bylaw – Assessment Value Growth “ to assign 100 % of these \$\$ back to City of LDN Departments per CFO “ TO BE Received Reports Only “ & zero assigned back to general revenues . Council needs to show MY ROI as a taxpayer for the \$ 3 - \$4 Million we are “ investing “ in these programs annually .

THXS – Chris Butler – 863 Waterloo St – A hurting Taxpayer !

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: Humane Society London & Middlesex
1414 Dundas Street

Public Participation Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Humane Society London & Middlesex relating to the property located at 1414 Dundas Street:

- (a) the request to amend Zoning-By-law No. Z.-1 to change the zoning of the subject property **FROM** a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone **TO** a Restricted Service Commercial (RSC2) Zone, **BE REFUSED** for the following reasons:
 - i) The site layout depicting a surface parking lot between the proposed building and the treed allée, does not conform to the form and urban design policies found within the Council approved London Psychiatric Hospital Secondary Plan (LPHSP).
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 6, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (1989), the London Psychiatric Hospital Secondary Plan and The London Plan to change the zoning of the subject property **FROM** a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone **TO** a Restricted Service Commercial Special Provision (RSC2(_)) Zone.
- (c) **IT BEING NOTED** that the following heritage mitigation measures and recommendations were raised during the application review process:
 - i) Landscaping treatments be implemented for areas between the treed allée and the building to minimize impacts;
 - ii) Further consideration to enhance the gateway function of the treed allée where it intersects with Dundas Street by the Humane Society London & Middlesex;
 - iii) Vehicular access routes to the new Humane Society London & Middlesex facility should be sensitively planned to protect the treed allée; and
 - iv) Staging and construction activities should be planned to ensure protection of all trees which form the treed allée and appropriate tree preservation measures are in place to that the root systems are fully avoided within the tree protection area.

Executive Summary

Summary of Request

The requested amendments would permit a 1-storey building to house the Humane Society Headquarters, kennels, accessory office space, and associated outdoor areas for animals located on the developable portion of the subject lands.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment will allow the development of the 1-storey building to house the Humane Society Headquarters, kennels, accessory office space, and associated outdoor areas all while adhering to the policies of the London Psychiatric Hospital Lands Secondary Plan relating to the heritage feature of the treed allée and urban design policies. The recommended by-law adds special provisions to reflect this.

Rationale of Recommended Action

1. The recommended amendment is consistent with the 2020 Provincial Policy Statement (PPS) which direct municipalities to ensure development provides healthy, liveable and safe communities, and encourages settlement areas to be the main focus of growth and development to provide for a range of uses and opportunities for intensification and redevelopment.
2. The recommended amendment conforms to the in-force policies of the London Psychiatric Hospital Lands Secondary Plan that promotes the evolution of the area incorporating elements of sustainability, mixed-use development, heritage conservation, walkability and high quality urban design.
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 London Psychiatric Hospital Lands Secondary Plan policies which encourages redevelopment in this specific Transit Oriented Corridor.
5. The recommended amendment will facilitate an enhanced form of development in accordance with the London Psychiatric Hospital Lands Secondary Plan Urban Design policies.
6. The recommended amendment is appropriate for the site and surrounding context and will assist with the revitalization of a portion of the London Psychiatric Hospital Lands.
7. The recommended amendment to the Zoning By-law with special provisions will provide for an appropriate development of the site.

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 Property Description

The subject site is located on the north side of Dundas Street, east of Highbury Ave North, west of a CN Rail corridor and are part of the London Psychiatric Hospital Lands. The lands are irregular in shape and currently have a few buildings on site that were used for the Lawn Bowling Club with a lot frontage of approximately 75.0m and lot area of approximately 4.23 ha. To the west is the treed allée, a designated heritage feature, once a former internal driveway for the London Psychiatric Hospital. On the east portion of the property along the CN rail corridor there is a small unevaluated wetland noted in the 1989 Official Plan.



Figure 1: Looking North from Dundas Street

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

- Official Plan Designation – Multi-Family, Medium Density Residential and Open Space
- London Psychiatric Hospital Secondary Plan – Transit Oriented Corridor and Open Space
- The London Plan Place Type – Urban Corridor and Green Space Place Types
- Existing Zoning – Commercial Recreation (CR) and Regional Facility (RF) Zones

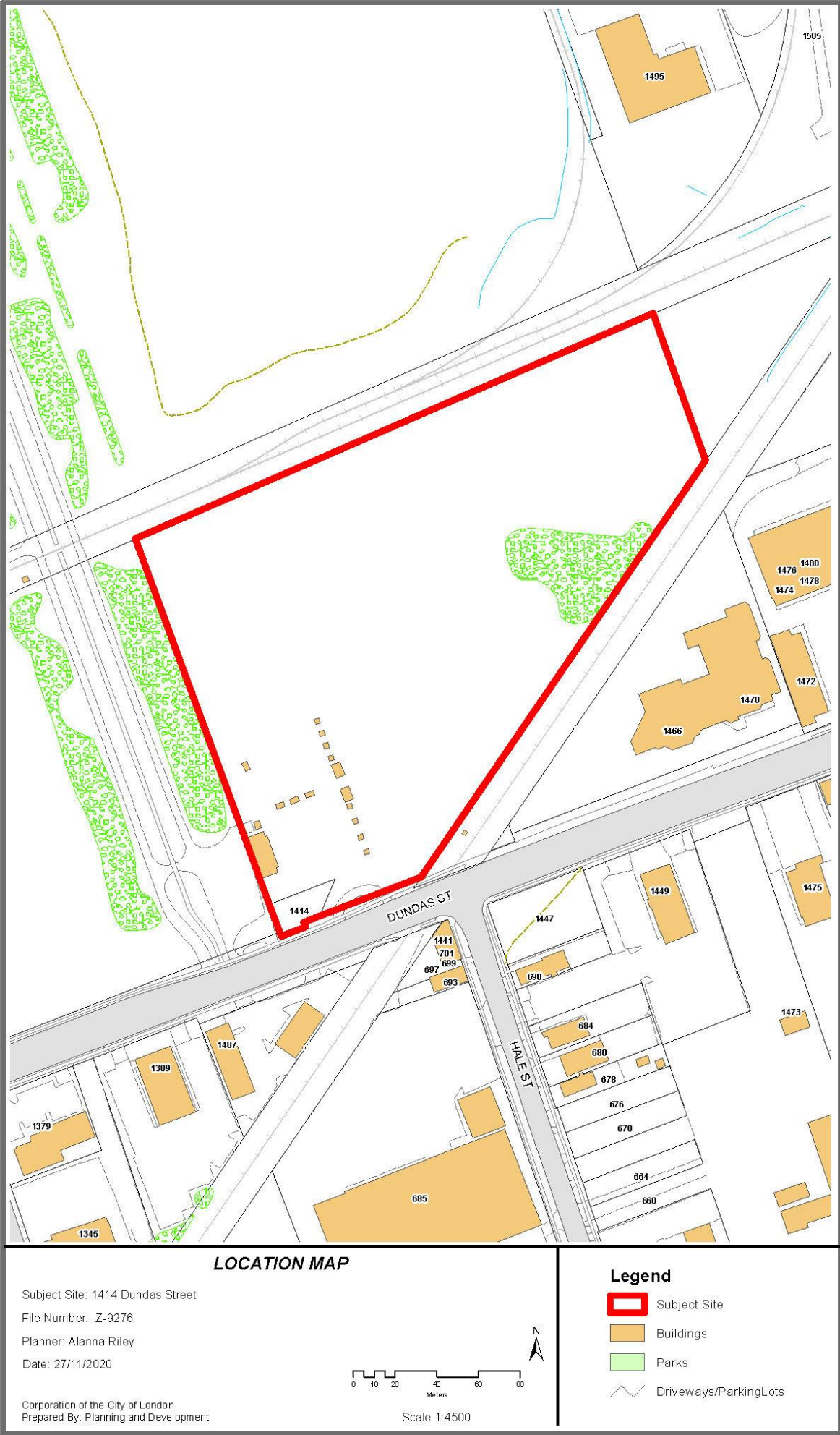
1.3 Site Characteristics

- Current Land Use – Lawn Bowling Company and Vacant
- Frontage – approximately 75m
- Depth – N/A
- Area – approximately 4.23 ha
- Shape – Irregular

1.4 Surrounding Land Uses

- North – CP Rail and London Psychiatric Lands
- East – CN Rail and Commercial
- South – Commercial
- West – London Psychiatric Treed Allee

1.5 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The proposal is for a 1-storey building for the Humane Society administration offices, kennels for housing and caring for animals with open space for outdoor animal activity, and areas of the building/site that are open to the public. Access is proposed off Dundas Street.

In order to facilitate this request the application proposes to amend the Zoning By-law to allow the requested uses with special regulations.

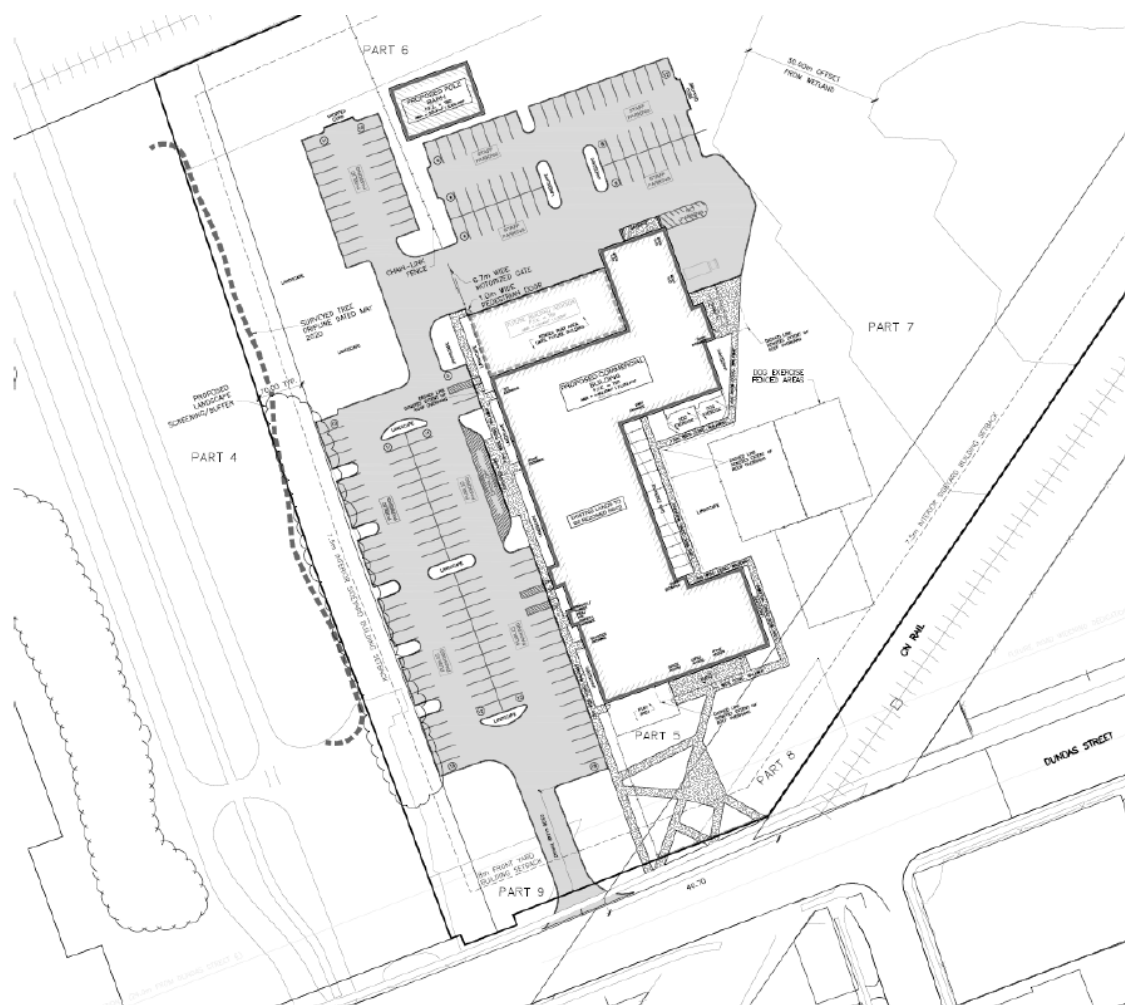


Figure 2: Site concept plan



Figure 3: Rendering – Looking North from Dundas Street



Figure 4: Rendering – Looking Northeast from Dundas Street

3.0 Relevant Background

3.1 Planning History

London Psychiatric Hospital Secondary Plan

In 2011, the London Psychiatric Hospital Secondary Plan was created as an initiative to establishing a vision, principles and policies for the evolution of these lands. It was developed to provide a greater level of policy basis than the Official Plan for the review of planning applications. This plan was further updated in May 2016.

A majority of the area was recognized as a cultural landscape of Provincial significance, and one of the heritage landmarks relevant to this application is the 'Central Treed Allée' as the subject site is directly adjacent to the east. Through this Secondary Plan, the Treed Allée will be closed to traffic and only serve as a pedestrian corridor.

Central Treed Allée: *an entry avenue consisting of two one-way roads and a wide median containing a pedestrian walk is lined with several parallel rows of trees. While originally planted with elms, the allée today consists of a variety of tree species, both coniferous and deciduous. The allée forms a magnificent vista north from Dundas Street into the lands and terminating at the Infirmary building.*

The subject lands were designated Transit Oriented Corridor and Open Space in Policy Area 3 through this process to support the transit functions along Dundas Street.

2.2 Requested Amendment

The requested amendment is for a Zoning By-law amendment to change to Zoning By-law Z.-1 from a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone to a Restricted Service Commercial (RSC2) Zone.

2.3 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions "shall be consistent with" the PPS.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages healthy, liveable and safe communities (1.1.1) sustained by accommodating employment and by promoting the integration of land use

planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs. The PPS also encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

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

The PPS indicates long-term economic prosperity (1.7.1) should be supported by promoting opportunities for economic development and community investment-readiness; and encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The PPS directs that all natural features and areas shall be protected for the long term (2.1.1). It continues to direct that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (2.6).

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

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

- Revitalize our urban neighbourhoods and business areas (s. 55_, Direction 1.4);

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

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;

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

- Ensuring health and safety is achieved in all planning processes (Key Direction #8, Direction 10).

The site is in the Urban Corridor Place Type and Green Space Place Type, as identified on *Map 1 – Place Types. Permitted uses within the Urban Corridor Place Type include a range of residential, retail, service, office, cultural, recreational, and institutional uses along Urban Corridors. (Policy *837_). The maximum permitted height is 2 storeys or 4 storeys with bonusing.

All planning and development applications will conform with the City Design policies of

The London Plan. All planning applications are to be evaluated with consideration of the use, intensity and form that is being proposed, subject to specific criteria set out in the Plan (Policy *1578_).

The Cultural Heritage policies of this Plan are intended to ensure that new development enhances and is sensitive to our cultural heritage resources (Policy 554_). Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Policy 611_).

Similarly to the above analysis of the 1989 City of London Official Plan, the policies of the LPH Secondary Plan prevail over the policies of *The London Plan*. Analysis of the applicable policies of *The London Plan* are for informative purposes only. *1989 Official Plan*

The City's *Official Plan (1989)* contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

A portion of the subject site is designated Multi-Family, Medium Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Multi-Family, Medium Density Residential designation permits multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential and limited non-residential uses (3.3).

Although this designation permits some commercial uses including small-scale offices, the policies require these uses be implemented through specific Zoning By-law amendments subject to provisions including location along arterial or primary transit roads, appropriate buffering, sensitivity to the surrounding area, and a planning impact analysis (3.6).

The remainder of the subject site is designated Open Space which is applied to lands which are to be maintained as park space or in a natural state. Uses permitted are limited to non-intensive uses. District, city-wide and regional parks are included in this designation (8.A2).

Within this open space designation, along the east rail corridor there is a small unevaluated wetland that is identified on Schedule B1 – Natural Heritage Features in the 1989 Official Plan. The policies provide for the recognition and protection of natural features and ecological processes that are important to the sustainability of healthy urban and rural environments (15.2).

It should be noted that the proposed development is entirely within the Multi-Family Medium Density designation with a proposed setback of 30.0m to the unevaluated wetland.

As the London Psychiatric Hospital (LPH) Secondary Plan is the secondary plan that applies to this subject site and constitutes Section 20.4 of this Official Plan, these policies prevail for the purpose of reviewing this application.

London Psychiatric Hospital Lands (LPH) 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 Purpose of the LPH Secondary Plan was to establish a vision, principles and policies for a large-scale comprehensive mixed-use development including residential, commercial, institutional, open space and heritage conservation land uses.

The LPH Secondary Plan indicates that as development occurs on these lands, the goal is to retain as much of the identified cultural and heritage resources of the area as possible (20.4.1.4). Through the creation of a distinct community, one main objective is to provide for a range of land uses including residential, open space, public uses, local commercial uses, office uses, mixed-use and regional educational uses. Another main objective is to ensure the Treed Allée remains a focal point for the community (20.4.1.5.ii, a, f).

The majority of the London Psychiatric Hospital Lands have been recognized as a cultural heritage landscape of Provincial significance. Further, several features on the lands, including the Central Treed Allée, the Infirmary Building, the Recreation Hall, the Chapel of Hope, and the Horse Stable, are all designated by the City of London under Part IV of the *Ontario Heritage Act*. These cultural heritage resources shall be conserved. Specific policies relating to development within and adjacent to the cultural heritage landscape and its associated significant features are outlined throughout the Secondary Plan. One of the significant cultural heritage resources to be conserved within the landscape includes the Central Treed Allee (20.4.2.3).

Central Treed Allée: *an entry avenue consisting of two one-way roads and a wide median containing a pedestrian walk is lined with several parallel rows of trees. While originally planted with elms, the Allée today consists of a variety of tree species, both coniferous and deciduous. The Allée forms a magnificent vista north from Dundas Street into the lands and terminating at the Infirmary building.*

As mentioned earlier in this report, the “Transit-Oriented Corridor” and “Open Space” land use designations within the LPH Secondary Plan were applied to these lands. The purpose of the Transit-Oriented Corridor designation is to focus residential and commercial uses along transit routes consistent with the Province of Ontario’s “Transit Supportive Guidelines”. It is also consistent with the emphasis on walking and bicycling for this Community. Transit-Oriented Corridors are intended to allow for the creation of a band of residential and mixed use development at medium and high densities to support transit along Highbury Avenue North, Oxford Street East and Dundas Street (20.4.3.3).

L Figure 5 – Excerpt of designations from LPH Secondary Plan

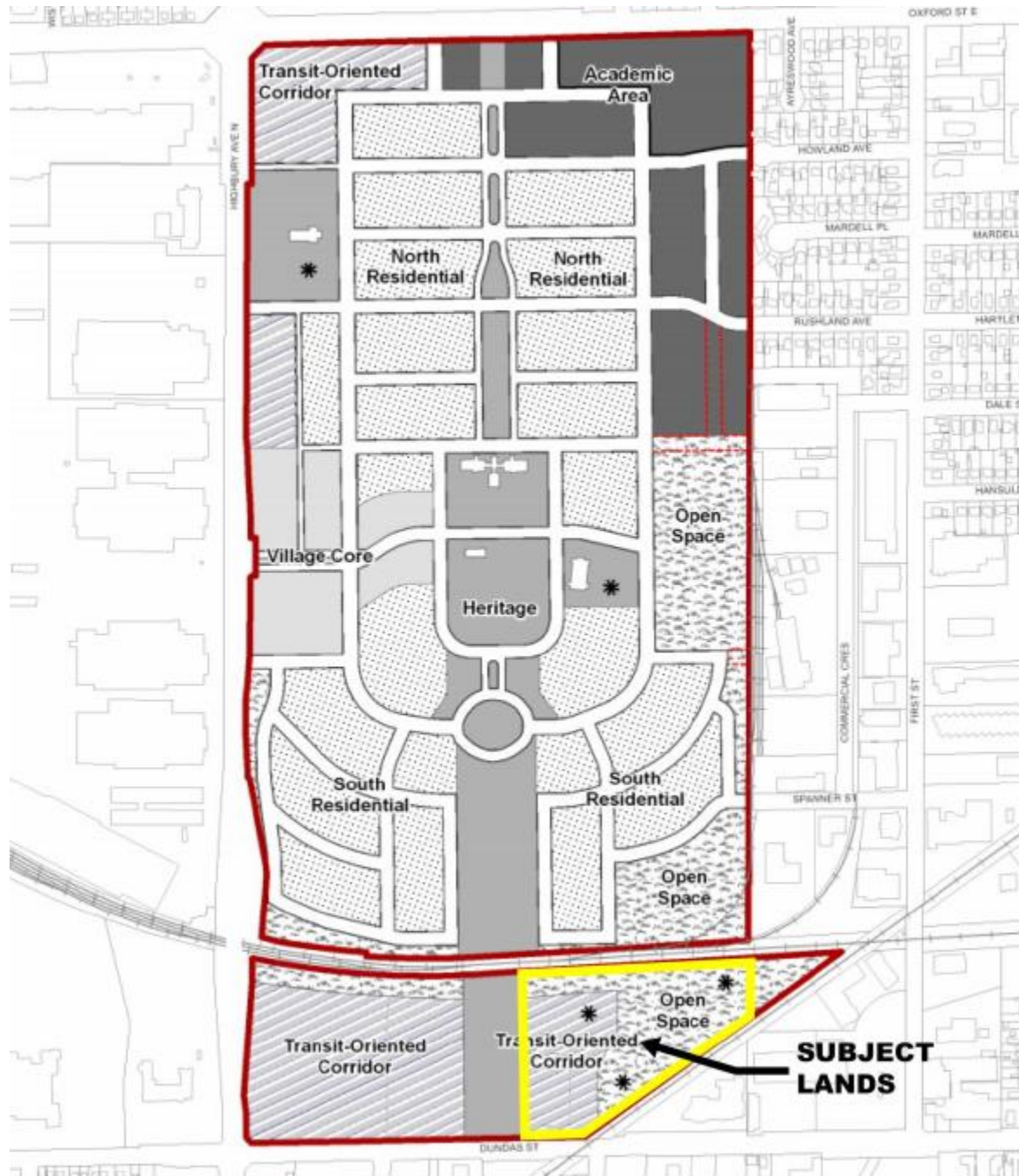


Figure 5 – Excerpt of designations from LPH Secondary Plan

Further, the subject site is specifically located within the “Policy Area 3” sub area of the “Transit Oriented Corridor” designation which is applied to the north side of Dundas Street. The policy indicates that adjacency to the Treed Allée is a primary consideration in the review of all planning applications. This policy area is divided by the Treed Allée with specific policies for each side. The subject site is located on the east side of the Treed Allée. A stand-alone commercial building is permitted by policy within this area (20.4.3.3.ii). Office uses are permitted with a maximum total gross floor area of 2,000m². A maximum building height of 2 storeys is permitted within this designation (20.4.4.3.3 iii).

Within this policy area certain criteria for built form and intensity are outlined. The relevant criteria for this application include: that any development adjacent to the Treed Allée shall be oriented to the Allée; that the frontage of buildings located on Dundas Street shall be designed to be oriented to Dundas Street; buildings should be designed with defined spaces to accommodate signage that respects the building’s scale, architectural features and the established streetscape design objectives; include a corner treatment for the buildings located on either side of the Treed Allée along the Dundas Street Corridor as this location is identified as a gateway location; and, ensure proposed buildings are appropriately scaled and located on the site to provide visual

interest and enclose the street and help frame the identified view corridor along the treed Allée and Dundas Street (20.4.3.3.3,c,e, f and g) and (20.4.4.10.i.n).

It is very important to note that in the Heritage Policies of the LPH Secondary Plan it indicates that the Treed Allée be conserved, and specifically notes that all development adjacent to the Heritage Area designation will be developed with sensitivity to the cultural heritage landscape (20.4.3.6 ii). Further, these policies speak about a 5 metre setback from the limit of the root zone (drip line) and that a detailed tree preservation plan with tree protection measures will be required.

A portion of the site is located as noted in the Open Space designation in the LPH Secondary Plan. More specifically, the lands are located in Policy Area 2 – Natural Heritage/Environmental to protect the existing wetland and provide adequate buffers between this environmental feature and development. No development shall occur within a 30 metre buffer around the wetland (20.4.3.7.2).

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS 2020 states that “*Healthy, liveable and safe communities are sustained by... “accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial),...and other uses to meet long-term needs” (1.1.1.b).* With regard to the requirement for the provision of employment uses including commercial, the proposed development adds this to the mix of existing and planned uses within the LPH Lands and surrounding area.

The PPS directs that “*Settlement areas shall be the focus of growth and development... Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed” (1.1.3.2).* The proposal adds a new commercial use that is compatible with the surrounding area within a settlement area, efficiently uses existing municipal services and is transit supportive along a major corridor in the City.

Additionally, the PPS requires planning authorities to “*...promote economic development and competitiveness by...providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs [and]... providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.” (1.3.1.a) & 1.3.1b).* The existing land use designation promotes the mix of uses envisioned by the PPS while providing opportunities for a diversified economic base. The requested uses to effectively facilitate a new commercial use promote employment opportunities that this site was intended to accommodate.

The London Plan

Similarly to the above analysis of the 1989 City of London Official Plan, the policies of the LPH Secondary Plan prevail over the policies of The London Plan. Analysis of the

applicable policies of *The London Plan* are for informative purposes only, and as such, also provide supplementary justification to the policies of the LPH Secondary Plan.

The subject lands are located within the “*Urban Corridor*” Place Type and the “*Green Space*” Place Type in *The London Plan*. Although the range of permitted uses for the subject lands is specifically set out in the LPH Secondary Plan, the broader intent of *The London Plan* is to permit a range of residential, retail, service, office, cultural, recreational, and institutional uses along Urban Corridors (837). The requested uses including the kennel would be considered to be a permitted use in conjunction with the proposed accessory uses. It should be noted that the proposed development is wholly located within the “*Urban Corridor*” Place Type portion of the subject lands while dog walking and activity will occur within the “*Green Space*” Place Type.

These policies are informative but are not determinative and cannot be relied on for the review of the requested amendment.

1989 Official Plan

The Multi-Family, Medium Density Residential designation contemplates multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential areas but do not approach the densities intended for the Multi-Family, High Density Residential designation (3.3). Permitted uses include a range of medium density residential uses, including low-rise apartment buildings (3.3.1). Limited non-residential uses are also permitted in this designation subject to certain criteria and a planning impact analysis. As indicated the LPH Secondary Plan permits the proposed development and therefore, staff are satisfied the proposed development is in conformity with the 1989 Official Plan.

London Psychiatric Hospital Lands (LPH) Secondary Plan

The subject lands are within the “*Transit-Oriented Corridor*” and “*Open Space*” land use designations within the LPH Secondary Plan. The proposed development is solely within the “*Transit-Oriented Corridor*”, setback 30.0 metres from the unevaluated wetland within the Open Space designation. Further to this overall designation, the developable portion is also within the “*Policy Area 3*” sub area designation. The intent of this designation is to provide for transit-oriented, mid-rise residential development that is mixed use in nature, although a stand-alone building is permitted at this location.

The following uses may be permitted in a stand-alone commercial building: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores, fitness and wellness establishments, and small-scale office uses with a maximum total floor area of 2,000 m². There is not a maximum commercial gross floor area stipulated for this designation which allows for the proposed development. The proposed development does not exceed this maximum permission. Although not specifically listed above, the proposed kennel with accessory uses will generate a similar level of intensity and activity compared to the above-noted permitted uses. It should be noted there is a 2,000m² maximum for small-scale offices. The proposed accessory office does not exceed this.

The proposed development is generally in keeping with the contemplated uses. As such, the proposed development conforms to the intent and permitted use policies of the LPH Secondary Plan

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The PPS states that *land use patterns within settlement areas are to provide for appropriate densities and opportunities for intensification and redevelopment (1.1.3.2)*. Also, the PPS 2020 requires municipalities to *identify appropriate locations and promote opportunities for transit-supportive development...and redevelopment, taking into*

account existing building stock or areas...and the availability of suitable existing or planned infrastructure and public service facilities.... (s.1.1.3.3), is supportive of development standards which facilitate intensification, redevelopment and compact form (Policy 1.1.3.4), and supports the use of active transportation and transit in areas where it existing or is to be developed (s. 1.4.3d).

The City of London has promoted opportunities for redevelopment for this area through the LPH Secondary Plan policies. This facilitates the redevelopment of this underutilized site within a settlement area. The site is located in an area serviced by existing transit and developing this site previously used for lawn bowling supports the PPS to achieve a higher intensity form of development.

The London Plan

The London Plan uses height as a measure of intensity. The standard minimum height within the “Urban Corridor” Place Type is 2-storeys and maximum height is 4-storeys (or 6-storeys with Type II Bonusing). Policies within The London Plan, place a strong emphasis on higher intensity development along higher order roads pertaining to height. The intensity of development must be appropriate for the size of the lot. Also, objectives are listed to direct more intense development along major transit routes. Further to this the vision of the “Urban Corridor” Place Type the policies call for the careful management of the interface between the subject lands and any adjacent lands within less intense neighbourhoods. There are no existing residential uses on abutting lands, and any planned/future residential uses on the LPH lands will be of a greater intensity than proposed on the subject lands, and physically separated by the abutting railway corridors and/or Treed Allée.

The height and scale of the one-storey building is generally consistent with the existing one-storey commercial and institutional buildings along this portion of Dundas Street, and is also specifically permitted in the London Psychiatric Hospital Lands Secondary Plan. Therefore, the recommended amendments will permit an intensity of development contemplated under The London Plan.

1989 Official Plan

Development in the Multi-Family, Medium Density Residential designation is intended to have a maximum height of 4-storeys and a maximum density of 75 units per hectare (3.3.3 i) and ii)). Limited commercial uses are permitted subject to certain criteria and a Planning Impact Analysis (3.7.2). Relevant criteria related to the intensity of development include:

- Office developments shall be located on an arterial or primary collector road.
- Compatibility with surrounding land uses
- Ability of the site to accommodate the use
- The height, location and spacing of any buildings and any potential impacts on the surrounding land uses.

The subject property is of a size and configuration capable of accommodating a more intensive redevelopment than the former Lawn Bowling Club which was a seasonal and part-time recreational use. In terms of the policy framework of the 1989 Official Plan, the property was significantly underutilized by the previous use. Consistent with the PPS, the subject lands are located where the City’s Official Plans direct and support residential intensification and redevelopment.

Also, the available building envelope accommodates the 30.0 m setback from the unevaluated wetland. The intensity of the development within the remaining developable area is suitable. Although no special provisions were requested, staff are recommending one which recognizes the existing lot frontage and two additional regulations to implement the LPH Secondary Plan design and cultural heritage policies.

This does not affect the proposed development's appropriateness in its context from a compatibility and intensity perspective. The proposed development is of a suitable intensity for the site and is consistent with the 1989 Official Plan.

London Psychiatric Hospital Lands (LPH) Secondary Plan

This secondary plan strives to provide an overall comprehensive mixed-use development including residential, commercial, institutional, open space and heritage conservation land uses. The Secondary Plan area is currently highly accessible by transit which informs the intensification and built form policies to encourage transit-oriented development.

Also, in the "*Transit-Oriented Corridor*" designation, the maximum allowable height is 2 storeys. The proposed development is only one storey with a height element on the front which conforms to this policy for height.

The site is appropriately located along the Transit Oriented Corridor to support the proposed development with its proposed intensity, where there is good connectivity, accessibility and convenient transit services nearby.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS "...is supportive of development standards which facilitate intensification, redevelopment and compact form" (Policy 1.1.3.4)..." and supports the use of active transportation and transit in areas where it existing or is to be developed" (s. 1.4.3d).

Furthermore, the PPS also "identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form" (1.7.1e)).

Consistent with the PPS, the recommended amendment of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment of the subject lands would support long-term economic prosperity while providing a high quality design along this major corridor within the City.

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 along this area of the Dundas corridor are contemplated at greater heights and intensities to foster the revitalization and continuing improvement of the existing corridor.

The "*Urban Corridor*" policies intend that buildings be sited close to the front lot line. Given the irregular shaped lot along with the functional and operational requirements of the Humane Society, the proposed building is located at a distance of 35.0m to the Dundas Street.

Compatibility and fit were evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding area; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood

The proposed development relates well with the public realm. The primary building entrance is connected from a clearly marked pedestrian pathway to the public sidewalk along Dundas Street, promoting clear pedestrian circulation and safety. Access is provided from a driveway on the west side of the subject lands, leading to a surface parking area in the interior side yard.

Notwithstanding the recommendation which incorporates special provisions to address the policies of the London Psychiatric Hospital Lands Secondary Plan, the development 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.

1989 Official Plan

Development within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development (3.3.3). The Planning Impact Analysis criteria in the 1989 Official Plan are to be used to evaluate the appropriateness of a proposed change in land use and identify ways to reduce any adverse impacts on surrounding land uses (Section 3.7). The relevant PIA criteria related to form include:

- The exterior design in terms of bulk, scale and layout of buildings, and the integration of these uses with present and future land uses in the area;
- The location of vehicular access points and the likely impact of traffic generated by the proposal on City streets, pedestrian and vehicular safety and surrounding properties;
- Compliance of the proposed development with the provisions of the City's Site Plan Control By-law.

The built form of the proposed development consists of a 1-storey building with a commercial and institutional character. The face of the proposed building addresses the front of the site with active frontage along Dundas Street. Direct pedestrian connections to the street, enhanced with a range of hardscaping and landscaping, are provided along Dundas Street. A primary building entrance is located parallel to Dundas Street, and a secondary entrance is located from the surface parking area on the west side of the subject lands.

The proposal includes a variety and unique rhythm of at-grade openings along all elevations, including a mix of doorways/entryways with the occasional use of canopies, as well as the extensive use of glazing across a range of windows and other openings.

An effective transition in scale will occur as a result of the proposed development. The scale and height steps-down moving east. The highest feature being the trees within the Treed Allée to the west and the lowest feature being the open space to the east of the proposed building. The building contains a proposed parapet wall featuring the Humane Society London & Middlesex signage.

The public realm in the vicinity of this portion of Dundas Street is dominated by auto-oriented commercial uses with limited activation of the streetscape and an underwhelming pedestrian experience. In addition, the intent of the proposed recommendation is to enhance the public realm with a contemporary, modern building with a strong relationship to the public realm, as well as with direct connections from the property to the public realm. As such, the proposed development enhances the streetscape and provides a more comfortable and diverse pedestrian experience.

As noted above in the Secondary Plan section, special provisions have been recommended to ensure the cultural heritage and urban design policies of the plan have been addressed.

The recommended amendment would result in a form of development that is compatible and a good fit with the surrounding area.

London Psychiatric Hospital Lands (LPH) Secondary Plan

The proposed development as submitted does not conform to the form and urban design policies found within the Council approved London Psychiatric Hospital Lands (LPH) Secondary Plan.

Within the “*Transit-Oriented Corridor*” policy area, along with the urban design policies certain criteria for built form are outlined. The relevant criteria for this application includes that any development adjacent to the Treed Allée shall be oriented to the Allée; that the frontage of buildings located on Dundas Street shall be designed to be oriented toward Dundas Street; buildings should be designed with defined spaces to accommodate signage that respects the building’s scale, architectural features and the established streetscape design objectives; include a corner treatment for the buildings located on either side of the Treed Allée along the Dundas Street Corridor as this location is identified as a gateway location; and ensure proposed buildings are appropriately scaled and located on the site to provide visual interest and enclose the street and help frame the identified view corridor along the Treed Allée and Dundas Street (20.4.3.3,c,e, f and g) and (20.4.4.10.i.n)

The proposed development provides design practices and materials that enhance the streetscape along Dundas Street, along with a corner treatment to visually enhance the building. The applicant has also indicated the building has been positioned to maximize functional and operational characteristics of the development, including an appropriate setback from the street that balances urban design characteristics and the well-being of the animals (i.e. road noise etc.). Parking and access is located on the west side of the building, screened from view. The proposed development has incorporated a building entrance oriented towards Dundas Street with a 35.0m setback and oriented towards the Treed Allée, however with a parking lot between. To compensate, the applicant has provided a 10m landscape buffer between the Treed Allée and the edge of the parking lot.

Staff have taken the above information into consideration. However, as outlined below, the policies explicitly state that any proposed development should be oriented towards Dundas Street and the Treed Allée, and that no parking is permitted between the Treed Allée and any building face.

Given the irregular shape of the subject site which tapers toward Dundas Street, the existing CN Rail setback requirements and the small frontage along Dundas Street, staff are satisfied the policy that speaks to orientation towards Dundas Street has been addressed. The intent to locate a building towards Dundas Street with a strong street edge at a setback of 35.0m is appropriate and will allow the building to be parallel along this corridor. A special provision for a maximum lot frontage of 35.0m has been recommended to ensure this setback is adhered to.

Looking at the proposal, which places a parking area between the Treed Allée and the building face, Staff are not able to interpret this form of development as being consistent with policy which states that, “*On-site surface or structured parking is not permitted between the building line and the property line adjacent to the cultural heritage landscape area*”. The policies are clear the building is to oriented to the Treed Allée with no parking between. Therefore, to implement the policies of the LPH Secondary Plan, staff are recommending a special provision that no parking be permitted between the Treed Allée and any building.

The recommended amendments would facilitate the development of the lands within the Secondary Plan area that would ensure the vision of the Secondary Plan can be achieved.

4.4 Issue and Consideration #4: Urban Design Peer Review Panel

As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. There was a

concern with regards to the proposed site design, building orientation, parking area and entrance facades. Through the planning process, some of these concerns have been dealt with, however staff are recommending special provisions in the regulations of the amendments to the Zoning By-law to further address these issues. Further refinements regarding these matters will continue to be dealt with during the Site Plan Approval process.

4.5 Issue and Consideration #5: Natural Heritage

As mentioned in this report an “*Unevaluated Wetland*” has been identified to the east along the CN Rail corridor of the proposed development on the subject lands (as per Schedule ‘B1’ – Natural Heritage Features in the 1989 City of London Official Plan). The proposed development indicates a 30m buffer between the proposed development and the edge of the feature to ensure there are no environmental impacts, and therefore no additional ecological study is required. Furthermore, the UTRCA has also confirmed that the feature is not a regulated feature. To ensure surface and groundwater flows are maintained to the feature, it is anticipated that a water balance report will be provided through the Site Plan Approval process. Also, it should be noted that there are ongoing discussions with Parks Planning staff to discuss opportunities for access to the City-owned lands abutting to the east. It is anticipated that a resolution to this matter will be determined through the Site Plan Approval process.

4.6 Issue and Consideration #6: Cultural Heritage

The proposed development is located adjacent to the treed allée, a heritage designated feature to the west. A Heritage Impact Assessment was prepared to assess the impact of the development on the adjacent heritage feature. The study and the proposed development was also considered by Heritage staff. Heritage staff concluded that the HIA is sufficient to fulfill the heritage component and that mitigative measures outlined in the HIA should be followed. These have been incorporated into the recommendation.

A tree retention report was also submitted as part of the Zoning By-law amendment application. Staff have no concerns with regards to the completeness and accuracy of the tree inventory and assessment. Appropriate setbacks have been proposed along the east side of the Grand Allée to protect trees in the form of a parallel line ten metres east of the surveyed dripline. However, that being said, there is a policy in the LPH Secondary Plan that specifically speaks to development adjacent to the treed allée as follows:

New development on the west and east sides of the Allée shall be set back a minimum of 5 metres from the limit of the root zone (drip line). The design for new infrastructure on the site including new streets and utilities shall be planned to minimize excavation or filling within the root zones of the major vegetation features. This may require the adoption of alternative road design standards along streets to be lined by existing trees.

Although the proposed development provides a ten metre landscaped area adjacent to the treed allée, staff are recommending a special provision of no parking between any building and the treed allée. This in turn, could alter this proposed 10 metre landscaped area. Therefore, staff are also recommending a special provision of a five metre landscaped buffer along the west interior side yard, parallel to the treed allée to ensure protection of all trees which form the treed allée and appropriate tree preservation measures are in place to that the root systems are fully avoided within the tree protection area.

4.7 Issue and Consideration #7: Transportation

A transportation impact study was conducted. Transportation has accepted this study and has no concerns with this application. Any outstanding issues will be dealt with through the Site Plan Approval process. Rapid Transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street eastward toward the subject site. 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.

4.8 Issue and Consideration #8: Zoning

The subject lands are currently zoned Regional Facility (RF) and Commercial Recreation (CR) in the City of London Z.-1 Zoning By-Law. The proposed development is not currently permitted on the subject lands under the existing zoning. The proposed application is the lands be re-zoned to a Restricted Service Commercial (RSC2) Zone.

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal. It is important to note that all three criteria of use, intensity, and form must be considered and deemed to be appropriate prior to the approval of any development proposal. For this application, the criteria has been reviewed and the proposal is appropriate for the subject site with the exception of form (as outlined above regarding the location of the parking area). Special provisions have been recommended to address the policy issues related to form.

It should be noted that if the proposed form of development, which features a surface parking lot between the treed allée and the building face, a benchmark could be established which creates a level of expectation for the lands on the west side of the treed allée for future applications, making it difficult to compel these applications to conform to the London Psychiatric Hospital Lands (LPH) Secondary Plan policies.

As noted throughout this report, the “*Transit-Oriented Corridor*” and “*Open Space*” land use designations and policies of the LPH prevail over the schedules and policies of the 1989 City of London Official Plan. Given that the proposed stand-alone commercial building is permitted within the LPH Secondary Plan, and that the RSC2 zone typically regulates built form similar to the proposed development, the RSC2 zone is appropriate to implement the LPH Secondary Plan. As such, the recommended Zoning By-Law Amendment conforms to the intent and regulations of the City of London Z.-1 Zoning By-Law.

Conclusion

The purpose of the LPH Secondary Plan was to establish a vision, principles and policies for a large-scale comprehensive mixed-use development including residential, commercial, institutional, open space and heritage conservation land uses. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the LPH 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. As such, the recommended Zoning By-Law Amendment and proposed development are appropriate and desirable for the subject lands, and represents sound land use planning.

Prepared by:

**Alanna Riley, MCIP RPP
Senior Planner, Planning Policy**

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**

CC: Michael Tomazincic, MCIP RPP, Manager Current Planning
AR/ar

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to\9276Z - 1414 Dundas Street\Draft PEC.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
rezone an area of land located at 1414
Dundas Street.

WHEREAS Humane Society London & Middlesex have applied to rezone
an area of land located at 1414 Dundas 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 1414 Dundas Street, as shown on the attached map comprising
part of Key Map No. A108, from a Commercial Recreation (CR) Zone and a
Regional Facility (RF) Zone to a Restricted Service Commercial Special Provision
(RSC2()) Zone.
- 2) Section Number 28.4 of the Restricted Service Commercial Zone is amended by
adding the following Special Provision:
 -) RSC2() 1414 Dundas Street
 - a) Regulations
 - i) Lot Frontage 35.0 metres (114.8 feet)
(Maximum)
 - ii) No parking area permitted between the treed allée
and any building
 - iii) 5.0 metre landscaped buffer area adjacent to the west
interior side yard setback parallel to the treed allée

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.

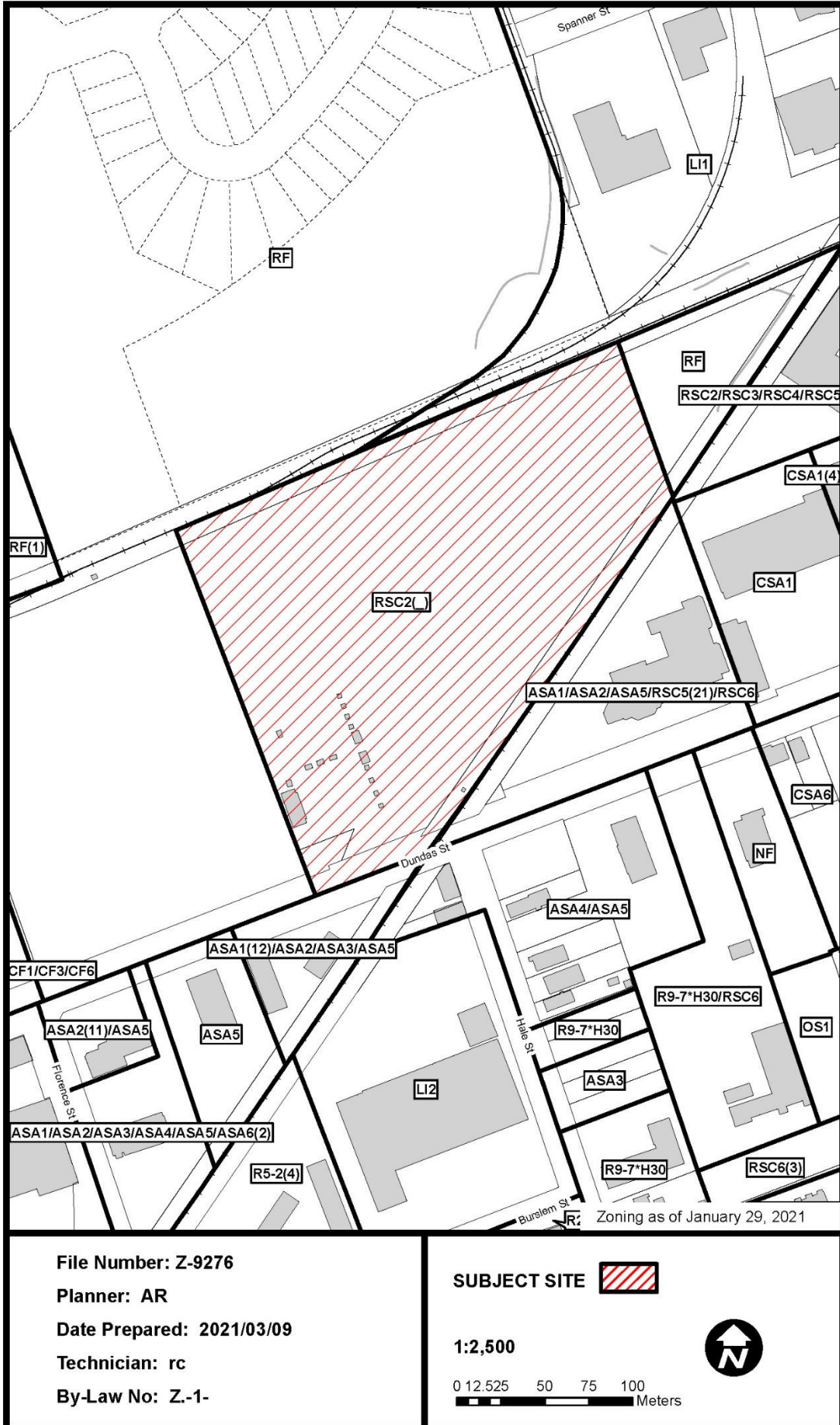
PASSED in Open Council on April 6, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 6, 2021
Second Reading – April 6, 2021
Third Reading – April 6, 2021

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



Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: On November 28, 2020, Notice of Application was sent to 57 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 28, 2020. A “Planning Application” sign was also posted on the site.

Responses: Two responses for support

Nature of Liaison:

The purpose and effect of this zoning change is to permit a 1-storey building to house the Humane Society Headquarters, kennels, accessory office space, and associated outdoor areas for animals.. Possible change to Zoning By-law Z.-1 **FROM** a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone **TO** a Restricted Service Commercial (RSC2) Zone.

Agency/Departmental Comments

Urban Design

Staff have reviewed the proposal summary for the above noted pre-application and provide the following urban design related comments consistent with the Official Plan and applicable by-laws and guidelines:

- The proposed development, in its current form, does not conform to the form and urban design policies found within the Council approved London Psychiatric Hospital Secondary Plan (LPHSP).
- Consistent with the applicant’s analysis of the LPHSP, the following built form and site layout policies apply:
 - For Area 2, west of the Allée, ensure proposed buildings are between 3-6 storeys in height with residential above any of the ground floor commercial. [Schedule 4]
 - Locate buildings parallel to Dundas Street and the Treed Allée. Orient any proposed buildings adjacent to the Dundas Street corridor to the street, similarly orient any proposed buildings adjacent to the treed allée to the open space. Provide for a ground floor design that includes large windows, canopies and entrances facing the street and the open space. [20.4.4.10.ii) b), and 20.4.3.3.3.iii c), e), f)]
 - Include a corner treatment for the buildings located on either side of the Treed allée along the Dundas Street corridor as this location is identified as a gateway location. [20.4.4.10.i)]
 - Ensure proposed buildings are appropriately scaled and located on the site to provide visual interest and enclose the street and help frame the identified view corridor along the treed allée. [20.4.3.3.3.iii g) and 20.4.4.10.i n)],

This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP), and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month, once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an upcoming meeting and the assigned planner as well as the applicant’s agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Wyatt Rotteau at 519.661.2500 x7545 or by email at wrotteau@london.ca.

Urban Design Peer Review Panel

Comment:
A more transparent analysis of various design options and trade-offs, considering the project team's and City's objectives for the site, is warranted. The submitted brief focuses on rationalizing a specific outcome and does not provide sufficient transparent design analysis to understand the benefits and trade-offs to various site design configurations.
Applicant Response:
The submitted PDR was intended to provide design details for a specific development proposal and address applicable land use policies in order to justify a proposed Zoning By-Law Amendment to permit the use. If a different viewpoint is required perhaps it is more appropriately arrived at through the City's review of the Zoning By-Law Amendment application. It is also noted that the proposed development is highly unique and will not function with another layout.
Comment:
Shift the building placement southwest to the intersection of Dundas Street and the Treed Allee to deliver the urban edge/gateway conditions envisioned by the secondary plan. This design shift will result in the parking being appropriately positioned and screened to minimize negative impacts (e.g., noise, fumes, light spillover, visual impact) on the cultural heritage landscape.
Applicant Response:
It may be possible to shift the building south, but not to the west, due to the required site configuration. The 10m landscaped buffer is an appropriate interface with the Treed Allee. The parking can be completely screened by the use of landscaping and will not have a detrimental effect on the cultural heritage landscape. Furthermore, a parking lot has existed in the same general area as is proposed for many years. A gateway feature can be provided at the corner location, but does not need to include a functional building.
Comment:
The Panel recognizes the access constraints and the limited opportunities for positioning of the driveway location. In this regard, some flexibility to the "gateway" design policy may be appropriate to allow for a drive aisle parallel to Dundas Street to access the parking area east of the building.
Applicant Response:
Acknowledged.
Comment:
Orient the principal building entrance toward the southwest corner of the site, adjacent to the Treed Allee and the Dundas Street frontage.
Applicant Response:
Due to the function of the proposed use, the principal building entrance is best located as proposed, facing the Treed Allee. Ample pedestrian connections are provided to Dundas Street, should pedestrians choose to make use of the site.
Comment:
Explore the reconfiguration of internal public/common spaces to allow for elements of transparency and openings adjacent to the Treed Allee which could help foster public interest in Humane Society programming and better leverage the adjacency with the public open space for employees, volunteers, visitors, etc.
Applicant Response:

<p>We have reviewed opportunities for the reconfiguration of the site. There are no other configuration options available that function sufficiently for the proposed use. There is no intent to foster public interest through public proximity to animal handling areas; such a relationship would cause security concerns.</p>
<p>Comment:</p>
<p>The proposed building should strive to further introduce low slung elements such as canopies, varying rooflines and intimately scaled fenestration to break down the large bulk of the building mass and avoid the “big-boxed” approach.</p>
<p>Applicant Response:</p>
<p>Acknowledged.</p>
<p>Comment:</p>
<p>The proposed 10 metre landscape strip does not contribute to the urban edge conditions planned along the Treed Allee in the manner contended by the Applicant. However, a tree protection plan should be prepared and submitted to, partially, inform appropriate building setbacks from the Treed Allee.</p>
<p>Applicant Response:</p>
<p>It is not intended that the proposed use provide an urban edge along the Treed Allee. Rather, the 10m landscaped area offers an opportunity to screen parking with landscape features.</p>
<p>Comment:</p>
<p>Maximum building setback provisions from the west and south property lines.</p>
<p>Applicant Response:</p>
<p>It is unclear what this comment is intending to achieve. Implementation of a maximum setback may be regarded as appropriate if it is sufficiently large to permit the development proposal.</p>
<p>Comment:</p>
<p>A minimum width/proportion for the ground floor façades facing the front and west lot lines to ensure a continuous building face along the Dundas Street and the Treed Allee.</p>
<p>Applicant Response:</p>
<p>It is unclear what this comment is suggesting. The proposed building, while set back from Dundas Street for functional and practical reasons, will be a positive addition to the streetscape.</p>
<p>Comment:</p>
<p>Regulations prohibiting parking, stacking lanes, or aisles between the required building façade and the shared lot line with the Treed Allee.</p>
<p>Applicant Response:</p>
<p>This comment is uninformed and takes an overly restrictive interpretation of the policy. The actual policy only addresses surface or structured parking, not a drive aisle or stacking lane, located adjacent to the Allee. We have provided an interpretation to this policy in our submissions that the 10m landscape buffer is sufficiently wide to meet the intent of the policy (see page 23 in the Planning and Design Report).</p>

Comment:
A requirement for a minimum of one principal entrance to be provided along the ground floor façade facing the Treed Allee and/or Dundas Street with the entry being accessible by direct pedestrian connections to a public sidewalk or pathway.
Applicant Response:
The front of the building clearly addresses Dundas Street with a significant landscaped area and architectural feature. There is a direct pedestrian connection from Dundas Street to the main entry.
Comment:
Provision(s) requiring a minimum of proportion of the ground floor façade facing the Treed Allee and Dundas Street be comprised of openings (doors and windows) and transparent materials to allow for views into and out of the building and activation/passive surveillance of the adjacent public space.
Applicant Response:
It is unclear if this comment is referring to an established policy or is a suggestion for an implementing zoning regulation. Regardless, it is important to note that there is a specific and desirable function that the building is housing, and that, while as large a proportion of building openings facing south and west will be provided, there is a practical limit as to what can be achieved.
Comment:
Reduction to the overall proportion of hardscape and surface parking. A Transportation Demand Management study should be carried out with a view to optimizing the provision of parking (i.e., reducing the potential for surplus and/or underutilized surface parking areas).
Applicant Response:
Acknowledged. Parking may be reduced. A Transportation Demand Management study is not required when meeting the requirements of the Zoning By-Law.
Comment:
Exploration of further greening of the extensive hardscaped areas with potential inclusion of LID features such as bioswales and rain gardens.
Applicant Response:
This will be explored through the Site Plan Approval Process.
Comment:
Provide further details on potential naturalization efforts or enhancements to the 30 metre wetland buffer lands.
Applicant Response:
This will be explored through the Site Plan Approval Process.

Parks

Parks Planning and Design staff have reviewed the proposal summary for the above noted pre-application and provide the following comments:

- Parkland dedication has not been provided for these lands and is required for this proposed development.
- The proposed development does not conform to the parks and pathway plan approved in the London Psychiatric Hospital Secondary Plan.
 - An east-west multi-use pathway corridor is to be located along the north boundary of this site connecting to lands north, south and west. Please see attached plan.
 - The Treed Allée is to be protected and used as a north-south pedestrian corridor along the existing driveways. Lands within the Treed Allée may be dedicated to the City or may be retained by the owner with a public easement placed over the pathway lands. It is of note, the trees within the Allée are to be maintained and protected.
 - There is to be no vehicular access to the Treed Allée.
 - The City of London owns a parcel of land east of the site is to be accessed from the public pathway network.
 - A connectivity plan, including the above comments will be required as part of a complete application.
 - The LPH Secondary Plan delineated an open space and park plan based on cumulative parkland dedication requirement for the entire secondary plan area. Staff would like to discuss how to resolve the balance of parkland dedication required for this site and the entire LPH lands.

Heritage

Archaeological

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment for complete application requirements (Z-9276):

- Archaeological Services Inc. *Stage 1 & 2 Archaeological Assessment London Psychiatric Hospital, 850 Highbury Avenue North, City of London [...] Part 2: Lands to be Severed.* (MCL CIF # P061- 022 & P117-029), January 2005.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that: “[t]he balance of the subject property may be considered free of any further archaeological concern.” (p8) Note that the ‘balance’ includes the proposal/application site (Z-9276). For additional clarification of assessment area and clearance of potential, reference text and mapping attached to this memo. An archaeological assessment compliance letter was issued, April 23, 2010, by the then Ontario Ministry of Tourism and Culture. The letter was issued for compliance of the required Stage 3 archaeological assessment for site AfHh-363 which was registered as an outcome of the above Stage 1 & 2 archaeological assessment. The Ministry indicated in this letter that “satisfaction of concerns for archaeological sites have been met for the area of this development project as depicted by Figure 2 of the above titled report.” [See attached]. This area of development includes and corresponds to the property for this application

Heritage Impact Study

Development Services heritage planning staff has reviewed the following heritage impact assessment (HIA) and finds the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the heritage impact assessment condition for (Z-9276):

- ASI (2020, August 13rev). *Heritage Impact Assessment, Humane Society London and Middlesex, 850 Highbury Avenue and 1414 Dundas Street.*

Staff appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and proposes mitigative measures. Staff particularly notes and supports the following assessment summary points:

- The proposed development is not anticipated to have any negative impacts on the adjacent listed property at 1340 Dundas Street. (p48)
- The development proposal responds to many of the site's conservation requirements. (p47)
 - o The proposal avoids use of the treed allée for vehicular traffic
 - o The proposed building is designed with an orientation towards the treed allée
 - o Development on the east side of the treed allée is set back a minimum of 5m from the limit of the root zone (drip line).
 - o The site plan has provided for a 10m landscape screening/buffer between the treed allée and the proposed parking area.
 - o The building is sited parallel to the cultural heritage landscape area with the main entrance addressing the Heritage Area.
- Mitigative measures and recommendations (pp48-49)
 - o Landscaping treatments for areas between the treed allée and the building to minimize impacts.
 - o Further consideration of the gateway function of the treed allée where it intersects with Dundas Street by the H.S.L.M.
 - o Vehicular access routes to the new H.S.L.M. facility should be sensitively planned.
 - o Staging and construction activities should be planned to ensure protection of all trees which form the Treed Allée and appropriate tree preservation measures are in place to that the root systems are fully avoided within the tree protection area.

Based on the review of the HIA and **implementation of mitigative measures and recommendations outlined in the HIA** (pp48-49), heritage staff is satisfied that it has been sufficiently demonstrated that significant heritage attributes will be conserved, and the HIA can be accepted to meet the ZBA complete application requirements for (Z-9276). Finally, implementation of mitigation measures outlined in the HIA should be addressed through site plan approval. The applicant will be required to obtain heritage alteration permit approval.

Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this proposal as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 157/06. The proposal has also been reviewed through our role as a public body under the *Planning Act* as per our Conservation Authority Board approved policies contained in *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. Finally, UTRCA has provided advisory comments related to policy applicability and to assist with implementation of the *Thames Sydenham Source Protection Plan* under the *Clean Water Act*.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. It is our understanding that there is a wetland feature located on the eastern portion of the lands that does not meet the definition under the *Conservation Authorities Act*; we recommend that the City undertake the necessary review of any development within or adjacent to this feature.

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

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

RECOMMENDATION

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

Tree Preservation

DS has reviewed the Tree Preservation Plan and Tree Preservation Report, August 2020, prepared by Dan Weagant for the 1414 Dundas St. We have no concerns with regards to the completeness and accuracy of the tree inventory and assessment. The report was prepared in accordance with Section 20.4.4.7 ii) of the London Psychiatric Hospital Secondary Plan (LPHSP) 2016.

Appropriate setbacks have been proposed along the east side of the Grand Allee to protect trees: a parallel line three metres east of the surveyed dripline.

The construction mitigation recommendations in the Tree Preservation Report need to include the following as it pertains to excavating near the retained trees in the Grand Allee:

1. During installation of all tree protection and silt fencing, roots shall be located by hand digging or low pressure hydro-vac/compressed air.

The 5 tree removals as proposed are acceptable.

Engineering

- As part of a complete application a Transportation Impact Assessment (TIA) will be required, the TIA will need to be scoped with City staff prior to undertaking and be carried out in general conformance with the City's [TIA guidelines](#)
- As part of a complete application, the Applicant it to demonstrate how these proposed commercial buildings are intended to be serviced (water, storm, sanitary, access) and confirm the capacity in the receiving sewers (sanitary and storm).
- Area 1, the eastern portion of the site contains a wetland feature, therefore the applicant is to engage as early as possible with UTRCA and City staff to confirm any requirements/approvals for this site, including confirmation as to required setbacks.

Water

- Due to the proposed zoning and multiple buildings pads, premise isolation (DCVA) will be required at property line.
- The Owner is to confirm the ownership of the site. Is this all one site or will there be separate ownerships/properties? Each property will be required to have its own water service connection to a municipal watermain to avoid the creation of a non-municipal regulated drinking water system.

Sewers

- The subject lands are located just to the north of Dundas Street. There is a 600 mm diameter municipal sanitary sewer on Dundas Street.

Stormwater

1. Area 1, proposed Humane Society would be tributary to the 450mm storm sewer on Dundas Street. The original design of the sewers on Dundas Street, did not

account for this proposed development. The consultant will be required as part of the servicing brief to include a sewer capacity analysis (design sheet) to demonstrate available capacity. This analysis shall include the delineation of upstream catchments areas and associated runoff coefficients, etc.

2. Area 2, proposed commercial block would be tributary to the 375mm storm sewer on Dundas Street. The original design of the sewers on Dundas Street, did not account for this proposed development. The consultant will be required as part of the servicing brief to include a sewer capacity analysis (design sheet) to demonstrate available capacity. This analysis shall include the delineation of upstream catchments areas and associated runoff coefficients, etc.
3. Areas 1 & 2; 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.

4. Areas 1 & 2; the number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
5. To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
6. Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
7. These site plans may be eligible to qualify for a Stormwater Rate Reduction (up to 50% reduction) as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can request more information and an application form by emailing stormwater@london.ca.
8. The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.

Transportation

As the Rapid Transit project will drive all development down this corridor in the coming years I find that the few recommendations outlined in the TIA to be covered through this redevelopment.

Transportations one recommendation would be a right-turn taper into the site, this will be a small turn taper to avoid any conflict within the Rail line ROW. Likely a short taper

with storage for one vehicle. This is recommended to be implemented into the design for this site.

No further recommendations or comments from Transportations perspective.

London Hydro March 5, 2019)

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

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

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 (PPS)

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

1.1.1 b), c), d), e), g)

1.1.3

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

1.1.3.6

Section 1.4 - Housing

1.4.3

Section 1.5 – Public Spaces, recreation, parks, trails and open space

1.5.1 d)

Section 1.6 – Infrastructure and Public Service Facilities

1.6.6.2

1.6.8.3

Section 2.1 – Natural Heritage

2.1.1

2.1.2

2.1.3

2.1.4

2.1.5

2.1.7

2.1.8

Section 2.2 – Water

Section 2.6 - Cultural Heritage and Archaeology

2.6.2

Section 3.1 – Natural Hazards

3.1.1 b)

1989 Official Plan

3. Residential Land Use Designation

3.1.1 v) - General Objectives for All Residential Designations

3.1.3 – Multi-family, Medium Density Residential Objectives

3.3 Multi-family, Medium Density Residential

3.3.1 Permitted Uses

3.3.3 Scale of Development

3.7 Planning Impact Analysis

- 11. Urban Design Principles
- 11.1.1 i), ii), xi), xv), xviii)
- 13. Heritage Resource Policies
- 13.4 Archaeological Resources
- 15. Environmental Policies
- 15.1.1 Natural Heritage Objectives
- 15.3.6 Ecological Buffers
- 15.3.7 Management and Rehabilitation Priorities
- 15.4.2 Wetlands
- 15.4.5 Significant Woodlands and Woodlands
- 15.4.7 Wildlife Habitat
- 15.4.14 Other Woodland Patches larger than 0.5 ha.
- 15.5.1 Purpose of Environmental Studies
- 15.7 Erosion and Wetland Hazards
- 19 Implementation
- 19.9.5 Noise, Vibration and Safety
- i) Noise Attenuation
- iv) Setback from High Pressure Pipelines
- 19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

The London Plan

- Policy 58_ 4. and 9. Our Strategy, Key Directions, Direction #4 Become one of the greenest Cities in Canada
- Policy 59_ 4. and 5. Our Strategy, Key Directions, Direction #5 – Build a Mixed-use Compact City of London
- Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification
- *Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification
- Policy 118. Our City, Natural Heritage, Hazards, and Natural Resources
- *Policy 193_ City Design, What are we trying to achieve?
- Policies 229_, 235_, 237_, 241_, City Design, Streetscapes
- Policies *255_, *258_, 268_, City Design, Site Layout
- Policy *291_, City Design, Buildings
- Policy 388_, Forest City, Why is the Forest City Important to Our Future?
- Policy *391_, Forest City, Urban Forest Strategy
- Policies *399_, 400_, *401_ – Forest City, Strategic Approach
- Policy 554_2. City Building Policies, Cultural Heritage, What Are We Trying To Achieve
- Policy 611_, City Building Policies, Cultural Heritage, Archaeological Resources
- Policy *921, Neighbourhoods, Permitted Uses
- Policy *919_, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form
- *Table 10 Range of Permitted Uses in Neighbourhoods Place Type
- *Table 11 Range of Permitted Heights in Neighbourhood Place Type
- Policy *935_, Neighbourhoods, Intensity
- Policy *936_, Neighbourhoods, Form
- Policy *937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

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

Policy *953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

Policies 1309_, Natural Heritage, How are We Going To Achieve This?

Policies *1316_- *1318_, *1321_, *1322_, Natural Heritage, Components of the Natural Heritage System

Policies 1325_ - 1328_, Natural Heritage, Habitat of Endangered Species and Threatened Species

Policies 1332_, 1335_, Natural Heritage, Provincially Significant Wetlands, Wetlands and Unevaluated Wetlands

Policies *1340_, *1341_, Natural Heritage, Significant Woodlands and Woodlands

Policies 1361_, 1364_, Natural Heritage, Water Resource Systems

Policy 1382_, Natural Heritage, Adjacent Lands

Policies 1385_, 1386_, Natural Heritage, Other Vegetation Patches larger Than 0.5 Hectares

Policies 1391_, 1392_, 1393_, Natural Heritage, Development and Site Alteration

Policy 1408_, Natural Heritage, How Will We Protect the Natural Heritage System? Stewardship

Policies 1417_, Natural Heritage, How Will We Protect the Natural Heritage System? Management, Restoration and Rehabilitation Priorities

Policy 1423_, Natural Heritage, How Will We Protect the Natural Heritage System? Environmental Management Guidelines

Policies 1425_, 1430_, Natural Heritage, How Will We Protect the Natural Heritage System? Subject Land Status Reports

*Table 13 – Areas Requiring Environmental Study

Policies 1431_, 1436_, Natural Heritage, How Will We Protect the Natural Heritage System? Environmental Impact Studies

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

Policies 1712 and 1719_, Our Tools, Guideline Documents

Policies 1766_ , 1770_, 1772_, Our Tools, Noise, Vibration and Safety

London Psychiatric Hospital Secondary Plan

20.4.1 Introduction

Vision Principles

20.4.2 Community Structure Plan

Cultural Heritage

Landscape Heritage

Landmarks Edges and Interfaces

Nodes Linkages and Transportation System

Building Height Plan

Urban Design Priorities

20.4.3 Area Land Use Designations

Village Core Area Designation

Transit Oriented Corridor Area Designation

Academic Area Designation

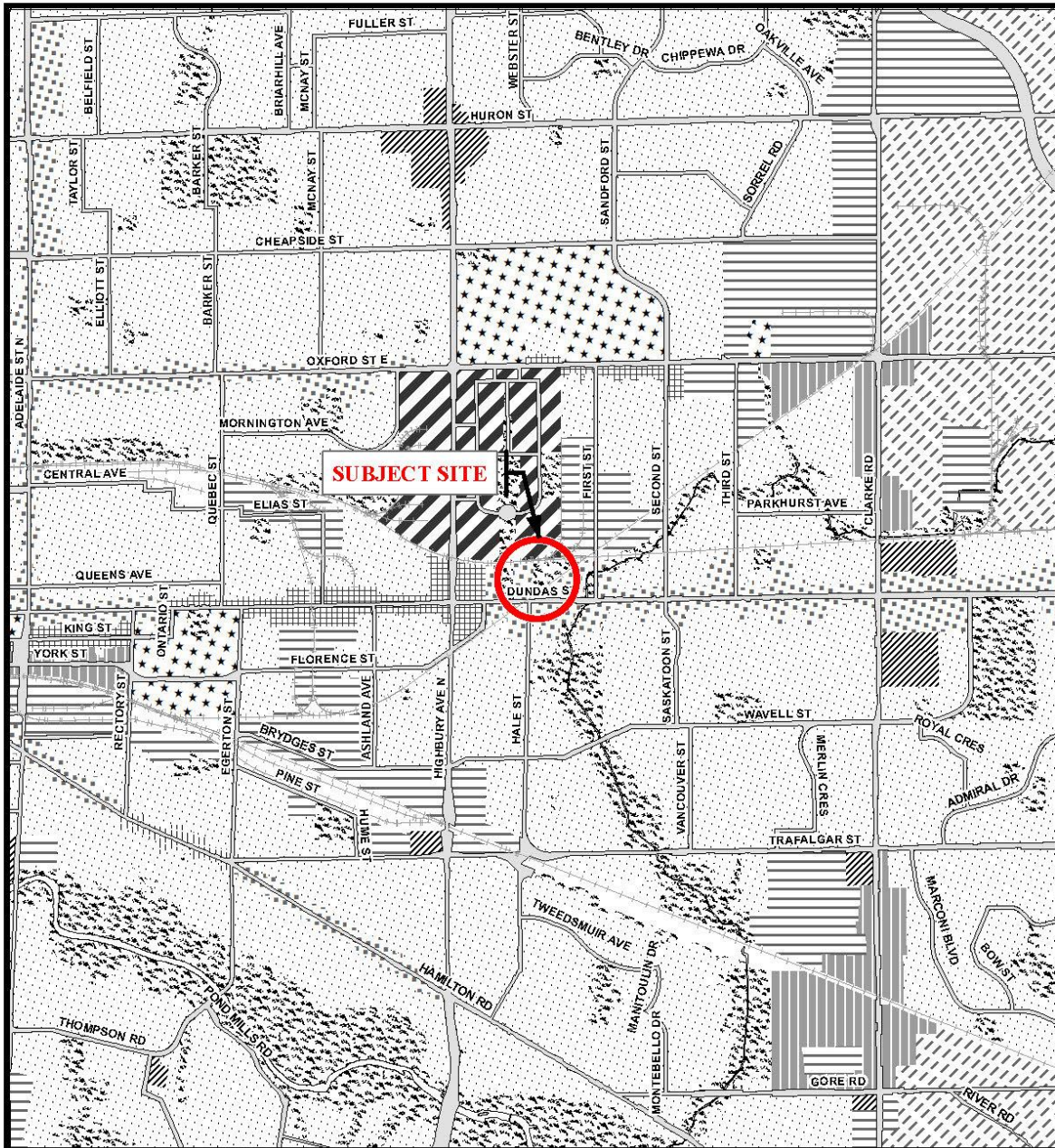
Residential Area Designation
Heritage Area Designation
Open Space Area Designation

20.4.4 General Policies

Heritage and Archaeology
Housing
Noise/Land Use Compatibility
Sustainable/"Green" Development
Community Parkland
Parkland Dedication
Natural Heritage
Stormwater Management
Transportation
Urban Design

Appendix D – Relevant Background

The London Plan – Map 1 – Place Types



Legend

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

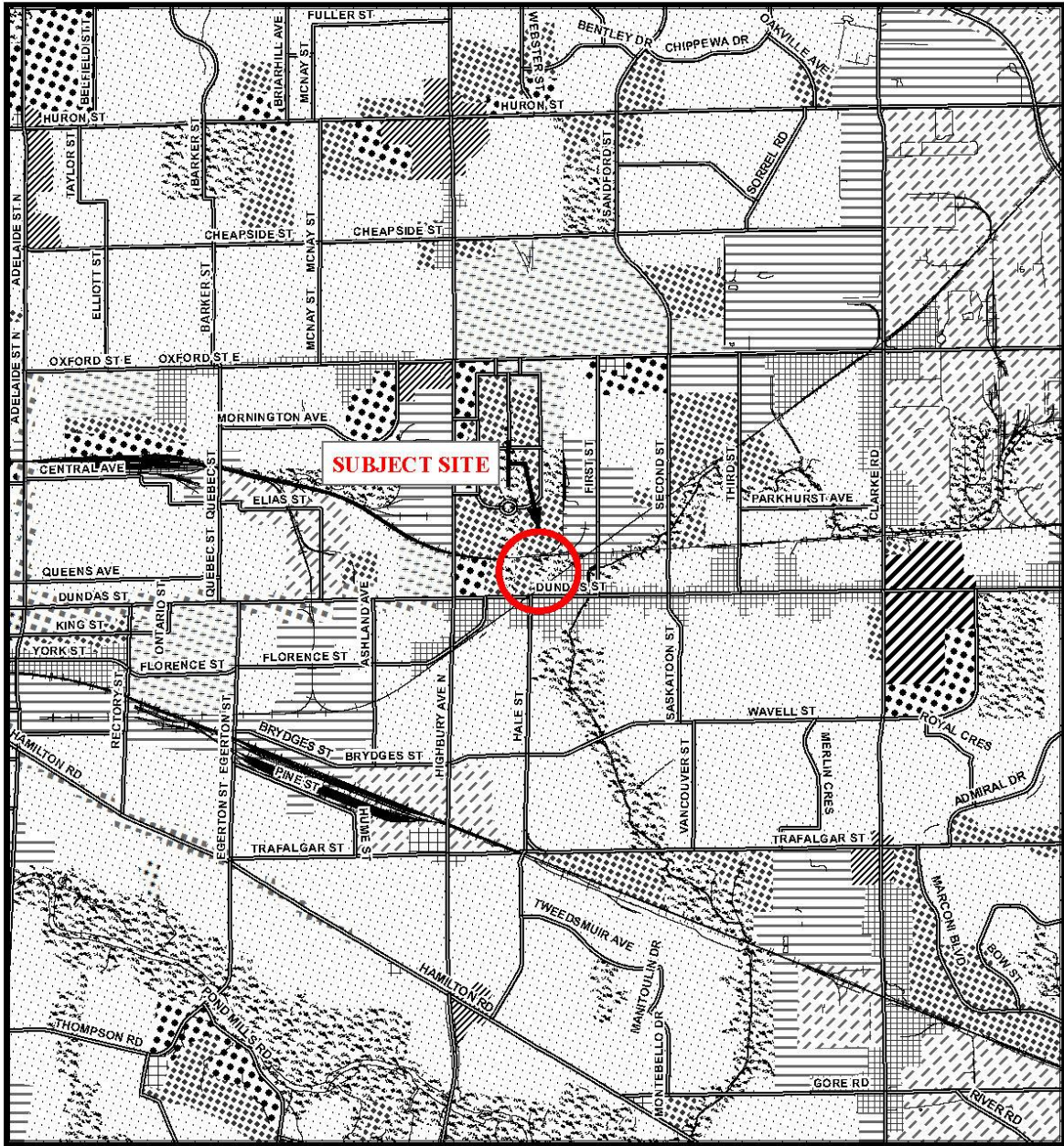
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: Z-9276</p> <p>Planner: AR</p> <p>Technician: RC</p> <p>Date: November 27, 2020</p>
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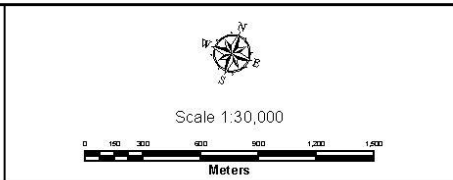
Project Location: E:\Planning\Projects\p_officialplan\work\consol\00\excerpts_LondonPlan\mxdslZ-9276 -Map1-PlaceTypes.mxd

1989 Official Plan – Map 1 – Land Use



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

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



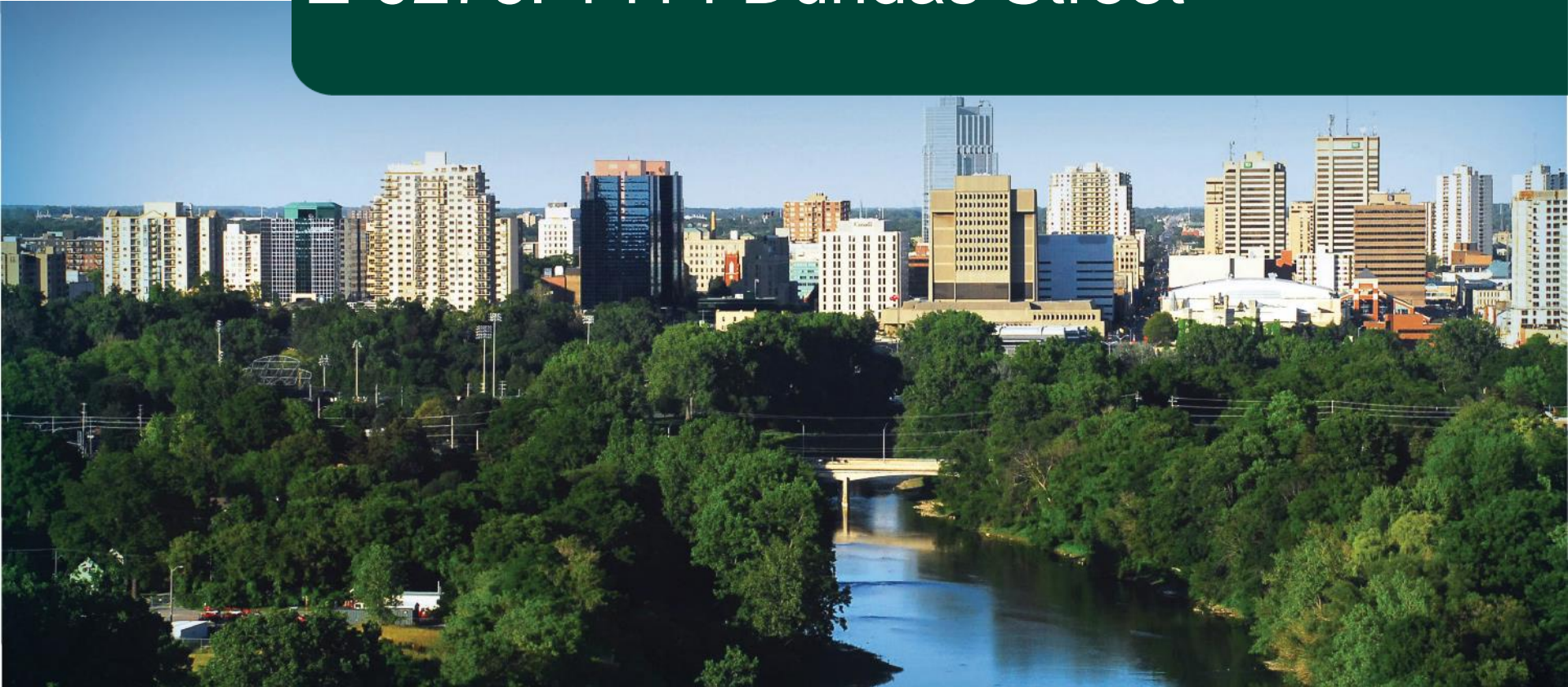
FILE NUMBER: Z-9276
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 2020/11/27

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\vmxd_templates\scheduleA_NEW_b&w_8x14.mxd



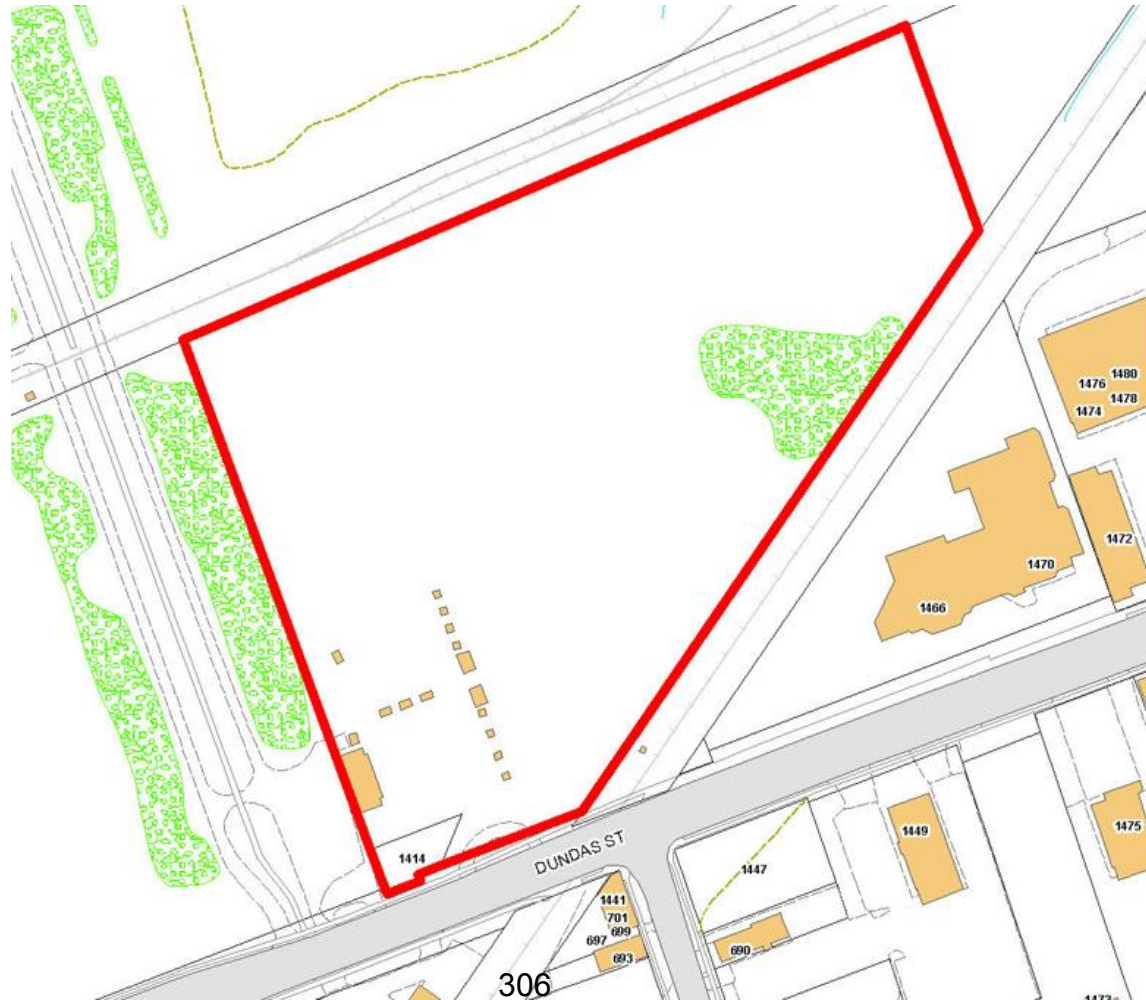
London
CANADA

Z-9276: 1414 Dundas Street



City of London
March 29, 2021

Subject Site





Planning History

- 2011: the London Psychiatric Hospital Secondary Plan was created as an initiative to establishing a vision, principles and policies for the evolution of these lands
- The subject lands were designated Transit Oriented Corridor and Open Space in Policy Area 3 through this process to support the transit functions along Dundas Street.

Property at a Glance

The London Plan

- Urban Corridor
- Green Space

1989 Official Plan

- Multi-Family,
Medium Density
Residential
- Open Space

London Psychiatric Hospital (LPH) Secondary Plan

- Transit Oriented
Corridor
- Open Space

Zoning By-law Z.-1

- Regional Facility (RF)
and Commercial
Recreation (CR)

Proposed Development



Provincial Policy Statement

- With regard to the requirement for the provision of employment uses including commercial, the proposed development adds this to the mix of existing and planned uses within the LPH Lands and surrounding area.
- The proposal adds a new commercial use that is compatible with the surrounding area within a settlement area, efficiently uses existing municipal services and is transit supportive along a major corridor in the City.
- The existing land use designation promotes the mix of uses envisioned by the PPS while providing opportunities for a diversified economic base. The requested uses to effectively facilitate a new commercial use promote employment opportunities that this site was intended to accommodate.
- The City of London has promoted opportunities for redevelopment for this area through the LPH Secondary Plan policies. This facilitates the redevelopment of this underutilized site within a settlement area. The site is located in an area serviced by existing transit and developing this site previously used for lawn bowling supports the PPS to achieve a higher intensity form of development.
- Consistent with the PPS, the recommended amendment of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment of the subject lands would support long-term economic prosperity while providing a high quality design along this major corridor within the City.



The London Plan/1989 Official Plan

Use

- The subject lands are located within the “*Urban Corridor*” Place Type and the “*Green Space*” Place Type in The London Plan. The requested kennel would be considered to be a permitted use in conjunction with the proposed accessory uses
- the LPH Secondary Plan permits the proposed development and therefore, staff are satisfied the proposed development is in conformity with the 1989 Official Plan.

Intensity

- The standard minimum height within the “*Urban Corridor*” Place Type is 2-storeys and maximum height is 4-storeys (or 6-storeys with Type II Bonusing).
- The height and scale of the one-storey building is generally consistent with the existing one-storey commercial and institutional buildings along this portion of Dundas Street, and is also specifically permitted in the London Psychiatric Hospital Lands Secondary Plan. Therefore, the recommended amendments will permit an intensity of development contemplated under The London Plan.
- Although no special provisions were requested, staff are recommending one which recognizes the existing lot frontage and two additional regulations to implement the LPH Secondary Plan design and cultural heritage policies. This does not affect the proposed development’s appropriateness in its context from a compatibility and intensity perspective. The proposed development is of a suitable intensity for the site and is consistent with the 1989 Official Plan.



The London Plan/1989 Official Plan

Form

- Notwithstanding the recommendation which incorporates special provisions to address the policies of the London Psychiatric Hospital Lands Secondary Plan, the development 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.
- Special provisions have been recommended to ensure the cultural heritage and urban design policies of the plan have been addressed.
- The recommended amendment would result in a form of development that is compatible and a good fit with the surrounding area.

LPH Secondary Plan

Use

- Although not specifically listed in permitted uses, the proposed kennel with accessory uses will generate a similar level of intensity and activity compared to the above-noted permitted uses. It should be noted there is a 2,000m² maximum for small-scale offices. The proposed accessory office does not exceed this.
- The proposed development is generally in keeping with the contemplated uses. As such, the proposed development conforms to the intent and permitted use policies of the LPH Secondary Plan

Intensity

- In the *“Transit-Oriented Corridor”* designation, the maximum allowable height is 2 storeys. The proposed development is only one storey with a height element on the front which conforms to this policy for height.
- The site is appropriately located along the Transit Oriented Corridor to support the proposed development with its proposed intensity, where there is good connectivity, accessibility and convenient transit services nearby.

LPH Secondary Plan

Form

- The proposed development as submitted does not conform to the form and urban design policies found within the Council approved London Psychiatric Hospital Lands (LPH) Secondary Plan
- Any development adjacent to the Treed Allée shall be oriented to the Allée; that the frontage of buildings located on Dundas Street shall be designed to be oriented toward Dundas Street
- Staff are satisfied the policy that speaks to orientation towards Dundas Street has been addressed. The intent to locate a building towards Dundas Street with a strong street edge at a setback of 35.0m is appropriate and will allow the building to be parallel along this corridor. A special provision for a maximum lot frontage of 35.0m has been recommended to ensure this setback is adhered to.
- *"On-site surface or structured parking is not permitted between the building line and the property line adjacent to the cultural heritage landscape area"*.
- The policies are clear the building is to oriented to the Treed Allée with no parking between. Therefore, to implement the policies of the LPH Secondary Plan, staff are recommending a special provision that no parking be permitted between the Treed Allée and any building.



Other Issues and Considerations

- Natural Heritage
- Cultural Heritage
- Transportation

Recommendation

- (a) the request to amend Zoning-By-law No. Z.-1 to change the zoning of the subject property **FROM** a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone **TO** a Restricted Service Commercial (RSC2) Zone, **BE REFUSED** for the following reasons:
- i) The site layout depicting a surface parking lot between the proposed building and the treed allée, does not conform to the form and urban design policies found within the Council approved London Psychiatric Hospital Secondary Plan (LPHSP).
- (b) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 6, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (1989), the London Psychiatric Hospital Secondary Plan and The London Plan to change the zoning of the subject property **FROM** a Commercial Recreation (CR) Zone and a Regional Facility (RF) Zone **TO** a Restricted Service Commercial Special Provision (RSC2(_)) Zone.

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: Draft Plan of Vacant Land Condominium, LOCO Ventures
(Aldersbrook) Ltd. for 1870 Aldersbrook Gate

Public Participation Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of LOCO Ventures (Aldersbrook) Ltd., relating to the property located at 1870 Aldersbrook Gate:

- (a) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 1870 Aldersbrook Gate.

Executive Summary

Summary of Request

This is a request by LOCO Ventures (Aldersbrook) Ltd. to consider a proposed Draft Plan of Vacant Land Condominium. The plan consists of 27 dwelling units within multiple townhouses and a new private road providing access from Aldersbrook Gate. The applicant's intent is to register the development as one Condominium Corporation.

Purpose and the Effect of Recommended Action

The purpose and effect of the public meeting is to report to the Approval Authority any issues or concerns raised with respect to the application for Draft Plan of Vacant Land Condominium.

Rationale of Recommended Action

- i) The proposed Vacant Land Condominium is consistent with the Provincial Policy Statement, which directs new development to designated growth areas and areas adjacent to existing development;
- ii) The proposed Vacant Land Condominium conforms to the in-force policies of The London Plan including but not limited to Our Tools, Key Directions, and the Neighbourhoods Place Type policies;
- iii) The proposed Vacant Land Condominium conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential Designation and will implement an appropriate form of residential development for the site.

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 Planning History

The subject lands are located within the Fox Hollow Community Planning Area which is generally bounded by Sunningdale Road West, Wonderland Road North, Fanshawe Park Road West and Hyde Park Road. The community plan and associated amendments to the Official Plan were adopted by City Council in March 1999.

In 2000, 943 Fanshawe Park Road West was created through consent and rezoned to a Convenience Commercial (CC5) and Urban Reserve (UR3) zoning. At that time, it was determined that the convenience commercial zone should only apply to the front one-hectare portion of this parcel to ensure that the future scale of development was for convenience commercial uses, with the rear portion being zoned to UR3 (1870 Aldersbrook Gate).

In 2019, a zoning by-law amendment application (Z-9108) along with a consent application (B.053/19) and site plan approval application (SPA-19-112) were submitted for the northerly portion of 943 Fanshawe Park Road West (lands zoned UR3).

On December 10, 2019, Municipal Council approved the zoning by-law amendment which implemented the current zoning on the subject site. The consent application (B.053/19) was approved on April 30, 2020 subject to conditions. Site Plan Approval was granted October 7, 2020 and Development Agreement was entered in to. These three applications created the current proposal and provided permissions to the support the proposed Vacant Land Condominium.

On November 17, 2020 a Vacant Land Condominium application was submitted to the City seeking approval for 5 townhouse buildings at 2.5-storeys in height with a total of 27 dwelling units and common elements for the internal driveway, services, walkway, and amenity areas, all with vehicular access from Aldersbrook Gate.

1.2 Property Description

The property is located on the north side of Fanshawe Park Road West on the southeast corner of Aldersbrook Gate and Tokala Trail. North of the site is Snake Creek open space corridor and developing residential subdivisions. To the west is an existing residential neighbourhood and a vacant block zoned for future medium density residential development. East of the site is a townhouse development and a stormwater management pond. South of the site is an existing personal service establishment.

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

- The London Plan Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – R5-3(20)/R6-5(66)/R7*H15*D75

1.4 Site Characteristics

- Current Land Use – Vacant
- Frontage – 102.3 metres (335.63 feet)
- Depth – Varies
- Area – 0.75ha (1.85 acres)
- Shape – Irregular

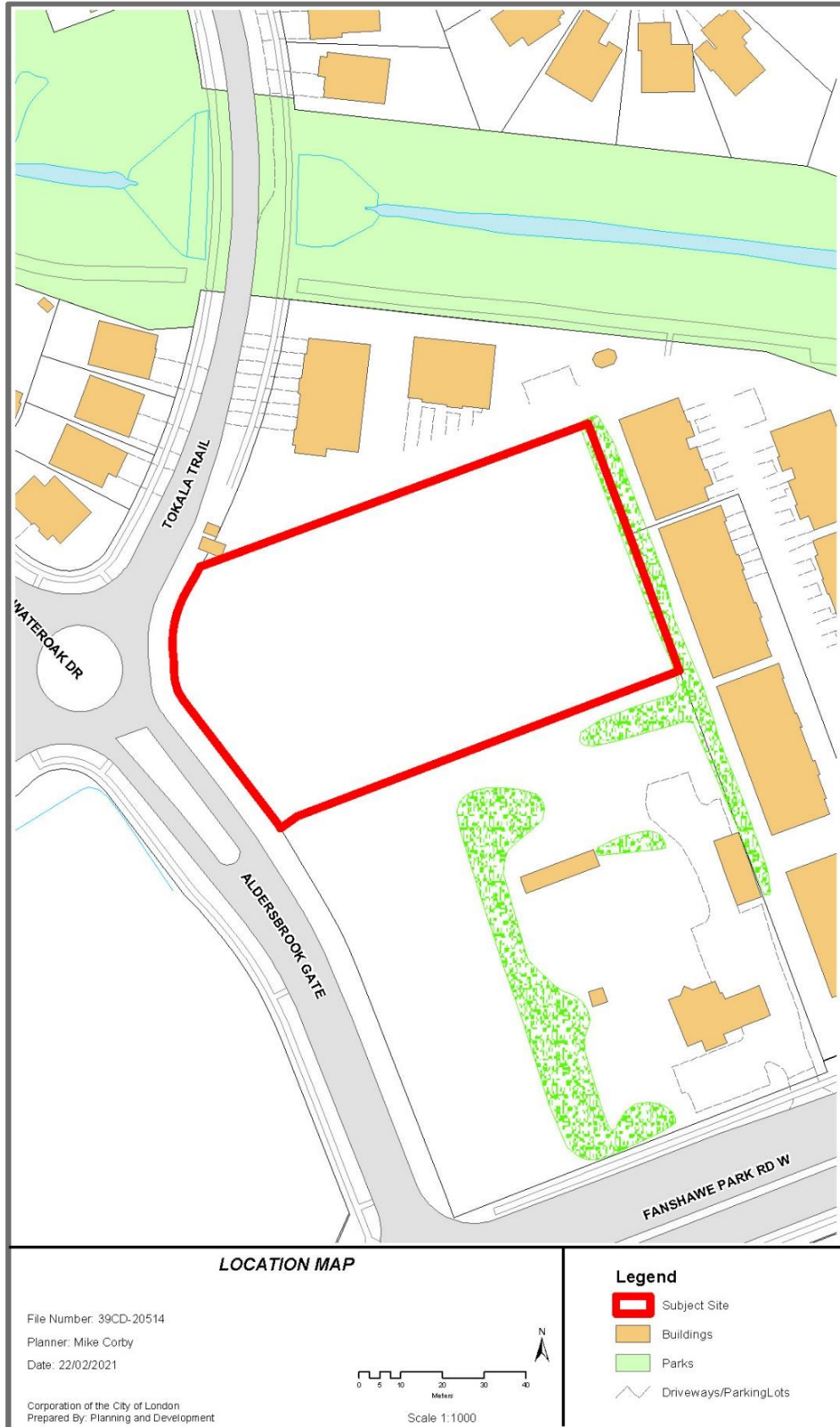
1.5 Surrounding Land Uses

- North – Residential
- East – Residential
- South – Commercial
- West – Residential

1.6 Intensification (41 units)

- The 27-unit, cluster townhome development is located outside of the Built-Area Boundary and Primary Transit Area

1.7 LOCATION MAP



2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development is a 27-unit, cluster townhouse development to be registered as a Vacant Land Condominium resulting in individual ownership for each unit. Landscaped areas, internal driveways, services, and visitor parking spaces will be located within a common element to be maintained and managed by one Condominium Corporation.

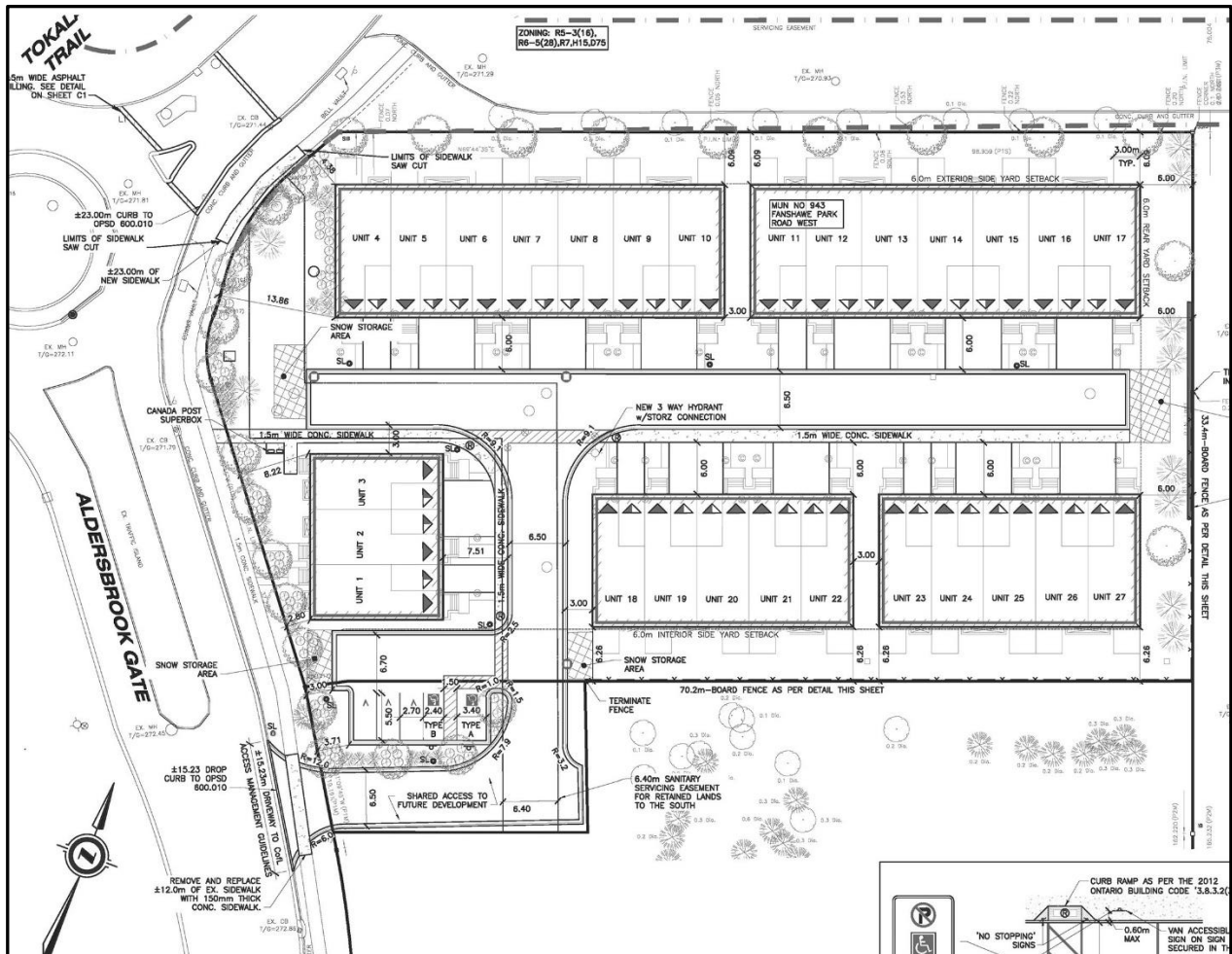


Figure 1 – Site Plan



Figure 2. Front Elevation



Figure 3. Elevation along Aldersbrook Gate

2.2 Community Engagement

The requested amendment was circulated to the public on February 5, 2021 and advertised in the *Londoner* on February 11, 2021. Through the public circulation process no comments were received from the public.

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

4.1. Policy Review

Provincial Policy Statement (PPS), 2020

The proposed development achieves objectives for efficient development and land use patterns. It represents new development taking place within the City's urban growth area, and within an area of the City that is currently building out. It also achieves objectives for compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure and public service facilities, and maintains appropriate levels of public health and safety.

The subject lands were created through a consent application on lands that have been designated and intended for medium density residential uses over the long term. There are no natural heritage features present, and Provincial concerns for archaeological resource assessment and cultural heritage have been addressed through previous planning applications on the site. The proposed Draft Plan of Vacant Land Condominium is found to be consistent with the Provincial Policy Statement.

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.

These lands are within the "Neighbourhoods" Place Types at the intersection of two neighbourhood connectors which permits a range of residential uses from single detached dwellings to low-rise apartments at a maximum height of 3-storeys. The proposed cluster townhouse development at 2-storeys in height is in keeping with the

permitted uses and intensity of the Neighbourhood Place Type.

The City Building and Our Tools policies have also been applied in the review of this application. The proposed development is in keeping with the City Design policies regarding the site layout as it is designed in a manner that responds to its surrounding context. Front facades of the dwelling units along Aldersbrook Gate face the public road helping create a positive street-orientation. This orientation will create an appropriate response to the future developed on the opposite side of the street (252, 256). The site also promotes connectivity and safe pedestrian movement within the development through the use of internal sidewalks. These sidewalks will connect to Aldersbrook Gate, helping connect the future development to the surrounding community (255*). As part of the site plan review process, the plans and building elevations were also reviewed for compliance with the City's Placemaking Guidelines and have been accepted as part of the Site Plan Approval process.

In the Our Tools section of The London Plan, Vacant Land Condominiums are considered based on the following (1709):

1. *The same considerations and requirements for the evaluation of draft plans of subdivision shall apply to draft plans of vacant land condominium;*

The proposed draft plan of vacant land condominium has been evaluated with regards to the review criteria for plans of subdivision. The proposed cluster townhouse dwelling units conform to the Official Plan and The London Plan policies, and have access to municipal services. The access and residential uses proposed are appropriate for the site, and there are no natural features or hazards associated with the site. There is sufficient open space/park space within the neighborhood, and existing commercial uses in close proximity. Building elevation plans have been reviewed as part of the site plan submission. The size and style of townhouse dwellings are anticipated to contribute to housing choice and meet the community demand for housing type, tenure and affordability. Any outstanding grading and drainage issues that were not addressed through the plan of subdivision process have been addressed by the applicant's consulting engineer to the satisfaction of the City through the accepted engineering and servicing drawings, Development Agreement and Site Plan Approval process.

2. *The applicant may be required to provide site development concepts and meet design requirement consistent with the Site Plan Control By-law as part of the consideration of a draft plan of vacant land condominium;*

The draft plan of Vacant Land Condominium has been reviewed through the Site Plan approval process ensuring that the proposed site development concept meets the design requirements consistent with the Site Plan Control By-law. The various requirements of the Site Plan Control By-law have been implemented through a Development Agreement for the lands.

3. *Proposals for vacant land condominiums which will result in units above or below any other unit will not be supported;*

The proposed townhouse units do not result in unit boundaries below or above other units.

4. *Only one dwelling will be permitted per unit;*

There is only one townhouse dwelling proposed per unit.

5. *At the time of registration, structures cannot cross unit boundaries;*

A signed Development Agreement will be required prior to the final approval of the Vacant Land Condominium that will confirm both the location of structures and

unit boundaries.

6. *The registration of a proposed development as more than one vacant land condominium corporation may be permitted if the proposal is supportive of comprehensive development and planning goals. The minimum number of units to be included in each condominium corporation will be adequate to allow for the reasonable independent operation of the condominium corporation.*

The proposed cluster townhouse development is to be developed as one condominium corporation.

1989 Official Plan

The 1989 Official Plan designation for these lands is Multi-Family, Medium Density Residential (MFMDR). The primary permitted uses in the Multi-Family, Medium Density Residential designation shall include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged (3.3.1. Permitted Uses). The proposed vacant land condominium is in keeping with the range of permitted uses.

Developments within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of development. The proposed townhouses take on a similar scale of development to what exists and is planned for in the area providing for a compatible form of development helping transition between the low-density residential land uses to the north and the higher order land uses and roads to the south. The development also provides a density of 36 uph which is less the 75 uph permitted in the MFMDR designation (3.3.3. Scale of Development).

Vacant Land Condominium Application

The City of London Condominium Guidelines have been considered for the proposed Vacant Land Condominium which is comprised of various units and common elements. The City may require applicants to satisfy reasonable conditions prior to Final Approval and registration of the plan of condominium, as authorized under the provisions of subsection 51(25) of the *Planning Act*. In order to ensure that this Vacant Land Condominium development functions properly, the following may be required as conditions of draft approval:

- That site plan approval has been given and a Development Agreement has been entered into;
- Completion of site works in the common elements and the posting of security in addition to that held under the Development Agreement (if applicable), in the event these works are not completed prior to registration of the plan of condominium;
- Confirmation of addressing information and door point numbers;
- Payment of outstanding taxes or local improvement charges, if any;
- Provision of servicing easements for utility providers (such as London Hydro, Union Gas, Bell, etc.);
- The maintenance of any stormwater servicing works including on-site works;
- Arrangements be made dealing with rights of access to and use of joint facilities, and responsibility for and distribution of costs for maintenance of joint facilities; and,
- Ensuring that the Condominium Declaration to be registered on title adequately addresses the distribution of responsibilities between the unit owners and the condominium corporation for the maintenance of services, the internal driveway, amenity areas, and any other structures in the common elements.

Z.-1 Zoning By-law

The existing zoning was approved by Council on December 10, 2019. The zoning is a Residential R5/R6/R7 (R5-3(20)/R6-5(66)/R7*H15*D75) Zone which permits a range of dwelling types, including the proposed cluster townhouse development. The proposed vacant land condominium and approved site plan are implemented through either the R5-3(20) or R6-5(66) zone variations which permit a maximum height of 12 metres and density of 40 uph. The proposed development is in keeping with the regulations of the existing zoning and no additional provisions or variances are required.

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

Conclusion

The proposed Vacant Land Condominium is consistent with the Provincial Policy Statement, and in conformity with The London Plan and the 1989 Official Plan. The proposed cluster townhouse dwelling units are appropriate for the site and permitted under the existing zoning. An application for Site Plan Approval has also been submitted and reviewed in conjunction with the application for Vacant Land Condominium.

Prepared by: Mike Corby, MCIP, RPP
Senior Planner, Development Services

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

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

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

Appendix A – Community Engagement

Public liaison: On February 5, 2021, Notice of Application was sent to 59 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 11, 2021.

No replies were received.

Nature of Liaison: The purpose and effect of this application is to approve a Draft Plan of Vacant Land Condominium consisting of 5 townhouse buildings at 2.5-storays in height with a total of 27 dwelling units. Common elements will be provided for private access driveway and services to be registered as one Condominium Corporation

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

No comments were received from the Public

Agency/Departmental Comments

Internal departments and external agencies were circulated for comment on December 2, 2020. The notice of application was for a 27-unit, Standard Draft plan of Condominium. On February 4, 2021 internal departments and external agencies were circulated the same application with the only change being the type of condominium being sought. The change was from a standard condominium to a vacant land condominium. Comments received are identified below:

Enbridge Gas – December 2, 2020/February 4, 2021

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is (operating as Union Gas) requested that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

London Hydro – December 2, 2020/February 4, 2021

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

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

Hydro One – December 7, 2020/February 9, 2021

We are in receipt of Application 39CD-20514 dated December 2, 2020. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

Stormwater Engineering Division – December 23, 2020

Please include the following condition from SWED for the above noted application.

“The Owner acknowledges that the subject lands are part of a Site Plan application which is being reviewed or has been accepted under the Site Plan Approvals Process (File # SPA19-112) and that the Owner agrees that the development of this site under Approval of Draft Plan of Vacant Land Condominium shall comply with all final approved

Site Plan conditions and approved engineering drawings for the current development application. Therefore, any conditions identified in the Development Agreement registered on title and any Private Permanent System(s) (PPS) that includes storm/drainage, Low Impact Development (LID) and SWM servicing works must be maintained and operated by the Owner in accordance with current applicable law.”

Bell Canada – December 3, 2020

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

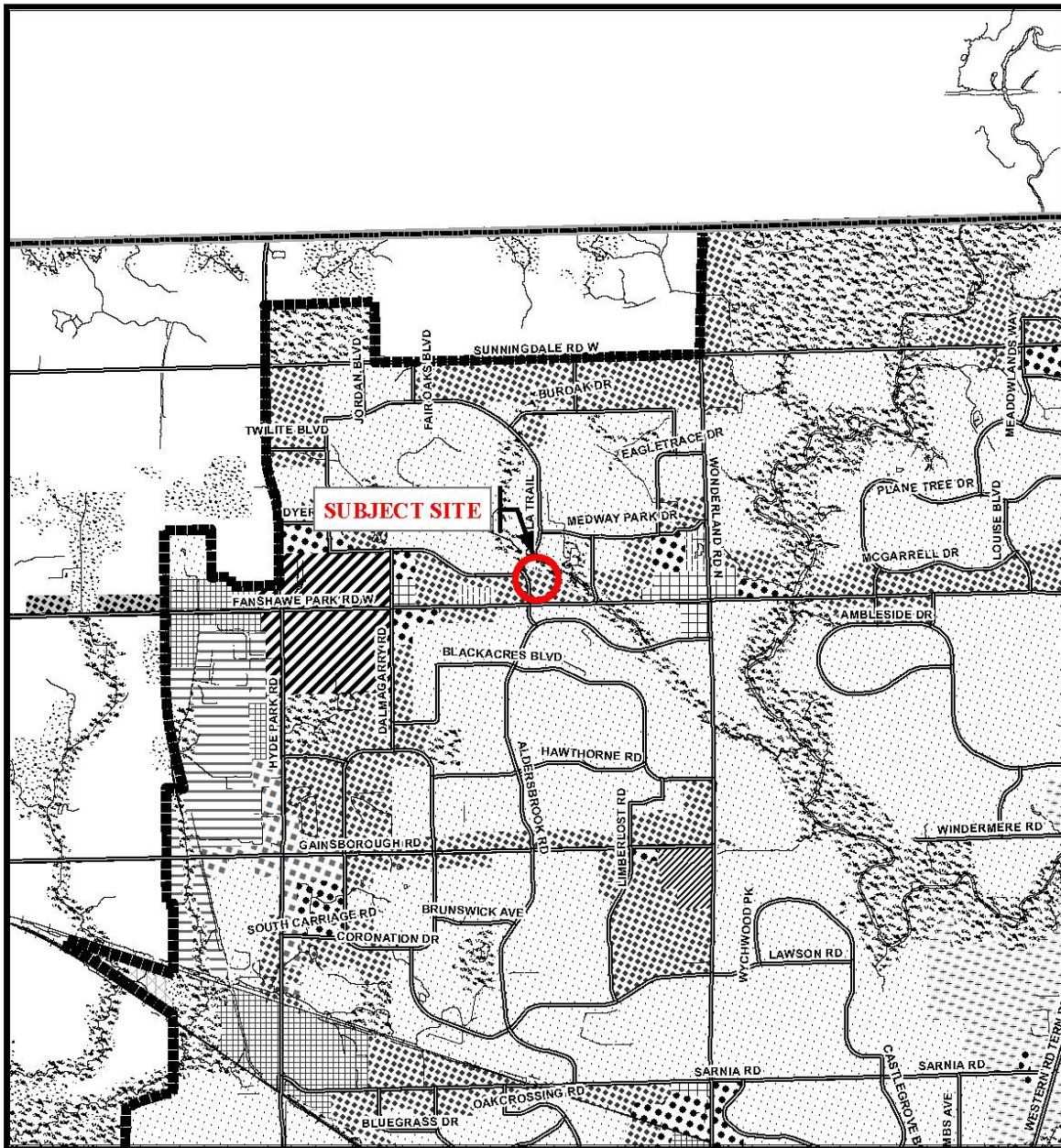
If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

We note that WSP operates Bell Canada’s development tracking system, which includes the intake and processing of municipal circulations. However, **all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

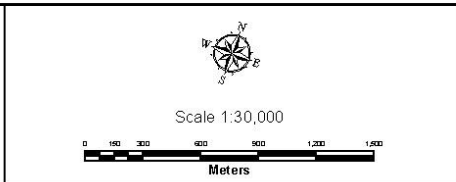
UTRCA – January 6, 2021

The UTRCA has no objections to this application and a Section 28 permit will not be required. Thank you for the opportunity to comment.



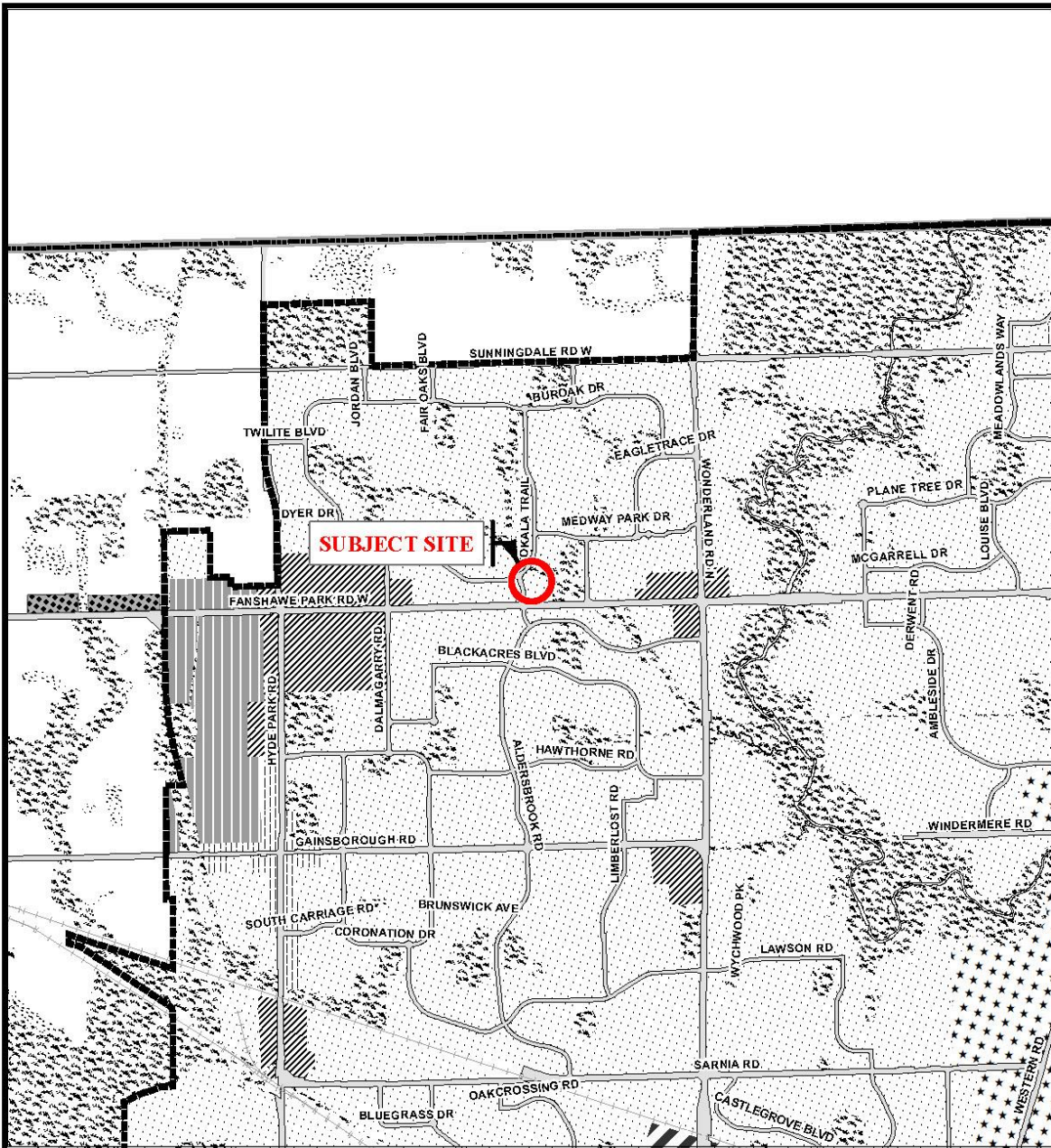
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low 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
	Enterprise

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



FILE NUMBER: 39CD-20514
 PLANNER: MC
 TECHNICIAN: RC
 DATE: 2021/02/19

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_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.

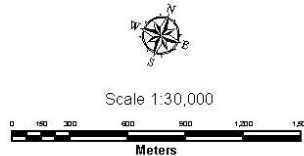
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

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

PREPARED BY: Planning Services

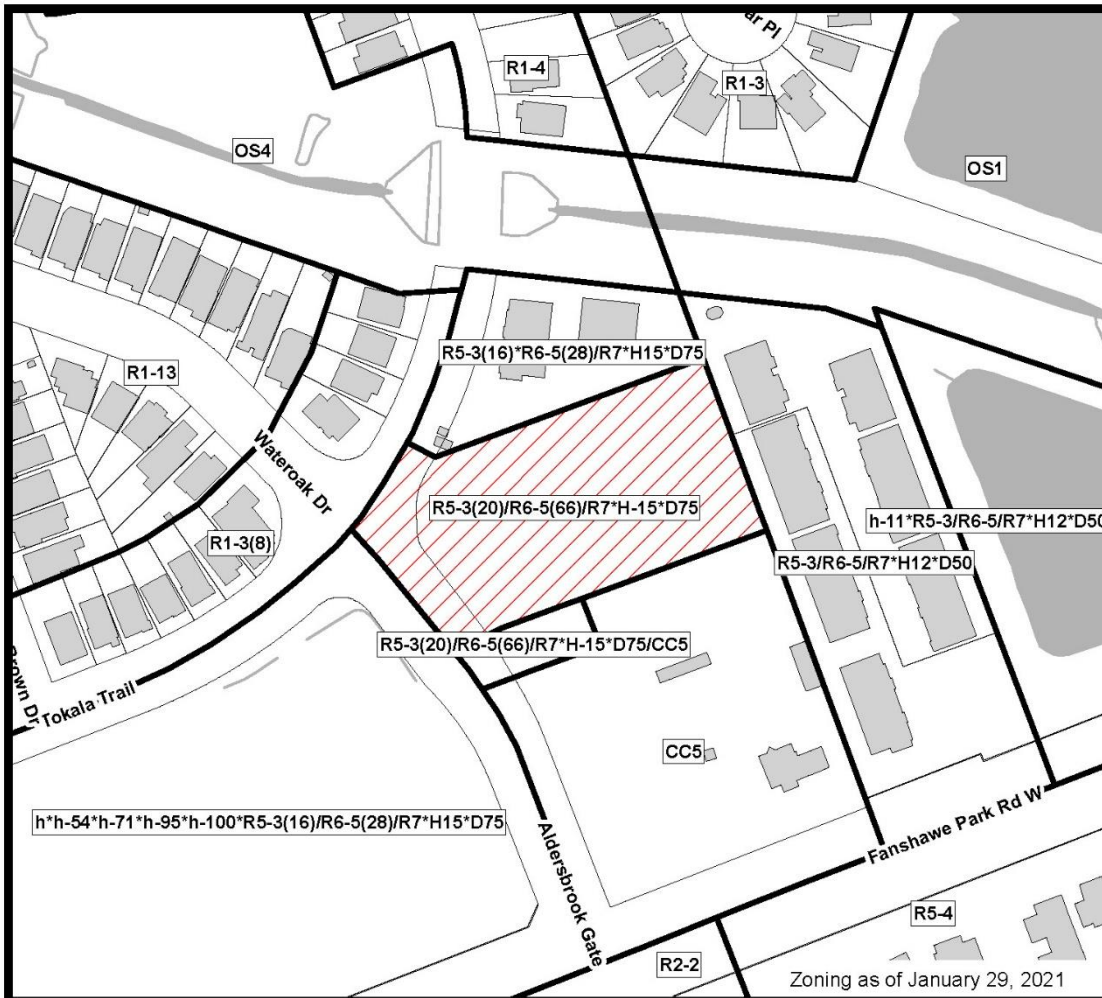


File Number: 39CD-20514

Planner: MC

Technician: RC

Date: February 19, 2021



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:

39CD-20514 MC

MAP PREPARED:

2021/02/19 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: G. Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official

Subject: 2690015 Ontario Inc.
101 Meadowlily Road South

Public Participation Meeting on: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2690015 Ontario Inc. relating to the property located at 101 Meadowlily Road South:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend the Official Plan to change the designation of the subject lands **FROM** an Urban Reserve Community Growth designation, **TO** a Low Density Residential designation and Open Space designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend The London Plan to change the Place Type on a portion of the subject lands **FROM** a Neighbourhood Place Type, **TO** a Green Space Place Type;

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

- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Urban Reserve (h-2*UR1) Zone, **TO** a Residential Special Provision R6 (R6-5(_)) Zone and Open Space (OS5) Zone;
- (d) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 101 Meadowlily Road South; and
- (e) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 101 Meadowlily Road South.

Executive Summary

Summary of Request

The requested amendment is to permit a vacant land condominium which will include 10 townhouse blocks (52 units) and 36 single detached cluster dwelling units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 31 visitor parking spaces onsite.

Purpose and the Effect of Recommended Action

The recommended Official Plan and Zoning By-law amendment will permit a range of low-density residential uses which can be implemented through a cluster residential development. This will allow for the development of the proposed vacant land condominium which will include 10 townhomes (52 units) and 36 single detached cluster dwelling units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 31 visitor parking spaces onsite.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2020.
2. The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential and Open Space policies.
3. The proposed amendment conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhood Place Type and Green Space policies. The recommended amendment facilitates the development of an underutilized property and encourages an appropriate form of development.
4. The subject lands are located in close proximity to arterial roads, surrounding services and access to the Meadowlily Trail and Thames Valley Parkway which provides pedestrian movements from East London to the City core.
5. The Draft Plan of Vacant Land Condominium application is considered appropriate and in conformity with The London Plan and the (1989) Official Plan as recommended and is consistent with the Provincial Policy Statement. The proposed residential use is also consistent and permitted under the subject recommended Zoning By-law amendment application. Application for Site Plan Approval has also been reviewed and has advanced to the drawing acceptance stage.

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

Planning and Environment Committee Report – October 5, 2020 (Appendix G)

1.2 Planning History

On March 17, 2020 an application for a Vacant Land Condominium and Zoning By-law amendment were accepted as a complete application. Development Services also initiated an Official Plan amendment application for the subject site upon receipt of the application. The Official Plan application would amend the existing Urban Reserve Community Growth to Low Density Residential and Open Space. This has been a standard practice for Development Services and is considered appropriate as the proposed Low Density Residential designation is in keeping with the Neighbourhood Place Type of The London Plan which has been approved by Council and the Province outlining the future planning policies on the site.

On October 2, 2020 Development Services Staff provided a report to PEC recommending approval of a proposed 89-unit, Vacant Land Condominium and Zoning By-law amendment. Through the recommendation staff recommended a maximum height of 2.5-storeys while the proposed townhomes were presented at a height of 3-storeys. As a result of this reduction in height the applicant requested to defer a decision from Council in order to have time to revise the proposed site plan and provide a concept that met the proposed 2.5 storeys in height while providing an opportunity to present any changes to the public.

A revised submission was received by the City on December 9, 2020 and recirculated on December 18, 2020. The following report will detail the proposed changes as well as address public comments and concerns.

Staff's original recommendation for approval has not changed based on the changes submitted and all previous planning rationale provided is still relevant based on the proposed development.

1.3 Property Description

The subject site is a large parcel of land which currently has a vacant, single detached dwelling located on it, along with an accessory structure. The site is approximately 5.20 hectares (12.85 acres) in size and irregular in shape with 271 metres of frontage along Meadowlily Road South. To the west of the site is the Highbury Woods followed by Highbury Ave and located to the east is the Meadowlily Woods ESA. North of the site is a private residence along with a large wooded area that is privately owned and protected. This wooded area is an extension of the Highbury Woods. South of the site is a large undeveloped lot.

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

- (1989) Official Plan Designation – Urban Reserve Community Growth
- The London Plan Place Type – Neighbourhood Place Type
- Existing Zoning – h-2*UR1

1.5 Site Characteristics

- Current Land Use – vacant
- Frontage – 271 metres (889.1 feet)
- Depth – 183.8 metres (603 feet) south side & 224 metres (744.75 feet) north side
- Area – 5.20 ha (12.85 acres)
- Shape – irregular

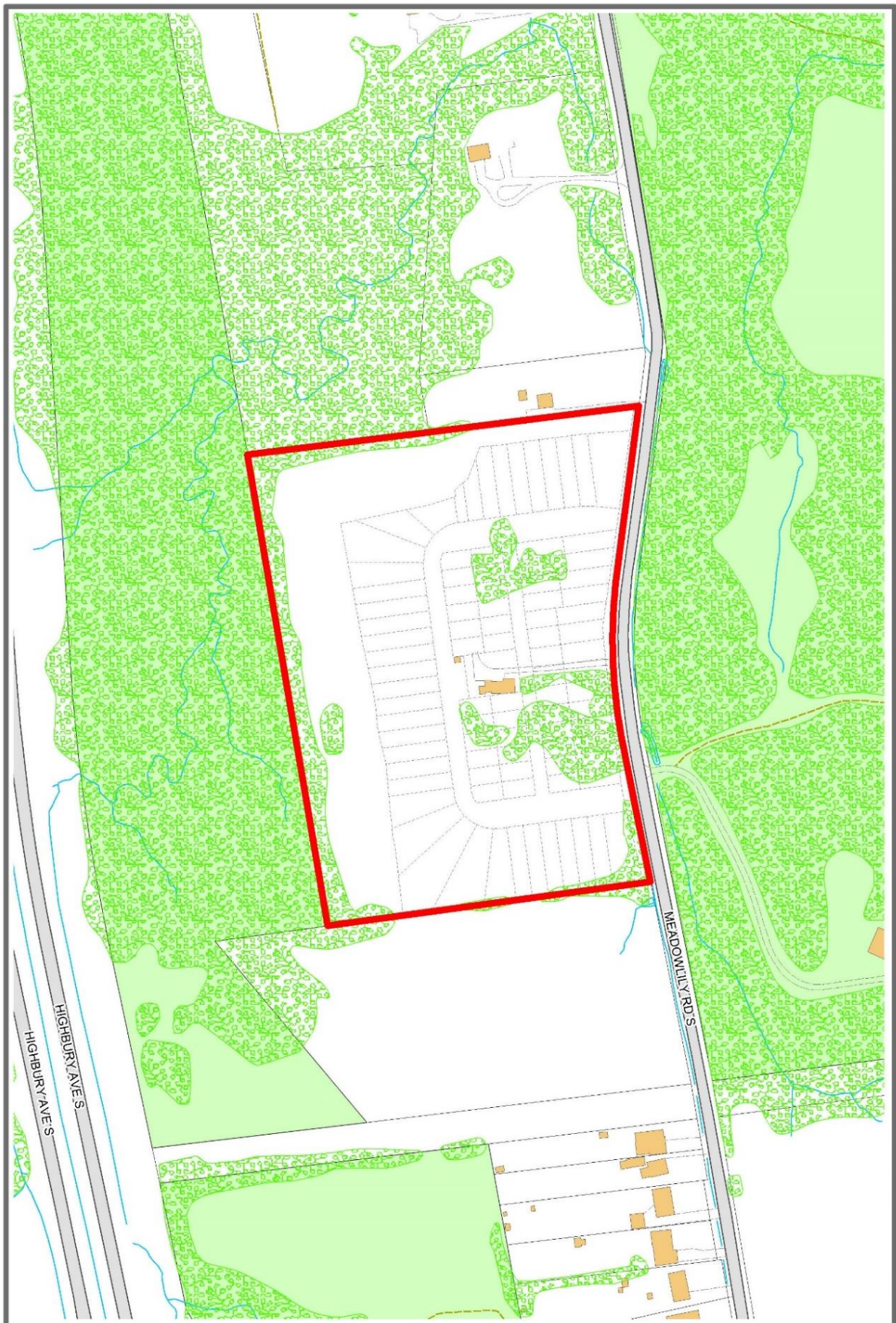
1.6 Surrounding Land Uses

- North – Residential/Woodlot
- East – ESA
- South – Vacant
- West – Woodlot

1.5 Intensification (88 residential units)

- The proposed residential units represent intensification outside of the Built-area Boundary
- The proposed residential units are outside of the Primary Transit Area.

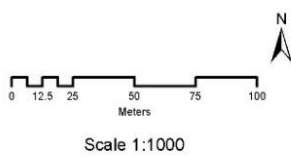
1.6 Location Map



LOCATION MAP

Subject Site: 101 Meadowlily Road South
File Number: OZ-9192/39CD-20502
Planner: Mike Corby
Date: 14/09/2020

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



Legend

-  Subject Site
-  Buildings
-  Driveways/Parking Lots
-  Parks

2.0 Discussion and Considerations

2.1 Development Proposal

The proposal is for an 88-unit vacant land condominium. The cluster development will include 36 single detached cluster dwelling units along with 10 townhouse dwellings (52 units). The development will be serviced by a new private road accessed from Meadowlily Road South and will include 31 visitor parking spaces onsite.

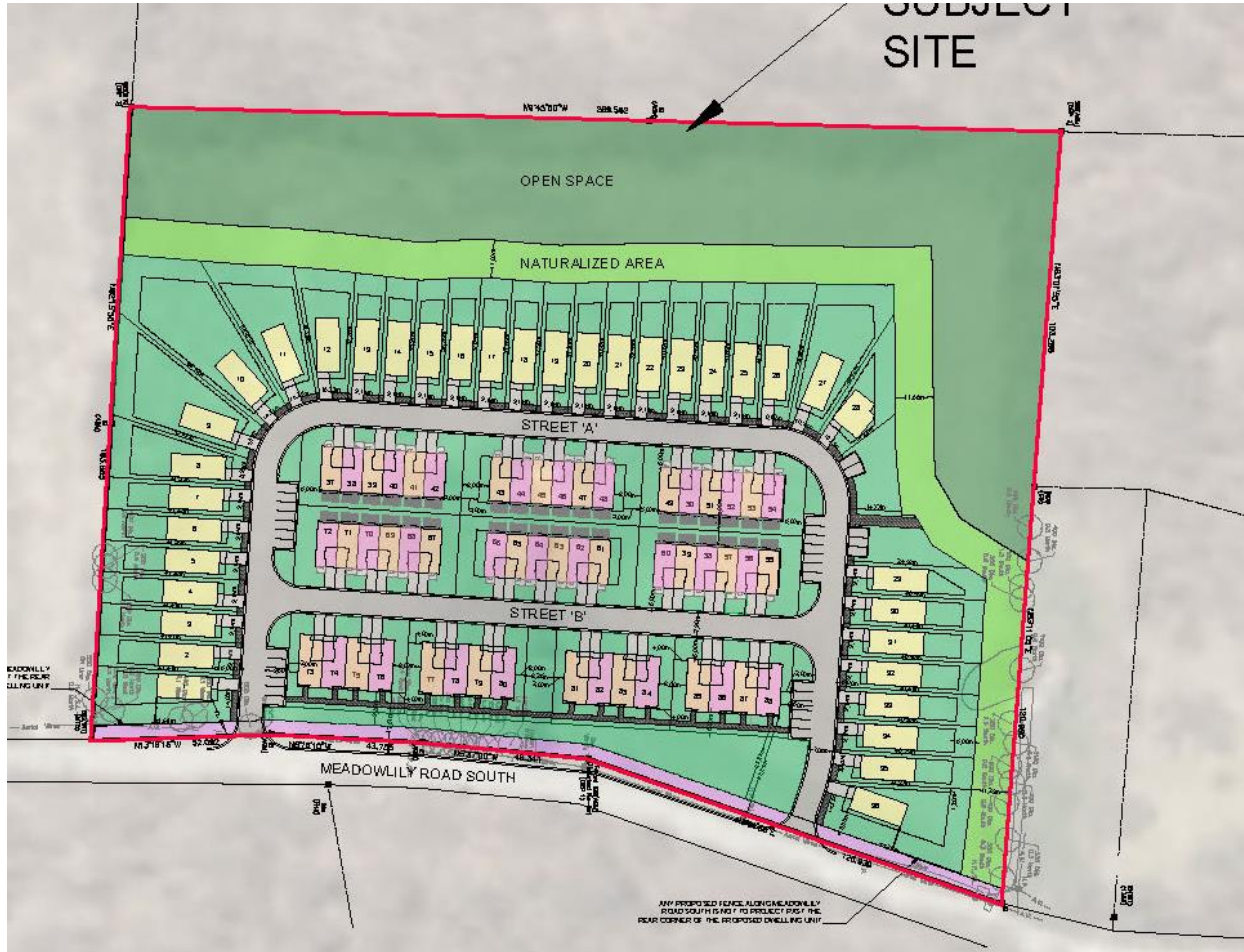


Figure 1. Proposed Site Plan

2.2 Applicants Requested Amendment

The Applicant's request is to amend the Official Plan from an Urban Reserve Community Growth to a Low Density Residential and Open Space designation. The amendment includes a Zoning By-law amendment from a Holding Urban Reserve (h-2*UR1) Zone to a Residential R6 Special Provision (R6-5()) Zone, to allow for the proposed vacant land condominium.

2.3 Community Engagement (See more detail in Appendix D)

Through the original Notice of Application circulation process comments were received by 42 members of the public. Through the Notice of Revised Application 11 comments were received from members of the public while 21 comments were received and included within this report after the Notice of Public Meeting was sent out. In general, the concerns were in keeping with the initial circulation which includes potential increase in traffic along Meadowlily Road South, on street parking and potential safety issues. Concerns were also raised about the potential loss of natural heritage features and impacts on the neighbouring ESA and woodlots as well as potential impact on wildlife in the area. Additionally, some members of the public expressed their support for the development. The full spectrum of comments received through the revised notice of application received by Staff are attached to Appendix "D" while all comments from the original circulation are included in Staff's report attached as Appendix "G"

2.4 Policy Context

Staff have previously identified the relevant policy context and analysis through the Report to the Planning and Environment Committee on October 5, 2020. The relevant policies have not changed during the subsequent review of the application and staff's recommendation based on these policies has not changed. The relevant policies and analysis can be found in section 3.4 and 4.0 of the original report attached as Appendix "G".

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

4.1. Outcome/Changes

As previously mentioned, the original development proposal was presented to the Planning and Environment Committee on October 5, 2020 but, was deferred at the applicants request to allow them an opportunity to address the reduction in height recommended by Staff as well as address comments provided by the public. As a result, the applicant has revised the proposed form of development providing a more traditional townhouse development fronting Meadowlily Road. The townhomes have been reduced to 2-storeys in height with driveway/garages being located at the rear of the units through the internal road network (Street "B") as opposed to driveways and garages fronting Meadowlily Road South. The internal townhomes addressing both Street "A" and "B" are two storeys in height along the street edge while the rear portion of the buildings are 2.5-storeys in keeping with the policies of The London Plan. The proposed single detached dwellings will maintain the proposed 2-storeys in height and the corner lots will be designed in a manner that appropriately addresses Meadowlily Road.





Looking North on Meadowlily Rd S



Looking South on Meadowlily Rd S

The proposed changes in the development address the following matters:

Height:

The combination of proposed reduction of height to 2-storeys along the Meadowlily Road South frontage along with the proposed setback from the street to include a green amenity space and the relocation of garages to the rear of the street facing townhomes provides for a scale of development that is in keeping with the surrounding built form and rural character of the area while helping reduce visual impacts along Meadowlily Road South in comparison to the previous submitted concepts.

Safety:

Traffic and safety were a major concerns based on the original proposal. As a result of these concerns the applicant was able to remove 14 driveways from accessing Meadowlily Road South. The removal of these driveways reduces the access points to the development from 16 to 2 locations helping improve safety along Meadowlily Road South.

Parking:

The original development provided 10 visitor parking spaces on site. Based on the revised site plan a total of 31 visitor parking spaces has been provided helping ensure overflow parking from the development does not occur on Meadowlily Road South.

Heritage:

The revised plan has been able to provide significant buffering between the proposed development and the lands to the east which includes Park Farm and the Meadowlily Woods ESA. A setback of 9.86 metres is being provided from the new lot line (after road widening dedication is given) and a total setback of 17.61 metres from the existing curb will be achieved. The proposed setbacks along with the reduction in height helps reduce the visual impacts on the lands to the east and the removal of the driveways will provide more functional greenspace as the lands are no longer separated into sections. These modifications will assist in implementing the recommendations outlined in the submitted Heritage Impact Assessment (HIA). These recommendations include providing additional boulevard landscape planting of trees and shrubs using native species to maintain the rural context of Park Farm, gates of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd S. and lighting that controls and prevents lighting bleed and glare onto Park Farm. These items will all be reviewed through the site plan approval process. These items cannot be enforced or required through the current planning processes.

4.1. Public Concerns

Through the original development proposal circulation several concerns were raised by the community. The main concerns related to traffic, safety, parking and impacts on abutting land uses/natural heritage areas. These concerns have remained constant through the recirculation of the revised submission. Staff have re-identified these concerns along with additional concerns raised at the original PEC meeting on October 5th, 2020.

Traffic/Parking/Safety:

Through the development review process Transportation Engineering reviews all development proposals with respect to potential impacts on traffic volumes and pedestrian safety. Through the review of the proposed application the impacts of 88 additional units are considered minimal and the Meadowlily Road South right-of-way is able to accommodate the proposed increase in traffic. Due to the small increase in traffic

that will be generated no additional studies or reports are required to justify the proposed density of the development in regard to its impacts on traffic.

In regard to safety, a Sight Line Analysis was completed as part of the review process. Through this analysis it was determined that potential trimming or possible removal of trees may be required to ensure safe sight lines are achieved. The City of London's Transportation department will work with its Forestry department to determine which trees would be impacted, only trimming/removing what is required while protecting the Meadowlily Woods ESA. As previously noted, the removal of driveways has reduced access points from the development from 16 to 2 increasing safety along Meadowlily Road South.

Members of the community also expressed concern about the existing on street parking issues and potential for this development to worsen the issue. The development provides significant parking within itself. Each unit is proposed to have its own garage along with a driveway while the applicant has increased the number of visitor parking spaces from 10 to 31 helping ensure that spill over parking will not occur onto Meadowlily Road South as a result of this development. There is also available parking at City Wide Sports Park which is owned and operated by the City providing safe and accessible parking along with access to the Meadowlily ESA and walking trails.

It should be noted that many of the concerns related to traffic, parking and safety are a result of current conditions and not directly tied to the proposed development although, the community does believe the conditions will worsen. In order to look at potential options to deal with these ongoing issues the community can reach out to the Transportation Division (Traffic Signals and Signage Division) to determine if on street parking is appropriate along this section of Meadowlily Road South. Transportation Staff have also noted that studies have already been completed for Meadowlily Road which have determined that the road does not meet the requirements for Traffic Calming measure. It should also be noted that Council has approved an initiative to reduce speeds on local roads throughout London. Community zones are currently in the test phase and Meadowlily Road South could see a reduction in speed to 40km/hr through this process.

Impacts on Surrounding Features:

As identified, the subject site abuts the Highbury Woods and Meadowlily ESA. Concerns were raised about the loss of trees and woodlands due to the development and impacts on sensitive features. As identified within Sections 4.1, 4.5 and 4.6 of the original report (Appendix "G") the proposed development is providing a 35m buffer from the existing drip line of the abutting woodlands. The lands within the buffer area will be zoned and designated as open space and dedicated to the City ensuring the continued protection of the abutting woodland. Although some trees which surround the existing dwelling on the site will be removed, they do not make up part of any significant natural heritage features.

Continued concern has been raised about the impacts of the development on Meadowlily ESA which is located east of the subject site on the other side of an existing R.O.W (Meadowlily Road South). The R.O.W. provides a significant buffer and hard boundary between the two lands uses and does not allow for the potential encroachment of the proposed development into the natural heritage feature. This combined with the proposed setbacks create an appropriate buffer and separation between land uses resulting in minimal impacts from the proposed development on the abutting ESA.

Heritage Character:

Concerns were raised about the proposed buildings and their interface with the rural setting of the area. As previously mentioned, Staff feel that with the reduced height along Meadowlily Road South, proposed setbacks and removal of the driveways and garages the development provides an appropriate response to the abutting lands and

rural setting of the area. The large more functional greenspace in front of the development provides greater opportunity to implement the recommendations outlined through the HIA in an effort to maintain the rural context.

Cultural Heritage Landscape:

A question was raised at the previous PEC meeting as to the status of a Cultural Heritage Landscape for the Meadowlily area. At the time Staff was not certain as to the status of a Cultural Heritage Landscape for the Meadowlily area. Staff has followed up on this matter with Heritage Staff who identified that the concept of a Cultural Heritage Landscape for the Meadowlily area was raised by LACH in 2013 and 2014, resulting in a recommendation at its meeting on December 11, 2013 and presented at the Planning and Environment Committee on January 21, 2014:

the Civic Administration BE REQUESTED to initiate the assessment process to identify the Meadowlily Woods area as a cultural heritage landscape by assisting in the preparation of a cultural heritage evaluation study, including a conservation plan; it being noted that research assistance, with respect to the study, will be provided by the LACH Stewardship Sub-Committee and the Friends of Meadowlily Woods; it being further noted that the LACH heard from J. Lutman, on behalf of the Stewardship Sub-Committee, with respect to this matter;

The direction provided at the time was cultural heritage matters could be addressed through a Conservation Master Plan for the ESA and a Secondary Plan that was being prepared for the area. Therefore, no individual assessment of the Meadowlily area as a Cultural Heritage Landscape was completed. The recent Meadowlily Woods ESA Conservation Master Plan has provided cultural heritage considerations however, they are limited to the ESA area. The Meadowlily Woods ESA Conservation Master Plan includes a "cultural heritage zone" for Park Farm, a municipally-owned heritage property, but no heritage zones apply to the broader Meadowlily area. The Secondary Plan for the Meadowlily area did not proceed. As a result a Cultural Heritage Landscape has not been defined for the Meadowlily area.

Stormwater/Flooding:

As part of the Site Plan approval process the applicant is required to demonstrate that stormwater will not impact the surrounding lands. The stormwater management objective for this site is to limit the stormwater impacts from the proposed development to the municipal storm sewer network and the adjacent properties. Due to the increase in the impervious area of the site (i.e asphalt, buildings, walkways, etc), the Engineer has proposed 5 underground stormwater units that will store and infiltrate the majority of additional stormwater run-off generated by the increased impervious area. With the addition of the underground storage, placement of catchbasins, and strategic site grading, the Engineer has been able to prove that the site's stormwater management design will match and/or improve the site's pre-development condition.

Temporary Pumping Station:

Environmental and Engineering Services have begun the necessary background work to assess the servicing needs for this area. This current application was received prior to kicking off this work and therefore, a temporary solution has been accepted. When the ultimate solution is available, the proposed development will be required to connect to the municipal sewer.

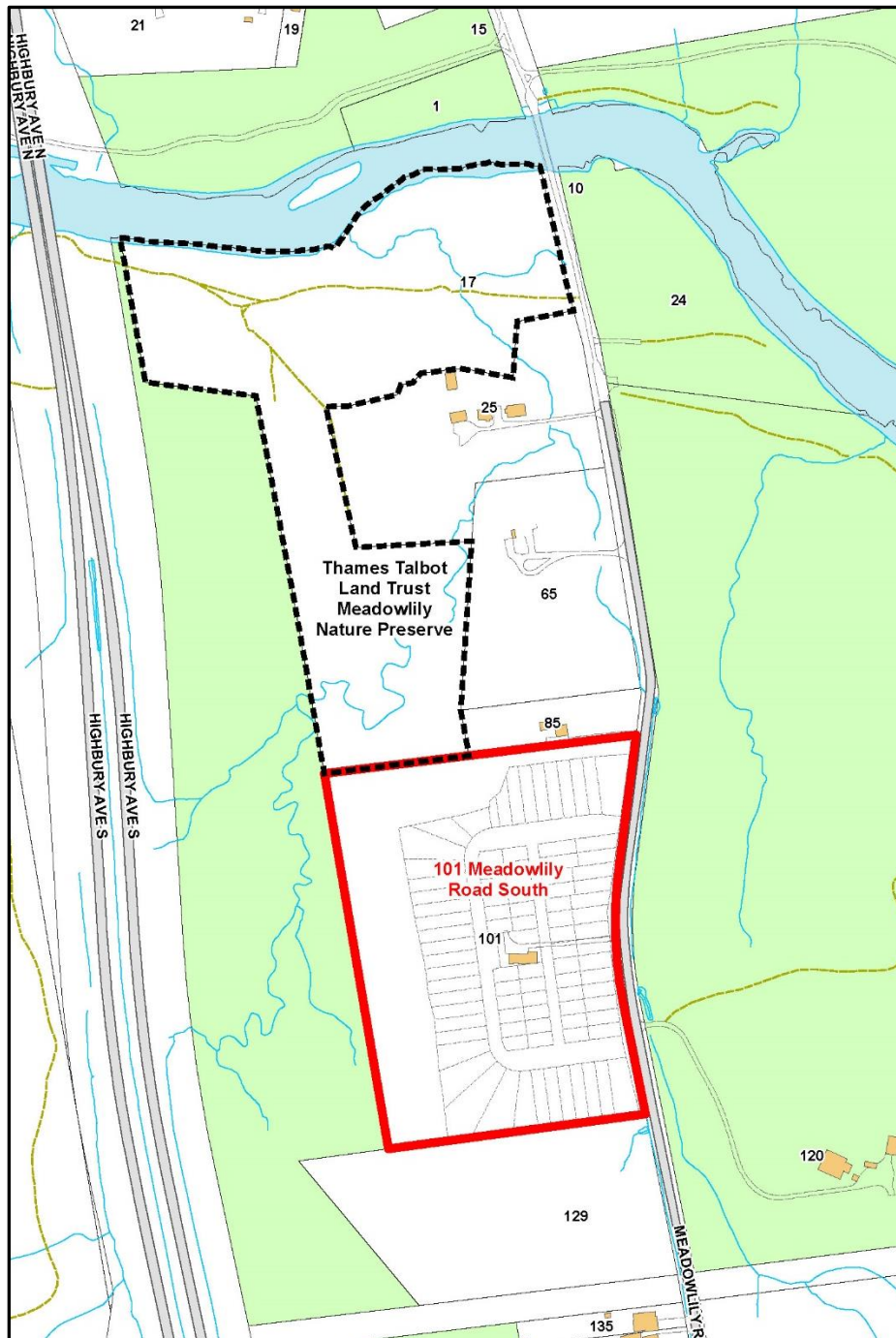
In the interim, a private pumping station will pump sanitary flows to Commissioners Road East where it would outlet into the system. Maintenance and operations of the station will be established through a condominium corporation as part of a Vacant Land Condominium Draft Plan. This will allow for the creation of common elements within the development which can include open space areas, roads and the private pumping station. The condominium corporation will be able to collect fees from residents who live within the development. These fees will pay to operate and maintain all items within

the comment elements including the pumping station.

Concerns were also raised as to if the Private Pumping station would overflow into any watercourse or part of the ESA feature. Since the pumping station is private it is subject to Ontario Building Code an overflow is not permitted. Therefore, the watercourse or any part of the ESA will not be affected by the use of the Pumping Station.

Thames Talbot Land Trust Meadowlily Nature Preserve (TTLT's):

At the original Planning and Environment Committee on October 5th, 2020 Staff commented in error as to the correct location of the TTLT's property limit. Staff noted that their property did not abut the subject site when in fact their lands do. A map below identifies the location of the TTLT's property. The proposed development has provided a significant buffer from the TTLT's property to ensure its continued protection.



Educational Signage:

Based on feedback from the public and in an effort to help ensure new tenants respect and protect the surrounding natural heritage features the applicant has agreed to the following conditions of Draft Approval for the Vacant Land Condominium part of this process.

Prior to final approval for the registration of the development as a condominium corporation the Approval Authority is to be satisfied that the Owner has installed signage within the subject site which explains the stewardship of the natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The future location and signage shall be prepared to the satisfaction of the City.

Prior to final approval for the registration of the development as a condominium corporation the Approval Authority is to be satisfied that the Owner has prepared for delivery to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City. The approved package shall be delivered to homeowners upon occupancy

Fencing around ESA:

Fencing without gates will be provided along the rear lot lines of the proposed single detached dwellings but not around the ESA feature. A question about an additional fence along the edge of the natural heritage feature was raised. This type of configuration is discouraged by the City as it creates a fenced corridor restricting wildlife movement.

Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to the City of London (1989) Official Plan policies and relevant policies of The London Plan. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The subject lands are also located in close proximity to arterial roads ensuring easy access to the 401 and other areas and services within the City. The site is situated near two community commercial nodes which will support and benefit from the proposed increase in density in the community. The Meadowlily Trail and the Thames Valley Parkway provides accessible open space and pedestrian movement from East London to the City core.

The application for Approval of Vacant Land Condominium is considered appropriate, consistent with the Provincial Policy Statement, and conforms to The London Plan and the (1989) Official Plan. The proposed vacant land condominium in the form of cluster townhouses and single detached units also complies with the recommended Zoning By-law.

Prepared by: Mike Corby, MCIP, RPP
Senior Planner, Development Services

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

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

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

Appendix A

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 101
Meadowlily Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Urban Reserve Community Growth to Low Density Residential and Open Space on Schedule “A”, Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 101 Meadowlily Road South in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the Low Density Residential policies of the Official Plan and the Neighbourhood Place Type policies of The London Plan.

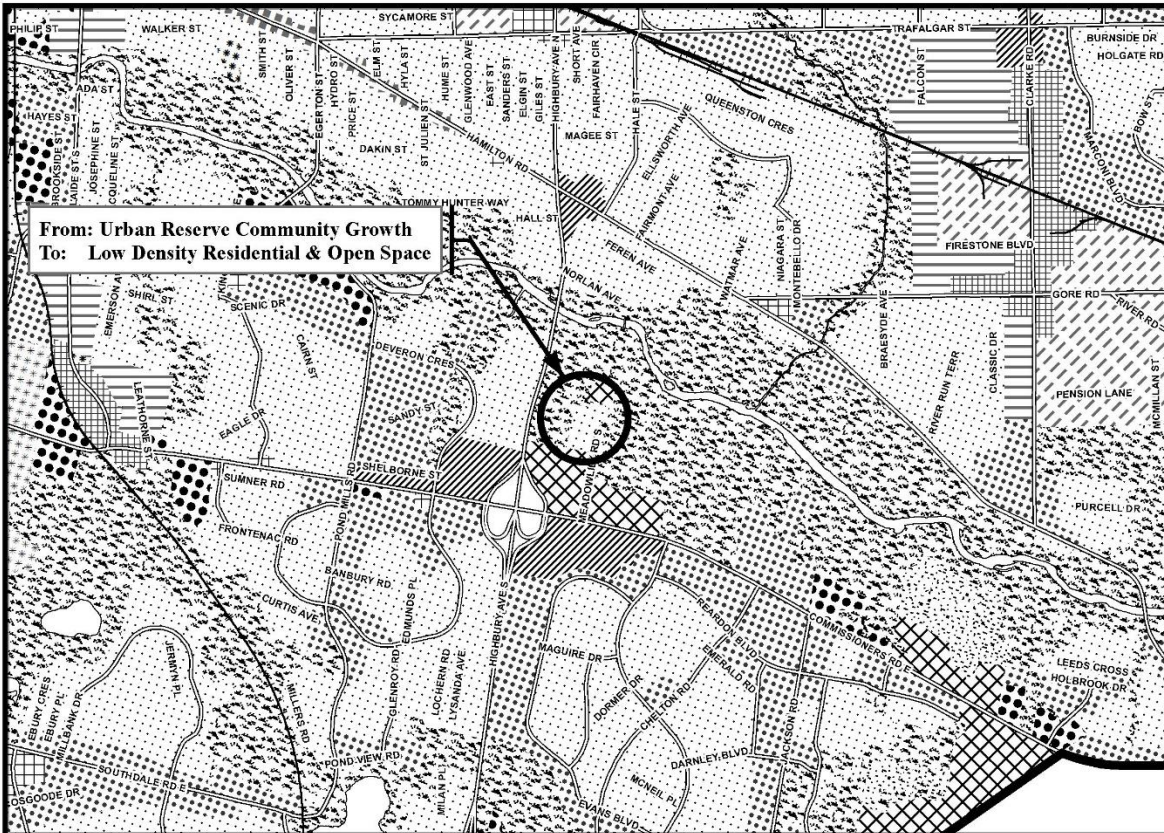
The recommended amendment will facilitate a vacant land condominium consisting of 37 single detached dwellings and 13 townhouse dwellings (52 units) which is compatible with the surrounding land uses while ensuring the continued protection of surrounding landuses.

D. THE AMENDMENT

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

Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 101 Meadowlily Road South in the City of London, as indicated on “Schedule 1” attached hereto from Urban Reserve Community Growth to Low Density Residential.

AMENDMENT NO:



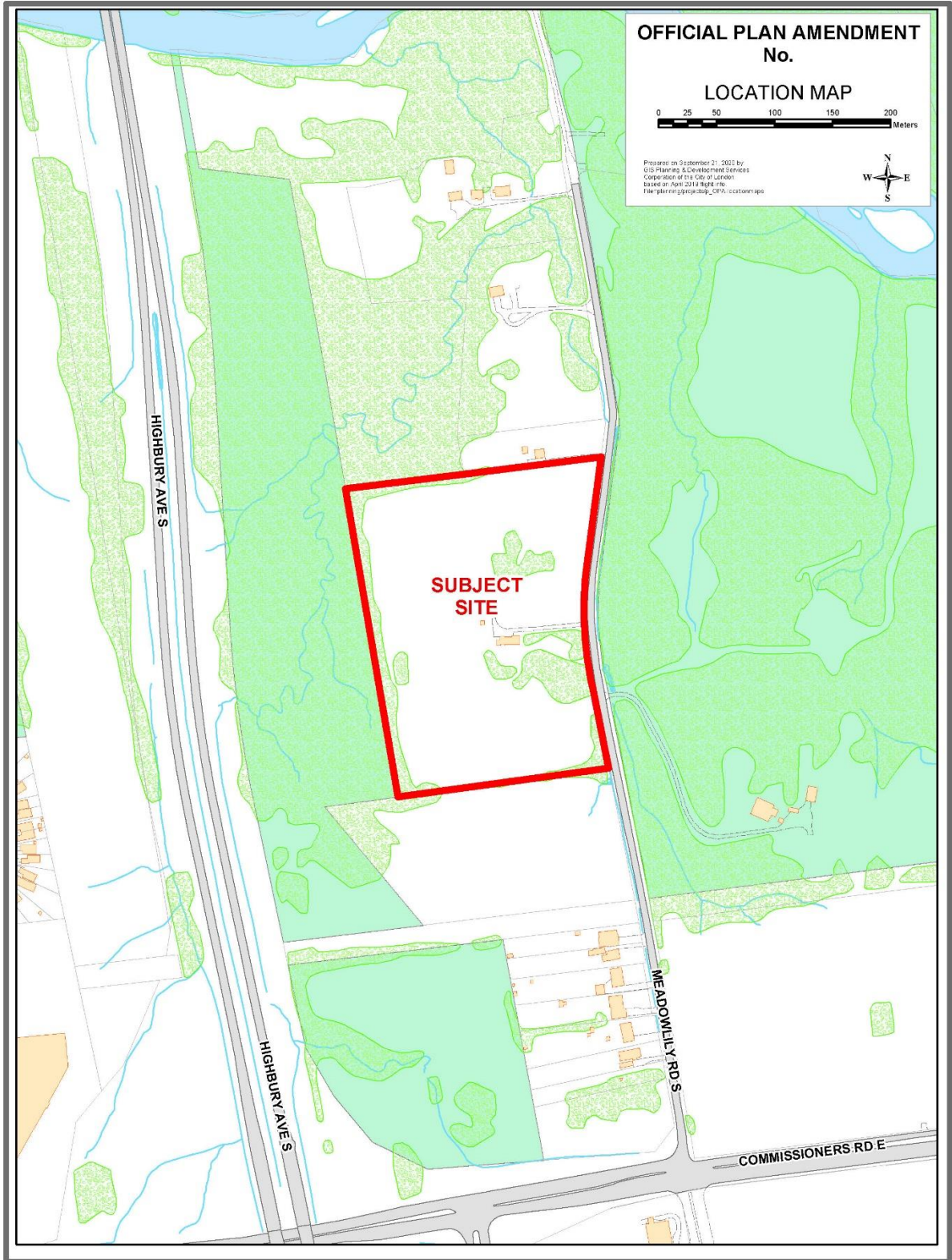
Legend

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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

<p align="center">SCHEDULE 1 TO OFFICIAL PLAN</p> <p align="center">AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Graphics and Information Services</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: OZ-9192</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 2020/09/21</p>
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PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\amendments\oz-8310\mxd\scheduleA_b&w_8x11_with_SWAP.mxd



Appendix B

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

By-law No. C.P._____

A by-law to amend The London Plan for
the City of London, 2016 relating to 101
Meadowlily Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading -
Second Reading -
Third Reading -

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Neighbourhood to Greenspace on Map 1, Place Types, to The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to a portion of lands located at 101 Meadowlily Road South.

C. BASIS OF THE AMENDMENT

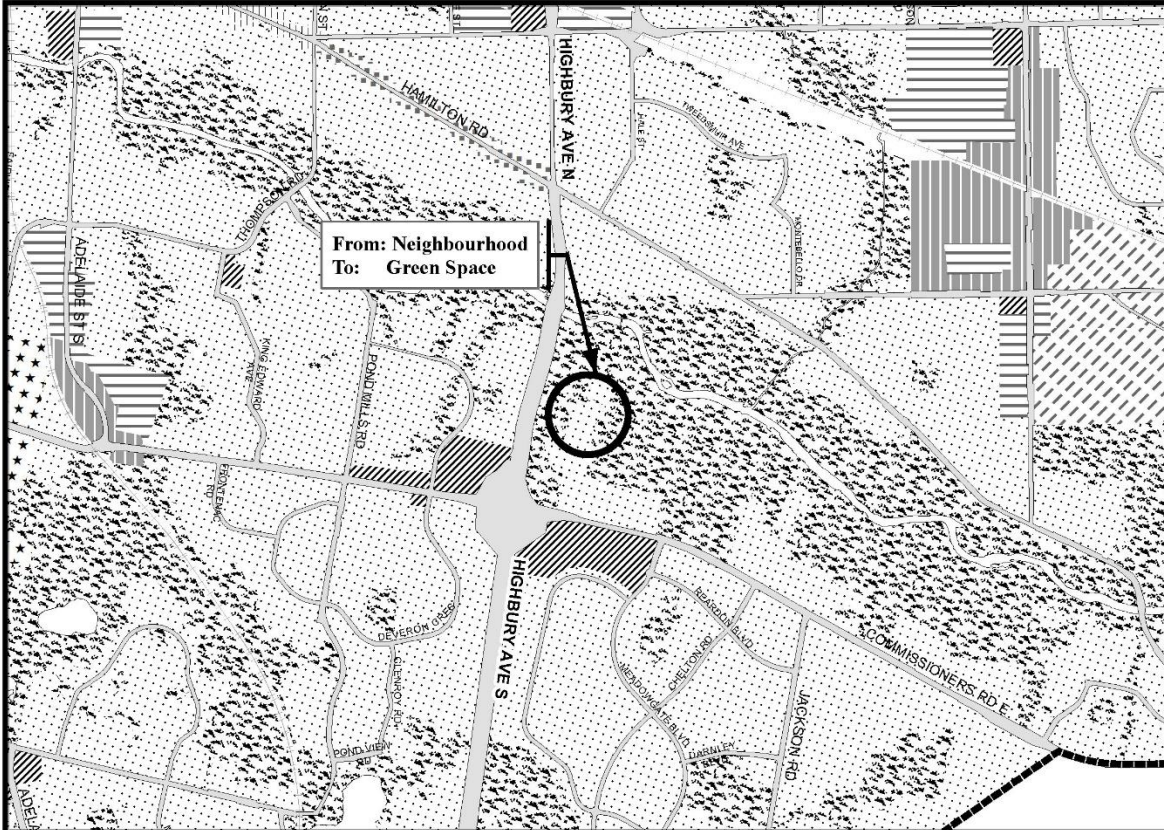
The recommended amendment is consistent with the Provincial Policy Statement, 2020 and Greenspace Place Type of the London Plan. The recommendation ensures the sensitive land uses will be appropriately buffered and protected from future development.

D. THE AMENDMENT

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

Map 1, Place Types, to the Official Plan for the City of London Planning Area is amended by designating a portion of lands located at 101 Meadowlily Road South in the City of London, as indicated on "Schedule 1" attached hereto from Neighbourhood to Greenspace.

AMENDMENT NO:

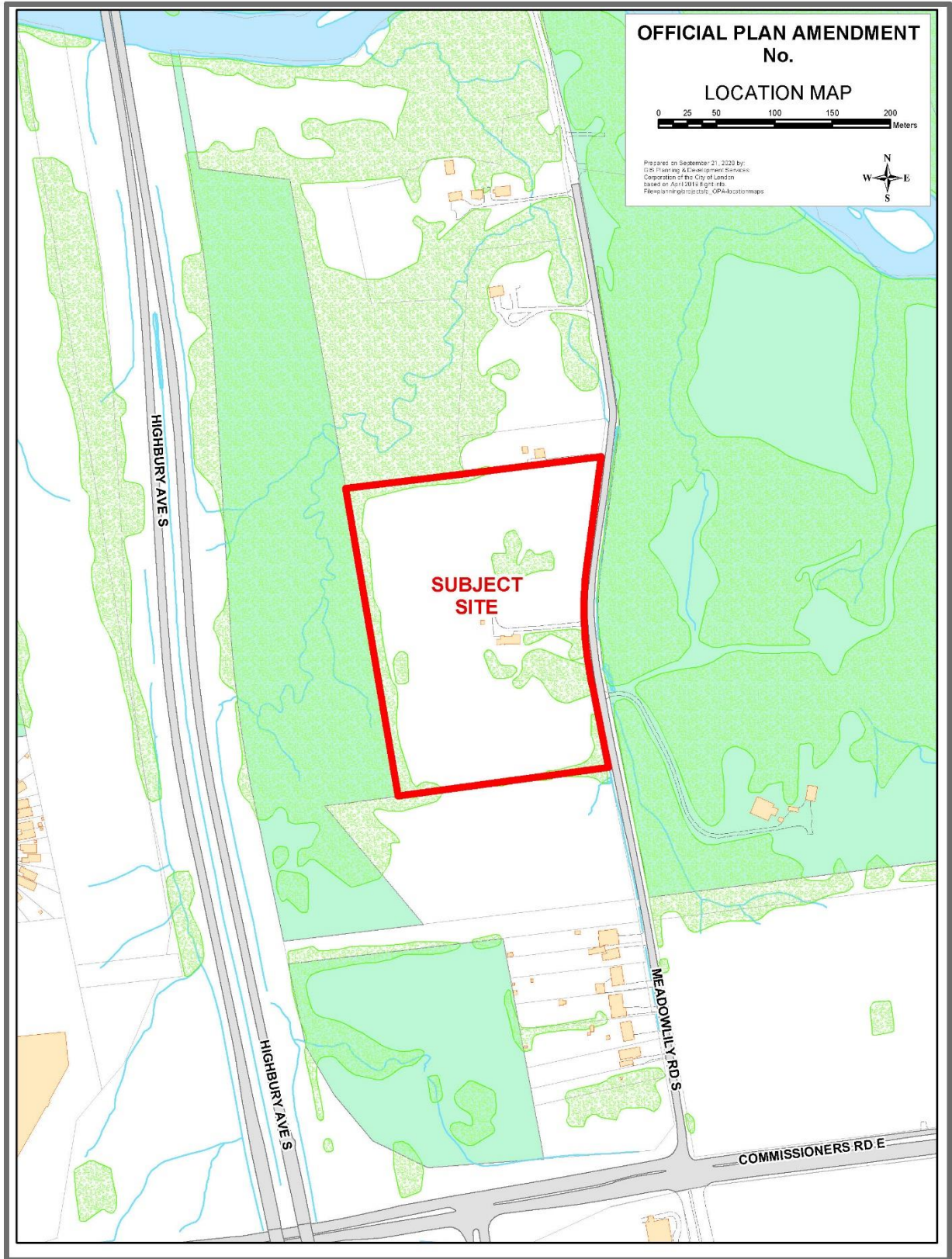


Legend

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

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.
 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>SCHEDULE 1 TO THE LONDON PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: 39CD-20502/OZ-9192</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 9/21/2020</p>
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Appendix C

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 101
Meadowlily Road South.

WHEREAS 2690015 Ontario Inc. has applied to rezone an area of land
located at 101 Meadowlily Road South, as shown on the map attached to this by-law, as
set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 101 Meadowlily Road South, as shown on the attached map
comprising part of Key Map No. A.108, from a Holding Urban Reserve (h-2*UR1)
Zone, to a Residential R6 Special Provision (R6-5(*)) Zone and an Open Space
(OS5) Zone.
- 2) Section Number 10.4 of the Residential R6 (R6-5) Zone is amended by adding the
following Special Provision:

R6-5(*) 101 Meadowlily Road South

a) Regulation[s]

i) Height	A maximum of 2.5 storeys, provided it does not exceed 12 metres
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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 April 13, 2021.

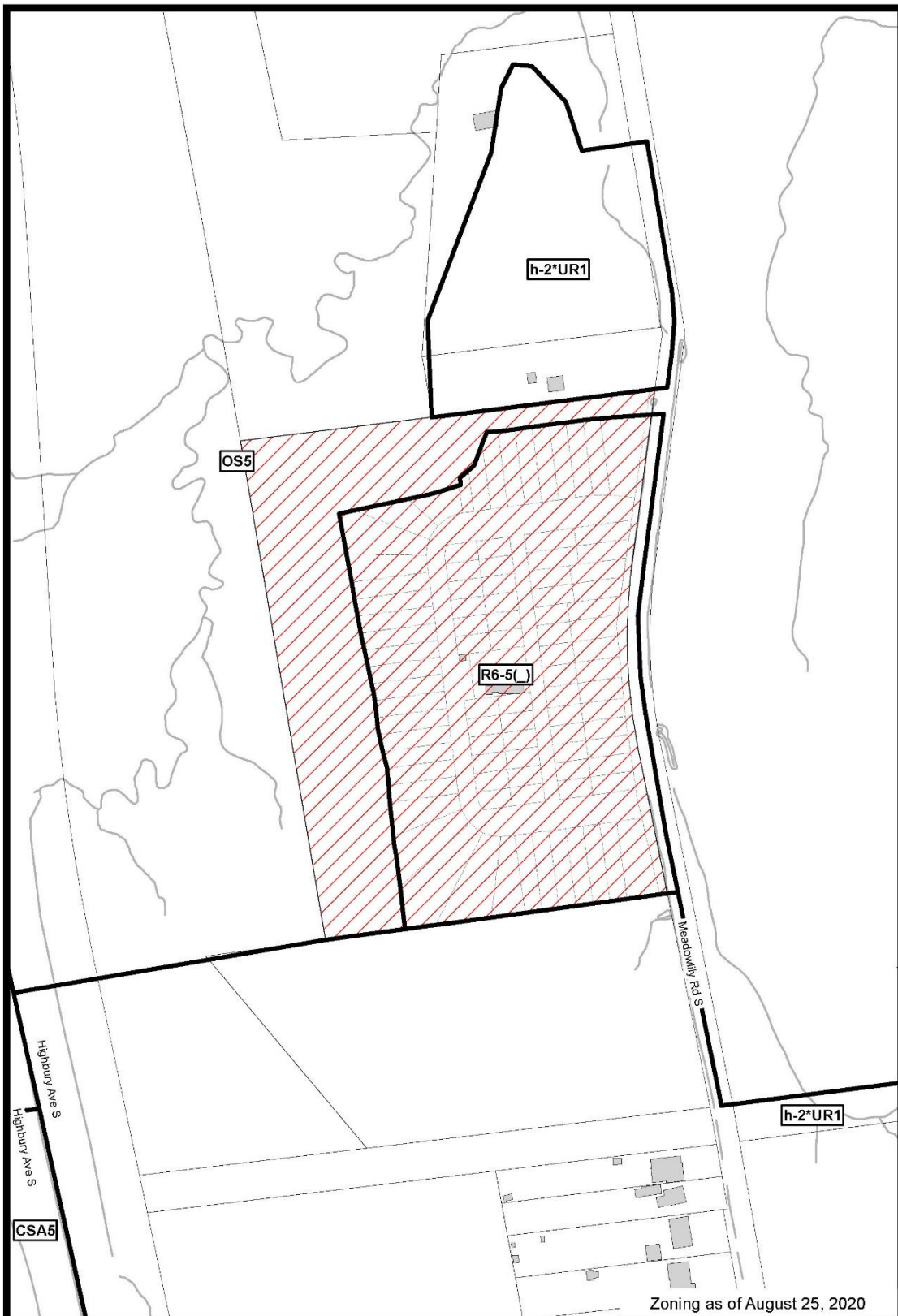
Ed Holder
Mayor

Catharine Saunders


City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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



File Number: OZ-9192/39CD-20502
Planner: MC
Date Prepared: 2020/09/14
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



Geodatabase

Appendix D – Public Engagement

Community Engagement

Public liaison: On December 17, 2020, Notice of Application was sent to 8 property owners in the surrounding area and mailed/emailed to members of the public who had previously provided comment. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 24, 2020. A “Planning Application” sign was also posted on the site.

11 replies were received with 21 additional comments received after Notice of Public Meeting was sent out on March 10th and published on March 11th.

Nature of Liaison: 101 Meadowlily Road South; located east of Highbury Ave South and North of Commissioners Road East between the Highbury Woods and Meadowlily Woods ESA ; approximately 5.17ha – The proposed Draft Plan of Vacant Land Condominium consists of 10 townhome buildings (52 units) and 36 single detached dwellings/lots. Consideration of a proposed draft plan consisting of 88 total units and a common element for private access driveway and servicing to be registered as one Condominium Corporation.

The proposed Vacant Land Condominium also requires an Official Plan amendment and Zoning By-law amendment to facilitate the proposed uses. Possible amendment to the Official Plan **FROM** Urban Reserve Community Growth **TO** Low Density Residential. Possible change to Zoning By-law Z.-1 **FROM** a Holding Urban Reserve (h-2*UR1) **TO** a Residential R6 Special Provision (R6-5(_)) Zone to permit the proposed cluster development of fourplex’s and single detached dwellings. Application has also been made for approval for Site Plan Approval, file SPA19-115. File: 39CD-20502, OZ-9192 Planner: Mike Corby (City Hall).

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

Comments provided after October 5th Public Meeting but, prior to Notice of Revised application.

From: Willem Van Galen
Sent: Monday, October 05, 2020 9:20 PM
To: Hillier, Steven <shillier@london.ca>
Subject: 101 Meadowlily Rd S

Dear Steve:

After a delightful visit to Meadowlily Woods today, I found out about the controversial proposal for a new subdivision across from the woods.

I’d like to add my voice to the chorus of people who are concerned about what that development may do to this beloved and cherished ESA and the area around it.

The quaint quietness and rural vibe of Meadowlily Road will be forever gone.

Modernism will have sprouted in an area where it doesn’t belong.

Surely, there are other places within the city where a new neighbourhood can be “plopped down”, other than in this special and inspiring natural area?

Kind regards,

Willem Van Galen
126 Cowan Cres

London ON
N6C 2V7

From: Gail Robinson
Sent: Friday, October 9, 2020 12:39 PM
To: Hillier, Steven <shillier@london.ca>
Subject: Public Meeting - Meadowlily

Hello. I live at _____. I wanted to add my voice to those people on Meadowlily Road who are opposed to building new homes at the end of that street. I have had no objections to all of the new homes along Commissioners Rd. south of the Thames, but I do not agree with new homes going in at the end of Meadowlily Road. I have lived in London my entire life. The first 20 years in the East end. Until the age of 15(or so) Meadowlily Woods was our play area. We spent entire days in those woods every summer, and Tobaganned on the hills in the winter. This is a beautiful wooded area, needs to continue to be protected and it would be a shame to allow new housing at the end of Meadowlily Road.

Gail Allan Robinson

From: Kerry L Byers
Sent: Friday, November 6, 2020 7:31 PM
To: van Holst, Michael <mvanholst@london.ca>; Development Services <DevelopmentServices@london.ca>
Subject: Meadowlily re-zoning

Dear Mr. Van Holst,

I just found out that the Meadowlily park area has been posted for re-zoning. I am very upset. The best part of London is its trail and paths in the wooded areas and along the river. Proof of this can be seen in how important these areas have been to the London community since covid-19 descended upon us. It is the reason I live in London. Without the protected wooded areas London is just another city.

Developers have been invading this city. Take a ride around and see how its borders have exploded with construction -at the cost of rural and wooded areas. City planners are being encouraged worldwide to think "up" inside of "sprawl." One of the reasons for that is that wild areas are vital. I can't list all the reasons why this is so -it is not my area of expertise. What I do know is that these areas are important for our mental health. Surely, in covid times, you have come to understand how important it is to support and consider mental health in making policy decisions.

Do not allow developers to destroy this beautiful area. They have taken enough of London's beauty away. Leave Meadowlily alone.

Please let me know of any meetings which I may attend to express my opposition.

Thank you for your time.
Dr. Kerry L. Byers

Comments in response to Notice of Revised application circulated December 17, 2020

From: Dennis Weir
Sent: Friday, December 18, 2020 7:22 PM
To: Development Services <DevelopmentServices@london.ca>
Subject: 101 Meadowlily application

My opinion has not changed that I presented at the earlier public meeting. I strongly advise this application be DENIED. This proposal would destroy the jewel of London's Forest Reserve. Please DO NOT allow this change in land use. Please advise when the next public meeting is set.

Dennis Weir

From: s.levin s.levin
Sent: Wednesday, January 6, 2021 9:16 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: 101 Meadowlily

Hi Mike, happy new year. Hope you and yours are healthy and you got some quiet time over the holiday season.

I am commenting as an individual on this application as EEPAC has not been meeting and we were not in receipt of the EIS for this property although staff were kind enough to share it with me.

1. Given the other development applications in the area, issues such as traffic should be considered collectively not per site.

2. I remain concerned about the private pumping station and the lack of information on where any overflows will outlet to as per my note below to Matt back in October. I would hope the information is included in your upcoming report as it should not outlet into any watercourse or any part of the ESA.

If it is not yet determined by the time of your report (because it will be determined at "detail design"), a holding provision should be put on the site until such time as a "non polluting" overflow location is designed.

3. The EIS identified a retainable butternut tree. Because the proposed development footprint shown in the EIS encroached into the protection area for this tree, the proponent is required to as follows (from the EIS). Assuming the revised application also encroaches, the requirements in accordance with O.Reg. 242/08 should be included as a distinct condition in the development agreement. The condition should also include that monitoring reports also be provided to the City Ecologist with Development Services.

10 Butternut seedlings and 10 deciduous trees and shrubs be planted in compensation for harm to its habitat. The compensation will be completed in accordance with O. Reg. 242/08. The compensation plantings will be tended and monitored as described in the regulation. It is proposed that the compensation plantings be placed in the portion of the subject property that is ESA."

Let me know if you require any further clarification on these comments.

Stay safe
Sandy Levin
59 Longbow Road
London, ON

From: Viki
Sent: Friday, January 8, 2021 12:22 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Hillier, Steven <shillier@london.ca>;
Subject: RE: 39CD-20502 / OZ-9192 Revised Notice of Application - 101 Meadowlily Road South - 2690015 Ontario Inc. (WARD 14) - Planner: Mike Corby

Dear Mr. Corby

Thank you for sending me the revised notice of application.

I appreciate the opportunity to provide my comments regarding this application. I have attached a Power Point presentation and accompanying notes for submission to Development Services and the City's Planning and Environmental Committee.

Regards,

Viki Massey

Traffic Impact of the Proposed Development at 101 Meadowlily Road South

File: 39CD-20502/OZ-9192

Submitted January 8, 2021 by V. Massey, London, ON

Please see the accompanying Power Point Presentation which contains additional information and pictures. These notes are meant to support the Power Point presentation submitted and is not a "stand alone" document.

Slide 2- Current Situation

- The traffic on Meadowlily Rd S has increased over the past few years. (personal observation)

Slide 3- Concerns

- Concern for the safety of citizens using Meadowlily Rd. S. whether it be as an access point to the Meadowlily trails or to the proposed development.
- The proposed subdivision includes road access into the development just past a curve in Meadowlily Rd. S. which obstructs the view for all manner of traffic coming down the hill or exiting from the proposed development, thus increasing the potential for accidents.
- The number of vehicles parked at the bottom of the hill on Meadowlily Rd. S. far exceed the 5 allotted parking spots and vehicles now park on the side of the road extending up the hill. In addition, there are usually a number of vehicles parked outside of the Park Farm gates. The parked cars lead to obstruction of the road.
- Pedestrians and cyclists use either side of the road, which leads to chaotic and unsafe conditions. Increased vehicle traffic is inevitable and this environment is conducive to the occurrence of accidents.
- All types of traffic will likely continue to increase with the additional housing developments in Summerside and along the Commissioners Road corridor.

Slide 4- Narrow Road

- Narrow shoulders that cannot be expanded for parking or pedestrian walkway due to proximity to ravine and fenced wooded area.
- At times vehicles are parked on the shoulder starting at the Park Farm gates and extend to the area beyond the proposed development area. (personal observation)

Slide 5- Curve in the road near the proposed development

- This is a safety concern; the view for vehicle drivers driving north or south is obstructed.
- The addition of vehicles parked on the shoulder, pedestrians, cyclists and vehicular traffic including the residents of the proposed development increases the risk for accidents.

Slide 6- No sidewalks

- Pedestrians use either side of the road, which leads to chaotic and unsafe conditions.

- There is no room to install a sidewalk on the east side of Meadowlily Rd and limited room to install a sidewalk on the west side of the road.

Slide 7- Access to public transit

- Meadowlily Rd S is used for endurance training (cyclists, runners) **because** of the hill.
- The Planning Justification Report *submitted by Dillon Consulting under the headings “Energy Conservation, Air Quality and Climate Change” and “Transportation System” indicates that the “proposed development **encourages the use of public transportation and transit access** to the subject site”.
- I disagree with this statement. Access to public transit on Commissioners Rd. requires a walk of 0.7 km on a gradual and steep incline (20-30 degree). This hill crests at approximately 25 m from Commissioners Rd.
- Meadowlily Rd. S has no exit (not a through road) so it is not a “bus route”.

*this report has been removed from the London Planning website Previously located at <https://www.london.ca/business/Planning-Development/land-use/applications/Documents/Development-Services/39CD-20502/Planning%20Justification%20Report.pdf>

Slide 12- Vehicular Traffic Impact

- As there are no amenities close by, residents will have to drive to reach all destinations outside of the area.
- All types of traffic will likely continue to increase with the additional housing developments in Summerside, along the Commissioners Road corridor, and as far away as Dorchester. Commissioners Rd is now a major route for commuters.

Slide 14- Environmental Impact

- Urban sprawl with limited and accessible public transit, leads to the use of personal transportation for commuting to work and daily outings, contributing to GHGs that will affect the environment.
- There will be long term effects to the protected natural areas near to the proposed development due to increased GHGs from motorized vehicles.

From: Daria Koscinski

Sent: Tuesday, January 12, 2021 4:53 PM

To: Corby, Mike <mcorby@London.ca>

Subject: Updated Proposal for Development at 101 Meadowlily Road, File 39CD-20502 & OZ-9192

Hi Mike,

Please find attached Thames Talbot Land Trust's comments on the updated proposal. All previous concerns still stand and we hope they can be addressed as part of the review of this updated proposal.

Thank you very much for your time.
Daria

RE: Updated Proposal for Development at 101 Meadowlily Road, File 39CD-20502 & OZ-9192

Dear Mr. Corby,

Thank you for the opportunity to comment on the updated development proposal for 101 Meadowlily Road South. Thames Talbot Land Trust owns a 5.9 ha portion of the Meadowlily Woods Environmentally Significant Area (ESA), immediately adjacent to the proposed development. We understand that updates to the site plan have been made and we have reviewed the provided information. None of the proposed changes addresses our earlier concerns. Our comments submitted June 12, 2020 are still relevant to this updated proposal. They are included below and focus on potential impacts to the ESA, and most especially on the TTLT nature reserve. TTLT's Meadowlily Nature Preserve is a certified Ecological Gift through the federal government and TTLT has a strong obligation to ensure that the natural features that are part of this Ecological Gift remain in excellent condition. Any changes in surrounding land uses that might have negative environmental impacts on TTLT's nature reserve are of great concern to us.

Comments from June 12, 2020:

We have reviewed the Environmental Impact Study (December 2019) that was prepared by Natural Resource Solutions Inc and posted on the City of London website.

Buffers are an important consideration for development adjacent to an ESA. In this case, we note that the effect of the proposed buffer will be enhanced by the additional 11m setback from the ESA boundary. We support the use of fencing without gates at the rear of the building lots. Will the ESA Boundary be fenced?

Following are some comments in response to issues identified in EIS Table 7 Impact Assessment and Net Effects.

Land Use Impacts LU4, LU5 – Drainage is a key issue for this development. The unnamed creek is already subject to surges in heavy rainfall events. There must be no increase in post-construction flows as a result of this development. TTLT has experienced serious erosion issues at the Meadowlily Nature Preserve in the last 5 years. Heavy water flows were diverted onto TTLT's property from the road, causing erosion along the trail and the creek. The issue was finally resolved in 2019. Given the elevation differences and the history of water control issues we are concerned about further drainage problems. We look forward to the opportunity to review the promised Stormwater Management Plan.

Construction Impacts CO1 – Appropriate erosion and sediment control measures are very important. We agree with the consultant that an Erosion and Sediment Control (ESC) plan must be prepared. Even more important than a good plan, is the diligent monitoring of site conditions throughout the construction period. In many cases, erosion control measures are neglected, then fail, causing sedimentation. As the owner of a portion of the ESA located "downstream" of the proposed development, Thames Talbot Land Trust is very concerned about the potential impacts of sedimentation.

Construction Impacts CO4 – There must be no damage to retained trees. We support the use of tree protection fencing prior to any grading on site.

Stormwater Management Development Impacts – SWM1 through 7. As noted above, TTLT is very concerned about drainage issues. Please provide a copy of the Stormwater Management Plan when it becomes available.

Land Use Management Impacts LM2, LM6 – We are not convinced that risk associated with Yard Waste Disposal is Low. Fencing the back of the residential lots is a good starting point, but there is still risk associated with the pathway between houses, connecting the residential street to the multi-use pathway. TTLT members are familiar with similar situations, where determined homeowners have deposited wheelbarrow loads of yard materials in an ESA at the end of a pathway. These

typically include invasive plant species (e.g. periwinkle, English Ivy), which then become established in natural areas that are designated to protect native plants and wildlife. Will fencing be provided along the ESA boundary? Signage indicating the ESA, TTLT property and “No dumping” should also be considered.

Land Use Management Impacts LM 3 – We support the use of native species for all plantings associated with this development.

Land Use Management Impacts LM 4 – Domestic Pets. We are not convinced that the risk associated with domestic pets will be Low. In addition to the limitation in ESAs, municipal by-laws also require dogs to be kept on leash throughout the city. Despite these requirements, many residents allow their dogs to run off-leash in the ESA. Outdoor cats will have serious impacts on wildlife. Brochures are helpful, but much stronger action will be required in order to reduce this impact.

We appreciate the City of London taking the time to consider the potential environmental impacts of the proposed increased population density, water management and road traffic in this environmentally sensitive area. The City of London is very proud of its Environmentally Significant Areas and recognizes them as “an integral part of London's Natural Heritage System”. We recognize the City of London’s commitment and leadership in protecting its ESAs. We look forward to reviewing further documentation for this proposal.

From: harry sona
Sent: Thursday, January 14, 2021 5:17 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 meadowlily file 39CD-20502

Hi sir,

I am a business owner at _____ and great to know that new development is coming to this area, it will be good for our businesses

Thanks
Tersem Singh
London sweets and Restaurant
London

From: Diane Russo
Sent: Thursday, January 14, 2021 8:05 PM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; van Holst, Michael <mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Holder, Ed <edholder@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Squire, Phil <psquire@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; PEC <pec@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; Lehman, Steve <slehman@london.ca>; Lewis, Shawn <slewis@london.ca>;

Subject: [EXTERNAL] file 39CD-20502 & OZ-9192 101 Meadowlily Rd. S London, Ont

In response to this development proposal, I would like to reiterate the previous emails sent to Mike Corby. This a very inconsiderate plan for the environment, the safety and wellbeing of humans and wildlife. This is comparable to building a mall in the middle of a lush forest.

Meadowlily road of which I have sent pictures and a video of, is mostly one lane except for at night when people are at home and not visiting the woods. It will not

accommodate any extra vehicle traffic then what it affords today believe me. The road their plan exhibits, will not favour Meadowlily Road in any way shape or form. It will not reduce the amount of traffic to Commissioners Rd.

This site plan lies south of my property and it is elevated so that in the spring with the rainy season water drains off on to my property and down to the river. I shutter to think of what the excavation will do to my well and septic system. I feel it is important to me and the neighbour next to me for the city to allow local improvements extending the water and sewage the full length of the street. I have studied the private pump at Colonel Talbot Rd. and Southdale. It is 15 feet deep and my well is 29 feet deep. If there is a malfunction, this could be disasterous to me and the environment starting with the river and wildlife. There is a sign on that pump that says if alarm light is on contact Besterd Mechanical Emergency Line 519-672-8454. This is putting the responsibility on the public to keep the pump going.

I am not against the applicant building 15-20 new single dwelling homes, but I am against this plan to destroy this quiet haven for many that enjoy it freely by packing full of unnecessary toxins from emissions, garbage, and noise scaring the animals and birds.

This plan is not going to draw any more commercialism. People frequent Argle and White Oaks. Rona, Zellers, and Swiss Chalet left the area because of not being profitable.

It is about 1/2 mile to the transit, people here do not walk, they drive. The point about the transit being used more is unreasonable, we have many new developments east of here and it hasn;t made any difference. We are too far east and south and it would take the best part of an hour to get anywhere.

Thank you for time and valued consideration regarding this email,

My best Regards,

Diane Russo,
85 Meadowlily Rd. S.

From: Dance London
Sent: Thursday, January 14, 2021 10:47 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Support of new Meadowlily Road south

Hello,

Just letting you know that I support 101 Meadowlily Road south and file #39CD-20502 & OZ-9192. I am a business owner in the _____ and more homes in the area would benefit my business bringing more families and children into my business.

Sincerely,
Ashley Aarts
1305 Commissioners Rd E
London ON, N6M0B8

Subject: 101 Meadowlily Rd. South Development Proposal

Dear Mr. Corby,

In response to the updated suggested subdivision plan for the above application, I would like to comment on the new proposal..

There is a real improvement in having one main entrance off Meadowlily Rd, both aesthetically and for safety reasons.

However, the R6 zoning request is not in keeping with the current residential area at all, and I wonder why the developer hasn't thought of a plan with million dollar single family homes or perhaps a development of single story condo bungalow "pods" such as can be seen in Hazelden Ridge (3 residences in each "pod") or like the single family homes at 1204 Riverside Drive?

Meadowlily Rd. Is very narrow with no sidewalks and has an increasing amount of pedestrian and bike traffic. There wouldn't be any room for an additional bike lane in the future unless the developer provides enough setback to widen the road significantly on the west side. The East side is the ESA Boundary.

There is definitely a flood risk, based on previous years with spring runoff, which will now have even more pavement within the proposed boundaries of this development. The design is such that the townhouses along the North boundary will most likely have to deal with major washouts of their properties. Also part of north boundary directly abuts the Meadowlily Nature Preserve which has Federal protection.

This development needs to be assessed using the overlays of The City of London's "Commitment to Climate Change".

A subdivision plan of less intensive density, with homes more in keeping with the neighbourhood and less risk of a flooding event needs to be considered.

Sincerely, Carol Richardson

Thank you for considering my comments regarding this proposed development.

From: sonu sihra
Sent: Sunday, January 17, 2021 9:49 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] New homes on 101 Meadowlily Rd South

Hi Mike,

I'm the owner for the _____ in summerside area.

I heard about the proposal for building approx. 88 homes on Meadowlily Road south and wanted to express my gratitude, can't wait to see them fully developed and ready for sale.

It's nice to see this part of London getting developed as well, for sure this would also be good for business as well.

Stay safe and healthy.

Regards

Hardeep Singh

From: Kelley McKeating
Sent: Tuesday, February 9, 2021 9:39 PM
To: Corby, Mike <mcorby@London.ca>;
Subject: [EXTERNAL] 101 Meadowlily Road South Revised Planning Application

Mike,

Attached are belated comments from ACO London regarding the revised planning application. As you'll see, our comments do not differ significantly from those sent to you regarding the initial planning application.

Jerri,

Since this item has been recently added to the LACH agenda for tomorrow afternoon, could you please circulate the attached letter to members of LACH? Thanks very much!

Kelley

Kelley McKeating
President, London Region Branch
Architectural Conservancy of Ontario

February 9, 2021

Mike Corby, Development Services, City of London
Members of the London Advisory Committee on Heritage
(via Jerri-Joanne Bunn, Committee Clerk)

Re File: 39CD-20502 & OZ-9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.

Dear Mr. Corby and Members of LACH:

On behalf of ACO London, I write to express our continued concern over the proposed zoning by-law amendment to allow 52 condominium townhouses and 36 single detached dwellings at 101 Meadowlily Road South.

The proposal to place an urban/suburban townhouse/subdivision development squarely in the middle of one of the last remaining rural landscapes in the city is, in our opinion, the antithesis of urban intensification and the London Plan's emphasis on growing our city inward and upward. The development is proposed for a parcel of land that is bounded on three sides by protected land: the Meadowlily Woods Environmentally Significant Area to the east, the Meadowlily Nature Preserve (owned by the Thames Talbot Land Trust, donated to the TTLT by Carol and Rick Richardson in 2002) to the north, and the city-owned Highbury Woods Park to the west.

The revised application does not address the majority of the concerns expressed in our June 12, 2020 letter to you, which we repeat here for the benefit of the members of the LACH who may not have seen our earlier communication.

In addition, we are concerned that LACH is being asked to comment on this revised planning application with less advance notice than is the norm. My understanding is that this planning application was not included in the February 10 LACH meeting agenda that was circulated last week, and that it was added to their agenda only a day or two ago. It is our understanding that the City of London's policy is that development proposals for properties adjacent to a designated heritage property (as is the case here) are sent to LACH for comment and input before being brought forward to the PEC. May we respectfully suggest that the spirit of this policy includes providing LACH with adequate time to properly consider relevant material? It is always better to have more, rather than less, discussion and input from both the public and LACH in matters such as this.

We continue to believe that the proposed development is incongruous with the surrounding rural landscape and its heritage attributes. According to pages 58 and 59 of Heritage Impact Assessment prepared by Thor Dingman:

- "The HIA has identified two areas of potential impact from the proposed subdivision;
 1. impacts that effect the heritage attributes of the cottage's rural setting inscribed within the property;
 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.

- The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.
- Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape.”

The relatively small area bounded by Highbury Road South, Commissioners Road, Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources. In addition to the three above-mentioned natural areas, it contains a small bee and duck sanctuary at 25 Meadowlily Road South, the ruins of the Meadowlily Mill (the most well-preserved ruins in the city of an early London mill) and two properties designated under Part IV of the Ontario Heritage Act: Park Farm (the “cottage” referred to in the HIA excerpt above) and the 1910 Meadowlily Bridge. The rural landscapes around the designated properties are important in retaining an historic sense of place appropriate to the heritage sites – with open fields, woodlots, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that have led to the bridge and the mill since at least 1851 and probably since the 1820s. Although Meadowlily Road has been paved and widened at various points in its history, it remains relatively narrow and its borders retain the embankments, ditches, and vegetation characteristic of a minor country road. This quality is important as part of the overall character of the area.

For any potential rezoning of and development at 101 Meadowlily Road South, we recommend the following:

1. A lower density development that is in keeping with the rural character of the area, and that is consistent with the core principles of the London Plan.
2. As suggested in our previous letter, an effort should be made to provide more imaginative architectural design evocative of traditional styles. These could, and should, be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space. The design presented in the revised application is even less imaginative and less appropriate to the location, in our opinion, than the original design.
3. A single access point to Meadowlily Road for the subdivision, instead of the two streets included in the revised application. The access point should be at the far south end of the subdivision property.
4. Keeping the soft shoulders and rural laneway feel of Meadowlily Road. In particular, Meadowlily Road should not be widened.
5. A large buffer zone between the development and the Park Farm buildings. Because the Park Farm buildings are so close to the southern border of the original Park Farm property, any high-density development or development impinging on the property line would seriously affect their character.
6. Increase the setback from Meadowlily Road and hide the development behind a barrier of large trees, both evergreen and deciduous and shrubs to provide a visual, sound, and light buffer between the development, the road, and Park Farm. Although the fourteen proposed driveways have been removed in the revised application, the renderings show manicured lawns that are not suggestive of any kind of buffer or barrier.

Sincerely,
Kelley McKeating
President, Architectural Conservancy Ontario – London Region

Comments provided after March 11th, Notice of Public Meeting.

From: Cathy M
Sent: Saturday, March 13, 2021 9:11 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily Woods

Dear Mike Corby,

I am emailing you to please keep Meadowlily Woods and surrounding area intact. Please.

Walking in Meadowlily literally saved my life. I walked there for years after my mom passed of cancer, my grandma and then later my dog- the last two thankfully from old age. I lived on Deveron Cr and would drive over there daily and walk away the grief. Being in nature was the only place I found solace to heal. There is a bridge down in a gully and I would lie on it and stare up into the trees and just breathe- and be still. Somehow the quiet, the air, the energy- I dont know what it was- but it healed my broken heart. Meadowlily for me was for selfish reasons- to help heal my heart and get back into life. And, just as important is to protect the wildlife that lives there. ALL of it is important for the planet, its all part of a bigger ecosystem. We need to live with nature and protect whats left.

Please be a part of the solution and not part of the destruction. Creating condo's in that area will lead to the destruction of the sacredness of what Meadowlily is.

Cathy
9768 Lake Rd, Kettle Point On N0N 1J1

From: Melissa Parrott
Sent: Saturday, March 13, 2021 8:09 PM
To: Corby, Mike <mcorby@London.ca>; Helmer, Jesse <jhelmer@london.ca>; Hillier, Steven <shillier@london.ca>
Subject: [EXTERNAL] Protect Meadowlily Woods!

Dr Mr. Corby and council,

I have many concerns about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest.

I urge council to halt condominium development plans. I don't have a lot of time to express my concerns before the meeting on Monday, but please take this letter as a hard 'Nay' to Condos on Meadowlily Road. This rampant, irresponsible development needs to stop. There are so many grey zones that can be redeveloped instead of tarnishing irreplaceable Carolinian Forests. The proximity of this new development would be detrimental to this valuable, important ecosystem. And mediocre 'buffer zones' don't stop flying litter, oil spills from cars or airborne pollutants.

Sincerely,

--

Melissa Parrott
472 English St. Old East London

From: LES HIRD
Sent: Saturday, March 13, 2021 9:50 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily Development

I would like to voice my objection to this development going forward.

We have lots of other land in the area and others that can be developed and leave the natural areas alone.

We do enough damage to the beautiful areas of our city.

Les Hird
18 Cornerbrook ave
N5W1P3

From: Andrea Taylor
Sent: Sunday, March 14, 2021 3:25 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Proposed Meadowlily Road South Condo Development

Mr Corby

I'm deeply disturbed by the fact that the proposed condo development at 101 Meadowlily Road South has still not been blocked, or at the very least least significantly scaled down. Eight single family houses might be manageable, but 88 condos are far too intensive a development to build so close to an area as important to London as the Meadowlily Woods ESA. It is not only a beautiful piece of nature - I hiked there myself this past fall - but the protection of any ESA is critical for the long term health of the environment. The Meadowlily Woods are an important haven for our local flora and fauna and it must be protected and cherished. Building 88 condo units that will certainly result in more than 88 people living right on its doorstep who, along with the dozens of vehicles they will no doubt bring to the area, have the potential to cause catastrophic stress to the Meadowlily Woods ESA. It is not hyperbole to suggest that the biome itself could be irreparably damaged by such ill thought out development right on its doorstep.

The condos can be elsewhere. The Meadowlily Woods ESA however is hostage to our current decision makers. MWESA is both a haven for the local wildlife and for Londoners seeking a place to enjoy a little piece of nature right here in the city. I would rather see the city take the opportunity to purchase 101 Meadowlily Road South for the purpose of expanding the ESA rather than approving such a short sighted development. This development cannot be allowed to go ahead and risk destroying one of the crown jewels of London's natural heritage. Meadowlily Woods Environmentally Significant Area should remain as it is; a place for all Londoners to cherish and enjoy and not sacrificed to enrich one developer.

Thank you for your time.

Andrea Taylor
929 Princess Avenue
London, Ontario
N5W 3M7

From: Joanne Does
Sent: Sunday, March 14, 2021 7:28 AM
To: Corby, Mike <mcorby@London.ca>; PEC <pec@london.ca>
Subject: [EXTERNAL] Condo development objection - 101 Meadowlily

I am totally concerned and object to the proposed Condo development at 101 Meadowlily Road South. It is much too close to Meadowlily Woods Environmentally Significant Area— our natural area. We need to protect this area, and not surround it with more development.

Joanne Does
55 Court Lane

London, ON

From: Sonya Spohr
Sent: Sunday, March 14, 2021 8:40 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL]

Dear Mr. Corby, Planning and Environment Committee and Council,

I have many concerns about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. I urge council to halt condominium development plans. I don't have a lot of time to express my concerns before the meeting on Monday, but please take this letter as a hard 'Nay' to Condos on Meadowlily Road. This rampant, irresponsible development needs to stop. There are so many grey zones that can be redeveloped instead of tarnishing irreplaceable Carolinian Forests. The proximity of this new development would be detrimental to this valuable, important ecosystem. And mediocre 'buffer zones' don't stop flying litter, oil spills from cars or airborne pollutants.

Sincerely,
Sonya Spohr

From: wendy goldsmith
Sent: Sunday, March 14, 2021 9:11 AM
To: Corby, Mike <mcorby@London.ca>; City of London, Mayor <mayor@london.ca>
Cc: Hillier, Steven <shillier@london.ca>; Turner, Stephen <sturner@london.ca>
Subject: [EXTERNAL] Protect Meadowlily!!

To Whom it may concern,

I have many concerns about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. I urge the council to halt condominium development plans. We need to think about generations to come, not lining the pockets of developers to steal more land from precious wildlife. Londoners will not be silent on this issue.

Wendy Goldsmith
21 Carfrae Cres

From: Melissa Bakker
Sent: Sunday, March 14, 2021 10:41 AM
To: Corby, Mike <mcorby@London.ca>; PEC <pec@london.ca>; van Holst, Michael <mvanholst@london.ca>

Subject: [EXTERNAL] Proposed Condo construction at 101 Meadowlily Road South

Good morning - I'm writing to you today in OPPOSITION of the proposed condo construction at 101 Meadowlily Road South that abuts the environmentally sensitive, Meadowlily Woods. This woodlot and nature trails need to be protected at all cost for the current/future residents and wildlife in this area.

With rapid construction of sub-divisions taking place further along Commissioners near Jackson and Hamilton Road we are losing valuable farm land and impacting environmentally sensitive areas along the Thames River. Once these natural resources are ruined by careless human activity, garbage and construction of multi-level housing units - we have lost the fight for future generations who will call East London home.

I trust you share the concerns of residents who oppose development of this area and will vote in favour of protecting this area when this is discussed at the upcoming planning committee meeting.

Melissa Bakker
101 Coldstream Crescent
London ON N5W 1T5

From: Dion V
Sent: Sunday, March 14, 2021 10:47 AM
To: Corby, Mike <mcorby@London.ca>; PEC <pec@london.ca>
Subject: [EXTERNAL] Regarding the 88 CONDOS at 101 Meadowlily Road South

Regarding the 88 CONDOS at 101 Meadowlily Road South

As a concerned Londoner, I say: No, No, No, No, No. This should *never* have even been *considered*, let alone advance to this stage.

Another example of London kow-towing to the developers....again!

Dion Vansevenant
99 Edward St
London, ON N6C 3H6

From: Laura Robinson
Sent: Sunday, March 14, 2021 10:59 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Save Meadowlily!

Dear Mr. Corby,

I am writing to you out of extreme concern about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. I urge council to halt condominium development plans. This rampant, irresponsible development needs to stop. There are so many grey zones that can be redeveloped instead of tarnishing irreplaceable Carolinian Forests. The proximity of this new development would be detrimental to this valuable, important ecosystem. And mediocre 'buffer zones' don't stop flying litter, oil spills from cars or airborne pollutants. I urge you and the city to strongly reconsider and take protection of our "Forest City" seriously.

Sincerely,
Laura Robinson
3 Horn St, London, ON N6C 3K3, Canada

From: Andrew Swan
Sent: Sunday, March 14, 2021 1:49 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily

You're probably very busy, so I will be brief. Meadowlily is worth more to us as an ecologically sensitive forest than it is as a block of apartments. Thank you for your consideration.

73 Dalhousie Crescent, London, ON N6K 1N7, Canada

From: Anna Struckett
Sent: Sunday, March 14, 2021 2:58 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily South

I would like to express concern about the planned buildings at 101 Meadowlily South. This is far too many units for the property, and has the potential to destroy the usefulness of a wonderful natural environment in our city. There are so few areas within the city that are accessible to the public to enjoy a natural area, and this many units will cause major traffic, waste and human activity. Please reconsider the planning. Decrease the density significantly!

Thanks

A lifelong meadowlily user.

Anna Struckett

30 Holborn Ave, London.

From: Sylvia Pozeg

Sent: Sunday, March 14, 2021 3:03 PM

To: Corby, Mike <mcorby@London.ca>

Cc: PEC <pec@london.ca>; Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>; s.turner@london.ca

Subject: [EXTERNAL] Meadowlily ESA

Dear Mr. Corby, Planning & Environment Committee, and Councillors,

I urge you to halt condominium development at Meadowlily Woods. This area is incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. Developing there in such a short-sighted manner increases pressure on this Environmentally Significant Area, and would degrade the Nature Preserve donated to the Thames Talbot Land Trust by the Richardsons.

It is projected that the 88 condos planned for 101 Meadowlily Road South would represent a 250% increase in population, traffic, and human activity. Surely London can make use of the many grey zones we have, rather than developing at this precious natural area. Small buffer zones are not adequate to protect Meadowlily from another construction project.

The Carolinian Zone is the most diverse and fragile ecoregion of Canada, and the Meadowlily habitat deserves responsible protection. It also serves to enhance the wellbeing of the people of London as a place for nature connection, supporting mental health and physical fitness, while providing priceless opportunities for education. Students past, present and future need Meadowlily intact and undisturbed by short-sighted building developments. We have so few areas remaining with such ecological significance.

We currently face the triple threat of extinction; climate and health crises locally and globally due to habitat loss. Please reconsider your condominium plans. London must be better than this.

Meadowlily Farm is located in the middle of the Meadowlily Woods Nature preserve within the City of London. Meadowlily Nature Preserve was donated to Thames Talbot Land Trust (TTLT) by Carol and Rick Richardson, who wanted to ensure that their family's land would be protected from future development. It is recognized as an Environmentally Significant Area by the City of London.

***Academic Research in the Meadowlily Woods area documented over 60 archaeological sites** dating from 9500 B.C to 1500 A.D and includes all types of sites from find spots, camps and villages.

Ontario Bee Rescue is a not-for-profit organization located at Meadowlily Farm. There are over 100 volunteer beekeepers who field several calls a day for bee rescues. The Honeybees' survival depends on all of us.

You can make a difference for the bees, Meadowlily, and all species relying on this Nature Preserve and Environmentally Significant Area.

Thank you,

Sylvia Pozeg

From: Cassandra Harris

Sent: Sunday, March 14, 2021 4:17 PM

To: Corby, Mike <mcorby@London.ca>; PEC <pec@london.ca>

Subject: [EXTERNAL] Concerns over development in Meadowlily Woods/101 Meadowlily

Hi Mike,

I hope you are well. I am a homeowner that lives on Hale Street here in London, and I visit the Meadowlily Woods Environmentally Sensitive Area frequently for exercise, fresh air, and connection to the natural world -- all things to support my own health and wellness. Meadowlily also supports the neighbourhood and the wider London community. I am deeply concerned and disturbed that London is considering an application for development in the area, including the application for an 89 unit condo at 101 Meadowlily Road. I desperately urge you to deny this application.

(<https://london.ca/business-development/planning-development-applications/planning-applications/101-meadowlily-road>)

I consider Meadowlily to be a sacred place, but even just looking at it from a logical, climate and environmental protection standpoint, it is an incredibly important wild place that supports wildlife, pollinators, clean water, clean air -- it is grasslands and mature trees that draw down and store carbon, for example, and important habitat for native bees, birds and other pollinators that pollinate local gardens, the Urban Roots Farm, and biodiversity in the area in general. As a City Planner, I am sure this is information you are already aware of -- but I wanted to give you a sense of where I am coming from as a concerned citizen and human being.

No amount of money or financial gain can compare with or replace the precious lifeforms and life-supporting systems that would be destroyed. Increased development in the area would be absolutely devastating to the surrounding wildplaces, which are already being encroached upon by other housing developments. The Forest City's wild places are increasingly threatened and more precious than ever. The condominium would open the area to increased traffic, increased air pollution, increased noise pollution, light pollution (e.g., the American Woodcock, a protected bird that lives in Meadowlily, migrates at night and would be affected by increased light). There would inevitably be an increase in littering, not to mention the outright destruction and death of grasslands, trees and soil life that are important for retaining water, drawing down carbon and supporting life -- all functions that pavement does not provide.

PLEASE, again, I urge you to consider the long lasting and devastating impact of land development in the Meadowlily area -- for the natural world, for future generations of neighbourhood residents, for cleaner air, for wildlife and pollinators, for trees, for grasslands, for soil life, heck, even if it is just to check a box that you are making decisions to address the climate emergency, reduce emissions and protect natural spaces that store carbon -- please do not allow the development to continue.

Thank you very much for your consideration and your ongoing service to the people of London.

Sincerely,

Cassandra Harris
263 Hale Street, London

From: Marina Sheppard
Sent: Sunday, March 14, 2021 5:11 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>; Helmer, Jesse <jhelmer@london.ca>
Subject: [EXTERNAL] Meadowlily

Dear Mr. Corby, Planning and Environment Committee and Council:

I have many concerns about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. I urge council to halt condominium development plans.

Please take this letter as a hard 'Nay' to Condos on Meadowlily Road. This rampant, irresponsible development needs to stop. There are so many grey zones that can be redeveloped instead of tarnishing irreplaceable Carolinian Forests. The proximity of this new development would be detrimental to this valuable, important ecosystem. Mediocre 'buffer zones' don't stop flying litter, oil spills from cars or airborne pollutants.

Sincerely,

Marina Sheppard
437 Ontario st ;
London, Ontario
N5W 3W8

From: french_99
Sent: Monday, March 15, 2021 3:06 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily Woods Development & the Carolinian Forest tract

Dear Mr. Corby, Planning and Environment Committee and Council,

I have many concerns about the development at Meadowlily Woods. This area is an incredibly sensitive habitat and hosts a rare tract of Carolinian Forest. I urge council to halt condominium development plans. I don't have a lot of time to express my concerns before the meeting on Monday, but please take this letter as a hard 'Nay' to Condos on Meadowlily Road. This rampant, irresponsible development needs to stop. There are so many grey zones that can be redeveloped instead of tarnishing irreplaceable Carolinian Forests. The proximity of this new development would be detrimental to this valuable, important ecosystem. And mediocre 'buffer zones' don't stop flying litter, oil spills from cars or airborne pollutants.

Please consider not doing this.

I would appreciate you confirming that you received this letter.

Sincerely,
Deb French
836 Dufferin Ave
London, ON
N5W 3K1

From: Dan Ebbs
Sent: Sunday, March 14, 2021 9:19 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily Development

Dear Mr. Corby:

It has come to my attention via a friend's post on Facebook that condominiums will be built on Meadowlily Road.

To do so would be a grave threat to the flora and fauna of the Meadowlily Woods Environmentally Significant Area.

A city is only as good and as strong as its green spaces. Citizens need these places in which to unwind, breathe clean air, and find refuge from the hustle and bustle, especially during the stress of these COVID times.

Please do not allow this to happen. I am sure that there is neighbouring farmland that would serve just as well.

At the Planning Committee meeting on March 29, please do the right thing.

Thank you for your time.

5-390 Grey St., N6B 1G9

From: Andrew Stolarski

Sent: Sunday, March 14, 2021 10:53 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] RE : 101 Meadowlily Rd S Development

Good day

Building private roads and private infrastructure by developers to support development is something that is not community led when planning a city. Are we planning and growing our city for the community or developers ?

Access to tax payer funded Meadowlily Rd S to provide for a private road and private infrastructure is not appropriate for this area.

Property taxes should build roads and infrastructure for planned city growth in appropriate areas .

Under the Constitution Act, 1867, the provinces and territories of Canada are exclusively responsible for enacting legislation on "Local Works and Undertakings," which includes highways.[1] According to Transport Canada, provincial and territorial governments are responsible for the "planning, design, construction, operation, maintenance and financing of highways within their jurisdiction." [2] Nonetheless, the federal government contributes to funding for highway or road construction projects under specific legislation or programs of departments and agencies.[3] Local road infrastructure is largely under the jurisdiction of local municipalities, which receive a large portion of their revenue through property taxes. However, they also receive funding assistance, typically through tax transfer agreements, from both the federal and provincial governments. Taken from

[https://urldefense.com/v3/_http://www.loc.gov_!!Mdh6Ok0KiQ!Av1ikRb-F2x77Iz8TGHGScU9yBL8wnvnKQwU8e2AVi4blw6clS9fEMORfW9W\\$](https://urldefense.com/v3/_http://www.loc.gov_!!Mdh6Ok0KiQ!Av1ikRb-F2x77Iz8TGHGScU9yBL8wnvnKQwU8e2AVi4blw6clS9fEMORfW9W$)

Meadowlily's vision is one of Conservation not over development. Efforts have been made to support this by citizens , community leaders and City Hall for many years.

However building 12 to 16 homes similar to what is on top of Meadowlily Rd S would be more suitable. Driveways not private roads could accommodate this .

Thank you

Andrew Stolarski

From: brenda marsden

Sent: Saturday, March 13, 2021 8:01 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] Fw: Save Meadowlily

Here we are again. I hold hope in my heart.

The Forest City is losing trees at an alarming rate. Some due to age, some disease, and the ever-growing need to upgrade aging infrastructures.

Recently, a whole neighborhood was thrown into shock by the work done at McCormick Park. Understandably, the work needed to be done, I'm sure the city could have done a much better job at informing its citizens what was planned. But this destruction of Meadowlily's natural wooded area to house condos is madness. We have hundreds of vacant and sterile plots of land, with more being added every day. It's time to recycle and reuse the land we've already decimated.

Let's be the first city to make it law to reuse, recycle barren land before destroying wilderness.

You save heritage buildings...Save our trees.

Our healthy trees must be treated as endangered species everywhere.

Can you all not see, or do you all just not care ?

Thank You for taking time to read my concerns.

Brenda Marsden

From: Dave Mitchell

Sent: Monday, March 15, 2021 3:36 PM

To: Corby, Mike <mcorby@London.ca>

Cc: Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>

Subject: [EXTERNAL] Proposed development of Meadowlily Woods

I fear I have missed the 8:30am window for input on this proposal so I will keep it brief. While not living in the ward Meadowlily is encapsulated by, I will add that it was the destination of our first outing with my family after coming out of lockdown #1 in 2020. Times like these accentuate the irreplaceable value that natural spaces, especially spectacular ones like Meadowlily, provide citizens of this city. There are other places to build condos. Don't ruin the what we cannot replace.

Dave Mitchell

660 William St

London, Ontario

N5Y 5P5

From: Lynn Bertie

Sent: Monday, March 15, 2021 10:36 AM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] Fwd: Condos - Meadowlily

I am very concerned about the condos being built so close to Meadowlily. Please preserve this area as it is environmentally sensitive!

Lynn Bertie

Appendix E – Agency/Departmental Comments

See Original Staff Report (Appendix G), for comments provided during Notice of Application circulated May 14th, 2020.

Enbridge Gas Inc. – December 18, 2020

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s (operating as Union Gas) request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Should you require any further information, please contact the undersigned.

London Hydro – January 12, 2021

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

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

Appendix F – Policy Context

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

Provincial Policy Statement, 2014

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.3 Settlement Areas
- 1.1.3.2
- 1.1.3.6
- 1.4 Housing
- 2.0, 2.1.1, 2.1.8, 2.1.4, 2.1.5, 2.1.6
- 3.0

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

City of London Official Plan

3.2. Low Density Residential
3.2.1. Permitted Uses
3.2.2 Scale of Development
3.2.3. Residential Intensification
9.4. Urban Reserve
9.4.4. Site Specific Amendments
8A.2. Open Space

The London Plan

59_, 61_, 62_, 91_, 92_2, 172_, *189_, 191_ 252_, 253_, 256_, 295_, 757, 762_5,
768_, *921_, *935_, *936_, *937_, *1688_

Z.-1 Zoning By-law

Site Plan Control Area By-law

Appendix G – Relevant Background

Staff report to the Planning and Environment Committee – October 5, 2020

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: 2690015 Ontario Inc.
101 Meadowlily Road South

Public Participation Meeting on: October 5, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2690015 Ontario Inc. relating to the property located at 101 Meadowlily Road South:

- (f) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend the Official Plan to change the designation of the subject lands **FROM** an Urban Reserve Community Growth designation, **TO** a Low Density Residential designation and Open Space designation;
- (g) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend The London Plan to change the Place Type on a portion of the subject lands **FROM** a Neighbourhood Place Type, **TO** a Green Space Place Type;

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

- (h) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Urban Reserve (h-2*UR1) Zone, **TO** a Residential Special Provision R6 (R6-5(_)) Zone and Open Space (OS5) Zone;
- (i) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 101 Meadowlily Road South; and.
- (j) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 101 Meadowlily Road South.

Executive Summary

Summary of Request

The requested amendment is to permit a vacant land condominium which will include 13 townhomes with 4 dwelling units per building and 37 single detached cluster dwelling

units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.

Purpose and the Effect of Recommended Action

The recommended Official Plan and Zoning By-law amendment will permit a range of low density residential uses which can be implemented through a cluster residential development. This will allow for the development of the proposed vacant land condominium which will include 13 townhomes (52 units) and 37 single detached cluster dwelling units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.

Rationale of Recommended Action

6. The recommended amendment is consistent with the PPS 2020.
7. The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential and Open Space policies.
8. The proposed amendment conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhood Place Type and Green Space policies. The recommended amendment facilitates the development of an underutilized property and encourages an appropriate form of development.
9. The subject lands are located in close proximity to arterial roads, surrounding services and access to the Meadowlily Trail which provides pedestrian movements from East London to the City core.
10. The Draft Plan of Vacant Land Condominium application is considered appropriate and in conformity with The London Plan and the (1989) Official Plan as recommended, and is consistent with the Provincial Policy Statement. The proposed residential use is also consistent and permitted under the subject recommended Zoning By-law amendment application. Application for Site Plan Approval has also been reviewed and has advanced to the drawing acceptance stage.

Analysis

1.0 Site at a Glance

1.7 Property Description

The subject site is a large parcel of land which currently has a vacant, single detached dwelling located on it, along with an accessory structure. The site is approximately 5.20 hectares (12.85 acres) in size and irregular in shape with 271 metres of frontage along Meadowlily Road South. To the west of the site is the Highbury Woods followed by Highbury Ave and located to the east is the Meadowlily Woods ESA. North of the site is a private residence along with a large wooded area that is privately owned and protected. This wooded area is an extension of the Highbury Woods. South of the site is a large undeveloped lot.

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

- (1989) Official Plan Designation – Urban Reserve Community Growth
- The London Plan Place Type – Neighbourhood Place Type
- Existing Zoning – h-2*UR1

1.9 Site Characteristics

- Current Land Use – vacant
- Frontage – 271 metres (889.1 feet)
- Depth – 183.8 metres (603 feet) south side & 224 metres (744.75 feet) north side
- Area – 5.20 ha (12.85 acres)
- Shape – irregular

1.10 Surrounding Land Uses

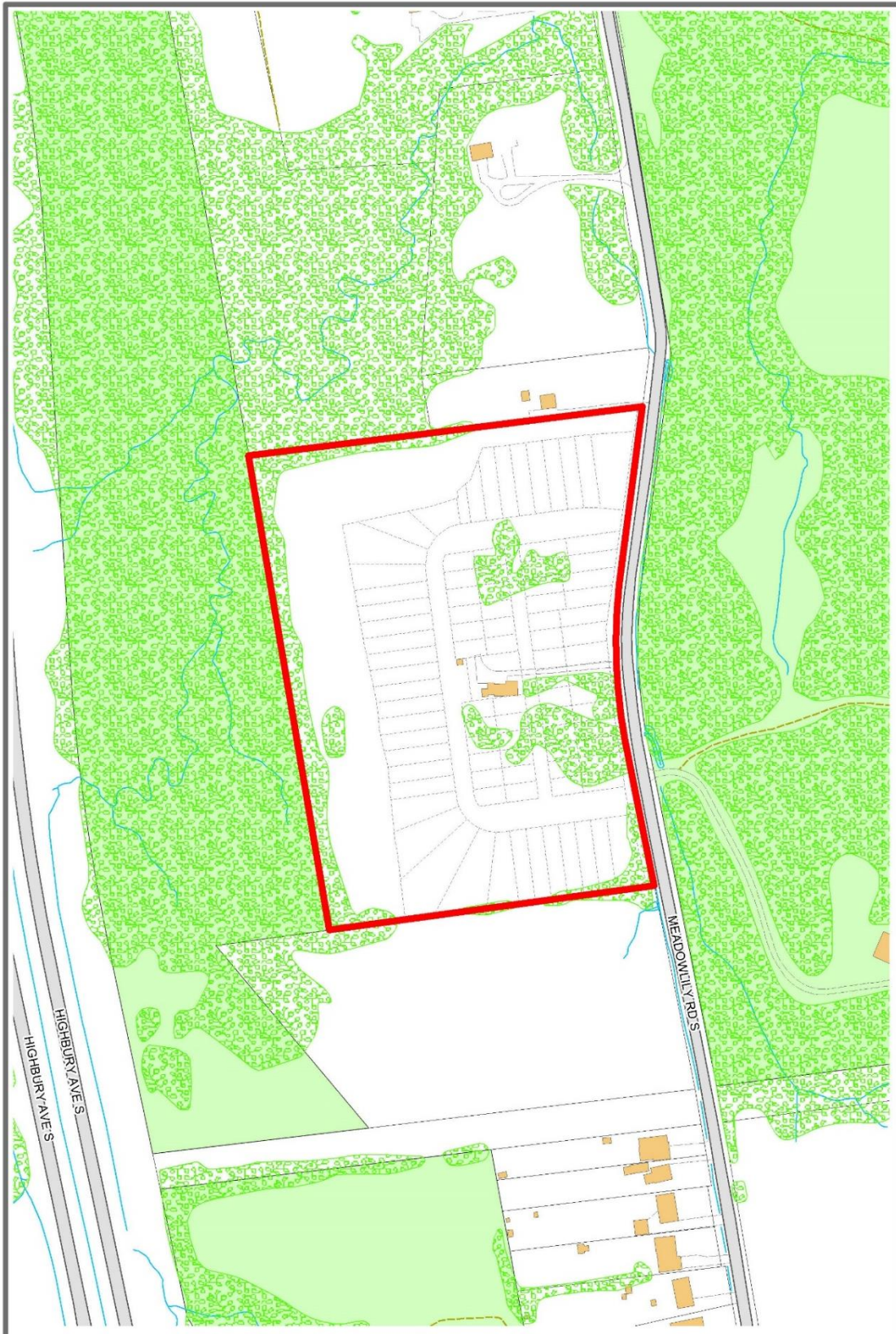
- North – Residential/Woodlot
- East – ESA

- South – Vacant
- West – Woodlot

1.5 Intensification (89 residential units)

- The proposed residential units represent intensification outside of the Built-area Boundary
- The proposed residential units are outside of the Primary Transit Area.

1.6 Location Map



LOCATION MAP

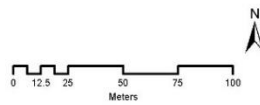
Subject Site: 101 Meadowlily Road South

File Number: OZ-9192/39CD-20502

Planner: Mike Corby

Date: 14/09/2020

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



Scale 1:1000

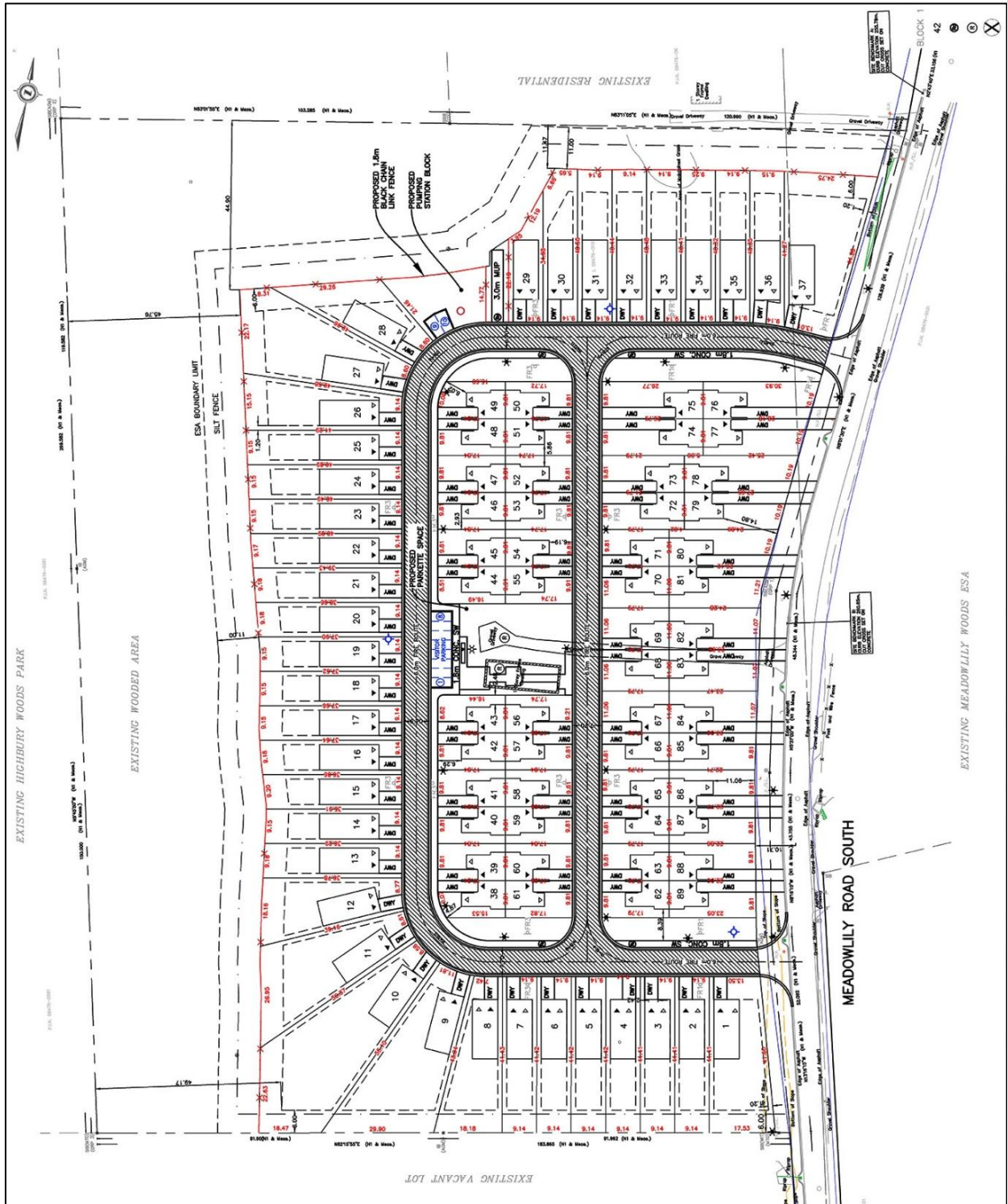
Legend

-  Subject Site
-  Buildings
-  Driveways/Parking Lots
-  Parks

2.0 Description of Proposal

2.1 Development Proposal

The proposal is for an 89 unit vacant land condominium. The cluster development will include 37 single detached cluster dwelling units along with 13 townhouse dwellings with 4 units per building (52 units). The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.



3.0 Relevant Background

3.1 Planning History

On March 17, 2020 an application for a Vacant Land Condominium and Zoning By-law amendment were accepted as a complete application. Development Services also initiated an Official Plan amendment application for the subject site upon receipt of the application. The Official Plan application would amend the existing Urban Reserve Community Growth to Low Density Residential and Open Space. This has been a

standard practice for Development Services and is considered appropriate as the proposed Low Density Residential designation is in keeping with the Neighbourhood Place Type of The London Plan which has been approved by Council and the Province outlining the future planning policies on the site.

3.2 Requested Amendment

The requested amendment is for an Official Plan amendment from an Urban Reserve Community Growth to a Low Density Residential and Open Space designation.

The amendment also includes a Zoning By-law amendment from a Holding Urban Reserve (h-2*UR1), to a Residential R6 Special Provision (R6-5(_)) Zone, to allow for the proposed vacant land condominium.

3.3 Community Engagement (see more detail in Appendix D)

Through the public circulation process comments were received by 42 members of the public. Major concerns include the potential increase in traffic along Meadowlily Road South, on street parking and potential safety issues. Concerns were also raised about the potential loss of natural heritage features and impacts on the neighbouring ESA and woodlots as well as potential impact on wildlife in the area. The full spectrum of comments and concerns received by Staff are attached to Appendix "D".

3.4 Policy Context (see more detail in Appendix F)

Provincial Policy Statement, 2020

1. Building Strong Healthy Communities:

The PPS provides direction for land use planning that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities which are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, employment and institutional uses to meet long-term needs. These policies are set out in Section 1.0, and seek to promote cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development and appropriate land use patterns within settlement areas shall be established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and is transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

2. Wise Use and Management of Resources:

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. Section 2.0 of the PPS establishes a number of policies that serve to protect sensitive natural features and

water resources.

Section 2.1 Natural Heritage 2.1.1.: “Natural features and areas shall be protected for the long term”; Section 2.1.8: “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”

3. Protecting Public Health and Safety:

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage. The recommended vacant land condominium does not pose any public health and safety concerns, and there are no known human-made hazards.

In accordance with section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

The London Plan

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

The London Plan includes criteria for evaluating plans of subdivision through policy *1688 that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type in which the proposed subdivision is located
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

This is relevant as The London Plan also requires Vacant Land Condominiums to have the same considerations and requirements for the evaluation of draft plans of subdivision.

Neighbourhood Place Type

The subject site is located in an Neighbourhood Plane Type which permits a range of primary and secondary uses that may be allowed based on the street classification the property fronts (*921_ Permitted Uses). The subject site is located on a local street which would permit single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations and group homes (*Table 10). Permitted uses can achieve a height of up to 2.5 storeys when fronting a local street (*Table 11). Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space (Intensity, *935_). All planning and development applications will conform to the City Design policies of this Plan (Form, *936_).

Residential intensification is fundamentally important to achieve the vision and key

directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. However, such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate and a good fit within their receiving neighbourhoods (Residential Intensification in Neighbourhoods, *937_).

Green Space Place Type

The Green Space Place Type is intended to be made up of a system of public parks and recreational areas, private open spaces, and our most cherished natural areas. It encompasses a linear corridor along the Thames River, which represents the natural heritage and recreational spine of our city (757_). The Green Space Place Type is comprised of public and private lands; flood plain lands; lands susceptible to erosion and unstable slopes; natural heritage features and areas recognized by City Council as having city-wide, regional, or provincial significance; lands that contribute to important ecological functions; and lands containing other natural physical features which are desirable for green space use or preservation in a natural state. Within the place type agriculture, woodlot management, horticulture and urban gardens, conservation, essential public utilities and municipal services, storm water management, and recreational and community facilities are permitted uses (762_5). The London Plan permits Council to acquire lands to add to the Green Space Place Type for the purposes of adding to the network of publicly-accessible open space, providing protection to lands identified as being susceptible to flooding or erosion; and providing protection to natural heritage areas within the Green Space Place Type (768_).

(1989) Official Plan

Low Density Residential

The application is to change the current (1989) Official Plan designation to Low Density Residential. The Low Density Residential designation is intended to accommodate low-rise, low density housing forms which includes single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster housing may also be permitted subject to the policies of this Plan (3.2.1. Permitted Uses). Development within areas designated Low Density Residential shall have a lowrise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law. These requirements may vary in areas of new development according to the characteristics of existing or proposed residential uses, and shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre) (3.2.2. Scale of Development).

Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form. Residential Intensification may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the following policies and the Planning Impact Analysis policies under Section 3.7. Residential Intensification projects shall use innovative and creative urban design techniques to ensure that character and compatibility with the surrounding neighbourhood are maintained as outlined in policy 3.2.3.3. and 3.2.3.4. (3.2.3. Residential Intensification)

Urban Reserve Community Growth

The "Urban Reserve - Community Growth" designation is intended to provide a general indication of the mix of urban land uses proposed for the area. These areas will be composed of predominantly residential uses but will include commercial, institutional, and open space uses that are supportive of the community as well as provide

employment opportunities in a community setting. Notwithstanding this general intent, lands within the Urban Reserve designations may be re-designated by Council for any use through the community planning process and resulting amendment to this Plan (9.4.3. Proposals for a Change in Designation).

The preferred approach to planning areas designated "Urban Reserve" is through the Secondary Plan process as described in Section 19.2. Council may, however, review and adopt site specific Official Plan Amendments for lands designated "Urban Reserve" provided it does not negatively affect the community planning process on surrounding lands (9.4.4. Site Specific Amendments)

Open Space

The Open Space designation is used in an effort to protect and establish a continuous linear open space network which generally follows the Thames River and its tributaries. It will provide for linkages among open space areas throughout the City and allow for a balanced distribution of locations for both active and passive recreational pursuits. The Space Designation is use to protect natural heritage areas which have been identified, studied and recognized by Council as being of citywide, regional, or provincial significance. Within this designation district, city-wide, and regional parks; and private open space uses such as cemeteries and private golf courses are permitted in the Open Space designation. Agriculture; woodlot management; horticulture; conservation; essential public utilities and municipal services; and recreational and community facilities; may also be permitted (8A.2.2)

4.0 Key Issues and Considerations

The report below addresses the relevant planning policies and how they relate to the proposed application in detail. Community concerns will also be addressed through the analysis provided below.

4.1 Issue and Consideration # 1 – PPS, 2020 (PPS)

Provincial Policy Statement, 2014 (PPS)

Provincial Policy Statement

The recommended Draft Plan is consistent with the PPS 2020, summarized as follows:

1. Building Strong Healthy Communities:

The recommended amendments are consistent with the PPS as it provides alternative land uses within the surrounding context promoting an appropriate range and mix of residential uses. The proposed cluster development promotes a cost-effective development pattern helping reduce servicing cost and land consumption [1.1.1]. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The vacant land condominium will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas). The subject site is located in close proximity to two community commercial nodes (Shopping Areas) which can provide convenient amenities, employment and shopping destinations. The site is also considered to be transit supportive as it is in close proximity to an arterial road and highway, a major passive recreation trail system along the Thames River Corridor for bikers and pedestrians and two bus routes exists near the intersection of Commissioners Road East and Meadowlily Road South (1.1.3.2) contributing to a healthy, livable and safe community. Although not abutting existing development due to the sites isolated location the proposed development has a compact form and mix of uses that allows for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

The proposed development is also in keeping with the PPS as it contributes to the mix of housing type in the area which is made up of a handful of single detached dwellings on relatively large lots. The proposal provides a density that will help to meet the projected requirements of current and future residents but will remain compatible with the existing land uses in the area while still being significant enough to efficiently use the land, resources and surrounding infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed [1.4.3(d)].

2. Wise Use and Management of Resources:

Based on the accepted EIS, the recommended vacant land condominium and Zoning By-law Amendment are consistent with the Provincial Policy Statement - Section 2.0. The site abuts the Highbury Woods to the west and north and the Meadowlily Woods ESA to the west. Through the review of the EIS, and consultation with Staff a 35 metre buffer is being provided from the existing drip line on the westerly portion of the site. This is a significant buffer ensuring the continued protection of the abutting woodlot. In regards to the existing ESA to the east it is located on the other side of Meadowlily Road South. Given the existing R.O.W., the required land dedication for road widening and proposed setbacks no additional measures will be required as the ESA will be appropriately buffered from future development.

3. Protecting Public Health and Safety:

The recommended Vacant Land Condominium and Zoning Amendment do not pose any public health and safety concerns, and there are no known human-made hazards.

4.2 Issue and Consideration # 2 - Use

The London Plan

The subject site is located within a Neighbourhood Place Type and is not subject to any specific policies of the Plan. The proposed cluster residential development is in keeping with the permitted uses of The London Plan as the site is located along a local street which permits cluster residential developments along with the proposed single detached and townhouse dwelling uses (*921_ Permitted Uses, *Table 10).

(1989) Official Plan

The proposed vacant land condominium requires a change in the (1989) Official Plan from the existing Urban Reserve Community Growth designation to Low Density Residential. The Urban Reserve Community Growth designation is essentially used as a placed holder identifying that lands within this designation will be used for a mix of urban land uses in the future. These land uses are predominantly residential in nature but may include commercial, institutional, and open space uses. These lands are most commonly redesignated by Council through the community planning process (Secondary Plan) resulting in an amendment to the (1989) Official Plan (9.4.3. Proposals for a Change in Designation). The (1989) Official Plan also allows for site specific Official Plan Amendments within the designation provided it does not negatively affect the community planning process on surrounding lands (9.4.4. Site Specific Amendments). In the case of the subject site City Staff have initiated the site specific Official Plan amendment to redesignate to Low Density Residential. The proposed change to LDR is considered appropriate for the subject site as it will not negatively affect any potential community planning process on surrounding lands. The site is currently surrounded by natural heritage features which have recently undergone a Conservation Master Plan to ensure their continued protection. Given this recent review and protection on the surrounding lands a larger planning picture like a secondary plan would be unnecessary given the scale of the remaining lands within the URCG

designation. The proposed site specific amendment is the appropriate process to permit the redesignation of these lands and permit potential development.

It is also important to note that the lands within the URCG designation have also recently been reviewed through The London Plan process which identified the subject site and additional lands to the south as a Neighbourhood Place Type. No appeals were made to the Place Type on this site therefore once all appeals have been dealt with the Neighbourhood Place Type, which permits the proposed form of development will be permitted. Therefore, the recommended Low Density Residential designation is in keeping with the vision and policy direction identified within the future Neighbourhood Place Type and is considered appropriate within the surrounding context of the subject site (3.2.1. Permitted Uses).

4.3 Issue and Consideration # 3 - Intensity

The London Plan

Within the Neighbourhood Place Type, intensity of development is controlled by regulating the range of permitted uses and heights based on the street classification fronting the subject site. The proposed development is in keeping with the intensity policies of the Plan as the recommended single detached dwellings and townhouse buildings will be 2.5-storeys or less in height and the proposed uses can be accommodated on the site with no need for special provisions. The proposed R6-5 Zone does permit heights of up to 12 metres which could accommodate 3-storeys however, Staff is recommending a special provision to mirror The London Plan which will restrict heights to 2.5 storeys.

(1989) Official Plan

The LDR policies direct intensity to be controlled by appropriately sized lot areas and frontage requirements of the Zoning By-law. The proposed development is for cluster housing which applies zoning regulations to the whole of the site and not the uses within it. This means the individual "Lots" are actually considered "Units" within the proposed development and are not subject to the typical regulations of the Zoning By-law like lot area and lot frontage. The site is considered a single property when implementing cluster forms of housing therefore the regulations apply to the site as a whole as opposed to the individual uses. The LDR policies do identify that net densities should also be used to control density within the designation. Within the LDR designation net densities can range to an approximate upper limit of 30 units per hectare (12 units per acre) within Low Density Residential neighbourhoods (3.2.2. Scale of Development). The total site area is 5.2ha in size, as a result of the land dedication on the west and northern portions of the site the total developable area is approximately 3.39ha in size. The resulting density based on the development area is 27uph which is in keeping with the policies of the (1989) Official Plan.

4.4 Issue and Consideration # 4 - Form

The London Plan

The London Plan requires that all planning and development applications conform to the City Design policies. The proposed development is in keeping with these policies as the site layout is designed in a manner that is in keeping with the planned character of the surrounding lands designated as Neighbourhood (252_). The planned character is identified through policies in the Neighbourhood Place Type which permits low rise, low density forms of development such as the proposed cluster housing. The site layout has also been designed in a manner which will mitigate impacts on adjacent lands (253_). A large buffer on the west and northerly portions of the site protect the abutting Woodland and residential uses while the existing R.O.W and required setbacks create appropriate separation between the development and ESA/heritage features to the east. The built form along Meadowlily Road South helps establish an appropriate and consistent street line of buildings creating a positive interface between the built form and public realm (256_). The proposed development has identified outdoor amenity space

within the townhome developments and a passive recreational trail which will be developed along the westerly and northerly portions of the site (295_).

The London Plan also provides policies on how residential intensification within neighbourhoods should develop and states that residential intensification is fundamentally important in achieving the vision and key directions of The London Plan. Although the subject site is not surrounded by your typical built up neighbourhood and is considered a greenfield development these policies can act as a guideline when considering how the proposed development fits within its surrounding context. The proposed development is considered in keeping with the intensification policies as it helps implement the vision of the London Plan by providing opportunities to age in place, a diversity of built form, affordability, vibrancy, and the effective use of land in the area (Residential Intensification in Neighbourhoods, *937_).

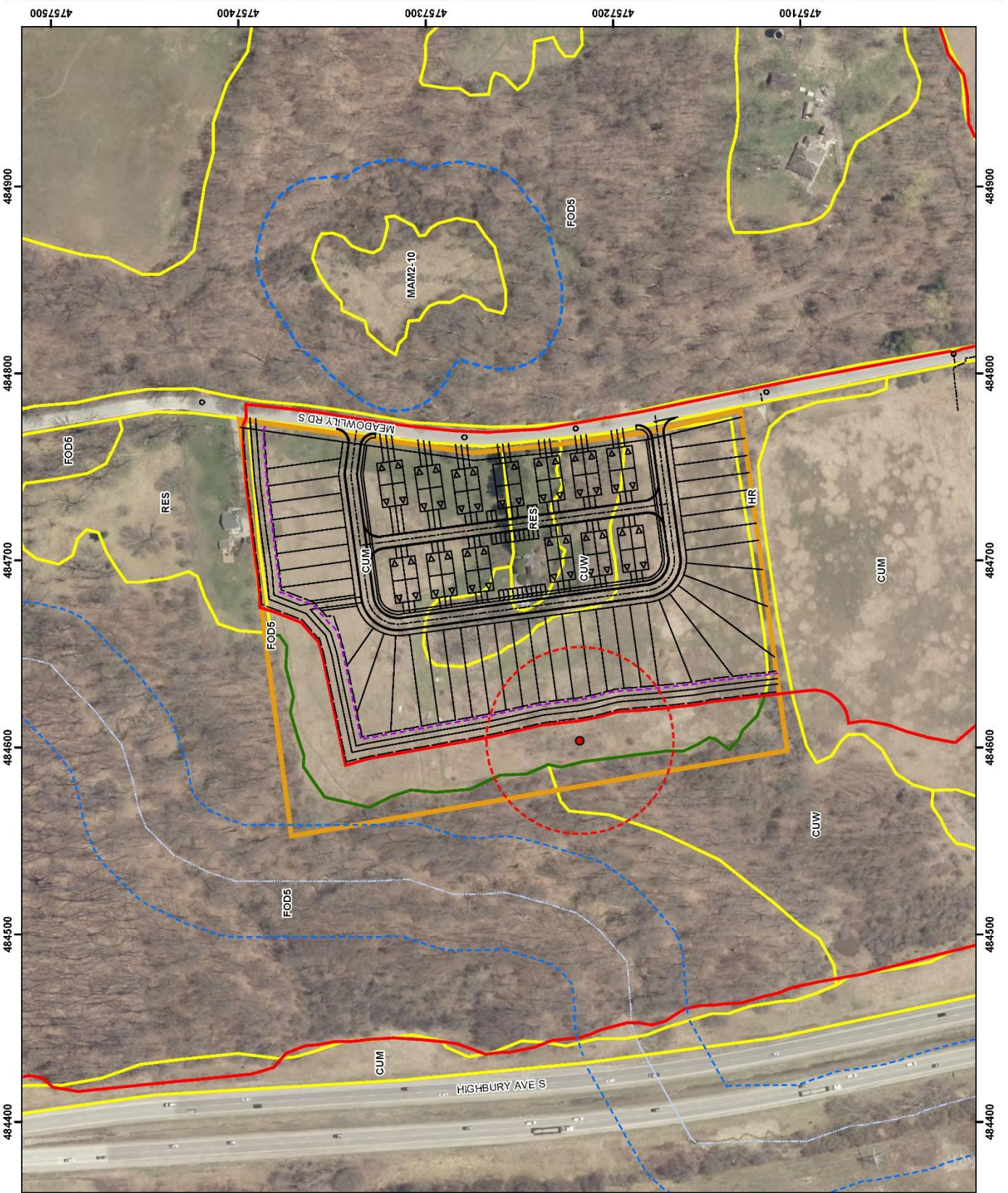
(1989) Official Plan

The Low Density Residential designation is intended to accommodate low-rise, low density housing forms of development. The proposed vacant land condominium is in keeping with this goal as the proposed uses will not exceed 2.5-storeys in height ensuring that a lowrise, low coverage form of development is achieved minimizing any problems of shadowing, view obstruction and loss of privacy as well as providing compatibility with the surrounding land uses.

Similar to The London Plan the (1989) Official Plan looks at residential intensification as an important means of providing opportunities for the efficient use of land and encouraging compact urban form. Although the policies are not specifically applied to greenfield developments the policies identify that innovative and creative urban design techniques should be used to ensure that character and compatibility with the surrounding neighbourhood are maintained. The proposed site layout and elevations have been reviewed and determined that the proposed use, intensity and form of development are appropriate within its surrounding context (3.2.3. Residential Intensification). Previous analysis of The London Plan form policies outlines how the proposed form of development is appropriate within its surrounding context.

4.5 Issue and Consideration # 5 – Additional Amendments

The above analysis relates to the developable portion of the property however, additional Official Plan amendments and zoning regulations are required to ensure the continued protection of the abutting natural heritage features. As part of this application an EIS was submitted and the applicant worked with City Staff on achieving appropriate buffers to the abutting lands. As part of this process, the applicant agreed to provide a 35 metre buffer from the drip line of the existing Highbury Woods abutting this site. Within this buffer, an 11 metre portion of land has been identified to accommodate a passive recreational trail (See image below). Overall a total setback of roughly 45 meters (buffer included) from the westerly property line is achieved. The lands within this setback will be dedicated to the City through the site plan approvals process. Additional setbacks also exists along the northern property line where additional woodlands and residential uses exists. As a result of the proposed buffers Staff are recommending that these lands be designated as a Green Space Place Type in The London Plan and Open Space in the (1989) Official Plan. As a result of the recommended redesignation an Open Space (OS5) Zone is being recommended over these lands ensuring that no future development can occur.



Lands west and north of the Development Limit (purple dashed line) shall be dedicated to the City

4.6 Issue and Consideration # 6 – Zoning

The recommended zoning over the subject site is a Residential Special Provision R6 (R6-5(_)) Zone and an Open Space (OS5) Zone. The Residential R6 Special Provision (R6-5(_)) Zone is commonly used within Low Density Residential neighbourhoods throughout the City to implement vacant land condominiums. The recommended zoning will ensure that the intensity of development is appropriate within the surrounding context as it provides appropriate height and density regulations which will reduce impacts on the surrounding lands and provide a compatible form of development. Outside of implementing the height regulations of The London Plan no additional special provisions are required as the site is of sufficient size and shape to accommodate the proposed uses. As mentioned in Section 4.5 of the report the OS5 Zone will be used to ensure appropriate buffers are established between land uses and the continued protection of the abutting woodlands is achieved.

The proposed application was originally seeking a reduction in front yard setback which would have permitted the construction of homes on Lot 1 and 37 to be located 1.2 metres away from the lot line which would have resulted in the sides of the future homes encroaching on Meadowlily Road South and Meadowlily ESA. As a result of these concerns and additional design and safety concerns the applicant has withdrawn the requested reduction and will maintain the required 6m front yard setback to address these concerns.

As part of the application the applicant was seeking to remove the existing holding provision (h-2). Through the development review process and review of the EIS, an appropriate development boundary has been established ensuring that no negative impacts will occur on the abutting Natural Heritage Systems. The recommended zoning will ensure that this development limit is maintained and abutting lands are protected. Through the ongoing site plan review process Staff will ensure that an agreement shall be entered into specifying appropriate development conditions. For these reasons Staff feel it is appropriate to remove the existing holding provision.

h-2 Purpose: To determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System (identified on Schedule "B" of the Official Plan), an agreement shall be entered into specifying appropriate development conditions and boundaries, based on an Environmental Impact Study or Subject Lands Status Report that has been prepared in accordance with the provisions of the Official Plan and to the satisfaction of the City of London, prior to removal of the "h-2" symbol.

4.7 Issue and Consideration # 7 – Vacant Land Condominium

As part of the overall application a Vacant Land Condominium was submitted. Vacant Land Condominiums are approved by the assigned Approval Authority however, they are required to be reviewed through a public participation meeting before the Planning and Environment Committee (PEC) where any concerns raised through the public participation meeting from both residents and members of Municipal Council for both the Condominium application and site plan application can be discussed and brought to the attention of the Approval Authority for consideration. The full spectrum of concerns have been included in Appendix "D" and a review of the major concerns can be found in Section 4.8. Staff's review of the vacant land condominium is completed below.

The London Plan

Our Strategy

Direction #5 is to *Build a Mixed-use Compact City by managing outward growth by supporting infill and intensification within the Urban Growth Boundary in meaningful ways (59_8)*. The proposed vacant land condominium is located within the Urban Growth Boundary in an area identified by policy for future growth and development.

The development provides sensitive and integrated land uses creating alternative forms of housing within its surrounding context at a higher density than currently exists.

Direction #7 is to *Build Strong, Healthy and Attractive Neighbourhoods for Everyone* through designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, and allowing for affordability and ageing in place (61_2). The proposed Vacant Land Condominium and Zoning By-law Amendment will facilitate the development of low rise residential uses, provide alternative dwelling unit types and help create a complete community of residential uses that provides opportunities for ageing in place, affordability and housing choice.

Direction #8 is to *Make Wise Planning Decisions* by ensuring that planning is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of the City are accessible for everyone (62_11). The recommended vacant land condominium will include a sidewalk through the site on the proposed private road and an additional public pathway will be included along the westerly and northerly edges of the development seeking to ensure a walkable and connected community that promotes active health and accessibility, as well as providing a dedicated pathway network for even greater pedestrian connections through future developments.

Our City

The London Plan directs infill and intensification to the Primary Transit Area 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 sits just outside of the Built-Area Boundary and Primary Transit Area. The Built-Area Boundary is generally located along Highbury Ave South and the Primary Transit Area runs along the rear property line of the subject site.

The development potential for such a site located at the edge of the targeted growth areas is more moderate than lands within the Built-Area Boundary or Primary Transit Area. The range of uses and intensities proposed are appropriate to optimize the site, without resulting in an over-intensification or level of intensity that would be better located in a more central and transit served location.

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (172), and the site has access to future water, and transportation infrastructure that the proposed development can access. Sanitary servicing will be privately owned and maintained by the condominium corporation and stormwater will be contained on site through LID solutions.

City Building Policies

The City Building policies provide the over-arching direction for how the City will grow over the next 20 years. *City Design* ensures that the built form considers elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements (*189_). City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use (191_). The proposed development incorporates these elements by creating appropriate buffering from abutting land uses, creating a public pathway around the development and creating a consistent streetscape along Meadowlily Road South providing for a positive relationship with Meadowlily Road South.

The Our Tools section of The London Plan, Vacant Land Condominiums are considered based on the following (1709):

1. *The same considerations and requirements for the evaluation of draft plans of subdivision shall apply to draft plans of vacant land condominium;*

The proposed draft plan of vacant land condominium has been evaluated with regards to the review criteria for plans of subdivision. The proposed cluster development will have appropriate services. The access and residential uses proposed are appropriate for the site, and there are no natural or human made hazards associated with the site. There are a number of parks and recreational trails in proximity to the site, and existing and future commercial uses proposed in close distance to the proposed condominium. Building elevation plans have been reviewed as part of the site plan submission. The size and style of dwellings are anticipated to contribute to housing choice and meet the community demand for housing type, tenure and affordability. All grading and drainage issues will be addressed by the applicant's consulting engineer to the satisfaction of the City through the accepted engineering and servicing drawings, future Development Agreement and Site Plan Approval process.

- 2. The applicant may be required to provide site development concepts and meet design requirements consistent with the Site Plan Control By-law as part of the consideration of a draft plan of vacant land condominium;*

The draft plan of Vacant Land Condominium is being concurrently considered with an active Site Plan Application. The various requirements of the Site Plan Control By-law will be considered and implemented through a Development Agreement for the lands.

- 3. Proposals for vacant land condominiums which will result in units above or below any other unit will not be supported;*

The proposed townhouse units do not result in unit boundaries below or above other units.

- 4. Only one dwelling will be permitted per unit;*

There is only one townhouse dwelling proposed per unit.

- 5. At the time of registration, structures cannot cross unit boundaries;*

A signed Development Agreement will be required prior to the final approval of the Vacant Land Condominium that will confirm both the location of structures and unit boundaries.

- 6. The registration of a proposed development as more than one vacant land condominium corporation may be permitted if the proposal is supportive of comprehensive development and planning goals. The minimum number of units to be included in each condominium corporation will be adequate to allow for the reasonable independent operation of the condominium corporation.*

The proposed cluster townhouse development is to be developed as one condominium corporation.

The City of London Condominium Guidelines have been considered for the proposed Vacant Land Condominium which is comprised of various units and common elements. The City may require applicants to satisfy reasonable conditions prior to Final Approval and registration of the plan of condominium, as authorized under the provisions of subsection 51(25) of the *Planning Act*. In order to ensure that this Vacant Land Condominium development functions properly, the following may be required as conditions of draft approval:

- That site plan approval has been given and a Development Agreement has been entered into;
- Completion of site works in the common elements and the posting of security in addition to that held under the Development Agreement (if applicable), in the event

- these works are not completed prior to registration of the plan of condominium;
- Confirmation of addressing information and door point numbers;
 - Payment of outstanding taxes or local improvement charges, if any;
 - Provision of servicing easements for utility providers (such as London Hydro, Union Gas, Bell, etc.);
 - The maintenance of any stormwater servicing works including on-site works;
 - Arrangements be made dealing with rights of access to and use of joint facilities, and responsibility for and distribution of costs for maintenance of joint facilities; and,
 - Ensuring that the Condominium Declaration to be registered on title adequately addresses the distribution of responsibilities between the unit owners and the condominium corporation for the maintenance of services, the internal driveway, amenity areas, and any other structures in the common elements.

4.8 Issue and Consideration # 8 – Public Concerns

Through the public consultation process, several concerns were raised. The main concerns related to traffic, safety, parking and impacts on abutting land uses/natural heritage areas.

Traffic/Parking/Safety:

Through the development review process Transportation Engineering reviews all development proposals with respect to potential impacts on traffic volumes and pedestrian safety. Through the review of the proposed application the impacts of 89 additional units is considered minimal and Meadowlily Road South right-of-way is able to accommodate the proposed increase in traffic. Due to the small increase in traffic that will be generated no additional studies or reports are required to justify the proposed density of the development in regards to its impacts on traffic.

In regard to safety, a Sight Line Analysis was complete as part of the review process. Through this analysis it was determined that potential trimming or possible removal of trees may be required to ensure safe sight lines are achieved. Transportation will work with forestry to determine which trees would be impacted.

Members of the community also expressed concern about the existing on street parking issues and potential for this development to worsen the issue. The development provides significant parking within itself. Each unit is proposed to have its own garage along with a driveway while 10 additional visitor parking spaces will be provided. Spill over parking onto Meadowlily Road South should not occur as a result of this development.

It should be noted that many of the concerns related to traffic, parking and safety are a result of current conditions and not directly tied to the proposed development although, the community does believe the conditions will worsen. In order to look at potential options to deal with these ongoing issue the community can reach out to the Transportation Division (Traffic Signals and Signage Division) to determine if on street parking is appropriate along this section of Meadowlily Road South. Transportation Staff have also noted that studies have already been completed for Meadowlily Road which have determined that the road does not meet the requirements for Traffic Calming measure. It should also be noted that Council has approved an initiative to reduce speeds on local roads throughout London. Community zones are currently in the test phase and Meadowlily Road South could see a reduction in speed to 40km/hr through this process.

Impacts on Surrounding Features:

As identified, the subject site abuts the Highbury Woods and Meadowlily ESA. Concerns were raised about the loss of trees and woodlands due to the development and impacts on sensitive features. As identified within Sections 4.1, 4.5 and 4.6 of the report the proposed development is providing a 35m buffer from the existing drip line of the abutting woodlands ensuring its continued protection. Although some trees which surround the existing dwelling on the site will be removed they do not make up part of

any significant natural heritage features.

The Meadowlily ESA to the east is located on the other side of an existing R.O.W which provides a buffer and significant break between land uses. This combined with the required land dedication for road widening along with the recommended setbacks create a significant buffer and separation between land uses resulting in minimal impacts from the proposed development on the abutting ESA.

Heritage Character:

Concerns were raised about the proposed buildings and their interface with the rural setting of the area. Staff feel that significant buffering is being provided between the existing R.O.W and proposed development. The applicant is required to provide a road widening dedication of approximately 10.71 metres from centreline, resulting in land dedications of approximately 3.5m to 5m from existing property line. The applicant is identifying an additional setback of approximately 11m setbacks for the proposed townhomes and 6m setbacks for the 2 single detached dwellings. These required setbacks will result in setbacks ranging from 14.5m and 16.5m for the townhomes and 9.5m to 11m for the single detached dwellings providing adequate space to accommodate the recommendations outlined in the submitted HIA. These recommendations include providing additional boulevard landscape planting of trees and shrubs using native species to maintain the rural context of Park Farm, gates of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd S. and lighting that controls and prevents lighting bleed and glare onto Park Farm these items will all be reviewed through the site plan approval process.

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

5.0 Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to the City of London (1989) Official Plan policies and relevant policies of The London Plan. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The subject lands are also located in close proximity to arterial roads ensuring easy access to the 401 and other areas and services within the City. The site is situated near two community commercial nodes which will support and benefit from the proposed increase in density in the community and the Meadowlily Trail provides for accessible open space and pedestrian movement from East London to the City core. The application for Approval of Vacant Land Condominium is considered appropriate, consistent with the Provincial Policy Statement, and conforms to The London Plan and the (1989) Official Plan. The proposed vacant land condominium in the form of cluster townhouses and single detached units also complies with the recommended Zoning By-law.

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

March 22, 2021
 MC/mc

Matt Feldberg, Manager Development Services (Subdivision)
 Lou Pompili, Manager, Development Planning
 Michael Pease, Manager, Development Planning

C:\Users\mcorby\Desktop\PEC Reports\101 Meadowlily Road - 39CD-20502-OZ-9192 (MC).docx

Appendix A

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 101
Meadowlily Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 13, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 13, 2020
Second Reading – October 13, 2020
Third Reading – October 13, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Urban Reserve Community Growth to Low Density Residential and Open Space on Schedule “A”, Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 101 Meadowlily Road South in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the Low Density Residential policies of the Official Plan and the Neighbourhood Place Type policies of The London Plan.

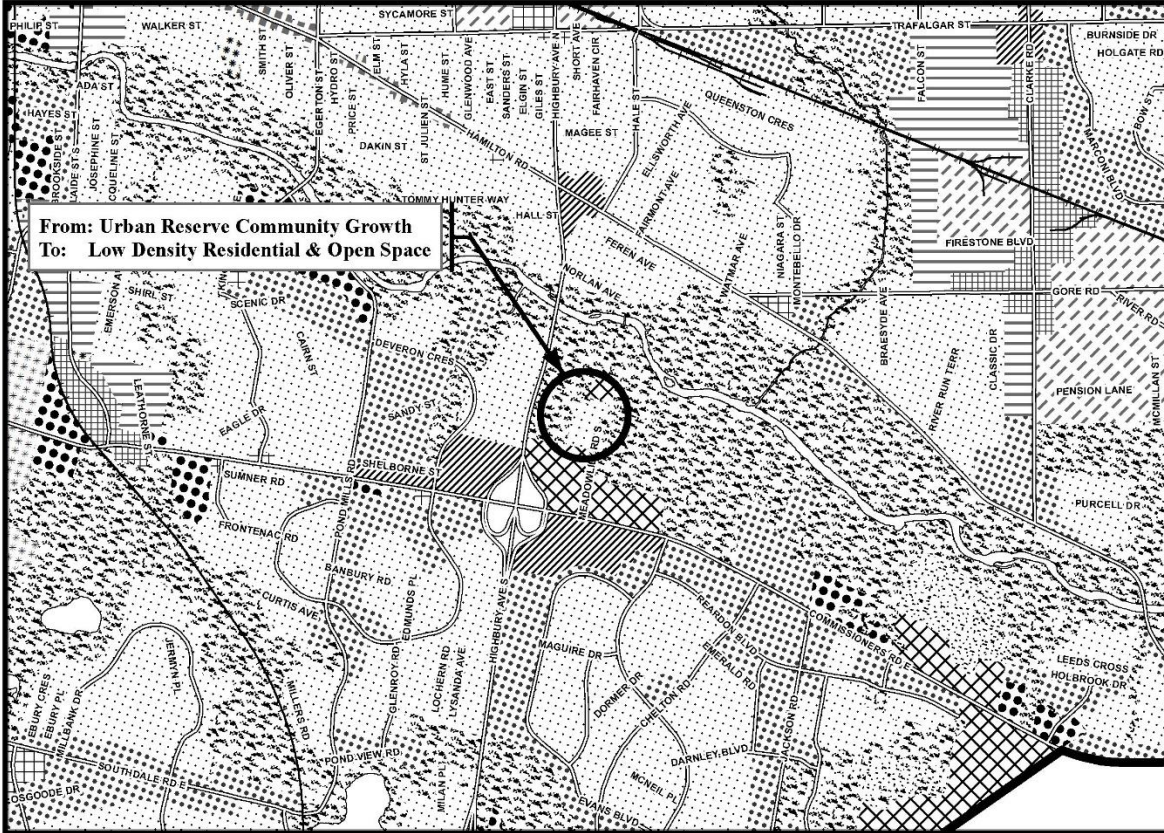
The recommended amendment will facilitate a vacant land condominium consisting of 37 single detached dwellings and 13 townhouse dwellings (52 units) which is compatible with the surrounding land uses while ensuring the continued protection of surrounding landuses.

D. THE AMENDMENT

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

Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 101 Meadowlily Road South in the City of London, as indicated on “Schedule 1” attached hereto from Urban Reserve Community Growth to Low Density Residential.

AMENDMENT NO:



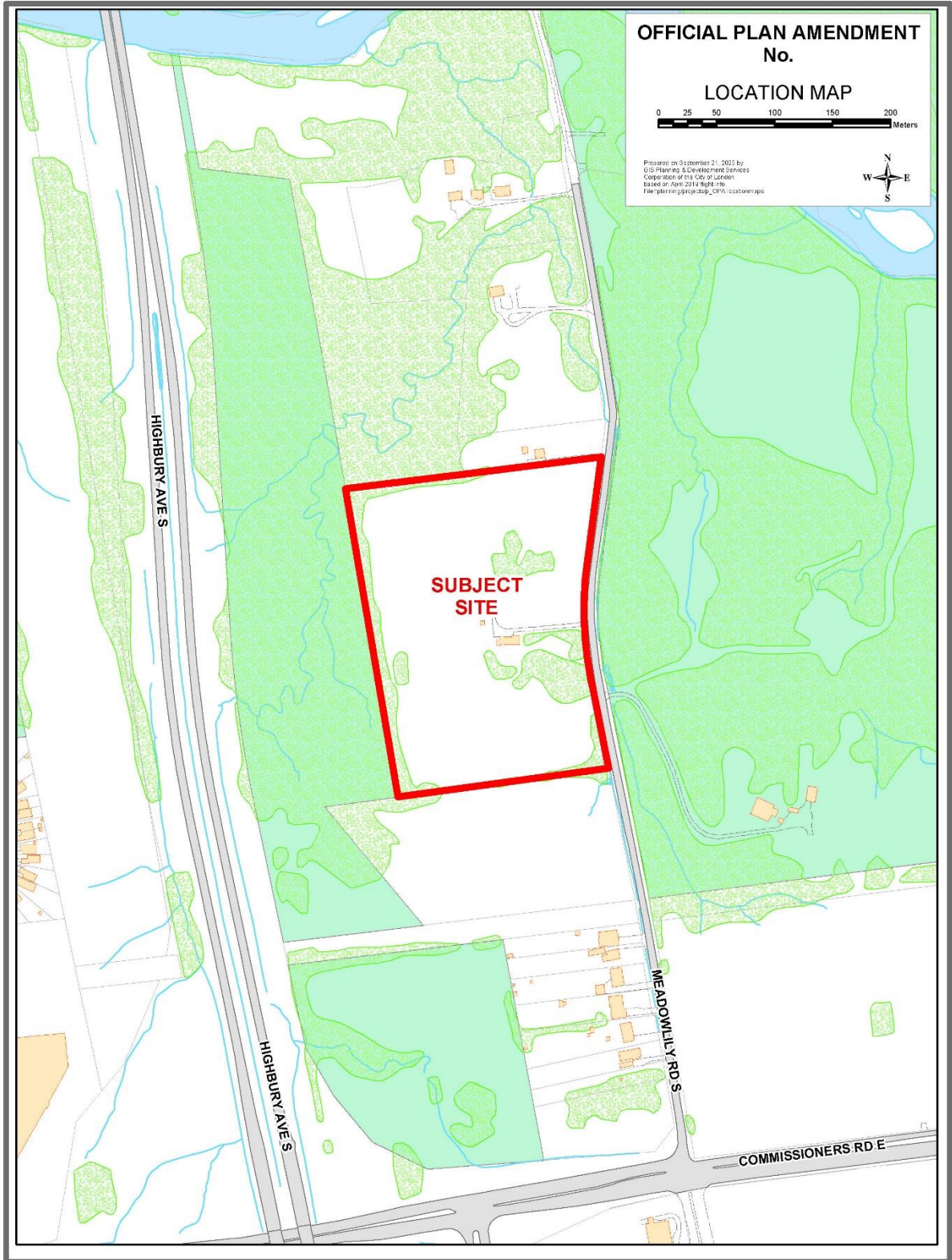
Legend

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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

<p>SCHEDULE 1 TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9192</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 2020/09/21</p>
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PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\amendments\oz-8310\mxd\scheduleA_b&w_8x11_with_SWAP.mxd



Appendix B

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

By-law No. C.P._____

A by-law to amend The London Plan for
the City of London, 2016 relating to 101
Meadowlily Road South.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading -
Second Reading -
Third Reading -

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Neighbourhood to Greenspace on Map 1, Place Types, to The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to a portion of lands located at 101 Meadowlily Road South.

C. BASIS OF THE AMENDMENT

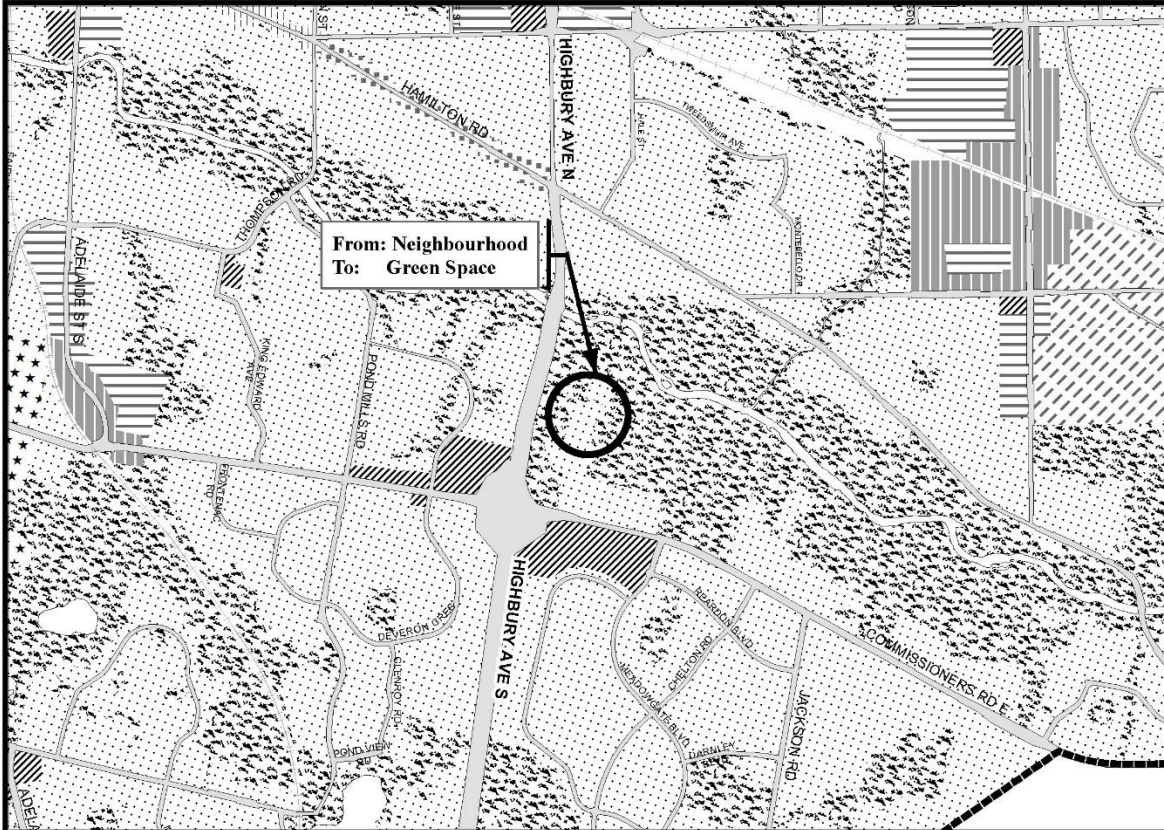
The recommended amendment is consistent with the Provincial Policy Statement, 2020 and Greenspace Place Type of the London Plan. The recommendation ensures the sensitive land uses will be appropriately buffered and protected from future development.

D. THE AMENDMENT

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

Map 1, Place Types, to the Official Plan for the City of London Planning Area is amended by designating a portion of lands located at 101 Meadowlily Road South in the City of London, as indicated on "Schedule 1" attached hereto from Neighbourhood to Greenspace.

AMENDMENT NO:

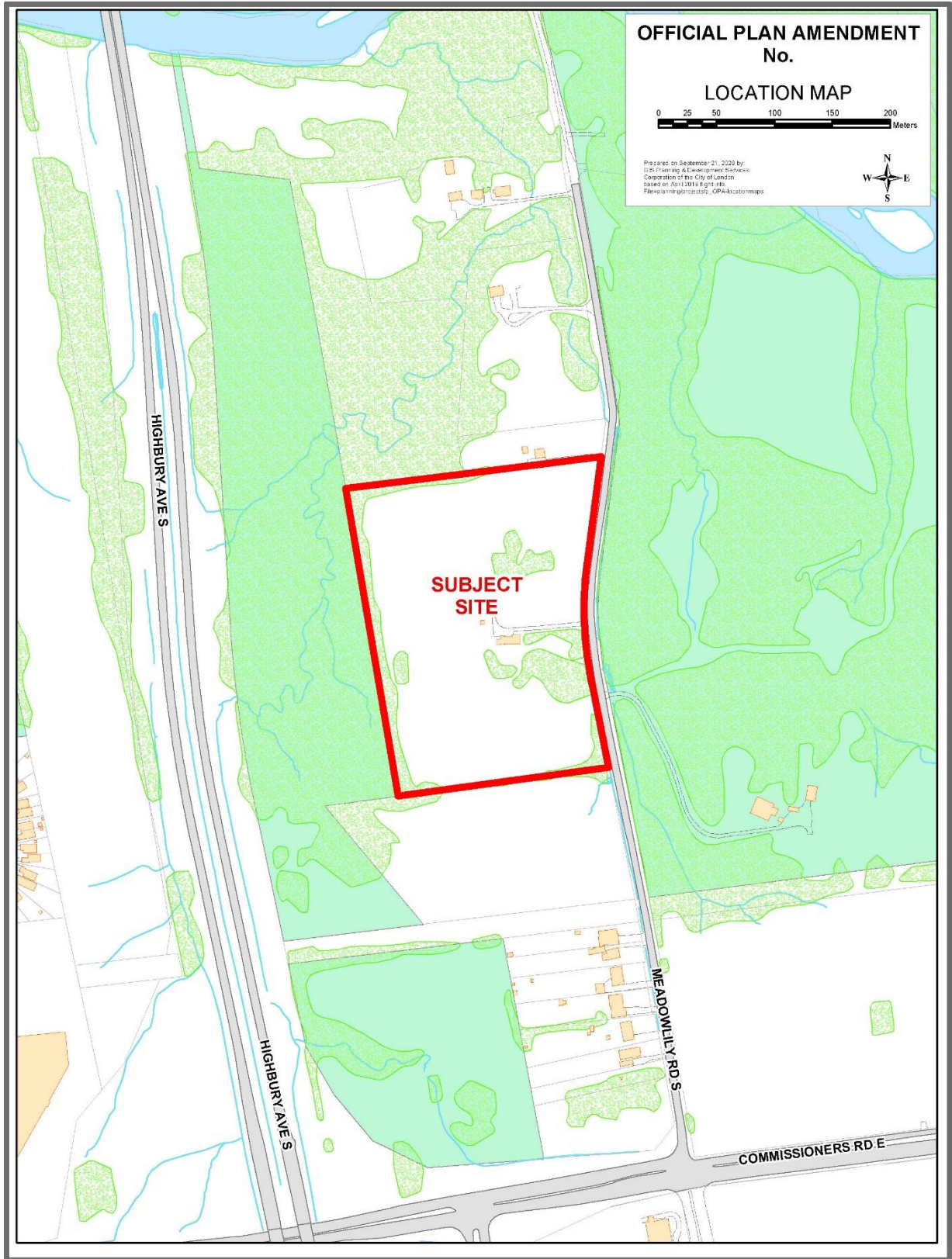


Legend

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

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.
 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>SCHEDULE 1 TO THE LONDON PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: 39CD-20502/OZ-9192</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 9/21/2020</p>
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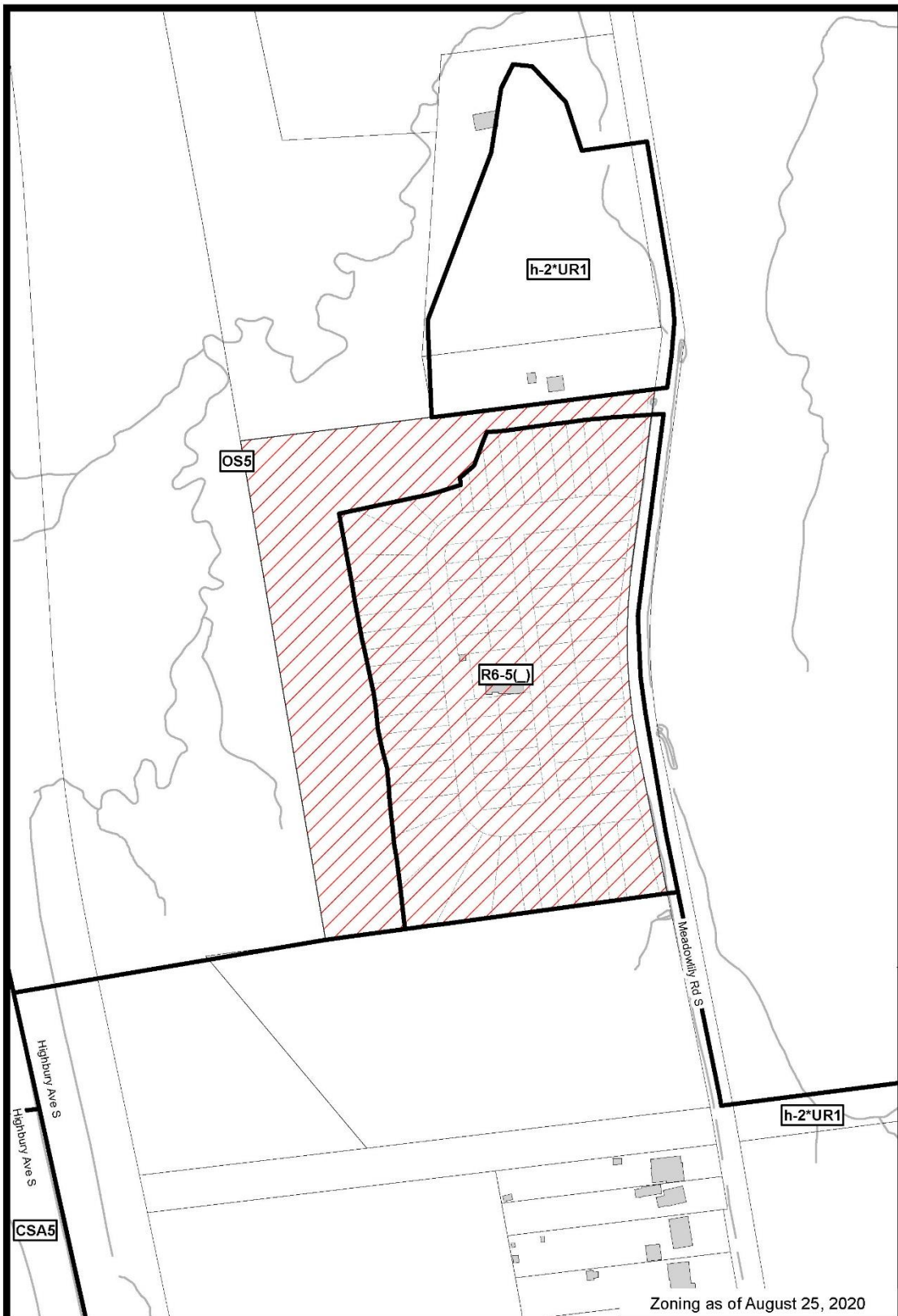


Catharine Saunders

City Clerk

First Reading – October 13, 2020
Second Reading – October 13, 2020
Third Reading – October 13, 2020

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



Zoning as of August 25, 2020

File Number: OZ-9192/39CD-20502
Planner: MC
Date Prepared: 2020/09/14
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



Geodatabase

Appendix D – Public Engagement

Community Engagement

Public liaison: On May 14, 2020, Notice of Application was sent to 8 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 21, 2020. A “Planning Application” sign was also posted on the site.

43 replies were received

Nature of Liaison: 101 Meadowlily Road South; located east of Highbury Ave South and North of Commissioners Road East between the Highbury Woods and Meadowlily Woods ESA ; approximately 5.17ha – The proposed Draft Plan of Vacant Land Condominium consists of 13 fourplex dwellings (52 units) and 37 single detached dwellings/lots. Consideration of a proposed draft plan consisting of 89 total units and a common element for private access driveway and servicing to be registered as one Condominium Corporation.

The proposed Vacant Land Condominium also requires an Official Plan amendment and Zoning By-law amendment to facilitate the proposed uses. Possible amendment to the Official Plan **FROM** Urban Reserve Community Growth **TO** Low Density Residential. Possible change to Zoning By-law Z.-1 **FROM** a Holding Urban Reserve (h-2*UR1) **TO** a Residential R6 Special Provision (R6-5(_)) Zone to permit the proposed cluster development of fourplex’s and single detached dwellings. Application has also been made for approval for Site Plan Approval, file SPA19-115. File: 39CD-20502, OZ-9192 Planner: Mike Corby (City Hall).

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

From: Tanya Murray
Sent: Friday, May 22, 2020 8:47 PM
To: Corby, Mike <mcorby@London.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>

Subject: [EXTERNAL] File Number: 39CD-20502 / OZ-9192Applicant: 2690015 Ontario Inc.

Regarding 101 Meadowlily Rd.,

I am writing to vehemently express our disgust and displeasure of this application. As well as being possibly devastating to the area surrounding the site both ecologically and environmentally, this type of development is not needed in this area. There are 1000s of units being built and developed on the south and eastern sides in Summerside and along Commissioners Rd East and Hamilton Road. There are no nearby schools to cater to this size of a development, wildlife(coyote, deer, fox) etc will be further displaced to the north into existing areas like Fairmont, the amount of traffic on the small narrow Meadowlily Road, the added noise, garbage and pollution

would be so detrimental to that immediate area. As a lifelong resident just on the Northside of Meadowlily Bridge, we have fought so hard, for so long to preserve, upgrade and help maintain that area for the Environment and Natural aspects that are so badly needed in our City. We are 100 PERCENT AGAINST this Rezoning request and all applications to a development of this nature. This type of huge project slipping through council vote etc. In these times where no neighbourhood or Public face to face meeting or discussions can be held is very inappropriate to say the least. We VOTE NO and hope our Councillor (s) from the surrounding wards will as well.

Tanya & Robert Murray

From: Diane Russo
Sent: Sunday, May 24, 2020 7:13 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Gary Smith **Subject:** [EXTERNAL] file #39cd-20502/0z-9192 known as 101 Meadowlily Rd. S. London, Ontario

Hi Mike, I have had the time to view the Planning Justification Report. I would like to draw your attention to section 1.3, Proposed Development

It states " At this time, the applicant is planning to develop the lands for ONLY SINGLE DETACHED AND FOURPLEX DWELLINGS, however, they would like the flexibility should the MARKET CHANGE to develop semi-detached and townhomes as well."

In my opinion, this is granting the applicants an open door to build whatever the "MARKET" dictates. I cannot believe the City of London would ever approved this request. The plan should have included 200 units of which they knew would never be approved, so, it seems to me they are going through the back door to get what they are planning all along. If this issue isn't out of the ordinary, that means that people can submit plans to add a room to the side of their house then change their mind and add 5 rooms instead, which is ridiculous.

The people of Meadowlily Woods cannot capitulate to this proposal plan, given the increased toxic emissions, noise and lights which is detrimental to the wild life, not forgetting the safety of the people who use the road for recreation.

We are responsible for the preservation of this heritage area, making sure future generations have something more than "tar and cement."

I will write again when I read more,

regards, Diane Russo (Brackstone)

From: Diane Russo
Sent: Monday, May 25, 2020 4:56 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Gary Smith
Subject: [EXTERNAL] File #39CD-20502/0z-9192, KNOWN AS 101 MEADOWLILY RD.S. LONDON, ONTARIO

Hi Mike, upon viewing the Planning Evaluation, I find the existing that the submitted plan does not sustain healthy, liveable and safety of people, animals, birds or support economic geography.

The neighbourhood of Meadowlily Rd. S. consists of single family dwellings built on large lots, I reiterate if the applicant would build with the compatibility of existing homes, they probably wouldn't meet with such opposition.

In responding to the 2 spaces {driveway and garage} for the single detached units and fourplex units, plus the 14 visitor spaces, it occurred to me that most families have 2-3 cars and use their garages for storage. Visitor spaces of 14 will not accommodate 89 units, you can't rely on the road all the time. People will have to draw straws to see who is coming to dinner on those special occasions. I have owned 2 condos, parking was the biggest problem and created animosity between folks. Very unfortunate situations.

I also noticed the plan looks like the fourplexes driveways enter and exit Meadowlily Rd. Is there suppose to be a road allowance?

People living east of Highbury rarely take the transit, it is the people living in low rentals west of Highbury that use it, so there isn't going to be any change to what exist now. It is very exhausting to ride the transit and it is not reliable.

As for walking up the hill from 101 Meadowlily to wait for a bus, that is absurd especially in the winter. Cars can barely make it.

Children will have quite a distance to travel to school because there aren't any schools in immediate area.

As for regenerating the area, Rona didn't make it as well as Swiss Chalet to name a couple of big players and it wasn't because of any competition either.

I would like to know the names of principles of the holding company 2690015 Ontario Inc. and their addresses for one.

Secondly, I want to know who is paying for the sewage drains and water to service this site.

Thirdly, I want to know the price of these condos and will the corporation allow the units to be rented.

I will write again,

regards, Diane Russo {Brackstone}

From: Diane Russo

Sent: Saturday, May 23, 2020 11:08 AM

To: Corby, Mike <mcorby@London.ca>

Cc: Gary Smith

Subject: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Hi Mike, my name is Diane Russo of 85 Meadowlily Rd. S., I own the property adjacent to the north of 101 Meadowlily Rd. S. I have viewed the proposal and to my dismay I can not fathom the ignorance of any developer to assume any development proposed as such, to be put forward for approval without careful consideration. This plan is not feasible or conducive to the natural environment surrounding the property. Meadowlily is a natural habitat for numerous species of birds, animals, trees and plants. The wild turkeys and deer roam freely.

Meadowlily Rd.S. is a narrow 2 lane road. Cars are daily parked on the east side of the road from the bridge to the crest of the hill and in good weather are parked further up the road. I have phoned the police traffic control a couple times to get the speed reduce because we are innodated with dog walkers, cyclists, birders, skateboarders, joggers, and families exploring the great natural outdoors. This road does not support any further traffic than this.

I am not against the developer building single family homes on 1/4 acre lots, but not 89 units jammed into the site at 101 Meadowlily Rd. S.

I have viewed the Planning Justification Report and found it to be very amusing to what this developer has been told by the "city staff" and what they can do if the London Plan 2016 is not approved during the appeal process. I quote " In the event that the :London Plan (2016) is not approved during the appeal process, the City of London staff has confirmed that the subject site will be redesignated to support the proposed development through a City-led Official Plan Amendment." I want the London Plan 2016 approved before the "City staff" decides to appease the developer! Who appointed the " City staff" to have such authority without community input?

Meadowlily is one of a few parks left in east London that is used not only for the residents of the east but I have met people from Byron area, Belmont, St. Thomas and especially birders from all over who enjoy walking through the Carolinian forest floors.

A development of this magnitude in relation to the size of the site would destroy all this pleasure people enjoy freely.

Another concern I have is this, because that property is elevated higher than mine, excavating could present a problem to my well and septic system which now works perfectly. The reason I say this is because my in-laws owned the property that the 402 highway was built through. They sold off that part of their land, and by the time the 402 was finished their well was contaminated. Of course the Ministry of Transport paid for purification of their water. I do not want the same thing happening to me and presenting me with a confrontation.

I will write again when I finish reading.

sincerely, Diane Russo (Brackstone)

From: Diane Russo
Sent: Tuesday, May 26, 2020 11:37 AM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Thank you Mike, the next 3 properties to the north are all downhill from the proposed site. On the property line, there are parts are 1 1/2 feet higher than my property a direct drop. I can't stop thinking about trying to prove what the excavation has done to my property and I know the neighbours to the north of me think the same way. If we were not on well and septic, it wouldn't be an issue of importance.

Could you please compare the Brookside condos to this site. I know there are 84 units on that site but I don't know the size.

Will my concerns be forwarded on to the Planning and Environment Committee for Council or do I have to advise them in writing?

i will write to you on a separate email, you have been very helpful.

regards, Diane Russo (Brackstone)

From: Diane Russo
Sent: Wednesday, May 27, 2020 3:46 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Gary Smith
Subject: Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Thank you Mike, I wanted to add that Meadowlily is one of the last roads to be ploughed or sanded in the winter. They do not remove the snow only push it to each side. Sometimes, the banks are so high when people visit the woods, the cars are parked so that a single lane is available to drive on. So counting on parking on the road for this proposed plan scrapped.

Also, I would like to add that no one on this road takes the transit, and I believe that most residents east of Highbury are 2 or 3 car families, and drive to work. The location of Summerside and the other new developments are simply too far out not to have their own transportation to work. The time schedule of the transit is not reliable to meet their obligations of employment. Most of the residents either drive to Argyle mall for shopping or White Oaks Mall. Those two amenities offer everything with the residents desire. So scrap the transit money making deal.

Ms. Muir thinks people can walk up the hill to the transit, she shouldn't make such statements unless she has lived down the hill on Meadowlily where the site is located especially in the winter. It is a fair hike up!

regards, Diane Russo (Brackstone)

From: Diane Russo
Sent: Thursday, May 28, 2020 12:43 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Gary Smith
Subject: Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Mike, I also wanted to add the apartment building built at the corner of Whetter and Westminster Ave. caused the houses adjacent north, have water damage and water in their basements. Michael Van Holst said that he would look after any problems the residents would have and when they phoned him about the water in their basements, he told them to phone city hall. This site of 101 Meadowlily Rds. has water running not too far below the surface.

From: Diane Russo
Sent: Sunday, June 7, 2020 12:31 PM
To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith
Subject: [EXTERNAL] FILE #39CD-20502/OZ-9192 KNOWN AS 101 MEADOWLILY RD. S.

MEADOWLILY BELONGS TO EVERYONE, IT MEASURES COMPARABLE TO THE SIFTON BOG. OVER 5000, VISITORS OF THIS GEM HAS SIGNED A PETITION TO PROTECT AGAINST THE DESTRUCTION OF IT.

THIS PROPOSED PLAN IS NOT SUSTAINABLE FOR THE LIFE OF ANIMALS, TREES, PLANTS AND PEOPLE. THE TOXIC EMISSIONS, TRAFFIC OF OVER 180 VEHICLES TRAVELLING MEADOWLILY RD WILL CAUSE NOTHING BUT DEATH. I HAVE CONTACTED THE POLICE TRAFFIC CONTROL OVER THE SPEED BEING REDUCED A COUPLE OF TIMES BECAUSE OF CLOSE ACCIDENTS. THIS IS A NARROW 2 LANE ROAD AND WHEN PARKED VEHICLES LINE THE ROAD, IT IS DIFFICULT TO NAVIGATE SAFELY.

SKATEBOARDERS, CYCLISTS, ACTUALLY COME DOWN THE HILL GOING 25 MILES AN HOUR.

THE HERITAGE PROMINENCE OF THE PARK EVOKES POIGNANT MOMENTS IN THE HISTORY OF THOSE BYGONE YEARS. BOTH MY BROTHERS, WHO ARE

84 AND 86, REMEMBER FONDLY THE TIMES SPENT IN THE PARK AND THE BUILDINGS.

THE PROJECTION OF THE TRANSIT GAINING ANY MORE REVENUE IS VERY VAGUE TO SAY THE LEAST. IT IS .4 OF A MILE OR 6 KM TO THE STOP. THE WALK ALSO SPORTS A 45 DEGREE INCLINE. HARDLY ANYONE ON MEADOWLILY RIDES THE TRANSIT. I DOUBT IF MANY EAST OF Highbury USE THE TRANSIT, BECAUSE IT IS TOO FAR OUT FROM THE CITY CORE AND IT IS FASTER TO TAKE YOUR CAR FOR EMPLOYMENT AND SHOPPING.

AS FOR ATTRACTING SUBSTANTIAL COMMERCE, WE HAVE DEVELOPMENTS EASTWARD AND SUCCESSFUL BUSINESSES SUCH AS SWISS CHALET, RONA , ARCHIES, MOVED OUT. THE ONLY REASON FOOD BASICS AND SHOPPERS SURVIVE IS PEOPLE HAVE MEDICINAL NEEDS AND FOOD. ARGYLE AND WHITE OAKS MALLS OFFER EVERYTHING THE RESIDENTS NEED IN ABUNDANCE WITH MANY RETAILERS TO CHOOSE FROM.

89 UNITS WITH 14 VISITORS PARKING????? WHERE ARE THE OTHER VISITORS GOING TO PARK, NOT IN THE UNITS DRIVEWAY.

THE PLANNER MENTIONS 2 CAR PARKING, GARAGE AND LANEWAY. NOT MANY USE GARAGES FOR VEHICLES BUT FOR STORAGE. THE RESIDENTS ARE NOT GOING TO BE USING THE ROAD AS INDICATED FOR 19 METRES.

i HAVE MORE CONCERNS THAT I HAVE EXPRESSED TO MIKE, THEY WILL BE EXPOSTULATED ON IN THE FUTURE REGARDING

THE ACTUAL DEVELOPMENT IF IT GOES THAT FAR.

SINCERELY, DIANE RUSSO

From: Diane Russo

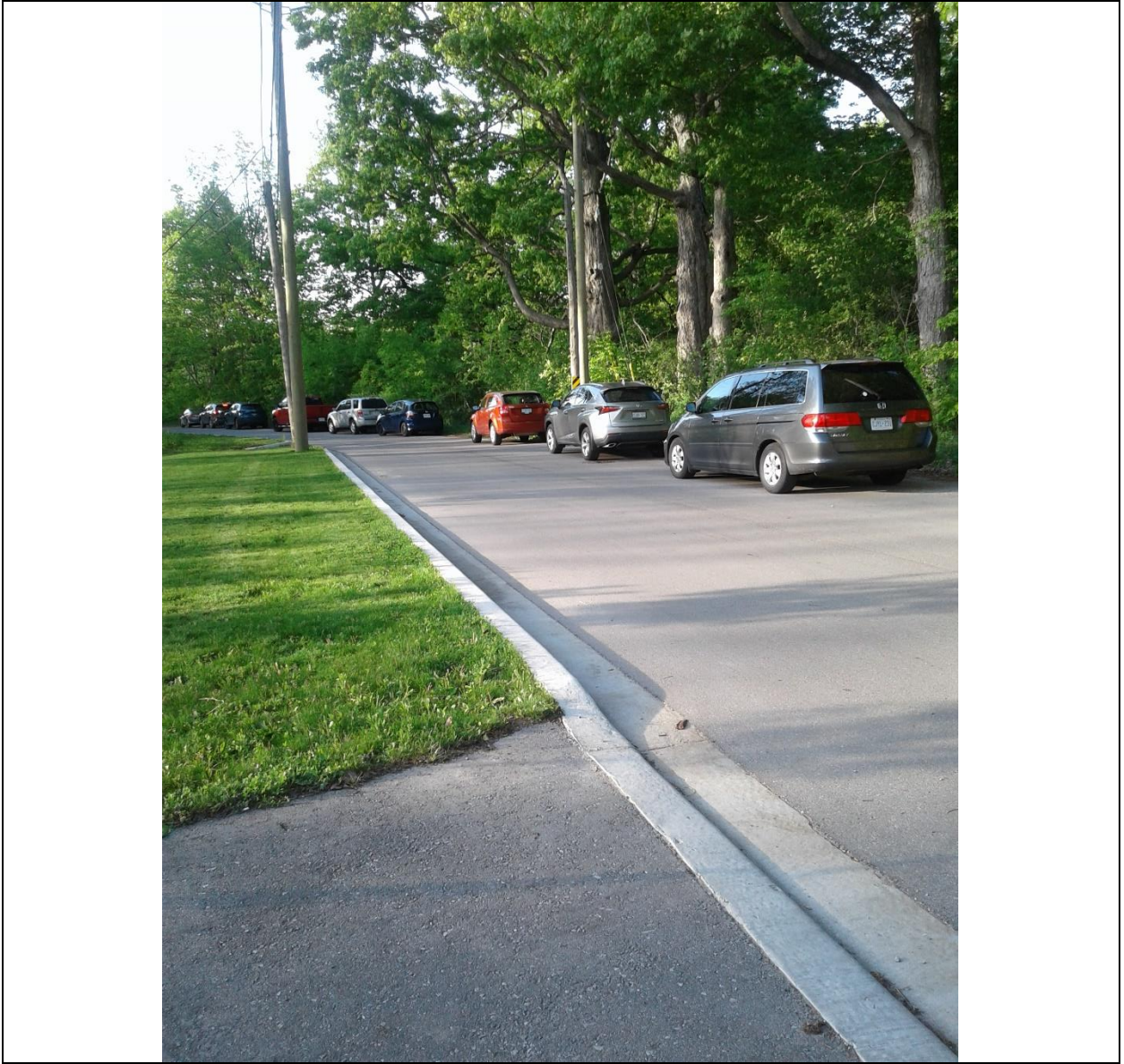
Sent: Sunday, June 7, 2020 3:01 PM

To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith

Subject: [EXTERNAL] Re: FILE #39CD-20502/OZ-9192 KNOWN AS 101 MEADOWLILY RD. S.

Here a couple of pictures showing the parking on Meadowlily Rd. both ways from my driveway. I also have approximately 30 vehicles turning around in my driveway...20200607 1 is in front of the proposed plan site, 101 Meadowlily Rd. S.

thanks, Diane





From: Diane Russo

Sent: Wednesday, June 10, 2020 9:32 AM

To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Hillier, Steven <shillier@london.ca>; Gary Smith

Subject: [EXTERNAL] File #396D-20502/OZ-9192 KNOW AS 101 MEADOWLILY RD.S. LONDON, ONTARIO

Hi Mike, in regards to the parking problem and the pictures I sent to you, I wish to assure you as in a previous email, this parking problem has been an issue since 2008 when I started coming here. I also told you that I had contacted the traffic control about reducing the speed limit, last year and the year before when we were not plagued with covid-19. The road is lined up spring, summer, and fall every weekend. In the winter, not so much due to the weather and road conditions. People are well aware of the steep icy hill, Adding a road inside the development isn't suffice. We are talking about the safety out on Meadowlily Rd. and adding more vehicle traffic to it is simply not feasible, or to be entertained regarding human life. If you have ever lost a child, you would know what devastation it brings to the family, the neighbours of the scene, and the child's friends. My sister lost her 15 year son while biking, a car hit him. She said it is the worst pain and you never get

over it. Let that not happen to one of these kids biking, rollerblading, cycling, walking or jogging.

There are now over 8600 signatures on a petition to stop this development, that has to speak volumes to you.

People know this area more than the developers and the city should take heed. Remember " there is wisdom in the counsel of many."

my best regards,

Diane Russo

From: Diane Russo

Sent: Thursday, June 11, 2020 3:25 PM

To: Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith; Hillier, Steven <shillier@london.ca>; Hiesamkadri@gmail.com; Holder, Ed <edholder@london.ca>

Subject: [EXTERNAL] File #39CD-20502/OZ-9192 Known as 101 Meadowlily Rd. S. London, Ontario

There was an accident yesterday on Meadowlily and this is what will happened over and over again if this narrow road isn't dealt with.. As I

stated in previous emails, this road will not accommodate any additional traffic as it is and I don't know why this issue is has not been addressed

I do not relish the thought of a pumping station courting my property or bedroom window, nor the noise this complex is going to emit.

There are numerous irregularities with this plan as submitted, and inflated projections of what will never materialize There has to be public interjection and transparency. Until this meeting is held, no decisions should be made about any zoning changes to appease the developer.

Previous emails sent to Mike Corby have stressed concerns and I have been assured by Mike that they will be included in his report to the planning committee.

regards,

Diane Russo

From: Raymond Day

Sent: Sunday, May 24, 2020 8:10 PM

To: Corby, Mike <mcorby@London.ca>; Gary Smith

Subject: [EXTERNAL] Planned condo & townhouse project on Meadowlily Woods in the East end of London On.

Dear, Mr. Corby.

I'm distraught to see the plan for a multiunit housing project on Meadowlily Woods Road. This saddens my heart and I'm sure many people who grew up and have the fondness of memories of great adventures enjoyed as children. I would like to see this area protected for our children and grandchildren. There are some great stories to be told of this area, from the native American village There is an aqueduct that produces freshwater streams, that you can still drink ice cold water from. The Carolinian forest creates a fantasy land for all who walk the scenic paths winding through a priceless part of our city.

It would be a shame to see such an area of the quiet sanctuary of an Eden, where one can escape to when the pressures of everyday living become too much to handle. Having the opportunity for our children and grandchildren to search and learn about the rare and beautiful animal reptile and flora is well worth protecting the area. I would suggest you and your family take the time to venture through this diverse area. Then you will understand why it is worth fighting for. Please leave the Meadowlily Woods as they were from time immortal.
Thank You for your time. and (Please Stay Safe) at this time crisis.

Raymond, J. Day
62 Rectory St. London On.

From: S. Foskett
Sent: Saturday, May 23, 2020 4:57 PM
To: Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] 39CD-20502 / OZ-9192 101 Meadowlily Rd S

I would hate for this development to go through....Meadowlily Rd S is a nice peaceful area in the midst of London where many people walk and bike for exercise. Please do not ruin a wonderful area of the city!

From: Bruce Richardson
Sent: Monday, May 25, 2020 8:59 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 meadowlily Rd S

Good morning Mike
My family has been on Meadowlily Rd S for over 50 yrs.
We donated 15 acres of our land to create the Meadowlily Nature Preserve with Thames Talbot Land Trust.
We live on Meadowlily Rd S and have been watching this proposal for development
We are extremely concerned about a number of factors pertaining to development of the meadowlily ESA area.
Traffic, density, loss of natural habitat etc not to mention legal issues with both the developer and the city if something affects our wells...
Can you please keep us posted on any news regarding this proposal
The traffic here is already a huge problem with people visiting Meadowlily Woods Park This proposal seems like way too many units for the area
-seems like a better plan would be a dozen big houses instead of 100 condos
Would really like to have a short chat with you when you have time.
I have already been approached by the media and would like to get some feedback from your perspective before I discuss with them

Thank you
Bruce Richardson
[25 Meadowlily Rd S](#)

From: michelle krascek
Sent: Sunday, May 24, 2020 4:33 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily

Do not tear up more Nature to put bloody houses in! If anything put more of that crap on Commissioners...
London = 'The Forest City'
Stop tearing it up!!!

55 McNay street
N5Y1K8

From: Yvette Daigle
Sent: Saturday, May 23, 2020 3:32 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Development application for 101 Meadowlily Road South

According to the most recent Londoner a development application has been filed for 101 Meadowlily Road South.

There is no normal setback from the side of Meadowlily Road South! This would be devastating to the ESA and the Meadowlily woods area.

Please do not go forward with approving this application.

910 Notre Dame Dr

Yvette Daigle

From: Dennis Weir
Sent: Saturday, May 23, 2020 11:25 PM
To: Corby, Mike <mcorby@London.ca>

It is hope that you will deny this development, please! I visit Meadowlilly Drive S every other day. A travesty if this development takes place in one of the last wildlife reserves within the city.

Dennis Weir
305-620 Springbank Drive, London, ON N6K 4V8

From: Dennis Bryson
Sent: Tuesday, May 26, 2020 4:24 PM
To: Corby, Mike <mcorby@London.ca>
Subject: Re: [EXTERNAL] Meadowlily Development

It would destroy a really beautiful part of the city for the local area if it goes through regardless of what is being retained there.

If you are in any way able to prevent this, please do so. The value of the area isn't worth this development.

-Dennis Bryson

From: Elizabeth Collingwood
Sent: Saturday, May 23, 2020 11:44 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily Woods

Hello,

I have just seen the proposal for 101 Meadowlily Road South and I am very concerned about the impact on the ESA. London needs its green spaces and this one, in particular, is much loved by Londoners. Please reject this application. There are many places for infill in the city - this is NOT one of them!

Meadowlily is a favourite summer destination for us. My boys have learned a lot about the natural world there. The surrounding habitat allows the area to thrive. Please save our green spaces!

Thank you,
Elizabeth Collingwood
45 Evergreen Ave

From: Tiffany Little
Sent: Wednesday, May 27, 2020 11:35 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 Meadowlily Road South

Hello,

I am writing to you in regards to the land application for meadowlily. There are many locations that can be used in London which would be a better choice than there. Ones where you're not effecting peoples enjoyment or wildlife habitats. I am a photographer and Meadowlily is one of my prime spots to go to for portraits and for nature. I even enjoy taking walks without the camera once in a while because it is so relaxing there. Just the thought of part it it being removed makes me sad. I also know many others who enjoy the area as well. The nature spots and trails are one of the many reasons why London is such a great place. I love it here because of those alone. By taking part of it away, you are stripping away the potential London has.

Now onto wildlife, they have very limited space now because of us all. Coyotes are spotted in cities now searching for food because their homes were destroyed and that can pose a risk. This happened in the Burlington/Oakville area years ago. There was development in the area where they use to reside and suddenly there was spottings all over the city. One almost got to my dog while he was in the backyard. How would you like it if someone came and destroyed your home to put theirs there and there was less and less places to go? It costs nothing to be kind to nature. We share the planet, we don't own it. An area that is more of an open field could be beneficial for you as you maybe able to build a few more homes there or extra amenities without having to destroy any habitats or disturb anyone in the area.

I already find Meadowlily road to be congested because of hikers parking along the sides, there are also many bikers who would be more at risk of getting hit if there is more traffic going through there. That would be a potential turn off for me if I was looking for a home because not everyone follows the rules and parks where they shouldn't (I actually get real annoyed with this) and I'd have to deal with trying to get in and out. The home designs look great but they'd just look out of place in that kind of area.

I do hope you reconsider your decision to build there and take a look at other locations around the city that would be more suitable.

Thank you for taking the time to read this,

Tiffany Little

From: Cara Elliott
Sent: Wednesday, May 27, 2020 12:15 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Lindsay.Mathysen
Subject: [EXTERNAL] Meadow Lily Woods Development

Dear Mike Colby,

Thank you very much for your attention to this email.

I have just learned that plans have been submitted to develop a section of Meadow Lily Woods that is currently not a part of the Thames Talbot Land Trust through this article:

<https://www.cbc.ca/news/canada/london/meadowlily-development-1.5585328>

Meadow Lily Woods is currently home to 33 at risk species, I feel like it would not be in the best interest for conserving this precious environmentally significant area if the land were to be developed.

Personally I think London should focus more on Infill and not contribute to urban sprawl. East London has many vacant decrepit properties that would benefit greatly from development as they have not been looked at for years. For example, McCormick's, the St. Joseph's Mental Health Care Hospital and St. Roberts Catholic Elementary School to name a few.

These abandon places attract vandals and pose a safety risk to people who live in those areas. I think it would benefit our city more if developers were to work on and/or refurbish those properties, with respect to the city's heritage, instead of ripping up more Carolinian forest.

Let us not forget what happened to The Cedars, where the building was left abandoned for so long that a fire eventually took it caused by "unknown" reasons in July of 2018. McCormick's is still a burnt out shell from a fire in November of that same year and is quite the eyesore.

I have CC'd MP Lindsay Mathysen on this as well.

Thank you again so much for your time and I hope you will consider rejecting the proposal for the development of Meadow Lily Woods.
Have a wonderful day!

Best Regards,
Cara Elliott

From: Nicole Sullivan

Sent: Wednesday, May 27, 2020 12:56 PM

To: Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelozo, Elizabeth <epeloz@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Meadowlily Development

Hello London City Councillors and Mayor,

I am emailing in today to voice my displeasure for a potential build in Meadowlily. My family and I go to Meadowlily every week to enjoy a walk with our dog along the river. The news of a potential development has made us all incredibly unhappy.

I think if COVID-19 has taught us anything is it is that we do not have enough green spaces in our cities, or green spaces for people to go for a walk for free. Toronto is a great example of what happens when you have very little green spaces and too many condos and apartments.

Building near Meadowlily will be detrimental to the environmentally sensitive area. The amount of vehicle traffic increase alone will severely affect the natural environment and species at risk in the area. Not to mention the size of the vehicle equipment that will have to trample through the area. It is completely disheartening to think that such an amazing area that's had so much work done to preserve the

ecological system in there has the potential to be destroyed by a developer who isn't watching trends about vacancies that will be happening because of COVID.

There needs to be green space in a city for people to go to. Instead, why not preserve the nature and ecological system and never allow development on the land? Include it as one of the many Green Initiatives this city should be implementing.

Please allow the nature of Meadowlily to remain and change the status of the land to never allow development to take place in the future.

Thank you,

Nicole Sullivan

43 Baffin Pl

London ON,

N5V 1E8

From: Nate Zrini

Sent: Thursday, May 28, 2020 2:52 PM

To: Corby, Mike <mcorby@London.ca>

Subject: [EXTERNAL] 101 Meadowlily Road South

Hello Mike,

I no longer live in London, But I grew up in this area (Meadowlily) / Pond Mills

I now work as a Landscape Arch. Intern at MHBC in Kitchener.

I have no horse in this, but I thought it might be worth an email at least as I've seen friends from back home post on social media about this development application.

I would encourage the city to tell the developer to create pollinator gardens (more so than the usual standard residential landscape) throughout the development. Maybe a sort of test case where the Owner / condo corp / maintenance company / home owners who eventually move into this community makes it part of their long term vision to promote the health of the bee population. With its proximity to the Bee Rescue. I would encourage the applicant to hire an LA and come up with a plan that can make everyone happy, or at least try to.

Thanks for your time.

Regards

Nathan Zrini

From: sullivanank sullivanank

Sent: Wednesday, May 27, 2020 3:53 PM

To: City of London, Mayor <mayor@london.ca>; Lewis, Shawn <slewis@london.ca>; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>; Planning <Planning@london.ca>; infoline <infoline@thamesriver.on.ca>

Subject: [EXTERNAL] 101 Meadowlily development proposal - vote NO

Hello,

I was dismayed to read the CBC article "Meadowlily residents square off against condo plan in the 'jewel of east London'" article this morning. Please vote NO to this development proposal. Meadowlily is a beautiful green space and an environmental

significant area that should be protected. There are so few green spaces in London, and COVID-19 has definitely shown us that more are needed.

Following are my questions:

- When will a public meeting be held to discuss this?
- What is the recommendation from the Upper Thames River Conservation Authority? AND can I get a copy of the report.
- What is the impact of 89 new condo units? Traffic? A new pumping station?
- What is London City's Climate Change Action plan?
 - How does a continued development of new green spaces fit in with a fight against climate change?
 - Why is the protection of existing environmental significant areas not a priority?
 - Why is London not prioritizing the development of abandoned lots within the city limits instead of new green spaces?
- London is the 'Forest City'. Why is London not expanding green space and existing ESA?
 - Why was 101 Meadowlily not annexed with Meadowlily Nature Preserve or Highbury Woods Park?

Thank you for your attention to this matter.

Kathy Sullivan, 43 Baffin Place, London, ON, N5V 1E8

From: Grace Smith
Sent: Thursday, May 28, 2020 10:48 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 Meadowlily Rd. S.

Hi Mike,

Just a quick note to express my concern over the proposed development at 101 Meadowlily Rd. S.

Obviously, the proposed development is completely out of character with the rural, single detached home nature of the area.

Furthermore, the current cottage on the property certainly merits a proper heritage study. Previous work (see Tausky, 2011) clearly shows the cottage dates back to early pioneer settlement in London/Westminster Township.

Please try to keep the historic landscape of Meadowlily Rd. S. intact, it matters so much to so many Londoners.

Thank you,

Grace Smith, MA, MLIS

60 Tamarack Cres. London, ON, N6K 3J7.

From: Kendra Aronson
Sent: Thursday, May 28, 2020 11:07 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily

Kendra Devos

Hello Mr. Corby;
I wanted to write to express my concern with the proposed development on Meadowlily Road. I don't support this proposal as a life long London resident, local business owner, and frequent hiker in the beautiful Meadowlily Woods. I would be so saddened to see this historically and environmentally significant permanently disrupted by such a development. The construction and increase in traffic would be terribly disruptive for residents, wildlife and visitors.
We have such a lovely gem of a protected area, it's not worth changing for any development. Please reconsider.

Kendra DeVos

22 Silverdale Place, London Ont
N5Z 4A7

From: L Vassos
Sent: Saturday, May 30, 2020 7:16 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlilly Preservation

Dear Sir,

I was born and raised in Fairmont subdivision in East London.

I am a lifetime London resident and I regularly enjoy all the natural habitats our city has to offer.

In my mind, I believe to some extent, that this proposed residential development would not be given a second thought, by City Hall, if it was to be located on the edge of natural habitat in more affluent areas of the city.

Should someone sell their property at the edge of Gibbons Park or Medway Conservation area it is highly unlikely the city would entertain a request such as the one bordering Meadowlilly.

I ask the city to do the right thing and support East London in the protection of their natural area.

Please dont let this go forward.

Lorrie Vassos

From: Bev Badalato
Sent: Tuesday, June 2, 2020 11:31 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Re: Proposed Meadowlily Development

Dear Mr Corby: We are very concerned about this proposed Meadowlily development on Meadowlily Rd. I can't believe the City of London would even consider this. We live in Summerside across the street from Meadowlily and we have a new development of Condos crammed in together like sardines behind us on Meadowgate Blvd.

The Meadowlily area is very pristine, peaceful place with wonderful wildlife which will be destroyed with a housing development. This very upsetting for everyone that I have talked with in the area. The people in this area and around the city come to Meadowlily for hiking and just enjoying the piece and quiet.
We need to keep our treasured areas of the city the way they are and not give in to these big developers.

We tried to sign the petition on facebook, but couldn't get through, so this is our protest.

We hope you consider the destruction of this beautiful area if condos are constructed there. There is plenty of space to develop land east of that area.

Thank you
Bev Badalato and area residents.
My address is 1438 Evans Blvd. Thanks

EMAIL FROM: KEITH E. RISLER
5-192 Elmwood Ave / London, ON N6C 1K2

10 June 2020

EMAIL TO: pec@london.ca
Councillor Maureen Cassidy, Chair
and Members
Planning and Environment Committee
City of London

Dear Councillor Cassidy and Committee Members:

RE: Proposed Development File: 39CD-20502 & OZ-9192 - Applicant: 2690015
Ontario Inc.

This letter concerns London City "Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments" at 101 Meadowlily Rd S, which is proposed to include "13 fourplex's and 37 single detached dwellings."

As a London citizen, I write to register my objection to the proposed development as noted above. According to the documentation on the London City website, the project involves "89 units total...All units will be served from a new private road accessed from Meadowlily Road South."

Having reviewed the set of documents on the site, I note that the "Planning Justification Report" leans repeatedly on Provincial Policy Statement references for supporting justification. Yet in its conclusion the "Planning Justification Report" admits that:

"The proposed development is not consistent with the Urban Reserve policies of the City of London Official Plan (1989), however the City has indicated that they will initiate an Official Plan Amendment to redesignate the property as Low Density Residential. The proposed development is consistent with the Low Density Residential policies of the City of London Official Plan (1989), as outlined in Section 3.0 of this report."

It would appear that the project's greenlighting is in reality dependent upon City approval. An approval London should weigh carefully in context.

As to the critical issue of "PPS Consistency," I remind the Planning and Environment Committee that the PPS includes defining main text requiring that all PPS policies be evaluated as a whole--neither in isolation, NOR in exclusion. The PPS as constituted is focused on a compact, densely populated urban landscape settled WITHIN urban boundaries; but, the PPS also contains environmental policies in addition to policies that on the surface provide de facto cover for developments. Such environmental policies affect the Meadowlily Woods Environmentally Significant Area.

The Meadowlily Woods nature area, a London ESA, is very close to this proposed development on Meadowlily Road South. The set-in-the past spacious quiet road (Meadowlily Road S) buffering this preserve would be affected adversely by gassy,

noisy extra traffic, acknowledged or not.

Moreover, the development itself is physically out of character with properties already on the street and out-of-context from the spacious Meadowlily landscape.

If we consider the PPS in this context, as a whole, one could hardly imagine that dropping dense development in close proximity to a spaced natural experience is the "whole context" intent of the PPS.

The character of the landscape, which Friends of Meadowlily Woods worked to preserve years ago in blocking a Wal-Mart development, would in my opinion be altered to the disadvantage of the spacious environmental context which is Meadowlily Woods. And which I suggest is the import of the PPS when it suggests examining all of the PPS policies in context.

I had the opportunity to study urban history in University. Great cities are a function of great environments, not simply unleashed development.

For these reasons I am opposed to this development.

Sincerely,

KEITH E. RISLER
5-192 Elmwood Ave E / London, ON N6C 1K2

From: Gary Smith

Sent: Thursday, June 11, 2020 1:07 PM

To: Saunders, Cathy <csaunder@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Shawn Lewis <slawis@london.ca>; Lehman, Steve <slehman@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Hillier, Steven <shillier@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Yeoman, Paul <pyeoman@london.ca>; Pompili, Lou <LPompili@London.ca>; Kotsifas, George <gkotsifa@London.ca>; Corby, Mike <mcorby@London.ca>; Lysynski, Heather <hlysynsk@London.ca>

Subject: [EXTERNAL] Development at 101 Meadowlily Road South, Reference 39CD-20502

Mr. Mayor and Council Members,

Please note the Letter from Friends of Meadowlily Woods Community Association attached to this email.

Thanks

Gary Smith
President, Friends of Meadowlily Woods Community Association
141 Meadowlily Road South
London, ON N6M 1C3

City Clerk's Office
Attn: Cathy Saunders
Mayor and City Council, City of London
London City Hall
300 Dufferin Street
London, Ontario

Thursday, June 11, 2020

RE: Development Application for 101 Meadowlily Road South
39CD-20502

Mayor Holder and Members of London City Council,

We, the members of the Friends of Meadowlily Woods Community Association, would like to request an opportunity to express our concerns and opposition regarding a development application for 101 Meadowlily Road South, Reference Number, 39CD-20502. We have looked over and read the documents and files attached to this application and as a community association we have a number of issues with this plan. We would like to have a chance to address this issue in a public meeting of the Planning Committee in whatever form that is taking in the present environment of our city government. We feel strongly that this needs to go through the usual public process related to official plan amendments and zoning changes. We feel both are necessary here in this case.

This plan according to the site plan that is attached to this file indicates a very high intensification of traffic and an environmental impact on the Meadowlily Area, which is of great concern to us.

We ask that this matter be brought before a meeting of the Planning Committee with the regular public process and that our concerns and issues with the plan be addressed. We ask also that this letter be added to the communications attached to this file henceforth.

Respectfully Submitted,

Gary Smith
Friends of Meadowlily Woods Community Association
141 Meadowlily Road, South
London, ON N6M 1C3

From: Gary Smith

Sent: Friday, June 12, 2020 2:24 PM

To: PEC <pec@london.ca>; Lysynski, Heather <hlysynsk@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lehman, Steve <slehman@london.ca>; Turner, Stephen <sturner@london.ca>; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>; Squire, Phil <psquire@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Shawn Lewis <slawis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Pelozza, Elizabeth <epelozza@london.ca>

Subject: [EXTERNAL] Development Application, 101 Meadowlily Road South 39CD-20502 OZ-9192

Chairperson Maureen Cassidy and Members of the Planning and Environment Committee,

Please receive this letter from the Friends of Meadowlily Woods Community Association regarding the above named application and file.

Thank You,

Gary Smith

President, Friends of Meadowlily Woods Community Association
141 Meadowlily Road South
London, ON N6M 1C3

City Clerk's Office
Attn: Heather Lysinski
Planning and Environment Committee
London City Hall
300 Dufferin Street
London, Ontario

Monday June 8, 2020

Members of London Planning and Environment Committee,

We, the members of the Friends of Meadowlily Woods Community Association, would like to give feedback regarding the development application, 39CD-20502; OZ9192, for a lot in our neighbourhood otherwise known by the address, 101 Meadowlily Road South. We have numerous concerns and issues with this plan that we would like to put forward to the Planning and Environment Committee and members of council.

The first area of concern is with regard to the issue of safety, traffic and Meadowlily Road South itself. Our road is more like a rather narrow small country road and we like it that way. With the applicant/owner wanting to build 37 small houses and 13 four-plexes to a rather small lot, that means in all likelihood our traffic would increase more than ten-fold (present population about 36 people to an estimate of about 200-60 people) and that poses a threat to the safety of the people who need to get past that area and to the people who are past that area and need to get to jobs and services out to Commissioners Road and beyond. There are already a lot of people who walk our hill as individuals, groups and families with small children that would be put at risk due to this vast increase in traffic. There are accidents on our road like it is and this increased volume will mean that will only get worse. We have a lot of seniors here as well as families with young children who are concerned about this issue.

This area's main feature is Meadowlily Woods Environmentally Significant Area, which is just across the street from this site. When the new Conservation Master Plan for Meadowlily Woods goes into effect, which will make this site a direct and immediate neighbour of a significant London environmental resource! It is likely that the environmental impact of the construction, building and operation of all of these buildings will produce water issues, noise and light that will disturb wildlife and nesting birds in the area of this site. The creek that is very close to this lot empties into the south branch of the Thames River and there are likely several species of concern that might be negatively affected by this change. There are bat colonies that are located just to the west and south of this site whose habitat and nesting areas have been disturbed already. We believe the environmental impact will be considerably negative when we ought to be respecting and preserving habitat and natural spaces.

In comparison to the other houses and homes in our area, the scope and design of this plan is in direct conflict with the normal setbacks, buffers and arrangements that give our neighbourhood its natural and environmental feel. We object to such a plan that places homes and condos so close to the road for visually intruding with our landscape. It is too dense and compact a plan and will likely affect negatively the value of our homes and properties. In one part of the site plan, it seems as if there is barely room to park all of the resident's vehicles not to mention their guests without overwhelming the street parking in the area. We think that the scale and intensity of the plan ought to be a good bit less by at least half or more. Many people on the road would be okay if a small number of single-family dwellings were built there. At one point we were assured by members of the city's planning staff that was all that would be built here.

At one point there were members of our community that tried to acquire land here and were told by members of the planning staff that due to the environmental constraints of the area, that building would only be allowed on the "foot print" of the prior existing buildings here. What happened to that idea? Why is this proponent allowed such an intense increase in occupancy and volume? We would like to know?

The next part of the study documents with which we have concerns and issues are the servicing of these houses and condos with water and especially sanitary sewers. It is not entirely clear from the wording of the documents concerning this issue if the proponent is going to bear the cost of such an expensive option of pumping the waste from down the hill of Meadowlily Road to up and over to the Summerside sewer system! Given the state of London's municipal financial situation, it ought to be the proponent and developer to bear this expense. What is also not clear is what sort of digging and tearing up of our road might be involved in all of this when most of the road has just been recently rebuilt to deal with servicing storm water runoff in our area. It seems like a very difficult set of disruptions to put our neighbourhood through given that this is an entirely rebuilt road as of 2018-19. What happens if this system breaks down and causes damage to adjacent properties and residents' homes?

There is also the issue of the heritage impact study attached to this application dated December of 2019. It seems to be a very good study of the history and heritage of Park Farm Heritage Farmstead across the street from the site in question but the conclusion this heritage asset will be entirely unaffected by such a large development we seriously doubt on the basis of the comments about traffic and degree of intensity this plan entails. It seems little more than a rework of the Goldhor Associates study done for the Meadowlily Secondary Plan in 2011. Who paid for this? What concerns us **more** is that in spite of the fact that the consultant notes the work of Nancy Tausky on Park Farm, he seems to gloss over all too easily on the study that she did for the same heritage study for the Meadowlily Secondary Plan (Reference: Goldhor Associates ***Archaeological and Built Heritage Background Assessment: Meadowlily Area Plan***, Draft April 2010, pages 25-27 of that study) on the property at 101 Meadowlily Road South—the real site in question in this application. In that study, which we will attach a copy of those findings to this letter to Planning Committee and to the mayor and city council, a considerable case is made that this site might very well contain some evidence with regard to the early settlement and pioneer history of our area. There is a great deal of attention given to the issue of Park Farm, but 101 Meadowlily Road South receives very little consideration at all. This seems narrow and inadequate for an area steeped in history and heritage.

We ask that this matter be rejected because of these various shortcomings or that this plan be downsized to be more in proportion to the neighbourhood and community around it.

Respectfully Submitted,

Gary Smith
Friends of Meadowlily Woods Community Association
141 Meadowlily Road, South
London, ON N6M 1C3

From the Nancy Tausky Heritage Study for the Meadowlily Secondary Plan, 2011

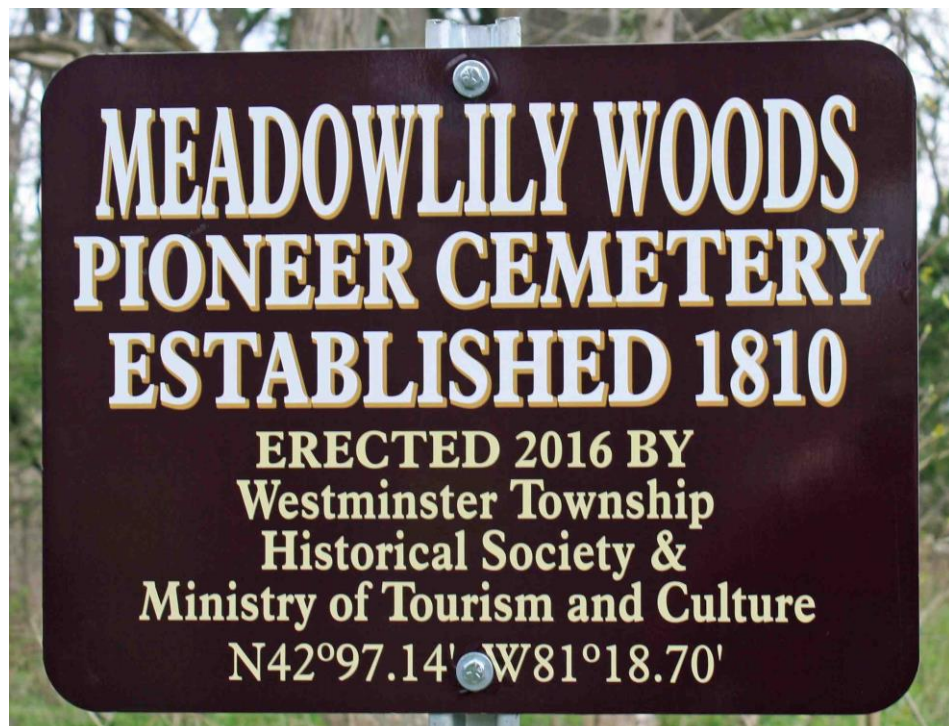
Several descendents of William and Hannah Sumner, from Massachusetts and Connecticut respectively, moved to Westminster in the early part of the nineteenth century and settled along Commissioners Road. A grandson, Abel Beardslee Sumner, gained the patent to Broken Front Lots 14 and 15 in 1825. The legal history of Lot 14, Concession 1 is complicated by the fact that, as was often the case, the paper trail lagged behind the actual course of settlement. Already in 1817, Abel B. Sumner was given power of attorney, enabling him to sell the lot, by Herman Landon, Jr., a resident of the Johnstown District who had been granted the crown patent as the son of a loyalist. Landon did not actually claim his patent until 1835, so the property was not legally sold to Abel's brother, William Augustus Sumner, until 1836, two years after he claimed the patent to Lot 15, Concession 1. It appears likely, however, that William had by then been living on Lot 14, north of Commissioners

Road, for some time. The archaeological excavation at site AfHh-92 uncovered a root cellar and artifacts dating from the decades about 1820 to 1840.

The archaeologist in charge of the excavation, Robert Pearce, concluded that the site had been the home of William A. Sumner until he sold the property to William W. Gray in 1841. Charred bricks indicated that the building burned, probably around that time. The 1851/52 Census report shows William resident in a log cabin on Lot 15, Concession 1 (Land Records, Westminster Township, Abstracts, Lots 14, 15, BF and Con 1, instr. 6274; Museum of Ontario Archaeology 1993; Census report 1851/1852; Grainger 2006: 599, 600).

Samuel Lockhart Sumner, a second cousin of Able and William, gained the patent to Broken Front, Lot 16 in 1828. The patent for Lot 16, Concession 1 went to his brother Thomas Hunt Sumner in 1840, and the lot was sold to Samuel Lockhart in 1842 Land Records, Westminster Township, Abstracts, BF and Con.1, Lot 16). Samuel also owned property on Lot 17, and the 1851/52 Census report shows him resident in a one-storey log house on Lot 17, Concession 1. By the time he died in 1874, however, the family homestead seems to have been relocated on Broken Front, Lot 16. He bequeathed 10 acres, "with the buildings thereon," to his wife Keziah (Instr. 8539). All or part of the house at 101 Meadowlily Road South was probably part of Keziah's inheritance (plate 1). A field investigation, which was not possible during the course of this study, is necessary to confirm the date of the building at 101 Meadowlily Road. Details evident from the road, especially those in the back wing of the house, appear consistent with a date circa 1965.

Between 1839 and 1850 Samuel L. Sumner sold over 18 acres in the northeast corner of BF Lot 16 to Samuel W. Soule, variously described as a cordwainer, shoemaker, and yeoman; in 1851, Soule also over 11 acres in the northwest corner of BF Lot 15. In 1851, Samuel Soule was living in a log house on BF lot 16. (Land Records, Westminster Township, BF Lots 15, 16, Abstracts, instrs. 1425, 1486, 1487, 502; Census report 1851. 1852). The property stayed in the Soule family until 1916, when Riley Soule's executors sold their lands to Frank E. Sage and Silverwoods Ltd. The indenture recording the sale calls attention to "several graves" on the northeastern five acres of BF Lot 15, with the rather curious proviso, "These are not to be disturbed by the parties of the second part, their heirs, successors or assigns, but they are not to be responsible for the protection or maintenance of such graves" (instr. 27244; see Figure 2).



From: Gary Smith
Sent: Thursday, September 3, 2020 10:15 PM
To: 101 Meadowlily Road <101meadowlilyroad@gmail.com>; Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; PEC <pec@london.ca>; Lysynski, Heather <hlysynsk@London.ca>; Hopkins, Anna <ahopkins@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Turner, Stephen <sturner@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Lewis, Shawn <slewis@london.ca>; Pelozza, Elizabeth <epelozza@london.ca>; Hillier, Steven <shillier@london.ca>
Subject: [EXTERNAL] OZ-9192, Alternate Public Meeting, 101 Meadowlily Road South

To all concerned parties to this Development Application,

I tried to get into the Zoom meeting this evening and I guess for technical reasons I was unable to connect.

In lieu of being able to be a part of this virtual meeting, I am attaching this letter that I wrote for the meeting and ask that it be forwarded as a part of this documents related to this file and that it be included in the documents for the upcoming public meeting for this File OZ-9192.

Thank you,

Gary Smith
141 Meadowlily Road South
London, ON N6M 1C3

Public Meeting, Thursday, September 3, 2020, 101 Meadowlily Rd S

At the outset of my remarks I'd like to thank the conveners of this meeting & the applicant for this opportunity to address concerns and issues with this plan. It is good to have the time & space to have these discussions. Our area, our neighbourhood & our environmentally significant area of Meadowlily Woods is of extreme importance to our community & we do wish to protect & preserve its unique character & landscape. While this application is not within the ESA it is more or less encompassed on two sides by this significant natural area. The setting & context here does set the tone for most of the properties that are on Meadowlily Road South as a whole. The context & scope of the neighbourhood & the houses and properties in this community is spacious, rural in character & many people have developed their lands and properties with that in mind. Most of them are treed lots with considerable attention paid to respecting the Carolinian species that make up a lot of the Meadowlily landscape. The setbacks from the road, which are between 25-61 metres from the side of the road making for an open & green vista from the time one turns on to our road down to the Thames River. My community and my neighbours respect this and value this about our area. That is our context & our landscape as we see it.

Now I will set a contrast and describe the difference and the difficulty we have with the Planning Application, OZ-9192, 101 Meadowlily Road South: the first thing of concern and incompatibility with the context and setting I've laid out is that this plan while it might meet the minimum requirement of a certain interpretation of the policies of the Official Plan, it does not show any of the following in our opinion, quoting from the section of the London Plan for the requirements of all development applications: Paragraph 1577: " it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area." It goes on to say that the following issues include such things as:

1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan.

3. Conformity with the policies of the place type in which they are located.
4. Consideration of applicable guideline documents that apply to the subject lands.

We find that this plan is inconsistent with the Provincial Policy Statement's natural heritage components and standards from Page 40 of the policy under: "Heritage attributes: means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property)." We find that the density and volume of this proposal violates what we see as the natural and cultural heritage value of our neighbourhood and community. It does impose too much on the views and vistas of our road and natural landscape of Meadowlily Road South. The size, scope and intensity of this proposal are inconsistent with and insensitive to this setting, context and landscape.

Also with regard to the section on Cultural Heritage Landscapes on the same page of the Provincial Policy Statement: "means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities."(Page 40). The Architectural Conservancy of Ontario recognized this value in 2013 by awarding its first provincial cultural heritage landscape award to Friends of Meadowlily Woods at its annual meeting in November in Toronto of that same. I would also remind this forum and the Planning Committee of the City of London that we applied to be designated as a Cultural Heritage Landscape in the early fall of that year and was approved in principle but never recognized or finalized.

The Natural Heritage section of the **Provincial Policy Statement** suggests on **Pages 22-23** that significant natural features like valley lands, upland forests, significant wetlands and water resources fall within the protections of this policy! See in particular on Page 22, "The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features." Meadowlily area is identified in many studies and documents as being a provincially significant wetland and in the area of this proposal it seems likely that due to the creek and areas around it, this part of Meadowlily is a groundwater recharge zone and disturbance of this feature could have negative impacts on the natural habitats of this part of Meadowlily or perhaps disturb the wells and groundwater resources of the adjacent properties: 85, 65 and 25 Meadowlily Road South, See Paragraphs of the London Plan: 475h, 1301-3, 1318, 1331, 1347.1, 1362-64, 1555 and Table 12. We find that the hydrology study attached to this report does not adequately address these impacts to our area.

The Environmental Impact Study seems to be a bit too quick and easy about the impact on the site with regard to significant birds and other plants and features in terms of mitigation actions that would be more thorough and intensive in providing habitat and protection for these species: Eastern Meadowlark, barn swallow, butternut and the bat study seems inadequate to the potential for important nesting areas being disturbed there. The Conservation Master Plan for this area goes into considerable detail about protecting a vulnerable species of bat for our immediate area, 4.4.3, Page 37. The study seems too rushed and incomplete to deal with these concerns: How many site visits were conducted and for how many seasons? It seems that there ought to be more discussion with the northern neighbour to this property on the part of the Thames-Talbot Nature Reserve and a review of the plan by the Upper Thames Conservation Authority and the Environmental And Ecological Advisory Committee ought to be consulted. Given the proximity of this to the Thames River and the

impacts this might have on runoff and potential for direct or inadvertent pollution from such an intense and drastic change in surface coverage, paving materials and disturbance underground with foundations and digging for new buildings of this size and scope, more depth and scope ought to be taken.

In this regard we believe that the rural, green and spacious views and vistas of Meadowlily Road South and the environs of Meadowlily Woods Environmentally Significant Area and its surrounds ought to be protected and respected more or less as they are. It is an important part of our neighbourhood and community to retain its present conditions. The aerial views of this property at 101 Meadowlily from Google Earth or the city's vegetation views shows that this property is already covered with 40-50% forest, hedgerows and valuable large and mature trees of an indigenous nature that perhaps should have been recommended to be added to the Environmentally Significant Area as a whole. The environmental policies of conservation master plans and the policies of the enhancement of ESAs suggests this as a normal course of treating and dealing with such areas so close to the **Green Space Type** (Paragraphs 757-74, especially Paragraphs 767-68 and 773) in the London Plan and open space and natural areas and corridors in the Official Plan.

The large number of mature trees on the property and especially the large row right in the centre of the site are viewed by us as a significant environmental feature and ought to be treated as distinctive trees within a tree protection zone, which Meadowlily area is. Under Paragraph 1578, Section 6, Item K: "Loss of trees and canopy cover." The loss of these trees and the large hedgerows and corridors of this site are a valuable part of the Meadowlily landscape and ought to be maintained and protected. We object to the removal of such a large environmental feature. Section M of the same Paragraph (1578) says, "Impact on natural heritage features and areas." We see these trees as an important part of the natural components of Meadowlily Road South and our neighbourhood.

There are a host of other issues with this application as well: Given a front length in about 271 meters or so, think about the houses at the top of the hill from 171-135 Meadowlily Road South, given the size and proportion of these houses and lots, the proponent could build 8-10 single family dwellings in a similar manner and show respect for the community and the neighbours that will be a part of this area for years to come. That would show some sensitivity to the present situation and circumstances on our road.

Also the Heritage Study for the application seems inadequate in terms of attention to detail around the pioneers and settlers that established this area not to mention the likelihood of First Nations' material that would likely be a part of looking deeper into that lot's history. One former neighbour says that there were likely longhouses on that site years ago. The Sumner Family has an extensive history in this area and it noted in the two-volume history of the **Delaware-Westminster Township** books (2006), especially Volume Two, Together in History, Pages 599-601. It is suggested that one of the ancestors of that family might have been the first settler on 101 Meadowlily Road! More attention needs to be given to the west side of the road not the east at Park Farm, which has numerous studies done.

We also object to the size and scale of this proposal of 84 condo units on the basis that this would constitute in all likelihood somewhere between 168-280 new residents on Meadowlily Road South with a commiserate amounts of vehicles given this population increase of between 336-560 vehicles on this road, which is much more like a rural or country road not designed or adequate to such a huge volume and increase in traffic and decrease in safety for cyclists and walkers who use this road for recreation and exercise. See Paragraph 1578 of the London Plan again for this, especially Page 410. The increase exceeds normal conditions and space requirements. In that regard it seems the project needs to be scaled back in order to provide enough on site parking for that many vehicles and drivers. The visual impact of this plan has already been commented on above and the reduction of views of the Meadowlily area would be negatively affected by such an intensive plan.

Also under Paragraph 1578 it says in Section 7: That issues regarding Items C, D, F, G and J: Neighbourhood character, Streetscape character, height, density, massing, placement of building and setback and step-back (Page 410) from the road and closeness to the other property to the north or future development to the south are not consistent with or compatible with the context and landscape of Meadowlily Road South as a whole. These properties have a deeper setback, more open space and lawns that comprise the character and green space of this neighbourhood. The whole project ought to be scaled down to be more sensitive and consistent with the rest of the neighbourhood and landscape.

Intensification portions of the London Plan also involve the same balance and proviso as the part we quoted above: Paragraph 939: "All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:" And Paragraph 83: "As directed by the policies of this Plan, intensification will be permitted only in appropriate locations and in a way that is **sensitive to existing neighbourhoods and represents a good fit.**" This also applies to Paragraph 953: "The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply: 1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is **sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood.**" We do not feel that the current design this is a good fit and it is not appropriate to the site and context of the Meadowlily Area. We do not support this plan for our neighbourhood or community.

From: Jennifer Grainger

Sent: Thursday, June 11, 2020 7:00 PM

To: Corby, Mike <mcorby@London.ca>

Cc: "shillier@london.ca"@pps.reinject; Lysynski, Heather <hlysynsk@London.ca>; "csaunder@london.ca"@pps.reinject; "mcassidy@london.ca"@pps.reinject; "jhelmer@london.ca"@pps.reinject; "akayabaga@london.ca"@pps.reinject; Hopkins, Anna <ahopkins@london.ca>; Turner, Stephen <sturner@london.ca>

Subject: [EXTERNAL] Letter regarding Meadowlily Planning Application

Dear Mr. Corby, Ms. Lysinski, Ms. Saunders, and Councilors:

Please find attached a letter from ACO London regarding the proposed developed at 101 Meadowlily Rd. S.

Jenny Grainger
President, ACO London

June 12, 2020

Mike Corby, Development Services, City of London

Steven Hillier, Ward Councillor – shillier@london.ca

Members of Planning & Environment Committee:

Maureen Cassidy (Chair) – mcassidy@london.ca

Jesse Helmer – jhelmer@london.ca

Arielle Kayabaga – akayabaga@london.ca

Anna Hopkins – ahopkins@london.ca

Stephen Turner – sturner@london.ca

Re File: 39CD-20502 & OZ-9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.

Dear Mr. Corby and Councillors:

On behalf of ACO London, I write with concern over the proposed zoning by-law amendment to allow 52 condominium townhouses and 37 single detached dwellings at 101 Meadowlily Road South.

The proposal to place an urban/suburban townhouse/subdivision development squarely in the middle of one of the last remaining rural landscapes in the city is, in our opinion, the antithesis of urban intensification and the London Plan's emphasis on growing our city inward and upward. The development is proposed for a parcel of land

that is bounded on three sides by protected land: the Meadowlily Woods Environmentally Significant Area to the east, the Meadowlily Nature Preserve (owned by the Thames Talbot Land Trust, donated to the TTLT by Carol and Rick Richardson in 2002) to the north, and the city-owned Highbury Woods Park to the west. We believe that the proposed development is incongruous with the surrounding rural landscape and its heritage attributes. According to pages 58 and 59 of Heritage Impact Assessment prepared by Thor Dingman:

- “The HIA has identified two areas of potential impact from the proposed subdivision; 1. impacts that effect the heritage attributes of the cottage’s rural setting inscribed within the property; 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.
- The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.
- Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape.”

The relatively small area bounded by Highbury Road South, Commissioners Road, Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources. In addition to the three above-mentioned natural areas, it contains a small bee and duck sanctuary at 25 Meadowlily Road South, the ruins of the Meadowlily Mill (the most well-preserved ruins in the city of an early London mill) and two properties designated under Part IV of the Ontario Heritage Act: Park Farm (the “cottage” referred to in the HIA excerpt above) and the 1910 Meadowlily Bridge. The rural landscapes around the designated properties are important in retaining an historic sense of place appropriate to the heritage sites – with open fields, woodlots, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that have led to the bridge and the mill since at least 1851 and probably since the 1820s. Although Meadowlily Road has been paved and widened at various points in its history, it remains relatively narrow and its borders retain the embankments, ditches, and vegetation characteristic of a minor country road. This quality is important as part of the overall character of the area.

For any potential rezoning of and development at 101 Meadowlily Road South, we recommend the following:

1. A lower density development that is in keeping with the rural character of the area, and that is consistent with the core principles of the London Plan.
2. Instead of hard-edged urban styles such as those illustrated in the HIA, an effort should be made to provide more imaginative styles evocative of traditional styles. These could, and should, be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space.
3. A single access point to Meadowlily Road for the subdivision, instead of the fourteen driveways and two streets included in the current proposal (see page 44 of the HIA). The access point should be at the far south end of the subdivision property.
4. Keeping the soft shoulders and rural laneway feel of Meadowlily Road.
5. A large buffer zone between the development and the Park Farm buildings. Because the Park Farm buildings are so close to the southern border of the

original Park Farm property, any high-density development or development impinging on the property line would seriously affect their character.

6. Increase the setback from Meadowlily Road and hide the development behind a barrier of large trees, both evergreen and deciduous and shrubs to provide a visual, sound, and light buffer between the development, the road, and Park Farm.

- 7.

Sincerely,

Jennifer Grainger

President, Architectural Conservancy Ontario – London Region

Copy: Cathy Saunders, City Clerk (csaunder@london.ca)

Heather Lysinski, Secretary, PEC (hlysinsk@london.ca)

From: Daria Koscinski

Sent: Friday, June 12, 2020 3:00 PM

To: Corby, Mike <mcorby@London.ca>

Subject: [EXTERNAL] 101 Meadowlily Rd proposed development

Hello Mike,

Please find attached comments from Thames Talbot Land Trust about the proposed development at 101 Meadowlily Rd.

Thank you very much.

Daria

Daria Koscinski

Acting Executive Director

Thames Talbot Land Trust

Mike Corby

Senior Planner

Development Services, City of London

300 Dufferin St.

London ON N6A 4L9

RE: Proposed Development at 101 Meadowlily Road, File 39CD-20502 & OZ-9192

Dear Mr. Corby,

Thank you for the opportunity to comment on the development proposed for 101 Meadowlily Road South. Thames Talbot Land Trust owns a 5.9 ha portion of the Meadowlily Woods Environmentally Significant Area (ESA), immediately adjacent to the proposed development. Our comments on the development proposal will focus on potential impacts to the ESA, and most especially on the TTLT nature reserve. TTLT's Meadowlily Nature Preserve is a certified Ecological Gift through the federal government and TTLT has a strong obligation to ensure that the natural features that are part of this Ecological Gift remain in excellent condition. Any changes in surrounding land uses that might have negative environmental impacts on TTLT's nature reserve are of great concern to us.

We have reviewed the Environmental Impact Study (December 2019) that was prepared by Natural Resource Solutions Inc and posted on the City of London website.

Buffers are an important consideration for development adjacent to an ESA. In this case, we note that the effect of the proposed buffer will be enhanced by the additional 11m setback from the ESA boundary. We support the use of fencing without gates at the rear of the building lots. Will the ESA Boundary be fenced?

Following are some comments in response to issues identified in EIS Table 7 Impact Assessment and Net Effects.

Land Use Impacts LU4, LU5 – Drainage is a key issue for this development. The unnamed creek is already subject to surges in heavy rainfall events. There must be no increase in post-construction flows as a result of this development. TTLT has experienced serious erosion issues at the Meadowlily Nature Preserve in the last 5 years. Heavy water flows were diverted onto TTLT's property from the road, causing erosion along the trail and the creek. The issue was finally resolved in 2019. Given the elevation differences and the history of water control issues we are concerned about further drainage problems. We look forward to the opportunity to review the promised Stormwater Management Plan.

Construction Impacts CO1 – Appropriate erosion and sediment control measures are very important. We agree with the consultant that an Erosion and Sediment Control (ESC) plan must be prepared. Even more important than a good plan, is the diligent monitoring of site conditions throughout the construction period. In many cases, erosion control measures are neglected, then fail, causing sedimentation. As the owner of a portion of the ESA located "downstream" of the proposed development, Thames Talbot Land Trust is very concerned about the potential impacts of sedimentation.

Construction Impacts CO4 – There must be no damage to retained trees. We support the use of tree protection fencing prior to any grading on site.

Stormwater Management Development Impacts – SWM1 through 7. As noted above, TTLT is very concerned about drainage issues. Please provide a copy of the Stormwater Management Plan when it becomes available.

Land Use Management Impacts LM2, LM6 – We are not convinced that risk associated with Yard Waste Disposal is Low. Fencing the back of the residential lots is a good starting point, but there is still risk associated with the pathway between houses, connecting the residential street to the multi-use pathway. TTLT members are familiar with similar situations, where determined homeowners have deposited wheelbarrow loads of yard materials in an ESA at the end of a pathway. These typically include invasive plant species (e.g. periwinkle, English Ivy), which then become established in natural areas that are designated to protect native plants and wildlife. Will fencing be provided along the ESA boundary? Signage indicating the ESA, TTLT property and "No dumping" should also be considered.

Land Use Management Impacts LM 3 – We support the use of native species for all plantings associated with this development.

Land Use Management Impacts LM 4 – Domestic Pets. We are not convinced that the risk associated with domestic pets will be Low. In addition to the limitation in ESAs, municipal by-laws also require dogs to be kept on leash throughout the city. Despite these requirements, many residents allow their dogs to run off-leash in the ESA. Outdoor cats will have serious impacts on wildlife. Brochures are helpful, but much stronger action will be required in order to reduce this impact. We appreciate the City of London taking the time to consider the potential environmental impacts of the proposed increased population density, water management and road traffic in this environmentally sensitive area. The City of London is very proud of its Environmentally Significant Areas and recognizes them as "an integral part of London's Natural Heritage System". We recognize the City of London's commitment and leadership in protecting its ESAs. We look forward to reviewing further documentation for this proposal.
Sincerely, Daria Kosciński Acting Executive Director Thames Talbot Land Trust

From: Nancy Tausky
Sent: Friday, June 12, 2020 11:47 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 Meadowlily Road South

June 11, 2020

Mike Corby, Development Services, City of London
Steven Hillier, Ward Councillor

Members of Planning and Environment Committee:

Councillor Stephen Turner, Chair

Councillor Maureen Cassidy

Councillor Jesse Helmer

Councillor Anna Hopkins

Councillor Phil Squire

Re File: 39CD-20502 & OZ-9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.

Dear Mr. Corby and Councillors:

I am writing to protest the proposed development at 101 Meadowlily Rd. S. I am convinced that, ideally, the land south of the Thames River, north of Commissioners Road, and west of Meadowlily Road should retain the rural quality it presently possesses. Should that not be possible, I want to advocate for a development with less density, greater buffering from Meadowlily Road, and building styles with a more rural character.

In the interests of full disclosure, I should point out my long familiarity with the landscapes and built features in the Meadowlily neighbourhood, at well as a certain circularity in the thinking that led to this letter. I was the historical and architectural consultant for the *Historical Assessment of the Homestead at Park Farm* produced by Ron Koudys Landscape Architect Inc. in 1993, and my firm researched and wrote the part of the Cultural Heritage Assessment for the Meadowlily Area Plan submitted by Golder Associates in 2010. Large sections of both of these reports are appropriately reproduced in the *Heritage Impact Assessment* produced by Thor Dingman for the proposed development at 101 Meadowlily Road. In turn, my recommendations here are strongly influenced by his suggestions for mediation, though mine sometimes elaborate on his in order to give his idea a stronger implementation. I do not find the correlations in our thinking strange, since we both bring expert knowledge, experience, and integrity to the process. What does strike me as odd is that, having dutifully obtained Mr. Dingman's report, 2690015 Ontario Inc. has so far chosen not to incorporate any of Dingman's suggested measures for mediation. To so thoroughly dismiss heritage concerns within the Meadowlily neighbourhood is remarkably insensitive, and also opposed to important planning policies.

The relatively small area bounded by Highbury Rd. S., Commissioners Rd., Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources: it contains a large Environmentally Significant Area (the Meadowlily section of the non-profit Thames Talbot Land Trust Nature Preserve west of Meadowlily Rd. and the City-owned Meadowlily Woods to the east); the ruins of the Meadowlily Mill, the most well-preserved ruins in the city of an early London mill; and two sites designated under the *Ontario Heritage Act*, Park Farm and the Meadowlily Bridge. The *Provincial Policy Statement*, the *Ontario Heritage Act*, and the *London Official Plan* all have statements to the general effect that "Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property*

except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*" (PPP, 2020, 2.6.3). The designating by-law for Park Farm notes that "The context of the 1848 house is crucial for maintaining a sense of the original rural context" (By-law L.S.P.-3253-58).

Most of the land west of Meadowlily Road consists of open fields, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that led to a bridge to the mill since at least 1851 and probably since the 1820s. It is also part of the landscape that made the cottage at Park Farm a rare exemplar of contemporary theories regarding the "Picturesque": "The designated 1848 Regency cottage is beautifully placed atop a knoll with views facing down slope, and across meadows to the northwest....The selection of the picturesque building site, together with the noble proportions and orientation of the cottage, make Park Farm one of the finest examples of a Regency villa in London" (Thor Dingman, Heritage Impact Assessment, 101 Meadowlily Development, 58). Mr. Dingman points out in his report that "Meadowlily Road South is a dead-end street. It is quiet and rural in character and is a popular walking and bicycling route" (HIA, 34). Surely the crowding, traffic, and light pollution of an explicitly urban development should ideally be avoided within this enclave, popular with City and neighbourhood residents alike.

Should a residential development be allowed here, I would like to see it substantially redesigned to meld less intrusively with its immediate surroundings:

1. The only entrance to the subdivision should be from Meadowlily Road at the far south end of the subdivision property. This could alleviate the need for any road widening, moving, and lighting further north.
2. The number of units should be substantially reduced so that no buildings are closer to Meadowlily Road than the easternmost north-south road in the conceptual plan.
3. A mixture of large trees and shrubs should be planted between Meadowlily Road and the housing development as a buffer between the development, the road, and Park Farm, muting the visual, sound, and light effects of the urban neighbourhood.
4. Instead of hard-edged urban styles such as those illustrated in the proposed plans, an effort should be made to provide more imaginative styles evocative of traditional rural building types. Abstracted versions of simple houses and barns, for example, have been appearing in both local and international design journals. These could, and should, also be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space.
5. North of the entrance to the development, Meadowlily Road should retain its narrow width and soft shoulders.
6. Entry gates should not overshadow those of Park Farm, almost directly across the road.
7. The only fence along the road should be the buffer of trees and shrubs.
8. Use lighting with minimal glare and bleed.
9. Incorporate storm water infrastructure into the landscape in ways that make it appear as natural as possible.

I realize that both the City and the Province favour greater urban intensification, and, in general, I approve this movement. For all the reasons mentioned above, however, I would very much like to see the City exercise whatever powers in may have to exclude or reduce proposed development west of Meadowlily Road.

Thank you for reading my awkwardly long letter and for giving thoughtful consideration to my recommendations.

Sincerely,

Nancy Z. Tausky

From: susan high

Sent: Friday, June 12, 2020 12:36 PM

To: PEC <pec@london.ca>

Subject: [EXTERNAL] 101 Meadowlily OZ-9192

Maureen Cassidy and Planning Committee,

I am a 19 year resident of Meadowliy Road South and have many concerns with the most recent application at 101 Meadowlily Road South. File # 39CD-20502+OZ-91

I believe that 13 fourplex dwellings (52 units) and 37 single detached dwellings/lots are going into too small a space. The traffic coming up and down the road will be too much. This is a narrow road and can be difficult with the traffic flow now. There are children (that are residents and also visitors) playing. The cyclists, skateboarders, and people walking with and without their dogs up and down this road. We have people that use Meadowlily Road during the week as a training for competitons.

The children on this road are bused to School, as Summerside does not have Public or High School (French Immersion and Catholic Schools) with Thames Valley District School Board.

The Noise Pollution will effect the Wildlife and nesting birds negatively.

The Light Pollution will also effect the wildlife and birds negatively.

I am opposed to this development. It seems that during Covid-19 someone is trying to force this issue at a bad time.. After all we are still in a state of emergency

I ask that this committee reject the application or profoundly downsize the number of buildings.

Respectfully

Susan Smith

141 Meadowlily Road South

London, Ontario N6M 1C3

From: Viki

Sent: Monday, June 15, 2020 10:45 AM

To: Corby, Mike <mcorby@London.ca>

Cc: Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Planning Application- 101 Meadowlily Road South

Please accept our attached comments regarding the planning application for 101 Meadowlily Rd. S
File 39CD-20502 & OZ-9192

Viki and Del Massey

June 12, 2020
Mr. Mike Corby
Development Services, City of London,
300 Dufferin Avenue, 6th Floor, London
ON PO BOX 5035 N6A 4L9
Re: File: 39CD-20502 / OZ-9192

Dear Mr. Corby,

As London residents, we have the privilege and pleasure of walking, almost daily and year-round, along Meadowlily Road South to access the multi-use pathway and nature trails of the Meadowlily Woods. This area is a hidden jewel increasingly being discovered by other residents of the City of London, and now by builders wishing to develop the land for residential use. We would like to express our concerns with the proposed development at 101 Meadowlily Road, under the following headings and offer recommendations for the land use:

- • Safety
- • Setting
- • Environmental Sensitive Area

Safety

We are concerned for the safety of citizens using Meadowlily Rd. S. whether it be as an access point to the Meadowlily trails or to the proposed development.

We have noted increased traffic; foot traffic (walkers, runners); wheeled traffic (cyclist, in-line skaters); and motorized vehicular traffic on Meadowlily Rd. S.

The number of vehicles parked at the bottom of the hill on Meadowlily Rd. S. far exceed the 5 allotted parking spots and vehicles now park on the side of the road extending up the hill. In addition, there are usually a number of vehicles parked outside of the Park Farm gates. The parked cars lead to obstruction of the road. We have observed many pedestrians and cyclists using either side of the road, which leads to chaotic and unsafe conditions. Increased vehicle traffic is inevitable and this environment is conducive to the occurrence of accidents.

The proposed subdivision includes road access into the development just past a curve in Meadowlily Rd. S. which creates a “blind spot” for all manor of traffic coming down the hill or exiting from the proposed development, thus Increasing the potential for accidents.

All types of traffic will likely continue to increase with the additional housing developments in Summerside and along the Commissioners Road corridor. The Planning Justification Report submitted by Dillon Consulting under the headings “Energy Conservation, Air Quality and Climate Change” and “Transportation System” indicates that the “proposed development encourages the use of public transportation and transit access to the subject site, as well as the surrounding area” and “It also improves the mix of housing types along in the Meadowlily Road South area to shorten commute journeys and decrease transportation congestion”.

We disagree with these statements. Meadowlily Rd. S. is a “dead-end” road and is not a bus route. In order to access the city’s transportation system, residents will have to walk at least a kilometer up a steep hill, on a road that does not have a sidewalk, to reach Commissioners Rd where the buses run.

We have observed in our subdivision of Summerside that most households have two vehicles and both are used to drive to work. We surmise that this will likely hold true

for the proposed development. A development of 89 houses, with the majority of residents driving two cars will contribute to significant traffic congestion along Meadowlily Rd. S., particularly at peak “rush” hours. In addition, as there are no amenities within walking distance, residents will have to drive to reach all destinations outside of the area. As Meadowlily Rd. S. is a dead-end road, there is only “one way in and one way out” to and from Commissioners Rd.

These factors will contribute to increased traffic congestion with the potential to affect the public’s road safety.

Setting

We agree with the Heritage Impact Assessment conducted by Thor Dingman, B. Architectural Sc. Inc. in that the architecture/design of the proposed development is more suited to an urban development plan. One has only to see the recent installment of three- story townhouses in the Vibe subdivision at 2070 Meadowgate Blvd. to envision the type of buildings being proposed for the 101 Meadowlily site. The proposed development includes very little green space. We feel that these plans are not in keeping with a rural setting.

The proposed development shows narrow driveways and garages that will accommodate only smaller vehicles. This is similar to the Vibe subdivision at 2070 Meadowgate Blvd. We have observed that the lack of available parking leads to street parking. This has the potential for further congestion on Meadowlily Rd. S.

Environmental Sensitive Area (ESA)

We are particularly interested in and concerned about the impact of the proposed development on this designated environmentally sensitive area.

We understand that an Environmental Impact Study (EIS) has been submitted as part of the development application. Although the proposed development remains outside of the current and proposed ESA boundaries, destruction of the established meadows will have a direct impact on animal habitat and plant species.

Meadowlily Woods is identified by the Ministry of Natural Resources of containing both Provincially Significant Wetlands and Habitat for Endangered Species. According to previously conducted studies (referenced in <https://www.meadowlilywoods.ca/>) this protected area contains endangered plant species and plant species at risk.

Meadowlily Woods houses many local species of birds and is an important layover for migratory birds. The Draft Natural Heritage Study 2011 indicated that Meadowlily Woods contains 16 species in the Partners in Flight Ontario Plan and 37 species listed Conservation Priority for Middlesex County.

In addition, the woods and meadows support 18 different mammal species, many reptile and amphibian species, and 26 varieties of butterflies.

Recommendations

With so much housing development in Summerside and along the Commissioners Rd corridor, we feel that the Meadowlily area should be preserved as a natural environment and that this application for housing development (file number 39CD-20502 / OZ-9192) should be turned down by the City of London Planning Department. The City of London has an opportunity to promote environmental stewardship in maintaining this important ecologically balanced environment.

We recommend that this site be developed as a conservation area. The only building that should be undertaken is that of a nature and educational center to highlight this environmental and heritage rich area.

IF the planning department approves development on this site, we suggest that consideration be given to the setting:

- Conduct an environmental impact study related to destruction of the meadows at the site of the proposed development

- • Observe and consider the foot and vehicular traffic patterns and introduce methods to create a safe environment for all
- • Lower the density of the housing
- • Provide adequate set back from Meadowlily Rd. and include plantings (e.g. natural tree species to the area) to create a buffer from the road
- • Include more greenspace and plantings (e.g. natural tree species to the area) within the subdivision
- • Architecture- Housing design to include:
 - o Only one- and two-story dwellings
 - o Natural materials- stone, wood
 - o Variation of the facades (not all the same “cookie cutter”)- suggest modelling on historic farm houses

Conclusion

The Meadowlily woods area offers residents of London a tranquil environment for recreational use in an environmentally sensitive area. The introduction of a subdivision development will negatively impact the natural and rural setting, the established meadows, and the environmentally sensitive area. This area has road access from Meadowlily Rd. S., which is becoming increasingly busy with all manners of traffic. The increase vehicular traffic that will be introduced with this development raises the concern for public safety.

For the reasons stated above, we do not support this application for development of 101 Meadowlily Rd. S.

Thankyou for the opportunity to provide our input and for your consideration of our concerns and recommendations.

Regards,
Viki and Del Massey
207-2025 Meadowgate Blvd.
London, ON N6M 1K9

From: Joanne Sanborn
Sent: Thursday, June 18, 2020 6:42 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] re: 101 Meadowlily Developments

Hi Mr. Corby,

As a regular patron of the Meadowlily area I would like to voice my concerns about the proposal for development in this very important nature reserve. Not only is it of value to the community that engages in it, but more importantly, to the variety of wildlife that is abundant in the forests and meadows, as well as the diverse variety of trees that make up a percentage of London's tree canopy.

798 Hamilton Rd

From: Diane Drouillard
Sent: Wednesday, June 24, 2020 9:17 AM
To: Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] Meadowlilly

Please, this area is a gem for walkers, bikers, runners, birders and those who are trying to take care of their mental and physical health.

We claim to be the Forest City.

We do not need to pollute this beautiful area with a subdivision or mall or whatever is being proposed.

Please reconsider,
Diane Drouillard

From: Michelle Kocins
Sent: Thursday, June 25, 2020 4:40 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Meadowlily

Hello Mike,

I recently took a visit to Meadowlily Woods after a few years and was disappointed to see that the city wanted to develop houses there. Not only will it be wildly detrimental to the environment, I believe it will destroy one of the most beautiful areas in London with traffic and people.

I would propose that you take this to the city hall and reconsider this decision. Please protect East London.
Let me know what I can do.

Michelle Kocins

From: Melanie Oudshoorn
Sent: Thursday, July 2, 2020 9:54 AM
To: Cassidy, Maureen <mcassidy@london.ca>; hlysink@london.ca; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] No Development in Meadowlily Woods!

Good morning,

I'm writing today to add my name to the growing list of outraged residents and environmentalists in defense of Meadowlily Woods and the proposed development that frankly, I'm appalled that London would even consider. There are so many already vacant spaces available for development - I don't understand why the city would allow the destruction of an **environmentally significant area** when right across the road there's a huge vacant Rona that could be torn down for condos instead (services are already there too) leaving Meadowlily intact and there for further enjoyment.

This is a serious degradation and inappropriate development and must be stopped. London is rapidly removing the 'forest' from our city! The destruction of Indigenous white cedars at this location listed by London as a **tree protection zone** is horrifying - yet this development of concrete is being allowed? I can't even fathom.

I was part of the fight to help conserve the woodlot & reservoir behind the Costco at Wellington & 401. The reservoir was drained and the woodlot that I thought was protected was ripped out to make room for another strip mall we don't need and an Ikea which never came to fruition. I seriously hope that the city was at least compensated for that failed venture being as the woodlot is now long gone and apparently for nothing.

Please help save Meadowlily Woods from development!! We need to protect our woodlands and save the developing for areas where it makes sense to develop - like the old Rona space on Commissioners. So many people love the quiet, serene nature of Meadowlily Woods - let's keep it that way. Thank you for your time and consideration and hopefully your voices to defend Meadowlily.

Best Regards,

Melanie Oudshoorn
989 Dearness Dr

From: Arla
Sent: Wednesday, July 8, 2020 3:14 PM

To: Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] 101 Meadowlily Road South

As a long time resident of this area who has appreciated the natural beauty of the neighbourhood and uses the Thames Valley Parkway and Meadowlily Road on an almost daily basis, I am totally opposed to the development being proposed on Meadowlily Road. This multi-unit building would increase traffic on Meadowlily Road detracting from the appeal this area has for local residents both along Meadowlily Road and the adjoining Thames Valley Parkway. Considering how close this development is to an ESA is another reason I am totally opposed to this development. We really do need to stop encroaching on natural habitats and protected areas in this City.

Regards,
Arla Longhurst
354 Jonathan Street, London, Ontario

From: Shayla Jackson
Sent: Tuesday, July 21, 2020 7:41 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Development of 101 Meadowlily Rd S

Mike Corby,

I request that you reconsider your draft plan for the development of 101 Meadowlily Road South. The construction of 89 units will have drastic and lasting impacts on the real estate value of present lots, the success of local small businesses and the conservation of the natural environment.

The present residences of Meadowlily Road South have been long withstanding and many of them would qualify for heritage status. The Meadowlily area is rich with cultural history, such as the nearby remains of the Meadowlily Mill, destroyed by fire several times in the late 1800s. These buildings have stood on their uncommonly large lots in the quiet and naturalized area for many years. This community represents a rare gem of cottage-country living within the London real estate community, and the value of these homes is sure to drop with condominium development.

The naturalized state of Meadowlily Road South is also important for The Meadowlily Farm, a small business that also operates as a rescue for both ducks, and bees which rely on local wildflowers to produce their honey, which is sold at the farm. Many of these wildflowers prefer open fields (Eastman, 2014), such as the one targeted in your draft plan, over wetlands or woodlands, and so their needs cannot adequately be met by the wooded areas of the Meadowlily forest.

These open fields are also important for larger animals, such as deer and small rodents that also rely upon local wildflowers and other plants for food, as well as their predators, like raptors and coyotes. Many people believe that the destruction of suitable habitat will deter coyotes from inhabiting the city, but in fact this is only likely to drive coyotes out of forests and into more urban areas, since coyotes will enter human spaces when naturalized areas become unavailable (Tigas, Van Vuren, & Sauvajot, 2002). Such coyotes, that become habituated to the presence of humans, and their garbage as a food source, can become dangerous (Bounds & Shaw, 1994).

The construction of a condominium as well as a new road into the Meadowlily area will undoubtedly increase the human impact on one of the few remaining naturalized areas of London (note that paved bike paths do not substitute naturalized areas!). The

noise of the construction, as well as the subsequent vehicular traffic is sure to cause noise that will distress the native wildlife as well as current homeowners and nature enthusiasts. The increased foot traffic into conserved areas will also lead to increased pressure on this sensitive ecosystem, through trampled vegetation, distressed wildlife and litter. Garbage localized to the condominium is also likely to draw in animals such as raccoons and coyotes, which will undoubtedly lead to an increase in potentially dangerous human-animal conflicts.

For these reasons, I strongly urge you to consider the impact of condominium development in the quiet Meadowlily community.

Sincerely,

Shayla Jackson

My address is 46 Rockwyn Cres., London, ON.

From: Rebecca Thompson
Sent: Wednesday, August 12, 2020 8:55 PM
To: Smith, Craig <crsmith@London.ca>; Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] Amendments to Implement the Meadowlily Woods ESA/CMP

To Whom it may concern,

I am reaching out to learn more about the proposed zoning changes to the Meadowlily Woods ESA and to provide my feedback. The zoning changes to open space and residential area will severely degrade the protection that is currently covering this wonderful space. London as the "Forest City" should be striving to protect all of our undeveloped areas that are left. Any reduction in the size of this glorious park is unacceptable.

It is an also absolute disgrace that the city only requires notice to be posted for properties within 120m. These changes would affect the entire city as there are people from all across the city that consider this land a special place that needs to be protected. Any developer who should instead be encouraged to build on land that has been previously developed and is now unused. There is no need to ruin this virgin space.

I would like to submit a new proposal to prevent any zoning change to the Meadowlily Woods ESA.

Regards,
Rebecca Thompson
City of London resident and friend of Meadowlily Woods
--
Rebecca Thompson RM
Thames Valley Midwives

From: Elisa Wood
Sent: Thursday, August 13, 2020 8:09 AM
To: Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] Meadowlilly

Good morning,

I am emailing to express my concern about the open area plan of Meadowlily. This is such a special place in the city. I think this would be a terrible decision and am completely against it. There are so many open areas in the city and the forests are

getting smaller and smaller. Please reconsider this and the effects it will have on the community as well as the habitats.

Thank you.
Elizabeth

From: malcolm scott
Sent: Friday, August 14, 2020 3:51 PM
To: Development Services <DevelopmentServices@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] Meadowlily ESA

Dear Ms. Kayabaga and the London Planning Department.

As my Ward Councillor (#13), I wish to register my opposition to the proposed changes to the Official Plan and Zoning, and any and all proposed development on this London treasure.

Please keep me apprised of any developments.

regards,

Malcolm Scott

From: Amanda B
Sent: Tuesday, August 18, 2020 12:24 PM
To: Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] OZ-9245 Meadowlily

I am e-mailing with my disapproval about the proposed planning application at 101 Meadowlily File OZ-9345. London is supposed to be a 'Forest City' why on earth would you touch the precious environmentally significant areas? London does not need to destroy these forested areas and take away more animals homes to build more condos.... There is plenty of development going on all over the city! Better consideration needs to go into where development of more homes/condo's etc. get built. PLEASE save whatever forests and environmentally significant areas we have left, as well as plant more trees!!!!

Sincerely, a concerned born and raised resident of London for 26 years. Amanda Baxted

From: Christel Mikelic
Sent: Monday, August 24, 2020 11:51 AM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] Very concerned about Medowlily Rd. Building permit

Hello Mike Corby

I'm a very concerned citizen about the possibility of building 37 or more units on Meadowlily Rd. South. This is one of the most beautiful natural areas in London. Building that many units there will be devastating to the ESA and the Meadowlily Woods area. Right now it has exceptional flora and fauna and is home to a wide variety of birds and butterflies. Many Londoners use the area for hiking, biking, bird watching and enjoying some natural space.

Having so many cars and people bringing traffic and pollution to the area will negatively impact Londoners and this natural area.

Please let me know when this will be discussed at city hall.

London is a beautiful city but we are destroying so many areas with clear cutting to build high density housing in certain areas. There are many areas in London where building high density houses is appropriate but not on Meadowlily Rd. South beside such a significant natural area.

Christel Mikelic

414 Millbank Dr.
London

From: ron hicks
Sent: Monday, August 31, 2020 10:10 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 101 Meadowlily Road S.

Dear Mike,

I talked to you a couple of weeks ago about my concerns about the proposed land use changes at 101 Meadowlily Road South here in London. I walk frequently in the Meadowlily woods, and it is a really wonderful environmental area. It is so nice to have parkland here right in the middle of London.

I wish to register my feelings on this matter. We currently have a lot of development going on in London. I do not feel it is necessary to disturb such a natural environment which provides so much pleasure and recreation for so many people. The size of the development would require full services like hydro, a pumping station etc. and the creation would cause quite an impact. I am sure once everything begins it would tie things up in that area for quite some time.

As you are aware , many visitors park on the east side of the road, and many times there are quite a few cars parked along there, The property development would add to the congestion quite a bit, I would imagine.

It was interesting to me that the Meadowlily Honey producer donated 15 acres to Land Trust. He has been there for quite some time , and appreciates the need for an environmentally "safe " environment for now and into the future.

I appreciate the need for increased development in a city, however I more strongly feel that we need to preserve lots more green space, for now and into the future. I therefore wish to register this as my opposition to this plan.

Sincerely

Ron Hicks (resident of London of about 49 years)
22 St. Clair Place
London, Ontario,
N6J 2H3

From: Lorissa Elson
Sent: Tuesday, September 15, 2020 6:42 PM
To: Development Services <DevelopmentServices@london.ca>
Subject: [EXTERNAL] Meadowlily conservation area rezoning

Hello,

I am writing because I just learned of the proposed zoning change intended for Meadowlily conservation area. This is unacceptable. We are the forest city for a reason, and if anything, we should be preserving these areas and creating more areas of edible, sustainable greenery. My son's past daycare provider is one of many who take their children there for education and exercise and experience. I myself hike the many off-paths at least once per week for mental health maintenance. This is a beloved area of East London, and it is utterly horrifying that this is even being considered.

Thank you for taking the time to read my email.
Sincerely,

Lorissa Elson, a resident of Fairmont subdivision

From: G Graham

Sent: Wednesday, September 9, 2020 10:23 AM

To: Development Services <DevelopmentServices@london.ca>

Cc: van Holst, Michael <mvanholst@london.ca>; Smith, Craig <crsmith@London.ca>; Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Meadowlily Woods Notice Of Application

This entire area should be designated Environmental Significant Area and protected against any development. There were hundreds of barn swallows in the area until the work started on the highbury bridge. The shelters provided are inadequate and the swallows did not use them but left the nesting area. We have also seen red headed woodpeckers that have been recently moved to the "endangered" list in Canada. destroying their habitat will result in fines. There is an Osprey nesting there and a Bald Eagle. The city does not need this area for development; there is plenty of land in annexed areas that have not even been touched. Preserve this area in its natural state and keep access to the trails limited to hikers. The stretch of field along Highbury from Commissioners Road to the river on the east side has thousands of butterflies. Although from the road it just looks like any old field. There are flowers planted to attract butterflies as well as milkweed for Monarchs which I'm sure you know are declining. Please do not destroy this area, perhaps all of you should take a walk someday I'm sure if you look around you will see more animals, birds and butterflies than you could have imagined.

Sincerely Gil Graham

From: elizabeth hicks

Sent: Saturday, September 12, 2020 10:59 AM

To: Corby, Mike <mcorby@London.ca>

Cc: Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Concern regarding draft plan of Vacant Land Condominium at 101 Meadowlily Road South, London, Ontario

Good morning Mr Corby,

I have been motivated to contact you with my concerns about the proposed Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments (File: 39CD-20502 and OZ-9192 Applicant: 2690015 Ontario Inc.) for the property at 101 Meadowlily Road South. Over the past year my husband and I have been exploring the nature preserves and parklands of London while the COVID-19 impacted travel plans. We have been delighted at the foresight of our City Planners in ensuring that many fragile and unique environmentally sensitive areas such as the area on both sides of the river in the area of Meadowlily Nature Trail have been protected from residential and industrial development. We feel that one of the attractions of our city is the attention to maintaining access to tracts of natural lands along the river and within residential subdivisions. Some are recreational spaces while others maintain the health of biodiversity of plant and animal species.

Of particular concern to me is the tract of land from the river to Commissioners Road and from Meadowlily Road S. to Highbury Avenue. I know that the present use of the the land, with several homes, meadows, agricultural land and forest is maintaining a safe buffer to the intense development that is happening on the South side of Commissioners (Summerside) and is appropriate for the preservation of the eco-sensitive preserve. However the proposal for a new development of the land at 101 Meadowlily to include 89 units as well as the infrastructure to support this project will surely impact the health of Meadowlily Nature Preserve.

With this in mind I am speaking up against the approval of the application for this intense development. My preference is to leave the vacant land in tact to ensure the

continued naturalization of this space. Please do add my concerns to those of others who have spoken up against the approval of the application for the Zoning By-law Amendments.

Elizabeth R. Hicks,
22 St. Clair Place, London, Ontario, N6J 2H3

From: Bill

Sent: Friday, September 18, 2020 8:59 AM

To: Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>; Hillier, Steven <shillier@london.ca>

Cc: Jacky Ellis; Lucy Ellis

Subject: [EXTERNAL] File 39CD-20502 / OZ-9192

Mr. Corby

We would like to make our opinion known to you and that it would be placed on record for public consultation to the proposed Zoning amendments to the File related to, 101 Meadowlily Road South London, Ontario.

We are opposed to any changes to the already established Zoning designation(s) and By-laws associated with this parcel of land.

Given the long standing use of this area, the surrounding Environmentally protected areas and the intention to provide, promote and preserve this unique ecological area, any changes to introduce increased density development, would not be prudent.

Our family has used this area for three generations. There is plenty of development going on all around these protected lands and thus it is crucial that what remains currently, is protected and celebrated for all residents of London now and for our futures.

There is plenty of land available for developers elsewhere and to take aim at this particular parcel of acreage, is not only irresponsible by the developer, but distasteful.

Respectfully we submit our resolute opposition to the application file 39CD-20502/Z-9192

We ask that you would by return email acknowledge that our opposition has been noted and placed on the public record and will be included in the Public meeting slated for October 5th this year.

Regards

Bill & Lucy Ellis
Jaclyn Ellis

414 Chippendale Cr.. London, ON, N5Z3G3

From: Sally Evans

Sent: Sunday, September 20, 2020 7:51 PM

To: Corby, Mike <mcorby@London.ca>

Subject: [EXTERNAL] Meadow lily woods

Hello there, I'm writing to add my support to the saving of meadow lily woods. It's a special area. So much of London's green space is being taken for new builds as it is. Let's keep these special areas for our children and their children to enjoy!

Regards, Sally Evans.

From: Carol Richardson
Sent: Monday, September 21, 2020 3:46 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Hillier, Steven <shillier@london.ca>
Subject: [EXTERNAL] 39CD/20502, OZ-9192

Good afternoon,

I am writing to ask that the change in zoning for the above development Not be approved as requested by this Application..

Other than the fact that the proposed development is high density with 89 units proposed in a semi-rural area, (89 cars plus per day), with adverse effects on the designated natural areas, I would like to focus on the transportation effect.

I often visit Meadowlily Rd. South and I am a member of Friends of Meadowlily Woods.

Meadowlily Rd. Has evolved into a major north - south transportation corridor, using the pedestrian Meadowlily Bridge. Pedestrians and cyclists use this access from the subdivisions on Commissioners Rd. E. To Hamilton Rd. Schools, services, and Community locations (YMCA) and downtown jobs and services.

The road is quite narrow with no sidewalks.

I have also seen parking along the East side of the road by people accessing the ESA, the Nature Preserve, and the dog park on Meadowlily Rd. N. Some pedestrians are pushing baby strollers, and occasionally skateboarders use the hill from South to North. This road, although narrow, and with a visual challenge from the bend in the road, is quite a busy transportation corridor for non-vehicular traffic. Surely adding even more driveways would not be a good idea. And the number of units (89) seems excessive and Will create a fairly dangerous vehicular load on this narrow road. Are there any guidelines for width of road and number of driveways and cars?

Please consider a zoning change which would restrict the number of units much below the number requested.

Also there is a tremendous spring runoff. Will the developer be required to 1)install and 2) maintain - a pumping station to deal with this Major runoff, so that it doesn't deteriorate the Meadowlily Nature Preserve at the bottom of the hill?

Does the developer pay to extend the city water or is this taxpayer-funded?

Will the road need to be dug up once again to extend the gas line; and if so, will the gas company be responsible to restore any digging back to its original condition?

Thank you for considering my submission. Please register my name and email for any future city communications regarding the Meadowlily area.

Sincerely Carol Richardson.
1200 Riverside Dr., Unit 2,
London, Ontario, N6H 5C6.

Agency/Departmental Comments

Enbridge Gas – April 16, 2020

Thank you for your correspondence with regards to draft plan of approval for the above noted project. It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Bell – April 17, 2020

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

London Hydro – April 30, 2020

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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

Heritage – May 5, 2020

1. Overview

101 Meadowlily Road South (subject property) is a 5.2ha property located on the west side of Meadowlily Road South, across the road from Park Farm and Meadowlily Woods ESA – and backing Highbury Woods. The subject property is adjacent to 120 Meadowlily Rd S – a Regency cottage built in 1848 known as Park Farm – which is designated under Part IV of the Ontario Heritage Act. Park Farm is a municipally owned property and contained within the Meadowlily Woods ESA – also designated under Part IV of the Ontario Heritage Act.

Thor Dingman prepared a heritage impact assessment (HIA – December 13, 2019) – on behalf of 2690015 Ontario Inc.– as part of a site plan application for a residential development, plan of condominium. The primary purpose of the HIA is to assess the impacts of the proposed land development on the cultural heritage value and attributes of adjacent significant heritage properties and surrounding context (i.e. Park Farm and Meadowlily Woods ESA), and to make recommendations to mitigate any adverse impacts that may arise.

2. Assessment of Impact – Comments + Summary

Development Services heritage planning staff has reviewed the heritage impact assessment (HIA) and appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and mitigative measures. Staff particularly notes and supports the following assessment summary points:

- There will be no potential impact of the proposed development on the heritage designated building itself (Park Farm) at 120 Meadowlily Rd S.
- The rural setting and panoramic view of Park Farm, however could be impacted by the proposed development configuration which introduces a “stark and sudden contrast between the historic rural setting of Park Farm and the proposed urban settlement across at 101 Meadowlily Road Rd S.” (HIA, p47)
- Further potential negative impacts have been identified relating to the existing mature rural setting and roadscape viewshed which are also potentially impacted by the proposed development, creating a new urban street edge condition with a minimal setback. This new street edge is without precedent along Meadowlily Road.
 - Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasized and this further disconnects it from the context of a historic landscape. (HIA, p59)
- Buffering of the development edge will help to mitigate impacts by softening the visual contrast between old and new, and between rural and urban. Further, a suggested native tree buffer will contribute to maintaining the rural context of Park Farm and the true nature of its historic landscape. (HIA, p59)

3. Conclusions + Recommendations

Heritage staff encourages the applicant to consider many of the mitigative measures that have been suggested in the HIA to create a development that is more compatible within a rural setting [Fig 1]. Primary approaches suggest buffering of the development edge to mitigate impacts by softening the visual contrast between old new, and between rural and

urban. A combination of landscape buffering and berming along Meadowlily Rd may also be appropriate. More specific measures relate to the following (HIA, pp47-55):

Buffering – Methods should be employed to reduce the visual impact of the proposed development from the cottage. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Rd.

Setbacks – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily Rd.

Gates – The proposed subdivision gates should be of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd. Large walls and massive gate posts are not appropriate. Refer to the scale of the existing gate posts to Park Farm. Do not copy the existing gate design but, re-interpret in a complimentary, rather than a strongly contrasting style.

Lighting – Provide lighting design that controls and prevents lighting bleed and glare onto Park Farm.

Attenuation – Methods to attenuate sound from the proposed development through landscape planting and buffering should be developed. However, attenuation wall barriers should not be employed.

Fencing and Walling - Large precast concrete walls that are typical of contemporary residential subdivision entry ways are not appropriate for this location.

Finally Development Services heritage planning staff encourages consideration of building design refinements including articulated massing and rooflines and different eave heights to de-emphasise the dense urban character of the repeated 4-unit townhouse block. (HIA, p59)

Archaeological

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment conditions for the site plan application (SPC19-161):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 101 Meadowlily Road* [...] London, Ontario (P344-0326-2019), July 2019.

Please note that the executive summary of the archaeological assessment states that “[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.” (p2)

An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been received.

Archaeological conditions for site plan approval can be considered satisfied for this application.

UTRCA – May 13, 2020

The UTRCA has undertaken a preliminary review of the EIS and Stormwater Management (SWM) Report prepared for this submission. We offer the following comments:

EIS: The UTRCA has deferred detailed review of this document to the City of London, however a high-level review was undertaken to ensure consistency with UTRCA policies. Based on this review, the UTRCA has no comments on the EIS. Please ensure the proposed pathway is kept as close as possible to the outer edge of the ESA buffer.

SWM: The UTRCA has deferred detailed review of this document to the City of London, however a high-level review was undertaken to ensure consistency with UTRCA policies.

- a) The report lacks details relating to outlet locations and connections to adjacent natural hazard/natural heritage features. Further information will be required at detailed design to address this information.
- b) The report provides high-level comments relating to temporary and permanent Sediment and Erosion Control (SEC) measures. Further information will be required at detailed design to address this information.

SUMMARY & RECOMMENDATION

The subject lands are regulated by the UTRCA and a Section 28 permit will be required prior to development or site alteration occurring on the subject lands. Please include the following information in the conditions of draft plan approval:

1. A Section 28 permit application will be required;
2. Grading Plans submitted to the satisfaction of the UTRCA;
4. Sediment and Erosion Control Plans submitted to the satisfaction of the UTRCA;
3. Stormwater Management Plans submitted to the satisfaction of the UTRCA;
5. Homeowner's Information Package for living next to an ESA, submitted to satisfaction of the UTRCA; and,
4. That prior to final approval, the City has been advised in writing, that conditions requiring UTRCA satisfaction have been satisfied.

Development Engineering (ZBA comments) – May 8, 2020

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

Comments for the re-zoning:

1. Currently there is no municipal sanitary and no municipal watermain available for the site. We are recommending a holding provision until adequate municipal servicing is available (h-17).
2. The applicant will need to undertake a sight line analysis ensuring desirable decision sight distance is available in accordance with City standards (this has not been addressed and was a comment made at IPR and SPC) A holding Provision may be required to address this serious safety concern.
3. The Consulting Engineer is to confirm and ensure that proposed development is not to exceed the maximum density of 236 people, otherwise the consultant engineer will be required to contact SED for further discussion.
4. Apply h-183 to the site for the completion of the hydrogeological report.

The following items are to be considered for the site plan application stage along with the 1st submission comments provided for SP19-115:

Transportation:

- A road widening dedication of 10.0m from centre line will be required along Meadowlily Road South
- Provide a TMP for any work in the City ROW
- Provide Engineering Plans showing existing infrastructure, including utility boxes/poles, light standards, fire hydrants, etc.
- Ensure 1.5m clearance between utilities and proposed accesses
- Show on Site Plans dimensions for accesses to Meadowlily, including radii 6.0m (min.), width 6.0m (min), clear throat 6.0m (min.)

Water:

- Water servicing is to be in accordance with the accepted site plan application configuration. Please note that the current site plan has not been accepted by Water Engineering, we are awaiting further site plan application submission(s) from the applicant and will provide comments once received.

- It is our understanding that the development will be encompassed under a single condominium or owner to avoid the creation of a regulated drinking water system.

Wastewater:

- Comments from 1st submission site plan (SP19-115) to be addressed.

Stormwater:

- Comments from 1st submission site plan (SP19-115) to be addressed.

Development Engineering (VLC comments) – May 15, 2020

See the conditions below for the condo application.

Condition 1:

Following a determination by the Ministry of the Environment, Conservation and Parks (MOECP) that the water service for this site is a regulated drinking water system, then the Owner(s) shall be required to meet the regulations under the Safe Drinking Water Act and the associated regulation O. Reg. 170/03.

Condition 2:

Following an order by the MOECP to the City of London requiring operation and/or maintenance of the water system, the owner, and all future owners, shall agree to pay the City of London all costs, on a cost recovery basis, plus any applicable administration charges for the following works and activities:

- Establishment of an agreement satisfactory to the City to undertake the ongoing maintenance and operation of the private water system;
- Regular sampling and testing of the drinking water system;
- Any and all engineering studies and/or analysis required to assess the current condition, design, and/or construction of the existing water system at the time of the order; and
- Any and all repairs, improvements or upgrades of the water system to meet the standards in effect at the time of the order, which are considered by the City to be required for the safe and continued operation of the water system.

Condition 3:

Environmental Compliance Approvals: The Owner and his/her professional engineer shall confirm and apply to the Ministry of the Environment, Conservation and Parks (MOECP) for an Environmental Compliance Approval (ECA) as required. The Owner's professional engineer shall ensure that no works subject to MOECP approval are constructed prior to an ECA being granted by the MOECP. The Owner's professional engineer shall ensure that works are constructed in accordance with accepted servicing plans (File # SPA19-115). If MOECP review requires any changes, the Owner's professional engineer shall consult with the City as Site Plan amendment may be required. Amendments to accepted servicing plans shall be to the satisfaction of the City Engineer and at no cost to the City.

Condition 4:

The Owner acknowledges that the subject lands are part of a Site Plan application which is being reviewed or has been accepted under the Site Plan Approvals Process (File # SPA19-115) and that the Owner agrees that the development of this site under Approval of Draft Plan of Vacant Land Condominium shall comply with all final approved Site Plan conditions and approved engineering drawings for the current development application. Therefore, any conditions identified in the Development Agreement

registered on title and any Private Permanent System(s) (PPS) that includes storm/drainage, Low Impact Development (LID) and SWM servicing works must be maintained and operated by the Owner in accordance with current applicable law.

Condition 5:

The Owner acknowledges that there is no municipal sanitary sewer available to serve the site. It is hereby recognized that the municipal sanitary sewer available to this development is the existing 200mm diameter sanitary sewer on Meadowlilly Road at Commissioners Road. It is further recognized that the elevation of this development is too low to be serviced by gravity to the existing Meadowlilly Road sewer. Therefore, the Developer/Owner hereby covenants and agrees to construct, at no cost to the City, a private sanitary pumping facility and private forcemain to serve this development, outletting to the existing Meadowlilly Road sewer.

Condition 6:

The pumping facility and forcemain is to be a private facility and infrastructure, maintained in perpetuity by the owner of the development and at no cost to the City. This requirement is also to be registered separately on the land in this development served by the private pumping facility and private forcemain. The design of the pumping facility and forcemain is to be in accordance with the Ontario Building Code and specifications of the Ministry of the Environment Conservation and Parks (MECP) and the City Engineer. The private sanitary pump station and the private sanitary forcemain design shall be included with the site plans and drawings to the satisfaction of the City Engineer.

Condition 7:

It is further recognized that the proposed maximum population of 273 people and peak flow generated which results in a peak flow of 3.5l/s and the resultant pump rate is never to be exceeded as a result of future owner maintenance and/or pump replacement and shall not exceed what is shown on the accepted site plan drawings for this development.

Condition 9:

The Owner shall confirm with the MECP for the need for a private ECA for their private forcemain.

Condition 10:

The Owner shall be responsible for the maintenance and operation of the private sanitary pump station and the private sanitary forcemain.

Condition 11:

The Owner be responsible for appropriate applicable permits, drawings, and pay the applicable fees (ie Permit of Approved Work, Plumbing permit etc) whenever work or maintenance to their private forcemain takes place in the municipal right of way, namely Meadowlilly Road. Should the Owner require the City to perform emergency repair to their private sanitary forcemain on behalf of the Owner, the Owner shall make all necessary arrangements with the City to this effect, all at the Owner's cost. In this regard, the City shall provide invoices to the Owner for reimbursement of all costs; and the City will assume no responsibility or liability for the maintenance and operation of the private sanitary pump station and the private sanitary forcemain.

Condition 12:

The Owner shall provide adequate water servicing to the private sanitary pump station for maintenance purposes. The Owner shall provide backflow prevention on the water service.

Condition 13:

In the event that basement(s) are planned for the site, the Owner is advised to provide basement flooding protection from any possible backflow in the sanitary system.

Condition 14:

The Owner shall retain a licenced contractor and operator with emergency contact information that is readily available to handle the private PS and FM emergencies.

Condition 15:

It is recommended that the owner undertake annual forcemain inspections to ensure normal functioning and to identify potential problems including the municipal maintenance hole on Meadowilly Road that the private forcemain is connected to, all at no cost to the City.

Condition 16:

And that the owner is to ensure that the private forcemain cleaning and maintenance is followed to remove solids and grease build up and minimize corrosion due to a possible high concentration of sulfides that may cause possible corrosion damage. Frequent cleaning and maintenance of force mains is required to remove solids and grease buildup and minimize corrosion due to the high concentration of sulfides and to minimize damage to the municipal maintenance hole on Meadowilly Road that the private forcemain is connected to, all at no cost to the City.

Parks Planning May 25, 2020

Parks Planning and Design staff have reviewed the submitted Zoning By-law amendment application and notes the following:

- Parkland dedication will be calculated at 5% of the total site area and may be satisfied through the dedication of natural heritage lands and/or a cash-in-lieu payment at the time of site plan (building permit) pursuant to the values in By-law CP-9.
- Natural Heritage boundaries and buffers will be set through the completion of an approved EIS. The EIS is to justify the inclusion of the multi-use pathway within the ecological buffer.
- If the applicant is unable to receive approval for the inclusion of the pathway within the buffer, a multi-use pathway block will be provided outside of the buffer.
- A portion of lots 27 and 30 should be redlined to improve the radius for the construction of a multi-use pathway.
- Parks staff wishes to have discussions with the applicant upon the completion of the approved EIS.

Ecology – June 12, 2020

Development Services (DS) has reviewed the Environmental Impact Study (EIS) completed by NRSI Inc. received by DS January 10th, 2020. From our review, NRSI have provided a comprehensive EIS that has done an overall good job in adhering to the EMG documents. While DS is accepting of the proposed development limit, there are a few outstanding issues that must be addressed in the Final EIS for it to be accepted by DS. The following comments must be addressed in order to be compliant with the City's Environmental Management Guidelines (EMG), London Plan policies, and the Provincial Policy Statement (PPS 2014). Detailed comments on the EIS are presented below.

Detailed Comments on the EIS

1. Section 6.0 Recommended Buffers and Setbacks – DS appreciates the proactive discussions with NRSI and the proponent on the overall setbacks and direction of the EIS that was being considered. Under this section, NRSI indicates that the buffer calculation provided in Appendix I is excessive for woodlands (35m) as the City's minimum setback is 10m. Please note that this is the minimum setback and this does not factor in the sensitivity of the feature and its functions, which the buffer calculation provides some additional context and direct for. For reference, the PPS (2014) through the Natural Heritage Reference Manual (2010) specifically identifies that woodland buffers in the range of 30m are appropriate. The mantle setback to the dripline is 25m and is consistent with this, and is a more appropriate buffer to the woodland including its sensitivities and functions. The additional buffer/ setback from this of 11m is sufficient to provide some additional protection as described by NRSI and contain the pathway block at the outer edge. The overall setback to the ESA dripline for this development is approximately 35m which is consistent with the buffer calculation and is supported by DS as being consistent with the application of the EMG document. This should be better described in this section that the EIS is meeting the intent of the buffer setbacks and incorporates consideration of the buffer calculations and feature/functions. **Action: Review and update section accordingly.**
2. Section 7.3 Evaluations of the Potential Effects, Mitigation and Net Effects – Table 7, while comprehensive in the number of factors that are considered and evaluated, it does not accurately reflect the net impacts or identify factors associated with the development that would reduce the potential impact. Some examples include but not limited to CO2, identified buffers protect rooting zone (as per NHRM 2010), CO6, similar comment that large buffers/setback to feature. PA2, pathway system to direct people to stay on trails and not create their own, impacts are not 'none' however, there is always some impact when people go off trail. PA3, the impact is not 'none', as further development increases in the area, the number of people increase providing a cumulative effect of increased density of structures and people in the vicinity. The increase of people in this development will have some impact on the ESA. LM2, large buffers help absorb some of these potential impacts, fences reduce this impact as well as a pathway block located adjacent to the rear lot lines as this discourages dumping as the people responsible cannot simply dump it over their fence. LM4, impacts are potentially mod-high, outdoor cats have been well documented to kill a substantial amount of birds and other wildlife, this is not reflected in this analysis. The larger buffers will help to mitigate some of this impact, however outdoor cats can have a large roaming range. LM5/LM6, another impact not considered is that of bird strikes on residential homes. This impact can be mod-high especially for migratory species. This issue is not addressed. There is no summary paragraph of the net effects table, and after review and revision of the analysis the table must be looked at as a whole and not simply individual net impacts. **Action: Review and revise this section and table accordingly.**
3. Section 8.0 Environmental Monitoring – This should identify the broad requirements and time commitment of the monitoring plan. **Action: Update section accordingly.**
4. Section 9.0 Summary – This section should highlight an environmental management plan including the overall buffers, setbacks and pathway. Include other mitigations and protections that will form part of the recommendations section. **Action: Revise section accordingly.**
5. Section 9.1 Summary of Recommendations – This section requires further detail as these are the components that are carried forward through detail design and engineering drawings to ensure compliance with the EMG, the protections, mitigation measures, restoration, and monitoring requirements are adhered to throughout the approval and implementation process. **Action: Review and update section accordingly.**
6. Map 1 and Map 2 Study Area – Remove the MNRF Wooded Area layer from the

maps, this layer is not helpful in this context and it appears to not incorporate all of the wooded areas that are present throughout the ESA. **Action: update all maps accordingly.**

7. Map 4 and 5 Proposed Development Concept, Buffers and Setbacks – These figures do not accurately reflect the overall protection of the feature and its functions and do not reflect the buffer calculations provided. The 10m woodland buffer should be removed as this is not being used and does not represent the development limit. The technical buffer to the woodland dripline is 24.5m, which is the outer edge of the mantle, with the additional buffer/setback of 11m that contains the pathway block. The overall setback in meters to the dripline of the ESA is also not identified. **Action: Update these maps and any other relevant maps.**

Ecology (in response to update EIS) – September 9, 2020

I have reviewed the updated EIS and comment response table. NRSI has done an overall good job on addressing my main concerns and that has been reflected in both the text and the figures.

My only comment is with regards to the LA DWG, this is not what I was expecting and is not a restoration plan. While I assume Bruce is going to be responsible for restoration works in the pathway block, no restoration plan is shown for the rest of the buffer to the woodland. While I do not expect a full restoration plan as the overall buffer/setback is quite large and the area is already naturalized, some enhancement were to be provided (i.e. additional native pollinator friendly hand spread seeding and pollinator friendly plantings), for example enhance Monarch habitat since a majority of the old field which was identified as SWH for Monarch will be lost and will now be concentrated in the buffers. So some enhancements and plantings were always required and that is not reflected in the drawing provided. I do not see any enhancements in the drawing provided. I also note on the drawing that a clump of trees is slated to remain in the buffer, are these native species or non-native? An invasive species management plan for the mantle should be provided if NRSI identified invasive species in this area (i.e. buckthorn) that should be controlled before they can establish a large presence.

Urban Design - May 19, 2020

I have reviewed the submitted materials for the subdivision application at the above noted address and provide the following comments:

- Provide for an increased exterior side yard setback for lots 1 and 37, adjacent to Meadowlily Road, in order for the future single family homes to be located in line with the proposed four-plexes and create a consistent street line.
- Provide for direction to site plan in the staff recommendation to ensure that any proposed units built along the Meadowlily Road frontage are oriented to the street.

Appendix E – 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, 2014

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.3 Settlement Areas
- 1.1.3.2
- 1.1.3.6
- 1.4 Housing
- 2.0, 2.1.1, 2.1.8, 2.1.4, 2.1.5, 2.1.6
- 3.0

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

City of London Official Plan

3.2. Low Density Residential
3.2.1. Permitted Uses
3.2.2 Scale of Development
3.2.3. Residential Intensification
9.4. Urban Reserve
9.4.4. Site Specific Amendments
8A.2. Open Space

The London Plan

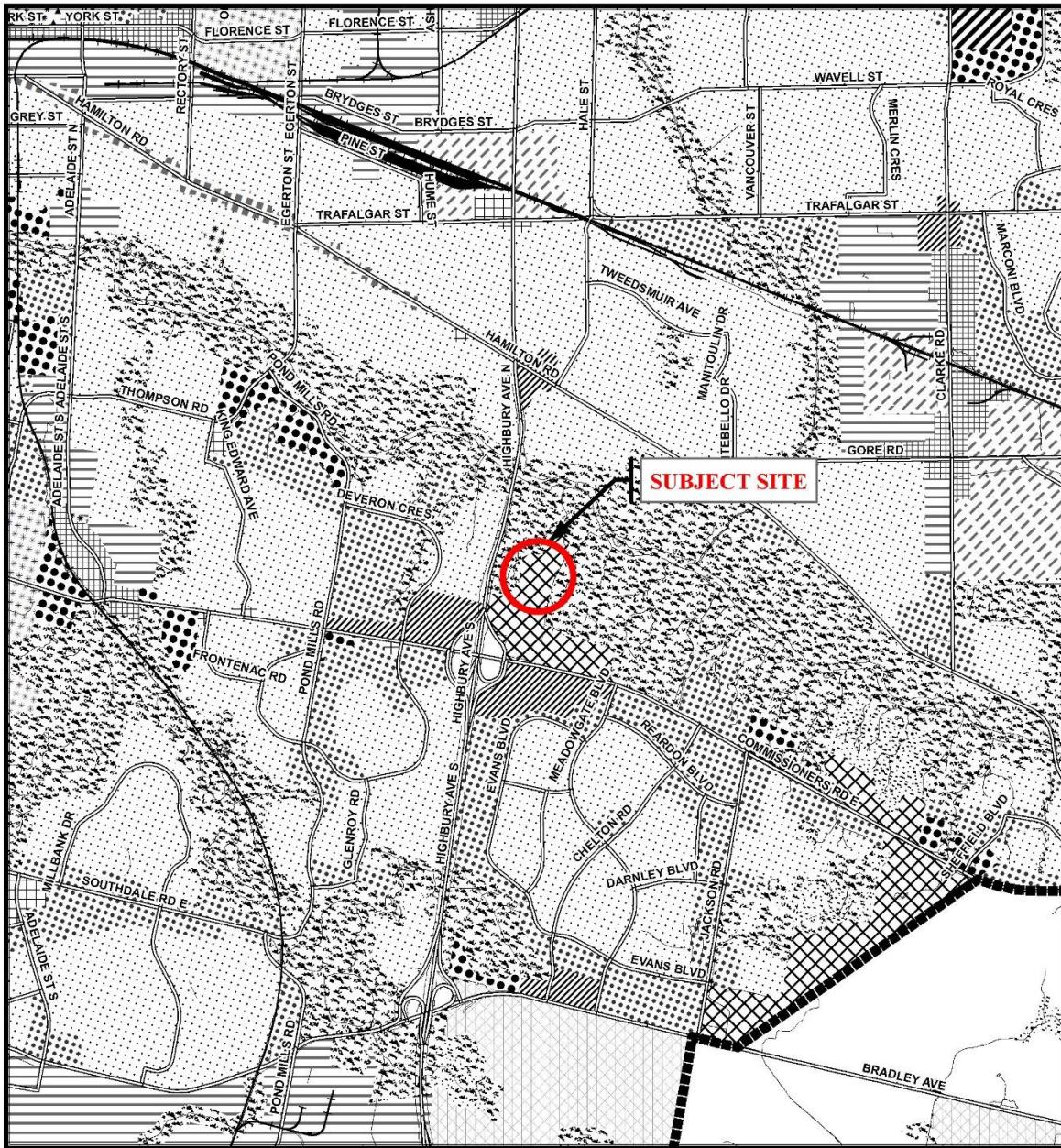
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768_, *921_, *935_, *936_, *937_, *1688_

Z.-1 Zoning By-law

Site Plan Control Area By-law

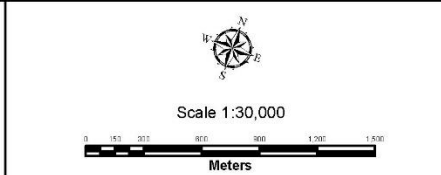
Appendix F – Relevant Background

Additional Maps



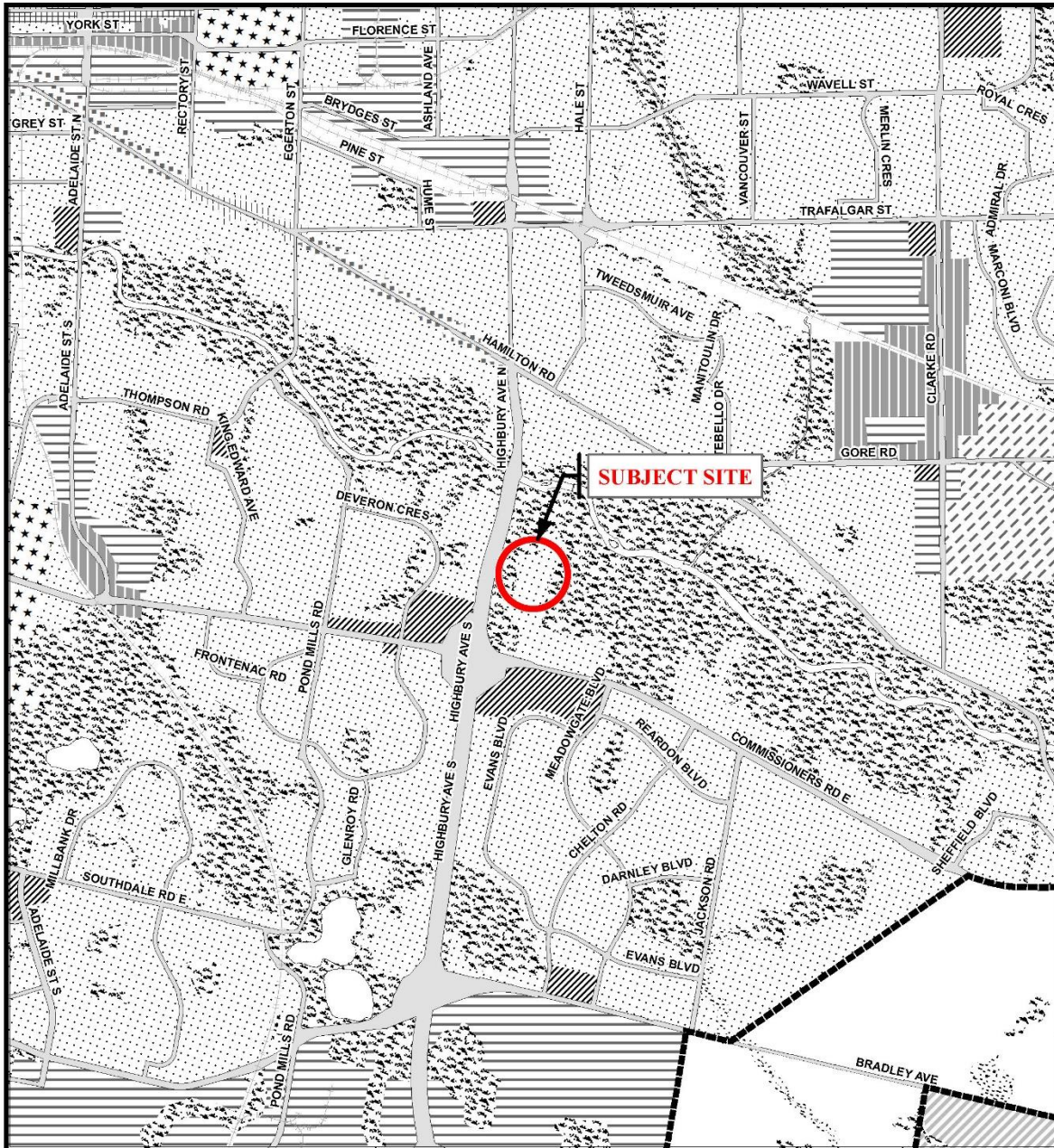
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low 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: OZ-9192
 PLANNER: MC
 TECHNICIAN: RC
 DATE: 2020/09/14

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_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



Scale 1:30,000

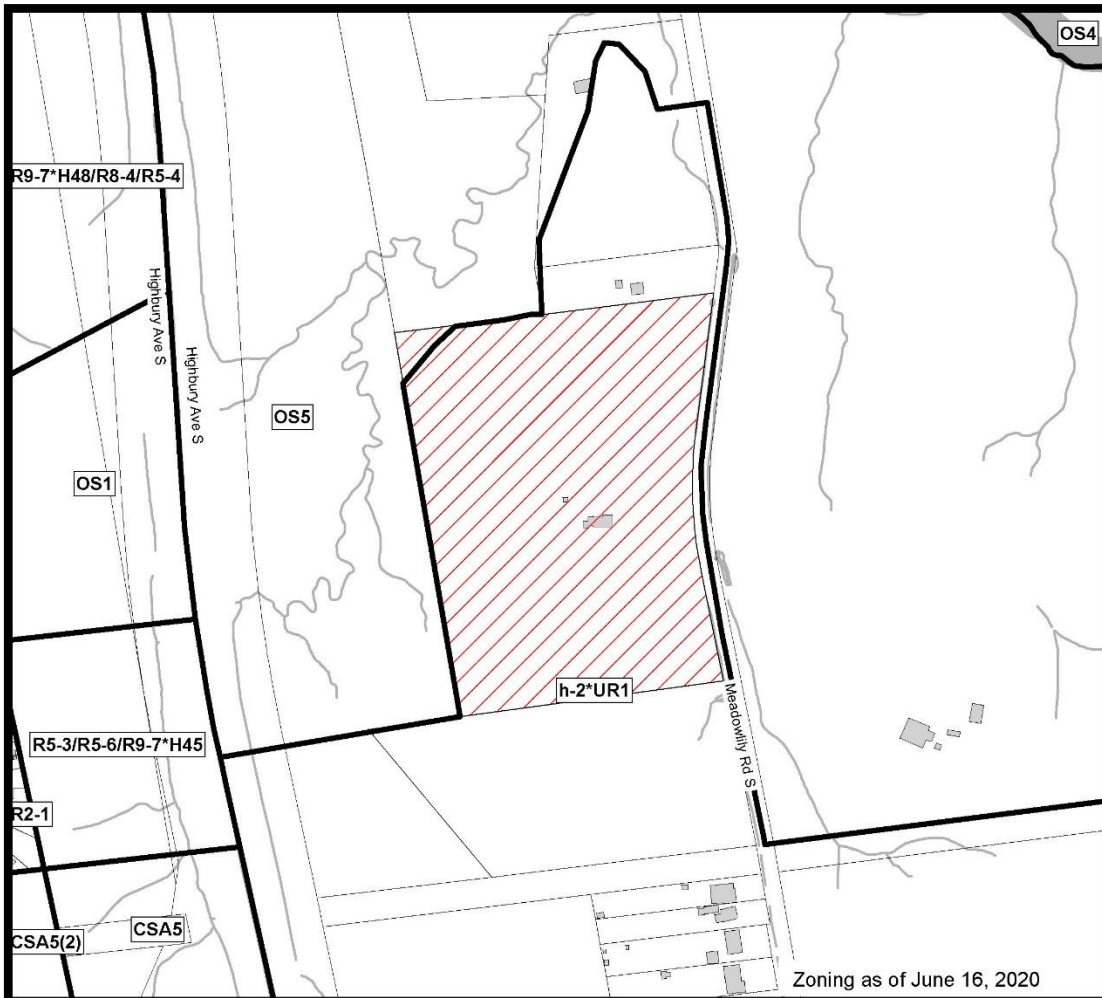


File Number: OZ-9192

Planner: MC

Technician: RC

Date: September 14, 2020



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
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "d" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9192/39CD-20502 MC

MAP PREPARED:

2020/09/14 rc

1:4,000

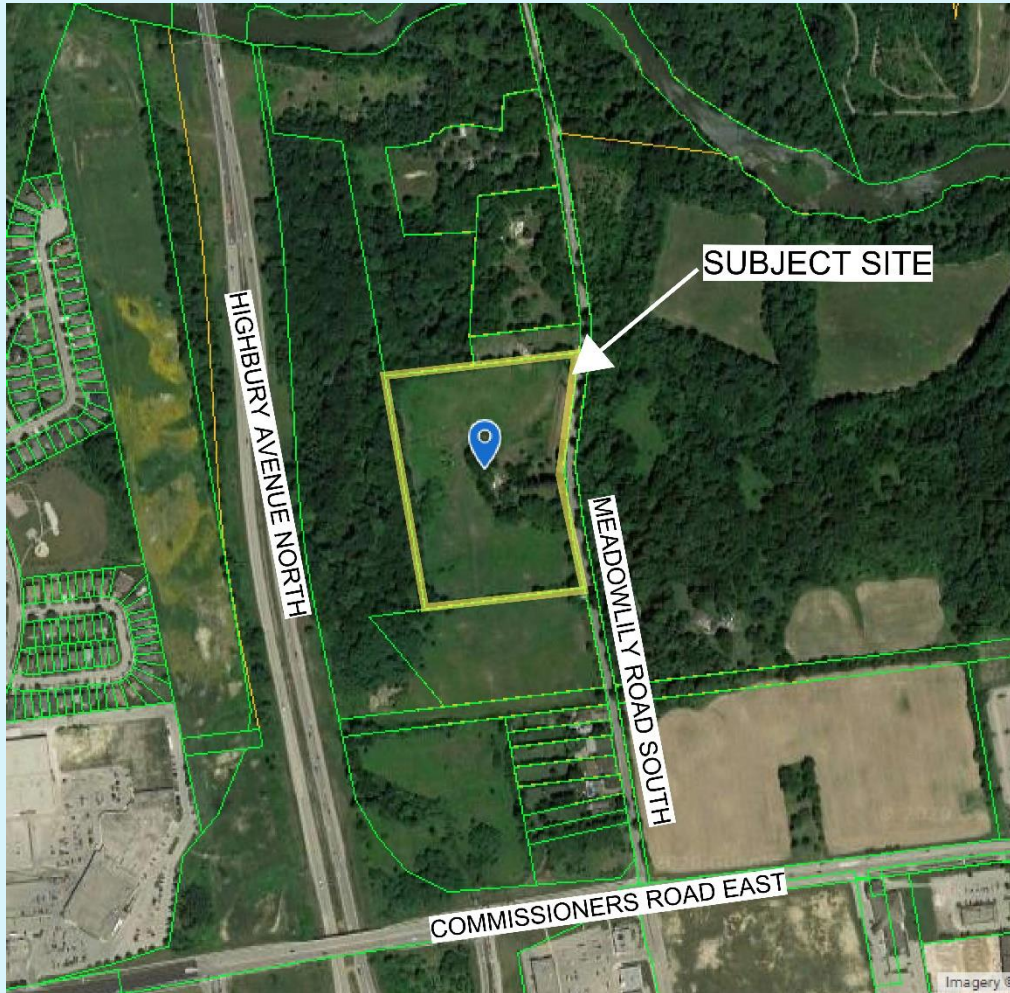
0 20 40 80 120 160 Meters

101 MEADOWLILY ROAD SOUTH

Project Update Presentation

March 29, 2021 – Planning and Environment Committee Meeting

PROJECT OVERVIEW

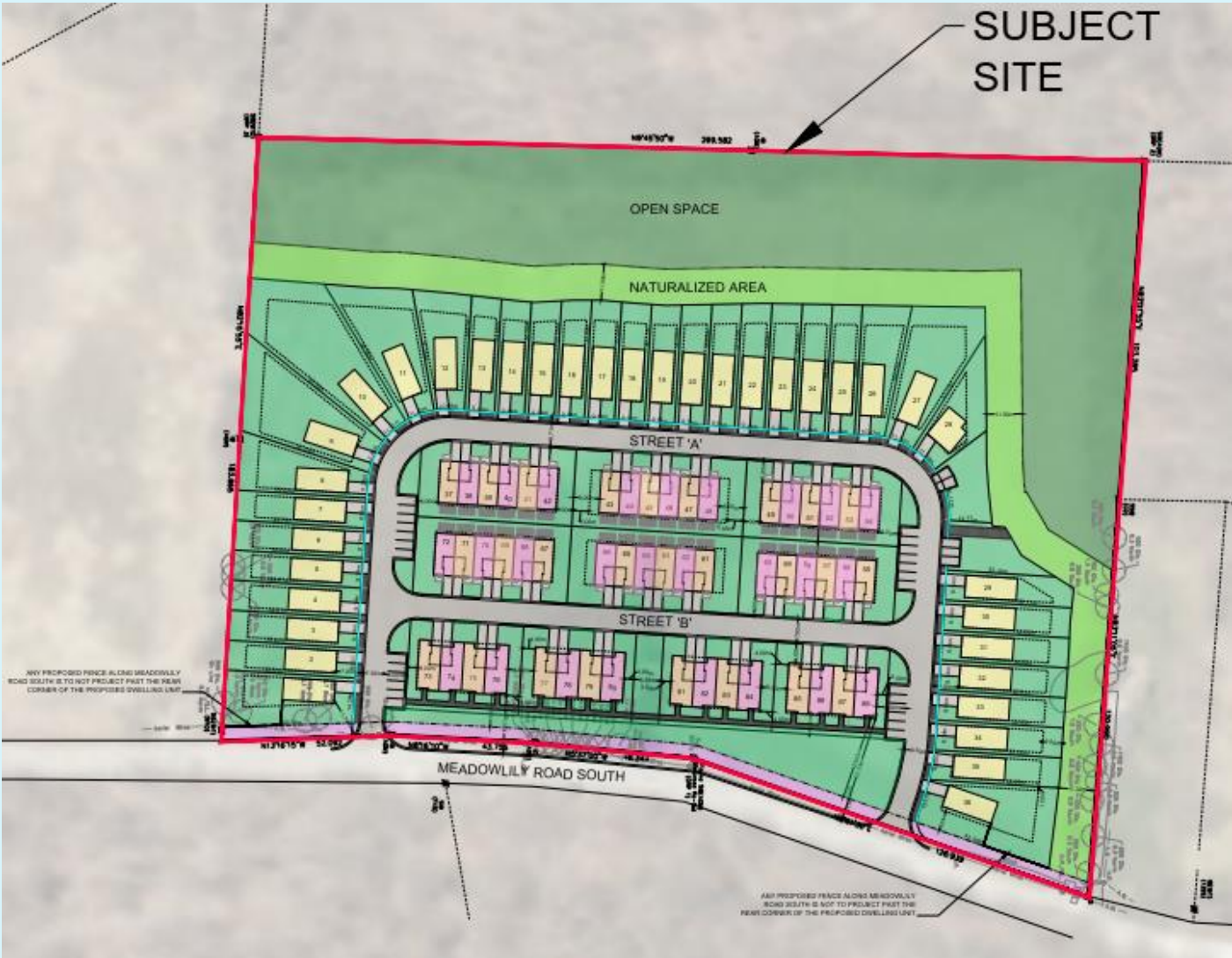


On October 5, 2020 a public meeting for this proposed development was held at City Hall. Based on the concerns brought forward by the residents of the neighbourhood and the general public, we have re-designed our proposal to address as many of the concerns as possible.

The Proposed Development consists of the following:

- 36 Single Detached Dwelling Units (One less than previously proposed), 52 Townhome Dwelling Units for a total of 88 units.
- All units have been designed to a maximum of 2.5 storeys in height, as required by the by-law (reduction from 3 storeys in original proposal).
- Direct access to Meadowlily Road South for individual townhome units have been removed and internal access provided, allowing for a larger setback from the ESA and additional landscaping/tree planting to intensify the visual buffer between the road and the development.
- Private sanitary sewers and storm sewers, including a private sanitary pump station and forcemain to be provided. A private/public watermain to be constructed to service the development.
- Buffers from the Highbury Woods Park and the Meadowlily ESA in accordance with Provincial and Municipal requirements are being maintained. Landscaping and Heritage Compensation Features complimentary to the natural existing landscape.
- Visitor parking within the site has been increased from the required ten (10) to thirty-one (31) spaces, well over the number of parking spaces required under the by-law.
- Since the public meeting, the City has approved the request to reduce the speed limit of Meadowlily Road South from the existing 50 Km/h to 40 km/h, which is anticipated to go to Council sometime within 2021.

CHANGES TO CONCEPTUAL DEVELOPMENT PLAN



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



View Looking West Along Private Street 'A'

SITE RENDERINGS



View Looking South Along Meadowlily Road South

SITE RENDERINGS



View Looking North Along Meadowlily Road South

RESPONSE TO ADDITIONAL PUBLIC COMMENTS

Additional public comments were received by the City of London in January 2021 and we provide the following as a response:

- ***Where is the overflow to the pumping station to go? It should not outlet to the watercourse or ESA.***
Response: The sanitary sewer pumping station has a large capacity, concrete holding tank with a two-pump design, (one primary pump and one back-up pump). There is no overflow outlet to any watercourse nor any part of the ESA as it is a closed system. The pumping station design is in compliance to Ministry regulations.
- ***Who's responsibility will it be to maintain pumping station and alarm system?***
Response: The Condominium Corporation will own and maintain the pump station via a maintenance contract with a City approved contractor and will include a proactive maintenance schedule. There is a back-up pump in the pump station in case the primary pump malfunctions and requires repair. The pump station will have automatic alarm notification via telecom to the maintenance contractor.
- ***Is there any erosion concerns and potential drainage into TTLT property?***
Response: This has been addressed in the stormwater management design. The storm water is to be managed in on-site mainline sewers and/or holding chambers before being released into the City storm sewer system. A comprehensive erosion and sediment control management plan has been developed and provided as part of this submission.

RESPONSE TO ADDITIONAL PUBLIC COMMENTS (CONTINUED)

- ***Concerns with potential flooding to properties on the North side of street.***

Response: The proposed Development will not increase the current risk of flooding. This has been addressed in the stormwater management design with on-site collection and discharge into the City storm sewer system.

- ***Concern with the need for compensation seedlings and monitoring of the Butternut trees.***

Response: The habitat zone (50m radius) of a single Category 2 (retainable) Butternut will be disturbed by the grading work. As a result of the anticipated disturbance, 10 Butternut saplings are to be planted as compensation within the cultural meadow area on the subject property, as well as 10 companion trees as specified in O.Reg 242/08. A Butternut Health Assessment report has been filed and approved by the Ministry of Environment, Conservation and Parks. Prior to disturbance of the Butternut habitat zone the impact will be registered with the MECP in accordance with section 23.7 under O.Reg. 242/08. The locations of the 10 Butternut samplings will be provided in a planting plan following confirmation of the compensation ratio for other trees removed from the subject property with the City of London. A fulsome Environmental Management and Monitoring Plan is to be prepared and provided to the City of London, as per the EIS (NRSI 2020). This Environmental Management and Monitoring Plan will address Butternut compensation, tending and monitoring.

- ***Will the fences at rear of building lots have gates to ESA? Request that they not have gates and that yard waste disposal and no dumping signage be included.***

Response: All lot fences backing onto the ESA will not have gates. “No dumping” signage is City responsibility; however the Developer is willing to contribute if required.

RESPONSE TO ADDITIONAL PUBLIC COMMENTS (CONTINUED)

- ***Will the retained trees be protected? Will there be fencing be installed during grading?***

Response: Yes, retained trees will be protected during construction by providing tree protection fencing. This fencing will protect retained trees from harm during construction and will prevent soil compaction within the rooting zone of trees.

- ***Concerns with congestion and safety concerns on Meadowlily Road South due to street parking.***

Response: Congestion due to street parking by trail users is an existing condition issue and not exacerbated by the proposed development. There is an ample number of parking spaces (270) provided by the city to Trail Access Point 1, at the neighbouring City-Wide Sports Park, however many trail users are not aware and are not using the provided parking. We observed over an 8 day period where a maximum of 41 cars were parked on Meadowlily Road South while the City-Wide Sports Park lot was over 95% vacant at the same time.

Any property owner along Meadowlily Road South, including the developer, can request the city to install “no parking” signs on the east side of street thus restricting the trail users to the 5 designated parking spots at the north end of street for Trail Access Point 3 or at the City-Wide Sports Park to Trail Access Point 1. The City has agreed to reduce the speed limit from 50km/h to 40km/h, however the signage not implemented yet. Furthermore, a request has been made to the City to address this parking issue.

THANK YOU FOR ATTENDING

Please feel free to provide comments to the below Project Representatives.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Jason Johnson, P. Eng.

Project Manager

Dillon Consulting Limited

130 Dufferin Avenue, Suite 1400

London, Ontario N6A 5R2

Ph: (519) 438-1288, Ext. 1222

Fx: (519) 672-8209

Email: jjohnson@dillon.ca

Melanie Muir, MCIP RPP

Project Planner

Dillon Consulting Limited

Ph: (519) 948-4243, Ext. 3239

Fx: (519) 948-5054

Email: mmuir@dillon.ca

From: Nancy Jane Small
Sent: Tuesday, March 16, 2021 2:34 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] URGENT...for MEADOWLILY

Dear Mike,

I am totally concerned and object to the proposed Condo development at 101 Meadowlily Road South. It is much too close to Meadowlily Woods Environmentally Significant Area—our natural area. We need to protect this area, and not surround it with more development. Having an area like this to meander and enjoy is such a mental health boost!

sincerely,
Nancy J Small
London ON

Attention "MCorby"- Planning and Environment Committee (PEC) Agenda , File# SPA19-115, 39CD-20502, OZ-9192 Planner M.Corby "deny" the rezoning change!!!
"I do not like the amendment to change from "urban reserve community" to "low density residential" for this area of land.

This area is full of nature, plants wildlife, paths. Deer, wild turkeys and other wild animals. This area should remain unchanged/untouched. How much trees, plant life and animal habitat are you going to allow demolished.

There are plenty of other open fields South of commissioners to develop & grow.

.City of London has plenty of empty lots in city and vacant farm land that should be used up/developed first.

I wish & hope for this amendment to be denied. Putting animals, plants and rural ahead of more housing. Please consider this, and deny the change request.

Thank you."

Sent from my iPad

By email

Save the wildlife!!

Email..."I do not like the amendment to change from "urban reserve community" to "low density residential" for this area of land.

This area is full of nature, plants wildlife, paths. Deer, wild turkeys and other wild animals. This area should remain unchanged/untouched. How much trees, plant life and animal habitat are you going to allow demolished.

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I wish & hope for this amendment to be denied. Putting animals, plants and rural ahead of more housing. Please consider this, and deny the change request.

Thank you."

Sylvia Nichols

By email

Meadowlily Assessment

Ethan Sweitzer

Dec 2nd 2020

Introduction

Site location

The site of interest, located at Highbury and Commissioners, is approximately 12 acres of fallow land which has been overtaken in the past ten years by several pioneer species and some remaining woody shrubs and trees from its time as farmland. The land is a rolling field with speckles of young trees and stretches roughly half the length of the neighbouring Highbury Woods Park. The site is surrounded almost entirely by ESA lands, including Highbury Woods Park and the Meadowlily Woods ESA, as well as a bee rescue directly north of the site.

The field is predominantly inhabited by pioneering goldenrod species spread thickly across the rolling field, with the notable presence of other early succession plants such as horseweed and pigweed as well. Spotted through the landscape are other wildflower species such as dandelion, clover, varieties of Michaelmas daisy (New England aster, paniced aster), oxtongue, tufted vetch, and mugwort. A number of grasses and sedges also inhabit the field. Overall, the species diversity is relatively low, with incredibly low species evenness as goldenrod dominates the terrain with specklings of other species throughout.

A tall, mature stand of trees stands central to the property facing the road, including very tall conifers, tall deciduous trees, primarily maples, northern red oaks, black walnuts, and American beech trees. The trees are located where a previous habitation was, however, the abandoned house has since been torn down. These trees are very old from their height, I was unable to inspect more closely as it is private property and more closely positioned to the road.

Some berrying species of trees and shrubs inhabit the edge of the field connecting to Highbury Woods Park, including common privet and American barberry, both providing berries for bird species such as thrushes which in turn spread the seeds further. The common privet, however, is an invasive species, originally native to Europe, northern Africa, and southwestern Asia.

Sitting quietly at the edge of the property, white-tailed deer can be seen browsing through the field, making their way ultimately into the cover of Highbury Woods Park. Other wildlife can be seen in the field and neighbouring land, many species of birds (blue jays, cardinals, American robins, wood thrushes, black-capped chickadees, black-throated blue warblers, eastern meadowlarks, wild turkeys, and many others which I will later detail), rodent species (eastern gray squirrel, chipmunks, deer mice), and many species of insects, including pollinators and their predators who feed off the abundant goldenrod. I even spotted a common garter snake moving around through the sedges on one of the chilly days I surveyed the site. Most of these species rely on the food sources the field provides, while taking shelter in the surrounding mature forests.

The surrounding forests have very tall canopies and leaf litter floors with very little visible groundcover plants in the autumn, however, many species of ferns and flowers

grow among the tall canopies and provide sustenance for the many diverse inhabitants. Streams split off from the Thames River and run through both the Meadowlily Woods ESA and Highbury Woods Park. Meadowlily Woods ESA is crossed with recreational trails, with many Londoners enjoying the natural beauty of the ESA. Highbury Woods Park, directly attached to the proposal site, has less trails and human activity, with a few shorter trails entering the forest, but they are not very busy comparatively and far less worn.

Pictures:



View from the southern edge of the field (above). Aerial view of the site (vacant land)

and surrounding ESA (below).



As it is, the field is a beautiful, natural environment to take in recreationally (below).





Goldenrod dominates the landscape, providing shelter and food for insects (above).

Some field maples have grown in the higher elevated sections of the field (below).



Forest in the Highbury Woods Park, open forest floor and tall canopies (below).



Site history

The field has been abandoned for decades, but its previous use before laying fallow was as agricultural land. The property has a small habitation on its east side, which has since been removed. Tenants were present up until recently on the land in a mobile home, but it has since been vacant entirely as new ownership prepares for potential development.

There have been quarrels this year between the local community and a development company seeking to develop the land. The company has a pending application with the City of London for plans to build a massive housing complex on this 12-acre plot of land, 13 semi-detached townhomes (fourplexes) and 37 single-family detached homes, for a grand total of 89 houses. The locals and outdoors enthusiasts who frequent the surrounding ESA say that this massive development will undoubtedly alter the surrounding environment from the peaceful, quiet chunk of nature remaining in the city into just another busy suburb, and I must agree for a number of reasons.

The developers claim that they have “taken into consideration impacts on the environment, noise, traffic, energy use, capacity of current of infrastructure and more”, but if you assess the footprint that 89 houses, each containing families, will bring to this otherwise quiet and natural area, they cannot account for enough. Currently, only a few households live on the same street as the proposed development, each in their own house surrounded by property often in part woods. Walking up Meadowlily Rd, you might encounter a couple cars parked along the side of the narrow road, a rare car drives by every so often. With the addition of 89 houses, assuming the average household in Ontario has 1.45 cars, that would mean an additional 129 cars in this small area causing

a massive increase in traffic in and out of Meadowlily Rd. Gone would be the natural atmosphere, where the most sounds you hear are the birds singing, the insects chirping. You have instead cars and motorcycles running, occasionally beeping a horn or revving an engine, the calling of neighbours and shouts of children, radios playing, dogs barking at all hours. The still atmosphere of this one so few natural feeling zones in London would be absolutely altered. The company proposes they will be installing “barrier trees” to help muffle much of the sound but this is far too little effort, especially considering how long these trees will truly take to grow versus the expected construction and move in times of these new residents.

Along with them, these families also bring along pets, such as house cats. Anyone who has ever owned a house cat can tell you that they can prove incredibly difficult to contain. Many simply allow their furry friends to wander their neighbourhoods, especially if they are in a low traffic area. The problem comes that cats are an incredibly devastating force on native wildlife, being in fact the leading killer of birds worldwide with domestic cats being responsible for over 80 million deaths every year in Canada alone. A few feral cats, maybe even a few domestic cats from current residents on Meadowlily Rd, might catch a number of birds and other wildlife every year in the ESA, but the damage that 89 houses worth of cats could bring to this *Environmentally Sensitive Area* is astronomical. Given the estimate that 37% of households in Canada have at *least* one cat, there would be a likely minimum of 33 cats added to this sensitive ecosystem. An estimate of the true average number, going off American data regarding average cats per household as 1.8 per household (Canadian statistics are lacking on the subject), puts the number of cats likely to be present in these 89 houses at a staggering 160 cats! The ESA is home to

several threatened and endangered bird species. Some birds native to the area, such as American woodcocks, are ground nesters. Local populations of these native birds could be decimated in a year or two if even this low estimate of the potential cats becomes present on this land, let alone if a more likely average amount of 160 cats are brought to the land.

Besides house cats wandering these protected lands, an estimated additional 231 people (based on an average household size of 2.6 in Canada) will be living in extremely close proximity to the ESA. This will undoubtedly cause a surge of regular traffic through the neighbouring ESA as many may take daily excursions through the trails. This additional surge will likely increase the amount of littering and pollution through the areas, damaging the health of the ecosystems, but will also cause greater off trail damage from people wandering frequently off the marked trails. There are current efforts in the Meadowlily Woods ESA and Highbury Woods Park to keep people off some of the trails in order to allow them to renaturalize over time. Surely some people go off trail currently, but the massive increase in frequent use by new residents could cause a proportionately massive increase in off trail damage as ground dwelling plants and ground nesting birds' eggs are trampled.

The grounds upon which development is planned are currently habitat for many different species, including large mammals such as white-tailed deer and coyotes and threatened native birds such as barn swallows, eastern meadowlarks, wood thrush, and many more species. Many, such as the larger species, will be entirely evicted from their habitat on the eastern side of the ESA (Highbury Woods Park) as they will seek to avoid interaction with humans and our pets as much as possible. The increased frequent traffic

through both the streets and Meadowlily Woods ESA will further pressure large animals to leave the area entirely and we will be left with small city-adaptable species such as squirrels and mice. Smaller species, like insects and small mammals and birds relying on the field for food and shelter, will have much of their habitat entirely bulldozed and uprooted, being forced to escape into neighbouring lands, which may not be suitable to their needs for meadow ecosystems in many cases. Pollinators which once had nearly 12 acres of goldenrod and various wildflowers to harvest will be greeted instead by artificial gardens and pesticides used on both lawns and ornamental plants, causing potential colony collapses and wiping out native pollinator biodiversity almost entirely. The neighbouring bee rescue could also face their colonies dying off from people in the housing units using neonicotinoids or other pesticides and herbicides on their properties.

The claim that they will be able to mitigate the pollution, environmental toxins, traffic, invasive species, and plain habitat destruction that comes with putting an 89-house development in this small natural area of land is frankly inconceivable. The developers claim that the development is not on official ESA lands so protestors have no reasons to be worried about the ESA, but with factors I have discussed above there is no doubt that the overall health of the Meadowlily ESA will decrease as more and more people inhabit the area and leave our heavy footprint on it.

Potential Ecological Planning

Initially, I had envisioned restoring this site to the same state as the surrounding forests, tall growing canopy trees, low growing flowers and ferns growing through the leaf

litter. However, I then realized that while forests are often the goal of restoration, meadows and grasslands are a valuable ecosystem as well. Pollinator species currently at risk due to our use of pesticides, and native bird species who feed on seeds or insects both benefit greatly from natural meadow space.

The restoration goal for this site would be to transition the field from a near monoculture of goldenrod to a diverse mix of native pollinator-friendly wildflowers with a great span in the periods which they bloom to give ample production to pollinators all growing season, with seed head producing species such as. Additionally, I would plant eastern flowering dogwoods in the understory of the central forest land on the property. These trees are an endangered species, one which inhabits the surrounding ESA, and they provide food in the form of berries for many species of birds. Acquiring seeds or saplings from genetically distinct populations will help prevent vulnerability to Dogwood anthracnose fungus, as some individuals will be more likely to carry resistance genes.

To achieve the goal of diversifying the species of wildflowers and grasses, we will closely access native species for productivity and their specific interactions with other species in the area, such as which benefit butterfly and moth species as host plants for their larvae or which provide seeds for local birds and rodents through the winter (for example, Teasel, though non-native to the Americas, provides a source of seed for native finches and other small birds through the winter and they have become naturalized on the continent).

The plan to restore the field will involve controlled burnings as well as tilling areas to allow for the seeds we introduce to take root easiest. Monitoring for undesired species (including preventing an overabundance of goldenrod to sweep the newly disturbed

spaces again) will need to take place as new swathes of the field are tilled and seeded with the desired species, with undesired species being removed before they are allowed to put out seeds and spread.

A successful culmination for the site would see the field abloom at almost every time of the growing season, with abundant flowers colouring a green field. To keep with the recreational use of the neighbouring ESA, specific paths could be marked through a portion of the field to allow people to fully take in the beauty of the now true meadow. The central stand of trees on the property could be a specific area for eastern flowering dogwood trees, helping establish a healthy population of the endangered species in the understory and surely attracting outdoorsmen to come and see the brilliant white blossoms as they fill the understory.

Site assessment

Table 1: Site inventory

Plants (Oct 23 rd to 26 th)	Birds (Oct 23 rd to 26 th)
Canadian goldenrod (<i>Solidago canadensis</i>)	Blue jay (<i>Cyanocitta cristata</i>)
Red clover (<i>Trifolium pratense</i>)	American robin (<i>Turdus migratorius</i>)
Bird vetch (<i>Vicia cracca</i>)	Mourning dove (<i>Zenaida macroura</i>)
Field maple (<i>Acer campestre</i>)	Black-capped chickadee (<i>Parus atricapillus</i>)
Common privet (<i>Ligustrum vulgare</i>)	Northern cardinal (<i>Cardinalis cardinalis</i>)
American barberry (<i>Berberis canadensis</i>)	Wild turkey (<i>Meleagris gallopavo</i>)

False chamomile (<i>Tripleurospermum inodorum</i>)	House sparrow (<i>Passer domesticus</i>)
Curled dock (<i>Rumex crispus</i>)	European starling (<i>Sturnus vulgaris</i>)
Pale smartweed (<i>Persicaria lapathifolia</i>)	Hairy woodpecker (<i>Leuconotopicus villosus</i>)
White goosefoot (<i>Chenopodium album</i>)	Song sparrow (<i>Melospiza melodia</i>)
Broad-leaved dock (<i>Rumex obtusifolius</i>)	Red-winged blackbird (<i>Agelaius phoeniceus</i>)
Purslane (<i>Portulaca oleracea</i>)	Common grackle (<i>Quiscalus quiscula</i>)
Common ragweed (<i>Ambrosia artemisiifolia</i>)	Dark-eyed junco (<i>Junco hyemalis</i>)
Hairy crabgrass (<i>Digitaria sanguinalis</i>)	Eastern meadowlark (<i>Sturnella magna</i>)
Perennial sow thistle (<i>Sonchus arvensis</i>)	
Common chicory (<i>Cichorium intybus</i>)	
Mugwort (<i>Artemisia vulgaris</i>)	
Wild carrot (<i>Daucus carota</i>)	
White heath aster (<i>Symphyotrichum ericoides</i>)	

Description of the site

The sites topography consists of slowly sloping hills, with the highest point being its southern edge, and its lowest point being its northwest edge. The eastern edge is lower than the southern edge, but higher than the northwestern edge.

The field is dominated primarily by goldenrod plants but many other species or grasses, flowers, and forbs can be found in the field. There are some patches of tree and shrub growth in the field, young growth only as old as 10-12 years likely, mainly field maples which have had seeds blow in from the neighbouring woods. A tall mature stand of trees is located centrally at the east edge of the property, with notable conifers since I observed no conifer species in Highbury Woods Park.

There are no permanent standing water sources on the property, however wet season may see temporary puddles form in some of the lower lying topography of the land.

References:

Meadowlily Woods Environmentally Significant Area. <https://www.meadowlilywoods.ca/>

101 Meadowlily Road South. <https://101meadowlily.ca/>

Petition Against Large Residential Development in Meadowlily.

www.change.org/p/london-petition-against-large-residential-development-in-meadowlily

Species at Risk Ontario. <https://www.ontario.ca/page/species-risk-ontario>

2009 Canadian Vehicle Survey Summary Report. Chapter 2.1. <https://oee.rncan-nrcan.gc.ca/publications/statistics/cvs/2009/chapter2.cfm#:~:text=Vehicle%20ownership%20remains%20highest%20in,of%201.35%20vehicles%20per%20household.>

Blancher, P. Estimated number of birds killed by house cats (*Felis catus*) in Canada. 2013. *Avian Conservation and Ecology* **8**(2): 3. <http://dx.doi.org/10.5751/ACE-00557-080203>

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<https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/Page.cfm?Lang=E&Geo1=PR&Code1=35&Geo2=&Code2=&Data=Count&SearchText=Ontario&Sear>

Latest Canadian Pet Population Figures Released. 2016. <https://cahi-icsa.ca/press-releases/latest-canadian-pet-population-figures-released>

U.S. pet ownership statistics. *American Veterinary Medical Association*.

<https://www.avma.org/resources-tools/reports-statistics/us-pet-ownership-statistics>



**Gary Smith & Susan High
141 Meadowlily Road South
London, ON N6M 1C3**

City Clerk's Office

Attn: Heather Lysinski

Planning and Environment Committee

London City Hall

300 Dufferin Street

London, Ontario

Sunday March 21, 2021

Chair and Members of the Planning and Environment Committee,

As residents of the Meadowlily area, we would like to give comments and our concerns regarding the development application, OZ9192, for a lot in our neighbourhood otherwise known by the address, 101 Meadowlily Road South. The first area of concern we have is with regard to safety and the amount of traffic on Meadowlily Road South itself. Meadowlily Road is more like a rather small, narrow country road. It has no sidewalks and when it is busy and parked up, there is little room for pedestrians and so many vehicles. The applicant/owner wants to build "10 townhomes (52 units) and 36 single detached dwellings" to a rather small lot, that means the traffic along our road would increase more than ten-fold (present population about 36 people to an estimate of about 200-260 people) and that poses a threat to the safety of the people who need to use this road to get from their homes to go to work and shop in the vicinity. The people on our road need get pass that large complex to get to jobs and services and will have a much harder time doing that. The congestion will be considerable out at Commissioners Road and beyond. There are also a lot of people who walk our hill as individuals, groups and families with small children that would be put at risk due to this vast increase in traffic. There are accidents on our road like it is and

this increased volume will mean that this will only get worse. There are a lot of seniors who live here as well as families with young children who are concerned about the issue of safety on our road given the large scale of this project.

The environmental studies for the area study as well as the one attached to this file suggest that there are numerous species at risk that will be negatively affected by the density of this plan and the nearness of a much larger population to these important natural resources: an endangered species of bats that control insects and mosquitoes in this wetland area, butternut trees, monarch butterflies, barn swallows, eastern Wood-Peepees, crème violet and other plants and flowers important to our neighbourhood and area. It seems like the mitigation measures mentioned in these studies seem inadequate to prevent serious damage to these animals and plants. What about correcting for the loss of habitat for these resources?

In addition it is also a matter of concern to us about what measures are being taken to make sure that the "private pumping station" being added to a city and public sewer at some point in this process event of the failure or malfunction of such a unit be assessed as to the impact that might have to neighbouring properties and land owners? The pump line of that unit has to transverse a pipeline that crosses Meadowlily Road in the vicinity of the old Baseline right-of-way near the area of Park Farm. Note the vent for that feature that in on the south boundary of 129 Meadowlily Road South. Has any provision been made to consider the impact that might have if this system or its conduits might have on the sensitive areas around this proposed development?

We wish to express our opposition to this plan and ask that serious consideration be given to downsize this plan more dramatically than is proposed by this deferred and revised plan.

Respectfully,

Gary Smith and Susan Smith

141 Meadowlily Road South
London, ON N6M 1C3

From: Andrew Swan
Sent: Sunday, March 14, 2021 1:56 PM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] Meadowlily

We're all busy people, so I'll be as succinct as possible. Meadowlily woods are a natural treasure, and we would be foolish to destroy them with local heavy construction. Thank you for your consideration.



39CD-20502/OZ-9192: 101 Meadowlily Road South



Planning and Environment Committee
March 29, 2021



London
CANADA

Subject Site

- Located NE of Highbury Ave S and Commissioners Road E
- Located between the Highbury Woods and Meadowlily Woods ESA



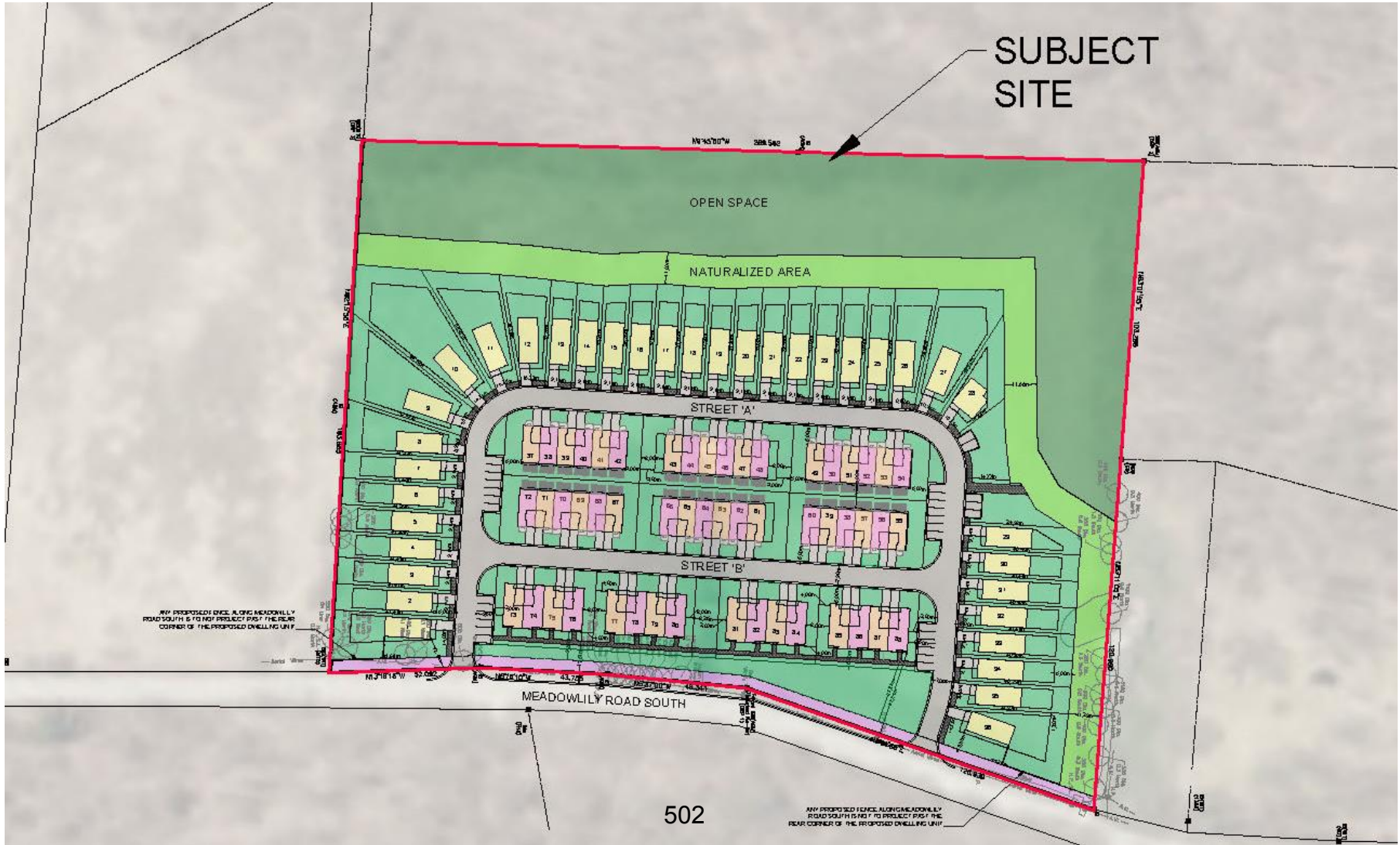


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Nature of Application

- City initiated Official Plan Amendment to Change from:
 - Urban Reserve Community Growth TO Low Density Residential
- Zoning Amendment and Vacant Land Condominium Application to permit:
 - An 88 unit, cluster residential development;
 - 36 single detached dwelling units; and
 - 10 townhomes (52 units).

Conceptual Site Plan

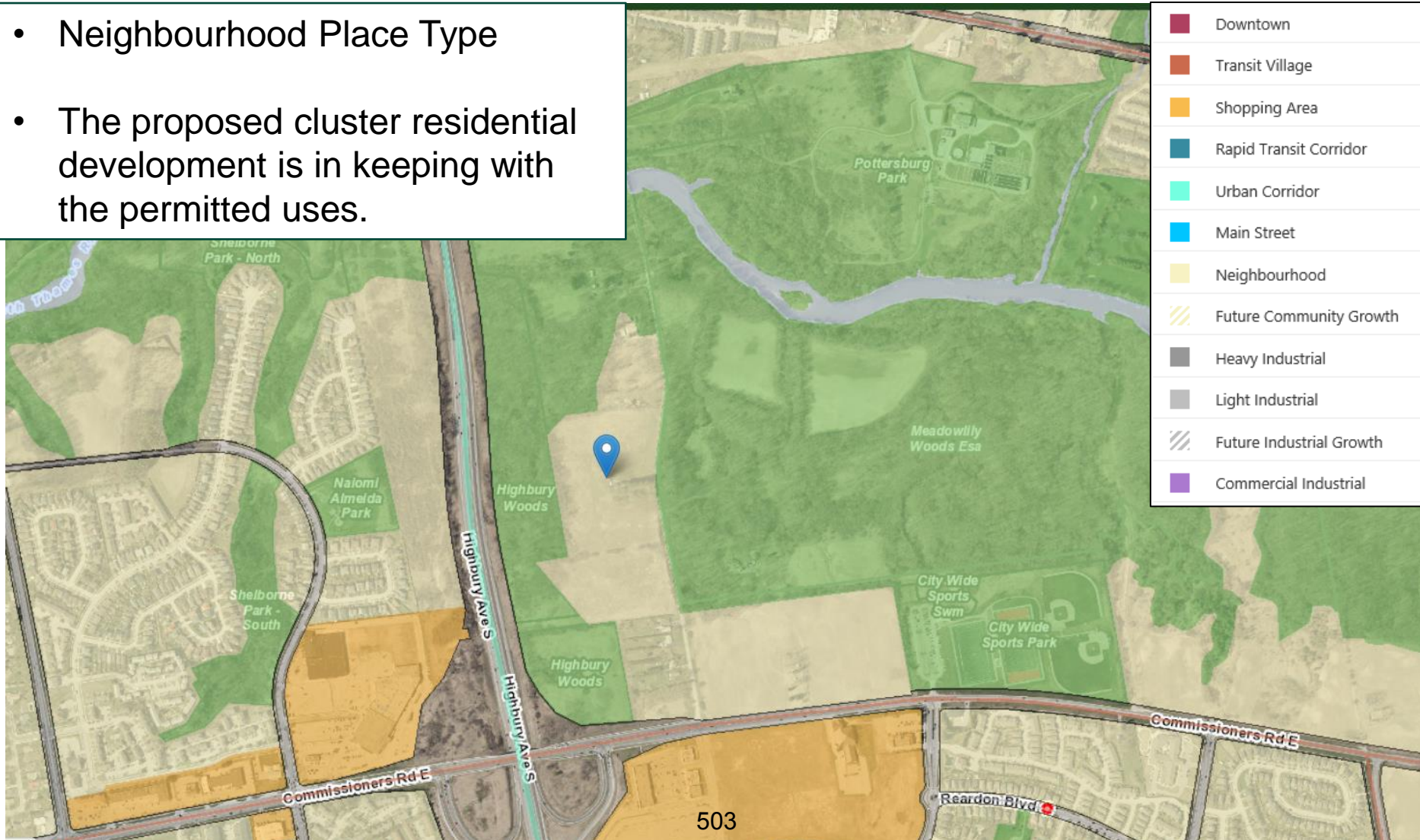




London
CANADA

Policy Snap Shot — The London Plan

- Neighbourhood Place Type
- The proposed cluster residential development is in keeping with the permitted uses.





London
CANADA

Policy Snap Shot — 1989 Official Plan



Urban Reserve Community Growth

- Identifies lands that will be used for a mix of urban land uses in the future.
- The City has initiated an application to change these land to LDR.
- This is appropriate on a site-specific basis and is in keeping with The London Plan



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Public Concern

- Traffic
 - Through the review process it was determined the proposed use will not generate significant levels of traffic and should not have adverse affects in the area.
- Safety
 - Sight Line Analysis was completed to ensure safe site lines are available.
 - A reduction in speed to 40 km/h is forth coming through a Council approved initiative to reduce speeds on local roads throughout London.
 - The applicant removed 14 driveways from accessing Meadowlily Road South helping improve safety along Meadowlily Road South.
- Parking
 - On street parking is an ongoing issue.
 - The VLC provides sufficient parking and has increased the proposed parking from 10 spaces to 31 in the revised plan.



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Public Concern

- Impacts on Surrounding Features
 - Staff feel appropriate buffering has been provided between land uses.
 - A 35m setback from the drip line from the Highbury Woods is being provided.
 - All lands outside of the development limit will be dedicated to the City and are to be zoned and designated Open Space.
 - The existing R.O.W. provides a significant buffer and hard boundary between the lands uses to the east and does not allow for the potential encroachment of the proposed development into the natural heritage feature.
 - This combined with the proposed setbacks create an appropriate buffer and separation between land uses resulting in minimal impacts from the proposed development on the abutting ESA.



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Public Concern

- Heritage Character
 - Staff feel that with the reduced height along Meadowlily Road South, proposed setbacks and removal of the driveways and garages the development provides an appropriate response to the abutting lands and rural setting of the area.
 - The large more functional greenspace in front of the development provides greater opportunity to implement the recommendations outlined through the HIA in an effort to maintain the rural context.



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Public Concern

Stormwater/Flooding:

- As part of the Site Plan approval process the applicant is required to demonstrate that stormwater will not impact the surrounding lands.
- Through the site plan process the applicant has been able to prove that the site's stormwater management design will match and/or improve the site's pre-development conditions.



London
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Recommendation

- Staff is recommending approval of the proposed amendments.
- The proposal is in keeping with the policies of the 1989 Official Plan, The London Plan, and PPS 2020.
- The proposal facilitates the development of an underutilized property and encourages an appropriate form of development.
- The subject lands are located in close proximity to arterial roads ensuring easy access to the 401 and other areas and services within the City.
- The site is situated near two community commercial nodes which will support and benefit from the proposed increase in density in the community.

March 26, 2021

Mike Corby
Senior Planner
Development Services, City of London
300 Dufferin St.
London ON N6A 4L9

RE: Updated Proposal for Development at 101 Meadowlily Road, File 39CD-20502 & OZ-9192

Dear Mr. Corby,

Thank you for the opportunity to comment on the updated development proposal for 101 Meadowlily Road South. Thames Talbot Land Trust owns a 5.9 ha portion of the Meadowlily Woods Environmentally Significant Area (ESA), immediately adjacent to the proposed development. We understand that updates to the site plan have been made and we have reviewed the provided information, updated Environmental Impact Assessment and the final stormwater management plan. Several of our earlier concerns are not addressed by the proposed changes so we would like to submit those concerns for your consideration. We have previously provided written comments on June 12, 2020 and January 12, 2021. Our concerns focus on potential impacts to the ESA, and most especially on the TTLT nature reserve, directly adjacent to the proposed development. TTLT's Meadowlily Nature Preserve is a certified Ecological Gift through the federal government and TTLT has a strong obligation to ensure that the natural features that are part of this Ecological Gift remain in excellent condition. Any changes in surrounding land uses that might have negative environmental impacts on TTLT's nature reserve are of great concern to us.

We have reviewed the Environmental Impact Study (December 2019, updated June 20, 2020) that was prepared by Natural Resource Solutions Inc and posted on the City of London website.

Buffers are an important consideration for development adjacent to an ESA. In this case, we note that the effect of the proposed buffer will be enhanced by the additional 11m setback from the ESA boundary. We support the use of fencing without gates at the rear of the building lots to prevent trespassing and damage to sensitive environmental features. Will the ESA Boundary be fenced to ensure foot traffic is not increased post development?

Following are some comments in response to issues identified in EIS Table 7 Impact Assessment and Net Effects.

Land Use Impacts LU4, LU5 – Drainage is a key issue for this development. The un-named creek is already subject to surges in heavy rainfall events. There must be no increase in post-construction flows as a result of this development. TTLT has experienced serious erosion issues at the Meadowlily Nature Preserve in the last 5 years. Heavy water flows were diverted onto TTLT's property from the road, causing erosion along the trail and the creek.

The issue was finally resolved in 2019. Given the elevation differences and the history of water control issues we are concerned about further drainage problems. We hope the final Stormwater Management Plan design meets the expected criteria of ensuring that water quality and quantity are the same post development as in the existing conditions.

Construction Impacts CO1 – Appropriate erosion and sediment control measures are very important. We agree with the consultant that an Erosion and Sediment Control (ESC) plan must be prepared. Even more important than a good plan, is the diligent monitoring of site conditions throughout the construction period. In many cases, erosion control measures are neglected, then fail, causing sedimentation. As the owner of a portion of the ESA located “downstream” of the proposed development, Thames Talbot Land Trust is very concerned about the potential impacts of sedimentation. Will a contingency plan be prepared to address unexpected failure of erosion and sediment control measures?

Construction Impacts CO4 – There must be no damage to retained trees. We support the use of tree protection fencing prior to any grading on site.

Stormwater Management Development Impacts – SWM1 through 7. As noted above, TTLT is very concerned about drainage issues.

Land Use Management Impacts LM2, LM6 – We are not convinced that risk associated with Yard Waste Disposal is Low. Fencing the back of the residential lots is a good starting point, but there is still risk associated with the pathway between houses, connecting the residential street to the multi-use pathway. TTLT members are familiar with similar situations, where determined homeowners have deposited wheelbarrow loads of yard materials in an ESA at the end of a pathway. These typically include invasive plant species (e.g. periwinkle, English Ivy), which then become established in natural areas that are designated to protect native plants and wildlife. Will fencing be provided along the ESA boundary? Signage indicating the ESA, TTLT property and “No dumping” should also be considered. TTLT appreciates that monitoring has been recommended in the plan for 2 years post construction, but *who* will monitor the ESA edge to ensure dumping and encroachment is not occurring? Is 2 years a sufficient length of time?

Land Use Management Impacts LM 3 – We support the use of native species for all plantings associated with this development.

Land Use Management Impacts LM 4 – Domestic Pets. We were not convinced that the risk associated with domestic pets would be Low and are happy to see this increased to Moderate in the updated EIS. In addition to the limitation in ESAs, municipal by-laws also require dogs to be kept on leash throughout the city. Despite these requirements, many residents allow their dogs to run off-leash in the ESA. Outdoor cats will have serious impacts on wildlife. Brochures are helpful, but much stronger action will be required in order to reduce this impact. In section LM 6 there is reference to fences helping keep cats from leaving yards, is this a type of fencing that is known to be “cat escape proof”?

Land Use Management Impacts LM 7 – Windows and birds. We are happy to see this impact included in the new EIS as we believe it is quite serious. Brochures about bird window strikes are helpful, but residents are unlikely to follow these suggestions, especially if they are bearing the costs of the necessary window treatments. Installing windows with built-in protection (at least for windows facing the natural area) would be much more effective in reducing this impact, and likely more cost effective overall.

We appreciate the City of London taking the time to consider the potential environmental impacts of the proposed increased population density, water management and road traffic in this environmentally sensitive area. The City of London is very proud of its Environmentally Significant Areas and recognizes them as “an integral part of London's Natural Heritage System”. We recognize the City of London’s commitment and leadership in protecting its ESAs. We look forward to reviewing further documentation for this proposal.

Sincerely,

A handwritten signature in blue ink that reads "Daria Koscinski". The signature is written in a cursive, slightly slanted style.

Daria Koscinski
Acting Executive Director
Thames Talbot Land Trust

Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge
1017 Western Road
London, ON N6G 1G5

March 24, 2021

Members of Planning & Environment Committee:

Phil Squire (Chair) – psquire@london.ca
Steven Hillier – shillier@london.ca
Anna Hopkins – ahopkins@london.ca
Steve Lehman – slehman@london.ca
Shawn Lewis – slewis@london.ca

Mayor Ed Holder – mayor@london.ca

Re File: 39CD–20502 & OZ–9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.

Dear Councillors and Mayor Holder:

On behalf of ACO London, I write to express our continued concern over the proposed zoning by-law amendment to allow 52 condominium townhouses and 36 single detached dwellings at 101 Meadowlily Road South.

The proposal to place an urban/suburban townhouse/subdivision development squarely in the middle of one of the last remaining rural landscapes in the city is, in our opinion, **the antithesis of urban intensification and the London Plan’s emphasis on growing our city inward and upward**. The development is proposed for a parcel of land that is bounded on three sides by protected land: the Meadowlily Woods Environmentally Significant Area to the east, the Meadowlily Nature Preserve (owned by the Thames Talbot Land Trust, donated to the TLT by Carol and Rick Richardson in 2002) to the north, and the city-owned Highbury Woods Park to the west.

Although there have been some improvements made since last summer, the revised application still does not address the majority of the concerns expressed in our June 12, 2020 letter to the PEC, some of which we repeat below for the benefit of those Councillors who were not on PEC at that time and who may not have seen our earlier communication.

We continue to believe that the proposed development is incongruous with the surrounding rural landscape and its heritage attributes:

- The additional “buffering” now proposed along the west side of Meadowlily Road appears to consist primarily of manicured lawn along with some native trees and shrubs. We would suggest that a denser

forest-like buffer, which is more natural in appearance and which prevents the subdivision from being seen from Meadowlily Road, would be more appropriate.

- While two access points is better than 16 access points, a single access point – at the south end of the development – would be preferred.
- The staff report makes reference to a “road widening dedication”. It is unclear whether or not actual road widening is being contemplated in conjunction with this development. We are concerned that any widening would lead to a loss of the soft shoulders and rural laneway feel of Meadowlily Road.
- Development Services Heritage Planning staff’s recommendation that the property owner consider “design refinements including articulated massing and rooflines and different eave heights to de-emphasize the dense urban character of the repeated 4-unit townhouse block” appears not to have been heeded.

According to pages 58 and 59 of Heritage Impact Assessment prepared by Thor Dingman:

- “The HIA has identified two areas of potential impact from the proposed subdivision; 1. impacts that effect the heritage attributes of the cottage’s rural setting inscribed within the property; 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.
- The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.
- Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape.”

There is no addendum or revision to the original HIA in this updated material. Thus, the extent to which Mr. Dingman views his concerns as having been addressed is unclear.

The relatively small area bounded by Highbury Road South, Commissioners Road, Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources. In addition to the three above-mentioned natural areas, it contains a small bee and duck sanctuary at 25 Meadowlily Road South, the ruins of the Meadowlily Mill (the most well-preserved ruins in the city of an early London mill) and two properties designated under Part IV of the Ontario Heritage Act: Park Farm (the

“cottage” referred to in the HIA excerpt above) and the 1910 Meadowlily Bridge. The rural landscapes around the designated properties are important in retaining an historic sense of place appropriate to the heritage sites – with open fields, woodlots, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that have led to the bridge and the mill since at least 1851 and probably since the 1820s. Although Meadowlily Road has been paved and widened at various points in its history, it remains relatively narrow and its borders retain the embankments, ditches, and vegetation characteristic of a minor country road. This quality is important as part of the overall character of the area.

For any potential rezoning of and development at 101 Meadowlily Road South, we continue to recommend the following:

1. A lower density development that is in keeping with the rural character of the area, and that is consistent with the core principles of the London Plan.
2. As suggested in our previous letter, an effort should be made to provide more imaginative architectural design evocative of traditional styles. These could, and should, be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space. The design presented in the revised application is even less imaginative and less appropriate to the location, in our opinion, than the original design.
3. A single access point to Meadowlily Road for the subdivision, instead of the two streets included in the revised application. The access point should be at the far south end of the subdivision property.
4. Keeping the soft shoulders and rural laneway feel of Meadowlily Road. In particular, Meadowlily Road should not be widened.
5. Hiding the development behind a barrier of large trees, both evergreen and deciduous, and shrubs to provide a visual, sound, and light buffer between the development, the road, and Park Farm. Although the 14 proposed driveways have been removed in the revised application, the renderings show manicured lawns with a smattering of trees. This is not suggestive of any kind of buffer or barrier. Because the Park Farm buildings are so close to the southern border of the original Park Farm property, any high-density development or development impinging on the property line would seriously affect their character. Thus, a relatively large treed setback from Meadowlily Road remains important.

Sincerely,

Kelley McKeating
President, Architectural Conservancy Ontario – London Region

Copies: Cathy Saunders, City Clerk - csaunder@london.ca
Heather Lysynski, PEC Committee Secretary - pec@london.ca

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Gregg Barrett
Director, City Planning and City Planner

Subject: Zelinka Priamo Ltd.
1153-1155 Dundas Street, London, Ontario
File: O-9207/Z-9198

Date: Public Participation Meeting on March 29, 2021

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Zelinka Priamo Ltd. relating to the property located at 1153-1155 Dundas Street, London, Ontario:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend the Official Plan to change the designation of the subject lands **FROM** a Light Industrial (LI) designation **TO** a Main Street Commercial Corridor (MSCC) designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the 1989 Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Light Industrial 2 (LI2) Zone, **TO** a Business District Commercial Special Provision (BDC(_)) Zone; and
- (c) **IT BEING NOTED** that Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority.

Executive Summary

Summary of Request

The applicant requested an amendment to Zoning By-law Z.-1 for 1153-1155 Dundas Street to change the zoning from Light Industrial (LI2) to a site-specific Business District Commercial (BDC) zone, to permit a mix of uses including office, retail, artisan workshops, restaurant and craft brewery, and a reduction of on-site parking. The applicant requested the following three (3) special provisions:

1. minimum of seventy-eight (78) on-site parking spaces;
2. add "internal display of specialty automobiles" as a permitted use; and,
3. permit a parking rate of zero (0) parking spaces per m² for the "display of specialty automobiles" use.

It was determined that as the internal display of specialty automobiles will not have a commercial component, it does not require a special provision. Therefore, the requested special provisions 2 and 3 as described above are not required.

In October 2020, the applicant submitted a revised site plan illustrating fifty-seven (57) on-site parking spaces, four (4) of which will be accessible. The originally requested parking count of seventy-eight (78) spaces was revised based on site plan requirements, and the exclusion of two proposed rooftop patio areas from Gross Floor Area (GFA) and parking calculations. In the case that the site plan may be further modified to accommodate site plan requirements, the request was further revised to allow a minimum of fifty-five (55) on-site parking spaces and to exempt outdoor patios of 225 m² and less from parking requirements.

The requested amendment to the 1989 *Official Plan* is to change the designation of the subject lands from Light Industrial (LI) to Main Street Commercial Corridor (MSCC) to bring the 1989 *Official Plan* designation and policies into conformity with *The London Plan*.

In summary, a Business District Commercial BDC (□) zone with the following special provisions is recommended:

- revised reduction to on-site parking calculation to fifty-five (55) on-site parking spaces; and,
- exemption of outdoor patios of 225 m² and less from parking requirements.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment is to permit a mix of uses including office, retail/artisan workshop, restaurant/craft brewery in an existing building, and a reduction of on-site parking and exemption of outdoor patios to a maximum size from parking requirements.

Rationale of Recommended Action

- i) The recommended amendment to Zoning By-law Z.-1 is consistent with the *Provincial Policy Statement (PPS)* which encourages the following: accommodating an appropriate range and mix of employment; promoting economic development and competitiveness; supporting long-term economic prosperity; promoting the vitality and regeneration of settlement areas; supporting and promoting active transportation, transit-supportive land uses; supporting energy conservation, improved air quality, reduced greenhouse gas emissions (GHGs) and climate change adaptation; supporting and promoting intensification and redevelopment to utilize existing services; and, conserving built heritage resources and cultural heritage landscapes;
- ii) The recommended amendment to Zoning By-law Z.-1 conforms to the Main Street Commercial Corridor policies of the 1989 *Official Plan*;
- iii) The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of the Rapid Transit Corridor Place Type policies of *The London Plan* and implements Key Directions of the Plan;
- iv) The adaptive re-use of the subject lands supports Council's commitment to reducing and mitigating climate change by making efficient use of existing infrastructure, focusing intensification and growth in already-developed areas, and re-using/adapting an existing structure;
- v) The adaptive re-use of the existing building supports the conservation and enhancement of a listed heritage building in an area identified in *Heritage Places 2.0* as having potential to be a Heritage District; and,
- vi) The subject lands are an appropriate location for a mixed-use development. The recommended amendments are consistent with and appropriate for the site and context and will support with developing opportunities for cultural and economic activity both on the site and in the area and will provide a transit-supportive development.

Linkages to the Corporate Strategic Plan

This application supports the Strengthening our Community and Building a Sustainable City areas of focus in the Corporate Strategic Plan by ensuring London's neighbourhoods have a strong character and sense of place, and that London's growth and development is well planned and sustainable over the long term.

Climate Emergency

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

This application is the first application on record of this site.

1.2 Property Description

The subject site is located on the southeast corner of Dundas Street and Eleanor Street, in an older industrial area known as the Smokestack District. This subject site is also located adjacent (south of) to the McCormick Secondary Plan Area.

The site is developed with one two-storey building on the property, constructed circa 1919 for the Jones Box & Label Co. The building is currently used for a warehouse / wholesale establishment and office support uses. The remainder of the property consists of a surface parking area located at the rear (south portion) of the property, behind the building, and small landscaped areas. There are public sidewalks along both sides of Dundas Street in front of the property, both sides of King Street at the rear of the property, and along the east side of Eleanor Street to the side of the property.



Figure 1: Front of 1153-1155 Dundas Street (facing Dundas Street)



Figure 2: Rear of 1153-1155 Dundas Street (from parking lot facing King Street)



Figure 3: Side of 1153-1155 Dundas Street (facing Eleanor Street)

The site is a regular rectangular shape with frontage along Dundas Street, Eleanor Street, and King Street. The lands immediately surrounding the subject site consist of:

- an automotive sales and services establishment to the north (1152 Dundas Street);
- the former McCormick's factory to the north east;
- a 4-storey self-storage establishment to the east (1173 Dundas Street);
- a multi-tenanted light industrial building to the south (1170 York Street); and,
- a multi-tenanted mixed-use building and complex to the west – The Factory (100 Kellogg Lane).

Land uses in the broader area include:

- industrial uses further to the north of Dundas Street;
- institutional uses including a church, school board office and school further to the east on Dundas Street;

- low density residential uses further to the east, southeast, southwest and northwest; and,
- mix of commercial uses to the west on Dundas Street within the Old East Village.

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

- *1989 Official Plan* Designation – Light Industrial (LI)
- *The London Plan* Place Type – Rapid Transit Corridor
- Existing Zoning – Light Industrial 2 Zone (LI2)

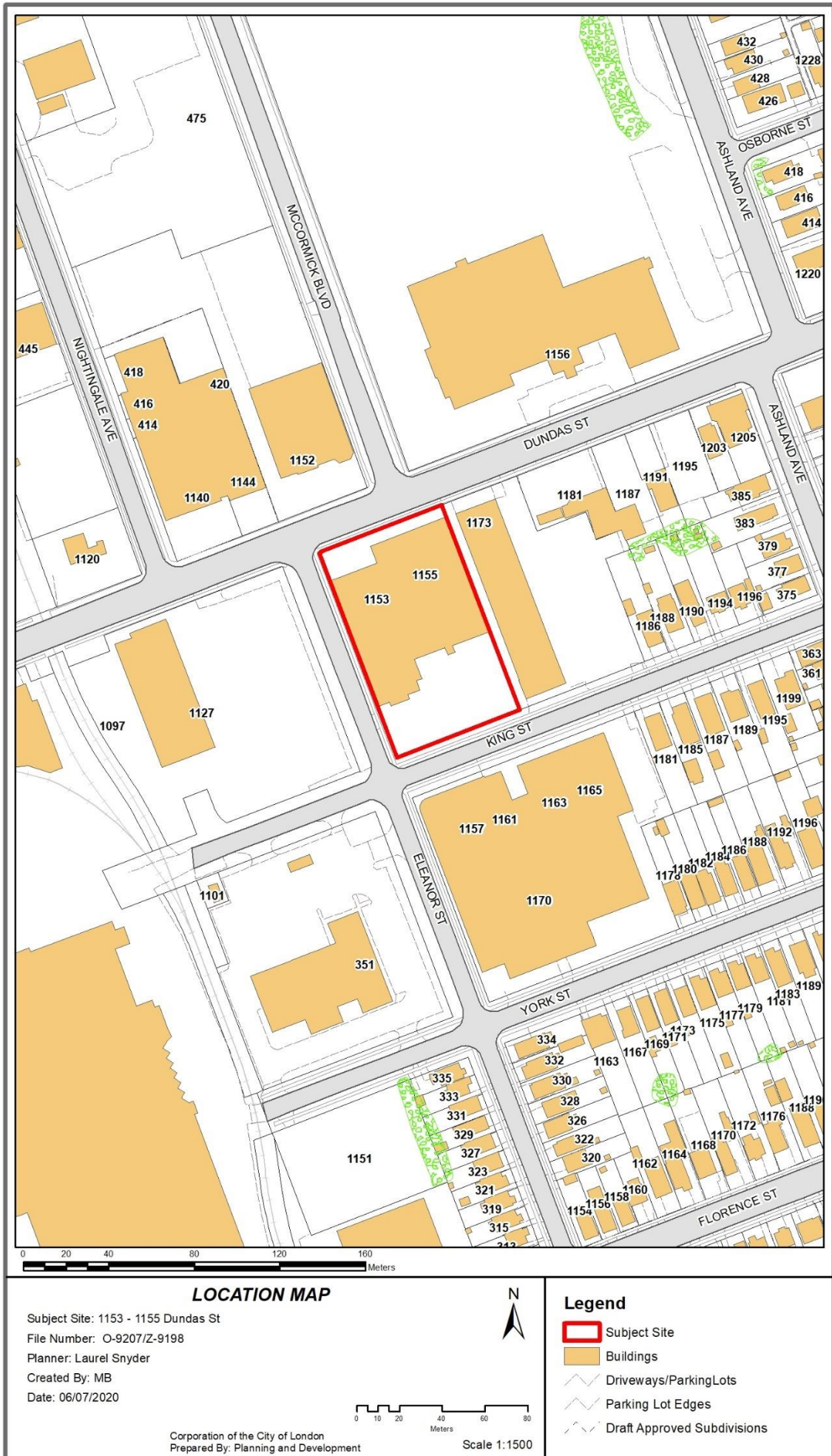
1.3 Site Characteristics

- Current Land Use - light industrial
- Frontage – 63.4 meters
- Depth – 102.4 meters
- Area – 0.649 hectares
- Shape – regular (rectangular)

1.4 Surrounding Land Uses


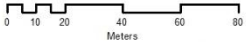

- North – Light Industrial / Business District Commercial
- East – Light Industrial
- South – Light Industrial (multi-tenanted)
- West – Business District Commercial

1.5 Location Map



1.6 Aerial Perspective



LOCATION MAP		  Scale 1:2500	Legend  Subject Site
Subject Site: 1153 - 1155 Dundas St Planner: LS Created By: MB Date: 06/02/2020 Corporation of the City of London Prepared By: Planning and Development			

2.0 Discussion and Considerations

2.1 Development Proposal

The requested zoning amendment is to facilitate the retrofit of the existing building and site to accommodate a mix of uses including office (1725.2 m²), retail/artisan workshop (1284.8 m² - 500 m² of this will be artisan workshop space), restaurant/craft brewery (454.4 m²), two rooftop patios totalling 208 m² (maximum of 40 m² associated with office uses, and maximum of 168 m² associated with restaurant/craft brewery uses), and the internal display of specialty automobiles. The internal display of automobiles, not for sale, is not considered a commercial use and does not require special consideration.

The application included renderings and a conceptual site plan, shown on the following pages as Figures 4, 5, and 6. The overall intent of the development proposal is to maintain, preserve and enhance the building's original industrial style, and the property

owner is interested in obtaining designation of the property under Part IV of the *Ontario Heritage Act* in the future. Much of the building is covered in metal cladding, and the condition of the structure underneath is unknown. Exploratory work will be completed to determine the condition of the structure under the metal cladding.

The height and massing of the building will not be changed. Proposed alterations to the exterior of the building include:

- removal of a small loading dock (added to the rear of the 1900s portion of the structure);
- removal of most of the metal cladding;
- removal of material within blocked window openings where feasible;
- addition of two rooftop patios;
- addition of a canopy over the existing north façade entrance; and,
- repairs to brick where required.

The principal pedestrian entrance at the front of the building along Dundas Street will be maintained. The secondary pedestrian entrance at the rear of the building will be retrofitted, and new secondary pedestrian entrances will be added to the west side of the building (along Eleanor Street) where there are existing sidewalks.

A total of seventy-eight (78) on-site parking spaces were proposed in the initial conceptual site plan (Figure 6). Based on a review of this initial plan, Staff determined that a re-work of the site layout was required to ensure that the site functions effectively and conforms to parking design standards. In response to concerns raised by Staff, the applicant provided a revised conceptual site plan in October 2020 illustrating fifty-seven (57) on-site parking spaces in the surface parking lot located at the rear of the building (Figure 7). Four of these parking spaces will be accessible. In the case that the site plan may be further adjusted, the request was changed to a minimum of fifty-five (55) on-site parking spaces and to exempt outdoor patios of 225 m² and less from parking requirements. The vehicular accesses to the parking lot from King Street and Eleanor Street will be maintained.

In summary, the request, as per the revised conceptual site plan, seeks the following special provisions:

- minimum parking requirement of fifty-five (55) on-site parking spaces, and
- exemption of outdoor patios of 225 m² and less from parking requirements.



Figure 4: 1153 -1155 Dundas Street rendering – Dundas Street perspective

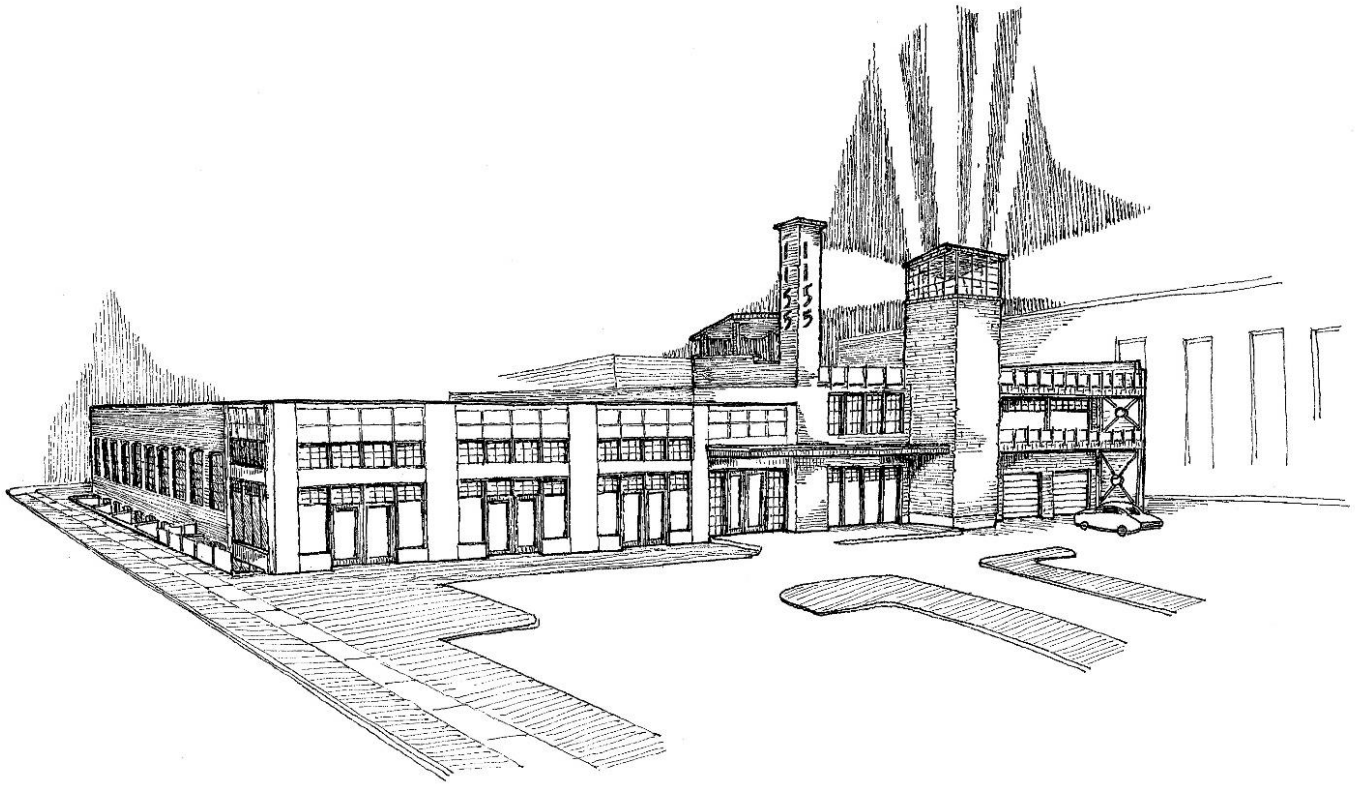


Figure 5: 1153-1155 Dundas Street rendering- King Street perspective

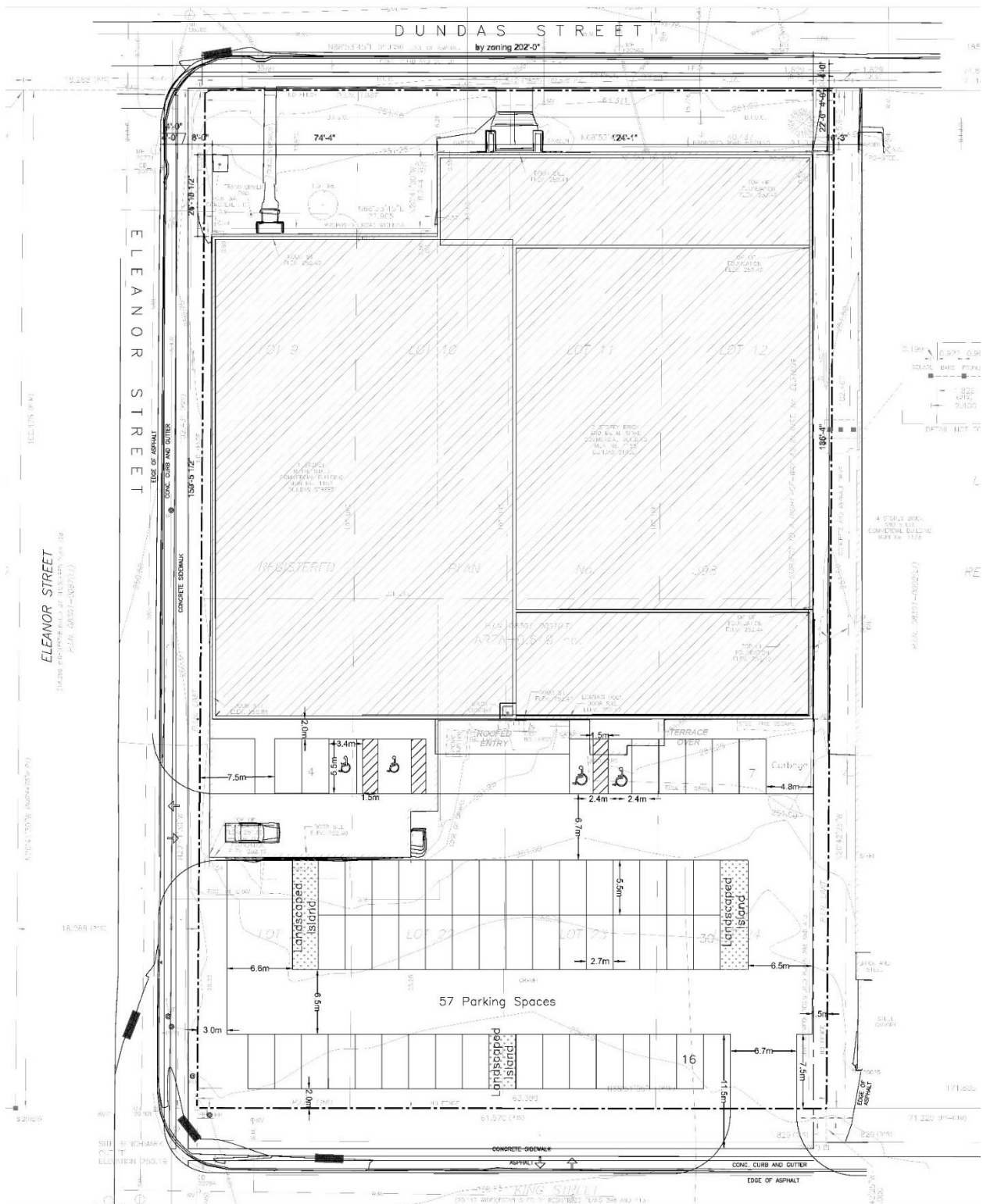


Figure 7: 1153-1155 Dundas Street – Revised Conceptual Site Plan

2.2 Requested Amendments

Official Plan Request

The City has initiated an amendment to the 1989 Official Plan to change the designation from Light Industrial (LI) to Main Street Commercial Corridor (MSCC) to permit a mix of office, retail, artisan workshops, restaurant, and craft brewery. The site is in the Rapid Transit Corridor (RTC) Place Type in *The London Plan*. This amendment would bring the 1989 Official Plan designation for the subject property into conformity with *The London Plan* RTC Place Type. The RTC policies in *The London Plan* were fully in force as of October 23, 2020. However, as the application was received before this date, an amendment to the 1989 *Official Plan* is still required to bring the 1989 OP designation into conformity with the policies of *The London Plan*.

Main Street Commercial Corridors typically take the form of either long-established, pedestrian oriented business districts or newer mixed-use areas. They have a street-oriented form with buildings located close to the street, providing for easy pedestrian movement. Main Street Commercial Corridors permit a broad range of uses and support the infill and redevelopment of underutilized properties into mixed-use development.

Zoning Request

The applicant requested an amendment to Zoning By-law Z.-1 to change the zoning from Light Industrial 2 (LI2) to Business District Commercial Special Provision (BDC_) to permit a mix of office (1725.2 m²), retail/artisan workshops (1284.8 m²) restaurant/craft brewery (454.4 m²), rooftop patios, and a site-specific regulation to allow a reduction of on-site parking.

Based on the requested uses, a total of 176 on-site parking spaces are required. The initially requested minimum amount of on-site parking was revised from seventy-eight (78) spaces to fifty-five (55) on-site spaces to conform to parking design standards. A request was also made to exempt outdoor patios of up to 225 m² from parking requirements. A total of 208 m² of outdoor patio space is proposed, a maximum of 40 m² associated with the office use and a maximum of 168 m² associated with the restaurant/craft brewery uses.

The Business District Commercial Zone is intended to implement the Main Street Commercial Corridor Official Plan designation. This zone is typically applied to corridors with a main street character. It provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts in older parts of the City and in hamlets or small business areas in rural areas.

2.3 Community Engagement

On May 21, 2020, Notice of Application was sent to forty-two (42) property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday May 21, 2020. A “Planning Application” sign was also placed on the site.

The public was provided with opportunities to provide comments and input on the application.

At the time of writing this report, zero (0) comments have been received from members of the public.

2.4 Internal and Agency Comments (see more detail in Appendix C)

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

2.5 Policy Context (see more detail in Appendix D)

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides key policy directions on land use issues that affect communities in Ontario. In accordance with Section 3 of the *Planning Act*, all planning decisions shall be consistent with the *PPS*. The *PPS* is meant to be read in its entirety.

The subject site is in a developed area of the City historically characterized by light industrial uses. Consistent with the transition of inner-city industrial areas in municipalities throughout North America, this area is transitioning from a primarily industrial economic base to using the existing infrastructure, buildings, and sites for mixed-use projects aligned with and reflective of current local economies. These projects typically incorporate a broader mix of uses, including but not limited to retail, office, entertainment, and residential.

This planning application is consistent with the *PPS* and the following summarizes the most relevant policies.

The *PPS* encourages and supports healthy, livable, and safe communities, supporting and promoting efficient development and land use patterns, the regeneration of communities, downtowns, and main streets, transit-supportive development, heritage preservation, infill and adaptive reuse and the wise and efficient use of existing infrastructure (1.1.1 b, 1.1.3.1, 1.1.3.2, 1.3.1, 1.6). The *PPS* also promotes economic development and competitiveness by increasing employment and business opportunities, supporting a diversified economic base, and encouraging mixed-use and compact development (2.6). The *PPS* supports actions that reduce impacts on climate change and prepares us for the impacts of a changing climate. By focusing growth and development on an existing site, using existing infrastructure, and supporting the adaptive re-use of a building, this application is consistent with *PPS* goals and policies regarding preparing for the impacts of climate change (1.6.3 b.).

Sections 1.3 and 1.7 of the *PPS* outline the employment, economic development and competitiveness, and long-term economic prosperity priorities and policies. The requested mix of uses will enhance the vitality and viability of this area. Specifically, the requested uses will provide a new range of employment, retail, and entertainment opportunities for the site and area, adding diversity and building on the area's transition to a more diverse local economy. Retail, restaurant, brewery, and artisan workshop uses have the potential to attract people beyond the hours of a typical workday, which will add more activity and vitality to the area and different intensities of use throughout the day. With more people in the building and on the site throughout the day and evening, there will be more "eyes on the street", contributing to the safety of the immediate area and strengthening the identity of the area as a destination.

Maintaining and enhancing the architectural form and character of the building is also supported by *PPS* policy. The adaptive re-use and proposed enhancements to the building and site will encourage and support a unique sense of place and identity, which in turn, supports economic viability (2.6.4).

Allowing the requested uses on the subject site also aligns with *PPS* policies to support current and future use of transit and active transportation. As the subject site is in a Rapid Transit Corridor and along a street classified as a Rapid Transit Boulevard in *The London Plan*, it is in an area designed for high-intensity mixed-use and prioritizing efficient movement and access using multiple modes of transportation. Consistent with the *PPS*, the requested uses are transit-supportive, use existing infrastructure, and maintains active transportation connectivity with the surrounding area through existing sidewalks (1.1.1 e, 1.6.7).

The London Plan

The site is in the Rapid Transit Corridor Place Type and on a Rapid Transit Boulevard in *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 sets out Key Directions which clarify priorities that must be considered to help the City effectively achieve its vision (54_). They also provide planning strategies

to guide planning and development over the next 20 years. The following paragraph summarizes the Key Directions and policies most relevant to and supported by this application.

Key Direction # 1 is to “Plan strategically for a prosperous city”. Policies 1 and 3 of this Key Direction are to plan for and promote strong and consistent growth and vibrant business environments that offer a wide range of economic opportunities, and to revitalize urban neighbourhoods and business areas. The addition of the range of requested uses and the adaptive re-use of a site in an urban area supports these policies. Key Direction #4 is to “Become one of the greenest cities in Canada”. This proposal will focus growth in an existing settlement area, make efficient use of an existing site, building and infrastructure, and add transit-supportive uses, which support Policy 6 of this Key Direction - to reduce our human impact on the environment. Key Direction #5 is to “Build a mixed-use compact city”. The proposal supports Policies 1, 2, 3, 4, 6, 7 and 8 of this Key Direction. The creation of a mixed-use development in an RTC will draw people for employment and entertainment which will sustain, enhance, and support the revitalization of Dundas Street and adjacent neighbourhoods. The project is an adaptive re-use of an existing site and building, which utilizes existing services and infrastructure and reduces our need to grow outward. The proposed mix of uses is respectful of the character of the area and neighbourhoods and will generate and support pedestrian activity. Key Direction #7 is to “Build strong, healthy, and attractive neighbourhoods for everyone”. As per Policy 4 of this Key Direction, the addition of restaurant, brewery, retail and artisan workshop uses will provide social gathering places within an existing community. Consistent with Policy 5 of this Key Direction, enhancing the built heritage of the site will enhance the City’s cultural identity and neighbourhood character.

The subject site is within the Rapid Transit Corridor (RTC) Place Type in *The London Plan* and the requested mix of uses for the subject site align with the vision and policies for RTCs in several ways. RTCs are to be vibrant, mixed-use, mid-rise communities that border the length of rapid transit services (826_). A wide range of uses including retail, residential, service, office, cultural, recreational, and institutional are permitted in RTCs, and mixed-use buildings are encouraged (837_). RTCs are meant to connect the Downtown and Transit Villages with highly urban forms of development and allow for a broad range of uses and moderate intensity along rapid transit routes (829_). Allowing the requested mix of uses on the subject site supports development and activity consistent with the area, and will generate more demand for rapid transit services, supporting policies and the vision for RTCs (830_). The proposed amount of office use for the subject site is 1725.2 m², well within the maximum of 5000 m² permitted in RTCs (847_).

The subject site is on a Rapid Transit Boulevard (Street Classification). As this is a future rapid transit route, greater transportation efficiency and mobility options for the site and area will be provided through the East London Link project. This will provide alternative transportation options that will reduce reliance on private vehicles, which will reduce the need for on-site parking requirements.

City of London 1989 Official Plan

The 1989 *Official Plan* contains policies that guide the use and development of land within the City of London and is consistent with the policy direction set out in the *PPS*.

The subject site is designated Light Industrial (LI) in the 1989 *Official Plan*. This designation is primarily intended for small-scale industrial uses that have a limited / minimal impact on the surrounding environment. The main permitted uses of this designation include industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair, and are located within enclosed buildings, require limited amount of outdoor storage, and are unlikely to cause adverse effects.

An amendment to the 1989 *Official Plan* is required to permit the requested uses on the subject site and to bring the 1989 *Official Plan* designation into conformity with subject

site's Rapid Transit Corridor Place Type designation as set out in *The London Plan*.

The requested 1989 *Official Plan* designation for the subject site is Main Street Commercial Corridor. Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low-density residential housing to a mix of commercial, office and remnant residential uses. The subject site is in an area transitioning to uses compatible with the current economy and away from light-industrial uses as the predominant land use. Examples of recent change in the immediate area, the former Kellogg's site (1063 Dundas Street/100 Kellogg Lane) was recently re-zoned and re-designated to permit a wide range of commercial, office and residential uses, and residential and commercial uses are planned for 1156 Dundas Street.

The Main Street Commercial Corridor designation permits a wide range of uses and mixed-uses developments including but not limited to small-scale retail uses, restaurants, offices, small-scale entertainment uses, galleries and studios. The range of permitted uses cater to adjacent residential neighbourhoods within easy walking distance. The requested mix of uses and form as a mixed-use development conforms to the MSCC designation and objectives.

An objective of the MSCC designation is encouraging intensification and redevelopment in existing commercial areas within the built-up area of the City. This helps to meet commercial needs, makes better use of existing City infrastructure, and strengthens the vitality of these areas (4.2.1). The intent of the Main Street Commercial Corridor designation is to support the strength of these areas for a wide variety of uses. The requested mix of uses for the subject site is consistent with these policies. Intensification and redevelopment also support public transit and connections to the Downtown and other parts of the city - other key objectives of the MSCC designation (4.4.1.2). As the subject site is located within walking distance of established residential neighbourhoods and future residential development, the requested uses can be supported by existing and future residents.

MSCC policies in the 1989 *Official Plan* also support uses that encourage and strengthen active street life and movement beyond typical work-day hours (4.4.1.8). Approving the redesignation and rezoning of the subject site will support this, and the continued development of a concentration of compatible uses and synergies in the area - a "hub". This will add to the attractiveness of the overall area and support continued investment and regeneration of nearby sites and buildings.

The requested uses for the subject site are consistent with and support the MSCC policies regarding form, permitted uses and intensity of uses in the 1989 *Official Plan*, and support the objectives for the MSCC designation.

Zoning

The subject site is zoned Light Industrial 2 (LI2) which provides for and regulates a broad a range of primarily light industrial uses and activities but does not allow for the specific mix of requested uses, the reduction in on-site parking spaces, or the exemption of outdoor patios from parking requirements.

The requested zone is Business District Commercial Special Provision (BDC(_)) to permit a mix of office, retail, artisan workshops, restaurant, and craft brewery uses, and site-specific regulations to allow a reduction of on-site parking requirements to fifty-five (55) spaces and exemption of outdoor patios of up to 225 m² from parking requirements.

The Business District Commercial Zone is intended to implement the Main Street Commercial Corridor Official Plan designation. The BDC zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses. BDC zones are typically located along pedestrian-oriented business districts in older

parts of the City, in hamlets or small business areas in rural areas, and in corridors with a main street character.

The location of the subject site is consistent with the types of areas where the BDC zone is typically used. The requested uses are consistent with the uses permitted in the BDC zone. The table below illustrates that the proposed GFA for the requested uses fit within the maximum GFA amounts permitted in the base BDC zone.

Use	Maximum Gross Floor Area permitted in the BDC Zone	Proposed Gross Floor Area for 1153-1155 Dundas Street
Office	2000 m ²	1725.2 m ²
Retail and/or/ Artisan Workshop		1284.8 m ²
• Artisan Workshop	500 m ²	500 m ²
• Retail	No maximum	784.8 m ²
Restaurant / Craft Brewery	500 m ²	454.4 m ²

3.0 Financial Impact/Considerations

There are no financial impacts to the City of London associated with this application.

4.0 Key Issues and Considerations

4.1. Heritage and Built Form

The site is one of many listed heritage properties in the immediate area and located within The Smokestack District – an area dotted with early 20th century industrial complexes along Dundas Street. The Smokestack District was identified in the *Cultural Heritage Landscape Study of London* (1996) as a potential Cultural Heritage Landscape and identified as a potential Heritage District by the *Heritage Places 2.0* (2019) report. The subject site is adjacent to a Designated Heritage Property (1156 Dundas Street).

As part of a complete application, a Heritage Impact Assessment (HIA) and a Stage 1-2 Archaeological Assessment were submitted.

The proposed adaptive re-use of the building for a mix of retail, office, restaurant, craft brewery, and artisan workshop uses will not alter the building’s massing or height. The proposed work includes removing most of the exterior cladding, removing material within blocked window openings (where feasible), adding two outdoor rooftop patios, adding a roof over the existing main entrance on Dundas Street, and repairing brick where required.

The current orientation of the building on the site will be maintained, meaning that the building will remain physically and visually connected and compatible with the surrounding area. The building will continue to be street-facing; the main entrance will continue to front onto Dundas Street and remain accessible by public sidewalks. There are pedestrian entrances at the front and rear of the building and new accesses planned for the side of the building. These will all maintain connectivity with the adjacent sites and areas.

The *PPS* supports using an existing site and building; it is efficient development and land use as it focuses growth and development in settlement areas rather than greenfield areas. This also supports and promotes the regeneration of settlement areas as an important part of maintaining and enhancing an area’s sense of place and identity (1.1.1, 1.1.2, 1.1.3,1.6). The 1989 *Official Plan* also encourages development which maintains the scale, setback, and character of the existing areas, and mixed-use development (4.4.1.1).

The *PPS* and *The London Plan* prioritize conservation of significant built heritage resources and significant cultural heritage landscapes for a few reasons. The *PPS* identifies that promoting a well-designed built form and conserving features that help define character (including built heritage resources) support a sense of place and long-term economic prosperity (1.7, 2.6). Key Direction #3 in *The London Plan* is to “Celebrate and support London as a culturally rich, creative, and diverse city” (57_). The proposed adaptive re-use of the site and building protects London’s built heritage, promotes a unique identity, and supports the revitalization of London’s downtown, urban main streets, and surrounding urban neighbourhoods which can serve as the hubs of London’s cultural community. The conservation and enhancements will also highlight the significance of the building’s form and style as part of the Dundas Street streetscape and London’s industrial heritage as outlined in *Heritage Places 2.0*. The project will potentially attract a wider range of people to the site and building beyond the typical workday and on weekends. This will result in a greater awareness of London’s industrial built heritage and appreciation for how existing sites and buildings can easily accommodate a wide variety of uses today’s economy.

Consistent with Form policies in *The London Plan* for RTCs, the current building provides a strong “street wall” along Dundas Street. This will be maintained, and the architecture will continue to provide visual interest and an enhanced, pleasant, and interesting pedestrian experience. Highlighting the main entrance with a canopy, removing exterior cladding and opening window openings where possible will further enhance the pedestrian environment and experience (841_). Specific goals for urban design in the 1989 *Official Plan* include providing continuity of the urban fabric, flexibility for redevelopment opportunities, protecting heritage buildings and landscapes, and maintaining the diversity of the urban environment (4.4.1.9). Specific design objectives for the Main Street Commercial Corridor designation include encouraging the enhancement of any distinctive functional or visual characteristics; maintaining or creating a strong identity and place; and maintaining the cultural heritage value or interest of listed buildings (4.4.1.2). The Dundas Street street edge will also be enhanced by the work to the front façade to restore the façade design where appropriate (4.4.1.2).

The Architectural Conservancy Ontario (ACO) – London Branch, the City’s Local Architectural Heritage Committee (LACH), and the City’s Heritage Planner were part of the circulation of this planning application on May 21, 2020 and had access to the complete application package, including the Heritage Impact Assessment. Comments in support of the proposal and planning application were received (Appendix C). The Heritage Planner concluded that the proposed work will not result in any adverse impacts to the adjacent listed property and the ACO provided comments in support of the proposal and planning application. The ACO stated that the appropriate adaptive re-use of buildings listed on London’s Register of Cultural Heritage Resources is also one of ACO’s foremost goals, and this project may bring new life and business to the Smokestack District.

The adaptive re-use of the building will result in the conservation and enhancement of a listed heritage site and a form consistent with the policies, directions and priorities in the *PPS*, *The London Plan*, the 1989 *Official Plan*, *Heritage Places 2.0*, and is an important part of city-building and creating a sense of place. The form of the building will be consistent with policies for RTCs as set out in *The London Plan*.

4.2 Species at Risk (SAR): Chimney Swifts and Barn Swallows

The Ministry of Natural Resources administers *The Endangered Species Act* to protect and conserve species at risk and their habitats. The Species at Risk Branch (SARB) of the Ministry of the Environment (MOE) identified that there have been occurrences of Chimney Swifts on the subject site and occurrences of Barn Swallows in the general location. Both are identified as Species at Risk (SARs) by the MOE.

The *PPS* states that natural features and areas shall be protected for the long term, and ecological function and biodiversity of natural heritage systems should be maintained,

restored, or where possible, improved (2.1). Key Direction #4 of *The London Plan* is “Become one of the greenest cities in Canada” (58_) and Policy 4 of this Key Direction supports the *PPS* by stating that we will protect and enhance the health of our Natural Heritage System.

Policies in *The London Plan* set out priorities regarding protecting, managing, and enhancing the environment, and state that these are central to all the planning the city undertakes (1293_). Policies in this section also provide direction for the identification, protection, conservation, enhancement, and management of the Natural Heritage System which includes Habitat of Endangered Species and Threatened Species like Chimney Swifts and Barn Swallows (1319_). The habitats of endangered and threatened species are protected under the *Endangered Species Act*, and development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements (1327_, 1328_). This is consistent with Species at Risk policy in the 1989 Official Plan (15.4.4).

In these circumstances, policies require that a qualified professional complete a Species at Risk (SAR) field assessment and submit the results, details and timing of the proposed project to the SARB for review and guidance on any authorizations under the ESA 2007 that may be required before the project and/or site alteration can occur.

The applicant has addressed these policies and requirements by retaining the services of a qualified professional to evaluate for potential presence of species or habitat protected under the ESA 2007 and submitting a report to the SARB. The SARB accepted the applicant’s report and mitigation measures. This was reviewed by the City’s ecologist who has no additional concerns for this project moving forward.

4.3 Public Transit, Active Transportation, and Parking

The site is in a Rapid Transit Corridor, on a Rapid Transit Boulevard, immediately adjacent to a future Rapid Transit Station, accessible by public sidewalks, and close to established neighbourhoods (i.e., people live within a short walk to the site) and future residential uses. The subject site is currently serviced by London Transit Commission (LTC) bus service, Route #2. The site is in the East London Link project area which will revitalize more than 6 km of Dundas Street from Downtown to Fanshawe College and add rapid transit and transportation improvements including transit links to the City’s eastern industrial employment areas. The public sidewalks are on both sides of Dundas Street, both sides of King Street, and on the east side of Eleanor Street, providing for accessible and safe connections to the site and surrounding area. The Rapid Transit Station is proposed on Dundas Street, just east of McCormick Boulevard which is immediately across from the subject site.

The applicant has requested a parking reduction to a minimum of fifty-five (55) on-site parking spaces (four (4) of which will be accessible), and exemption of patios up to a maximum of 225 m² from parking requirements. This is a reduction from the 176 spaces that would be required for the requested uses under the current Zoning By-law parking standards. The applicant provided a parking study completed by Paradigm Transportation Solutions to support this request.

Paradigm Transportation Solutions notes that the subject site is located within the City’s Rapid Transit corridor and proposed to be a Main Street Commercial Corridor which will “...create opportunities for reducing auto-mode usage and reducing parking demand” on the subject site. The report also notes that parking usage in mixed-use developments varies by time of day, “...creating opportunities for sharing the parking allocation between different land uses.” Support for the reduced on-site parking is also based on pedestrian connections, available on-street parking within convenient walking distance from the subject site, current and planned transit services, and the proximity of the subject site to residential neighbourhoods and planned residential uses within walking distance. The report concludes by acknowledging that “the justification for the proposed

parking supply at the subject development is predicated on study area opportunities for reducing auto-usage and encouraging the use of non-auto modes.”

Policies and directions in the *PPS*, *The London Plan*, and the 1989 *Official Plan* encourage and support Traffic Demand Management (TDM) - reducing vehicle use (length and number of trips), transit-supportive development, and active transportation (walking, cycling) as primary modes of transportation. One way of achieving this is through intensification and redevelopment within settlement areas on existing municipal services (1.1.3.4, 1.6.6.2, 1.6.7, 1.7.1 c & d). The proposed adaptive re-use will add a range of uses on a developed site well-served by existing and planned future transit.

Development that supports existing transportation networks is also a direction and policy in the *PPS* (1.1.3.4), *The London Plan* (58_), and the 1989 *Official Plan* (18.1). Key Direction #4 in *The London Plan* is “Become one of the greenest cities in Canada” (58_). Policies 1, 5, 6 of this Key Direction specifically pertain to this application. Redeveloping an existing site and building supports the use of existing transit networks (BRT, walking) which reduces reliance on the private automobile and therefore, our carbon footprint. The connection of the site to existing sidewalks links it to its surroundings, supporting and promoting active forms of mobility. Key Direction #6 in *The London Plan* is to “Place new emphasis on creating attractive mobility choices” (60_). The requested mix of uses on the site will generate and attract activity throughout the entire day (beyond a standard workday), further supporting active transportation and public transit use. Transportation Objectives relating to this application are found in Section 18.1 of the 1989 *Official Plan*. Allowing the requested uses on the subject site will promote land use planning and development conducive to the efficient operation and increased use of the existing and future public transit system and alternative modes of transportation.

Consistent with Form policies in Section 841_ of *The London Plan*, the on-site parking area is located at the rear of the site. *The London Plan* states that parking requirements may be lower in parts of the city that have high accessibility to transit or are close to areas providing employment and generating high levels of attraction. The subject site is currently well-served by public transit. The existing building form and orientation, the location of its current and proposed entrances, and presence of public sidewalks along Dundas Street and Eleanor Street are pedestrian and transit supportive. The mix of uses will provide employment and generate activity and build on the attraction of the area with varying peak demand throughout the day. The area will be enhanced as a walkable environment consistent with the RTC Place Type through the East Link Project and anticipated future development. Short-term parking needs can also be accommodated by on-street parking within 200 metres of the subject site.

City of London Transportation is in support of the requested reduction in on-site parking. The subject site is well-connected via active transportation infrastructure and public transit, and future activity will support and be well-served by a developing public transit system. The requested reduction of on-site parking spaces to fifty-five (55) and exempting of outdoor patios to a maximum of 225 m² from parking requirements are supported by the location of the subject site, existing infrastructure, policies, priorities, and directions provided in the *PPS*, *The London Plan*, and the 1989 *Official Plan*.

Conclusion

It is recommended that Municipal Council approve the requested amendment to the 1989 *Official Plan* to change the designation for 1153-1155 Dundas Street from Light Industrial (LI) to Main Street Commercial Corridor (MSCC). This amendment would align the policies of the 1989 *Official Plan* with the policies of *The London Plan* for the subject site. This amendment is consistent with the *Provincial Policy Statement* which encourages focusing growth and development in settlement areas, re-using existing buildings and sites, and providing of a range and mix of land uses to support intensification, regeneration, and achieve compact and efficient forms of growth.

It is recommended that Municipal Council approve the requested amendment to change the zoning for 1153-1155 Dundas Street from Light Industrial 2 (LI2) to Business District Commercial with special provisions. This amendment would allow for a mix of uses on the site which will support the viability of the site and its transition from an industrial economic base, the adaptive re-use of an existing building while respecting its architectural heritage, and the efficient use of existing municipal services and infrastructure. This amendment is also consistent with Council's Climate Emergency declaration, as it supports the adaptive re-use of an existing building, the use of existing municipal services and infrastructure, and assists with reducing emissions and use of resources by reducing on-site parking (i.e., less vehicle trips, higher use of other modes of transportation).

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, City Planning and City Planner

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from City Planning.

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

Appendix A

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989, relating to
1153-1155 Dundas Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Light Industrial (LI) to Main Street Commercial Corridor (MSCC) on Schedule “A”, Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1153-1155 Dundas Street in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment allows for a mix of uses. The change in land use is appropriate for the site and compatible with the surrounding neighbourhood.

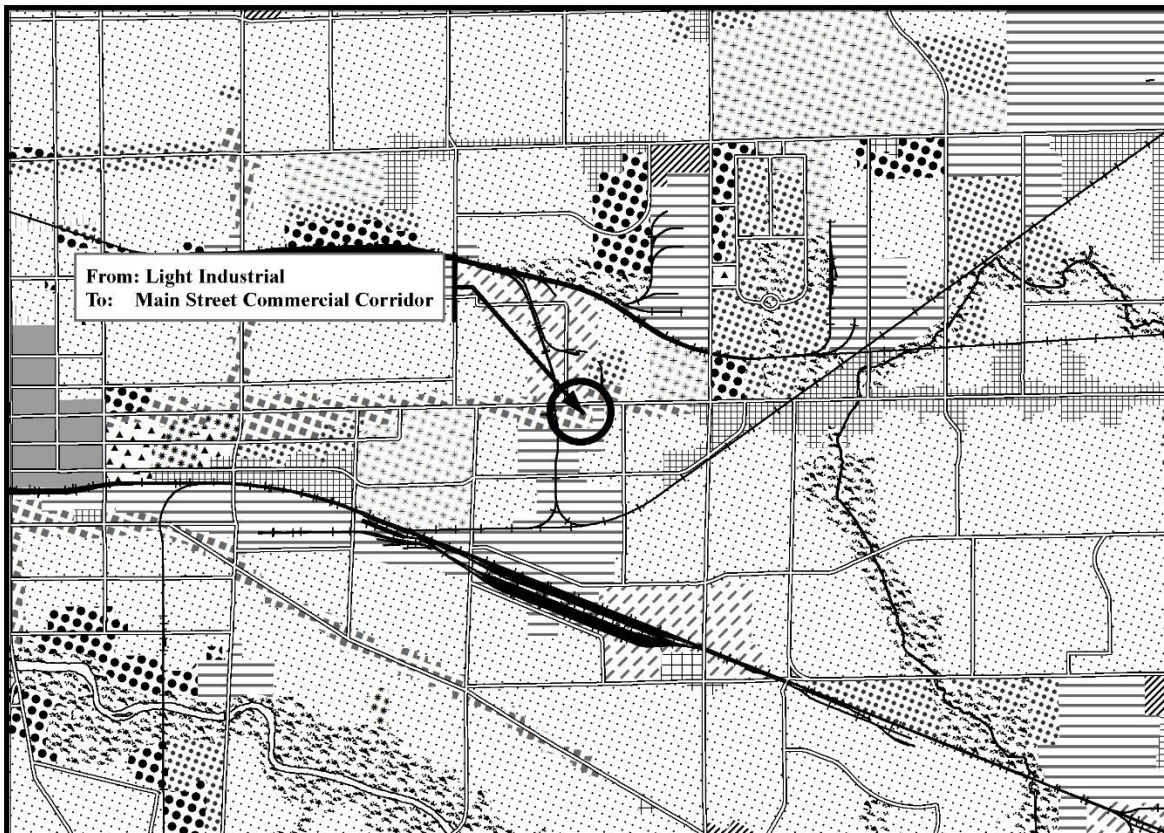
D. THE AMENDMENT

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

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1153-1155 Dundas Street in the City of London, as indicated on “Schedule 1” attached hereto from Light Industrial to Main Street Commercial Corridor.

SCHEDULE 1

AMENDMENT NO:



Legend

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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

<p>SCHEDULE A TO OFFICIAL PLAN</p> <p>AMENDMENT NO.</p> <p>PREPARED BY: City Planning</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-9198</p> <p>PLANNER: LDS</p> <p>TECHNICIAN: JTS</p> <p>DATE: 2020/08/18</p>
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PROJECT LOCATION: E:\Planning\Projects\p_officialplan\work\consolid\amendments\Z-9198

Appendix B

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 1153-
1155 Dundas Street.

WHEREAS Zelinka Priamo Ltd. has applied to rezone an area of land located at 1153-1155 Dundas Street, as shown on the map attached to this by-law, as set out below.

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1153-1155 Dundas Street, from a Light Industrial 2 (LI2) Zone to a Business District Commercial Special Provision (BDC ()) Zone.
- 2) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following special regulations:

- | | | |
|-----|--------|--|
| () | BDC() | 1153 – 1155 Dundas Street |
| | a) | Regulations |
| | | i) Parking (min) 55 spaces |
| | | ii) Notwithstanding Section 4.18 (5), parking shall not be required for outdoor patios which have a Gross Floor Area of less than 225 m ² |

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.

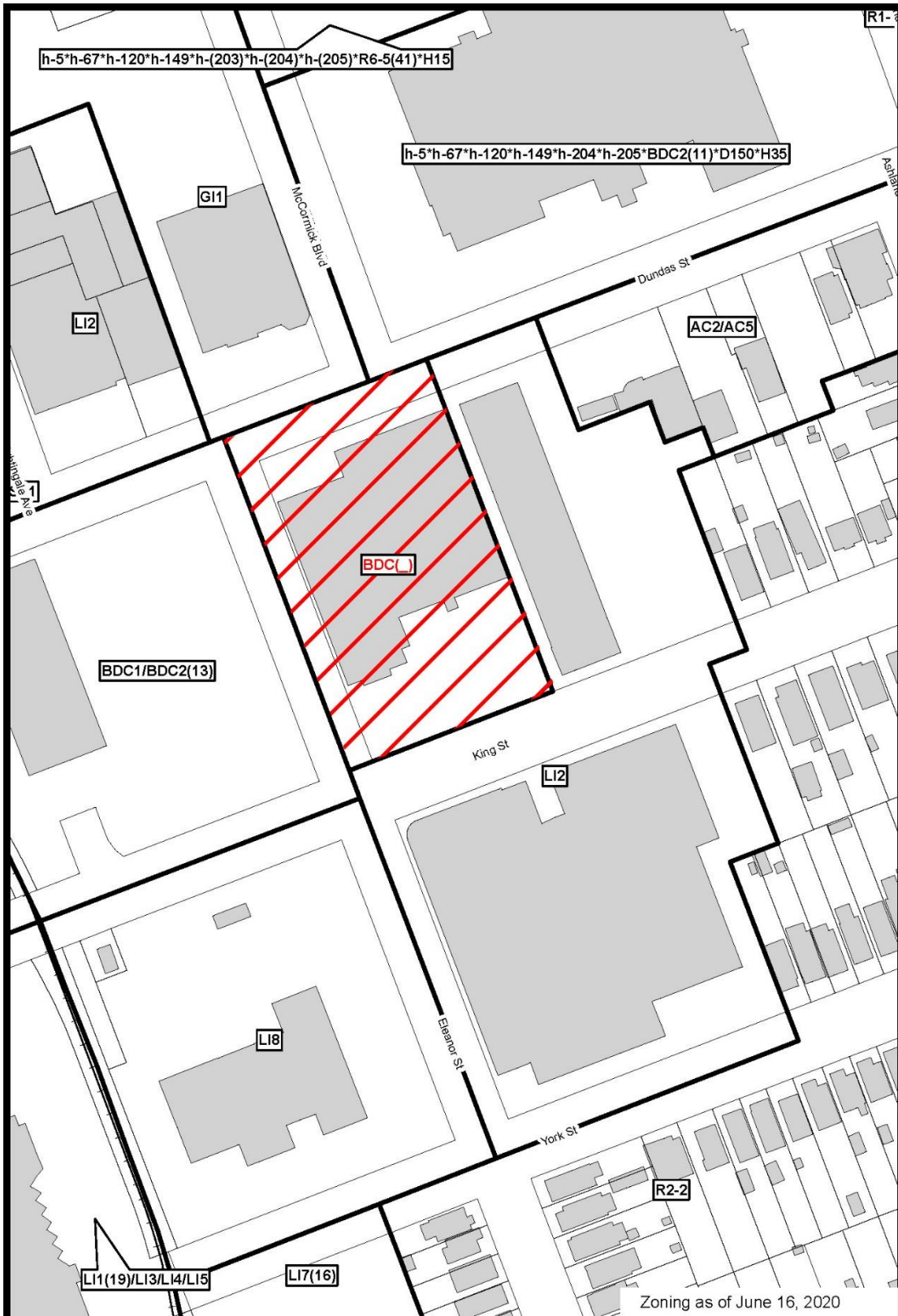
PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor


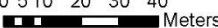

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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



Zoning as of June 16, 2020

<p>File Number: Z-9198 Planner: LDS Date Prepared: 2020/08/18 Technician: JTS By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p> 
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Geodatabase

Appendix C – Agency and Departmental Comments

Architectural Conservancy Ontario – London Region Branch



Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge
1017 Western Road
London, ON N6G 1G5

June 28, 2020

Laurel Davies Snyder, Planning Department – lsnyder@london.ca
Jesse Helmer, Ward Councillor – jhelmer@london.ca

Other members of Planning & Environment Committee:
Maureen Cassidy (Chair) – mcassidy@london.ca
Arielle Kayabaga – akayabaga@london.ca
Anna Hopkins – ahopkins@london.ca
Stephen Turner – sturner@london.ca

Re File: O-9207 & Z-9198, Official Plan and Zoning Amendments for 1153–1155 Dundas Street

Dear Ms. Snyder and Councillors:

I write on behalf of ACO London in support of the proposed official plan and zoning amendments that would change 1153–1155 Dundas St. from Light Industrial to Main Street Commercial Corridor. I understand that this amendment would permit a mix of office and retail uses, artisan workshops, restaurant, craft brewery, display of specialty automobiles, and a site-specific regulation for a reduction in parking.

The appropriate adaptive reuse of buildings listed on London's Register of Cultural Heritage Resources is one of ACO's foremost goals. In this case, we are glad to see the owner intends to retain and reuse the heritage assets in this listed property and is in favour of a heritage designation of the property under Part IV of the Ontario Heritage Act.

Of course, we realize that these are early days in the project. The oldest part of the building is covered in metal cladding and more exploration and reporting will be necessary before the project begins. The applicant's proposal may change depending on the condition of the structure. However, at this stage, ACO supports the proposed zoning amendment to allow the necessary renovations. The proposal sounds like it may bring new life and business to the "Smoke Stack District."

Sincerely,

Jennifer Grainger
President, London Region Branch, Architectural Conservancy Ontario

Copy: Cathy Saunders, City Clerk (csaunders@london.ca)
Heather Lysinski, Secretary, PEC (hlysinsk@london.ca)

Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge, 1017 Western Road, London ON N6G 1G5
Telephone: 519-645-0981 | Fax: 519-645-0981 | Web: www.acolondon.ca | E-mail: info@acolondon.ca

The past. Our present. Your future.





MEMO

To: Laurel Davies Snyder,
Planner II, Urban Regeneration

From: Laura E. Dent, Heritage Planner

Date: July 8, 2020

**Re: Heritage Impact Assessment – Complete
Application Requirements
1153-1155 Dundas Street (Z-9198)
Development Services Heritage Comments**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill heritage impact assessment requirements for (Z-9198):

- Zelinka Priamo Ltd (2020, March 16). *Heritage Impact Assessment, 1153-1155 Dundas Street, City of London.*

The existing buildings on the subject lands are proposed to be retrofitted – internally and externally – to accommodate a range of new uses. This will result primarily in interior retrofitting of the existing buildings. Removal of a small loading dock at the rear can occur without further approvals. No heritage alteration permit (HAP) will be required for exterior alterations on the existing buildings as a condition of site plan approval.

Note that the heritage impact assessment (HIA) indicates that further exploratory work is required to determine the condition of the structure and original windows. DS-heritage staff should be kept abreast regarding results from such investigations and any changes to the scope of the proposal. If the scope of the proposal changes significantly, a revised HIA may be required.

The property owner has expressed interest, and is encourage to pursue, designation of the property under Part IV of the *Ontario Heritage Act*. Outcomes from the HIA determined that it is too early to prepare a draft Statement of Significance because the main and oldest part of the building is covered in metal cladding. (p3) To ensure the retention and conservation of possible heritage attributes at 1153-1155 Dundas Street, identification and protection of attributes should occur as soon as they are revealed from exploratory investigations of the exterior.

Specific supportable conclusions of the HIA are as follows:

The intent is to maintain the building, as much as possible, as it is today with the exception of the removal of the exterior metal cladding. It is intended to restore the facades to their original industrial appearance including retaining and restoring entrances, windows and window openings.

300 Dufferin Avenue | P.O. Box 5035 | London, ON N6A 4L9 | (519) 661-2489 | www.london.ca

At this stage, there are no physical changes proposed to the subject lands, which includes exterior changes to the existing building. Any concept plans are preliminary and subject to the Site Plan Approval process. (p14)

Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 1173 Dundas Street. The property owner and their representative will work with DS-heritage staff to identify and conserve significant heritage attributes identified through exploratory investigation of the exterior at 1153-1155 Dundas Street. The HIA can be accepted to meet heritage impact assessment requirements for (Z-9198).

Sincerely,

Laura E. Dent

Development Services
Heritage Planner
M.Arch, PhD, MCIP, RPP

City of London – Rapid Transit (RT) and Transportation

Rapid Transit:

There do not seem to be any changes that impact the RT corridor. RT comments on the zoning pre-application for 1153-1155 Dundas St:

- Dundas Street is a Rapid Transit Corridor, and the Environmental Project Report (EPR) engineering drawings can be found on the website at: <https://www.londonbrt.ca/epr/> (refer to Appendix A: East Corridor, page 7 of 14 or attached);
- Construction of the “East London Link” corridor is scheduled for 2022 – 2024;
- There is a Rapid Transit station proposed on Dundas Street, just east of McCormick Boulevard; and
- With the implementation of center-running transit lanes on Dundas Street, a raised median will be constructed. Turning movements onto Dundas Street will be restricted to right in / right out at Eleanor Street.

Transportation:

- The future RT plans can be accommodated within the anticipated 20m road widening on Dundas Street. Please pursue the maximum from the zoning by-law.
- 6’ x 6’ Daylight Triangle at the corner of Eleanor and Dundas Street will be requested.
- Encroachments along Dundas Street should be removable in nature.
- Detailed plans should be submitted for review.

London Advisory Committee on Heritage (LACH)

That the following actions be taken with respect to the Notice of Planning Application, dated May 19, 2020, from L. Davies Snyder, Planner II, related to Official Plan and Zoning By-law Amendments with respect to the properties located at 1153-1155 Dundas Street:

- a) L. Davies Snyder, Planner II, BE ADVISED that the London Advisory Committee on Heritage (LACH) is in support of the preliminary research and findings of the Heritage Impact Assessment, dated March 16, 2020, from Zelinka Priamo Ltd.; it being noted that the LACH believes the smokestacks on the property to be a significant heritage attribute and supports incorporation and retention of the structure in the adaptive reuse of this heritage listed property; and,
- b) the above-noted Notice of Application BE RECEIVED.



**Reply Sheet for City of London Applications
to be Reviewed by
London Hydro Engineering**

Date: May 26, 2020
 To: City of London Planning Division – Room 609
 Attn: Laurel Davies Snyder

RE: Address: 1153 - 1155 Dundas Street
Applicant: City of London and Zelinka Priamo Ltd.
File/Ref #: O-9207 & Z-9198

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input type="checkbox"/>

Signed: 
 Hans Schreff
 Manager, CDM Department
 519-661-5800 ext. 5014

Committee of Adjustment
 Notice of Application
 Site Plan Consultation
 Site Plan Application

Ministry of the Environment (MOE)

RE: 1153-1155 Dundas Street, Zoning Amendment for Redevelopment, City of London, County of Middlesex and the *Endangered Species Act, 2007*

Thank you for circulating this proposal to the Ministry of the Environment, Conservation and Parks (MECP) Species at Risk Branch (SAR).

Based on the information provided, an initial species at risk (SAR) information screening has been completed under the *Endangered Species Act, 2007* (ESA 2007) for the above-noted project location with respect to endangered and threatened species in Ontario.

- There are known occurrences of Chimney Swift (threatened, with species and general habitat protection) at the project location.
- There are known occurrences of Barn Swallow (threatened, with species and general habitat protection) in the general area with potential to also occur at the project location.
- SARB recommends that SAR field assessments be completed by a qualified professional since there is a high likelihood for SAR species and/or habitat to occur within the proposed project footprint and potentially be impacted. Attached are General Habitat Descriptions for Chimney Swift and Barn Swallow that provide additional information on how to assess habitat for these species as well as how habitat protection is applied under the ESA 2007 for both species.
- The results of the SAR field assessments (as well as details and timing of the proposed project) should be submitted to SAROntario@ontario.ca for review in order for SARB to provide guidance on any authorizations under the ESA 2007 (e.g. permit, registry) that may be required before the project and/or site alteration can occur.

Please note that this is an initial screening for endangered and threatened SAR and the absence of an element occurrence does not indicate the absence of species. The province has not been surveyed comprehensively for the presence or absence of SAR and Ontario's data relies on observers to report sightings of SAR.

The position of SARB is based on the information that has been provided by the City. Should information not have been made available and considered in our review, or new information comes to light, or if on-site conditions and circumstances change, please contact SARB as soon as possible (SAROntario@ontario.ca) to discuss next steps.

Regards,
Catherine Stewart
Management Biologist
Permissions and Compliance, Species at Risk Branch
Ministry of the Environment, Conservation and Parks

Parks Planning and Design

Parks Planning and Design staff have reviewed the submitted official plan and zoning by-law application and notes the following:

Parkland dedication has not been collected for the subject lands. Consistent with the regulations of the Ontario Planning Act, the applicant shall provide cash-in-lieu of parkland equal to 2% of the value of the property assessed on the day before the day of issuance of a building permit at the time of site plan approval.

An appraisal by an Accredited Appraiser (AACI) will be required to review and the value the payment.

Appendix D – 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 in the following sections.

Provincial Policy Statement, 2020

Section 1.0 Building Strong Healthy Communities

Section 2.0: Wise Use and Management of Resources

Specific *PPS* policies relevant to and consistent with this application include:

Sustain healthy, liveable and safe communities (1.1.1) by:

- promoting efficient development and land use patterns (1.1.1 a);
- accommodating appropriate affordable employment and other uses to meet long term needs (1.1.1 b);
- using land and resources wisely to promote and support vitality and regeneration of settlement areas and communities and specifically:
 - focus growth and development in settlement areas (1.1.3.1);
 - base land use patterns on a mix of uses that efficiently use land and resources, support active transportation, are transit-supportive (1.1.3.2) and are based on a range of uses and opportunities of intensification and redevelopment.

Promote economic development and competitiveness (1.3.1) by:

- providing for a mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1 a);
- providing opportunities for a diversified economic base that support a wide range of economic activities and ancillary uses, taking existing and future needs of businesses into account (1.3.1 b);
- encouraging compact, mixed-use development and incorporate compatible employment uses to support liveable and resilient communities (1.3.1 d)

Provide and use infrastructure facilities efficiently and in a way that also prepares for the impacts of a changing climate by considering opportunities for adaptive re-use (1.6.3 b).

Support and make efficient use of transportation systems and existing infrastructure (1.6.7) by promoting a mix of uses that supports current and future use of transit and active transportation (1.6.7.4).

Support long-term economic prosperity (1.7) by:

- promoting opportunities for economic development (1.7.1 a); and,
- encouraging a sense of place by conserving features that help define character (1.7.1 e)

Support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and prepare for the impacts of a changing climate through land use and development patterns (1.8.1) which:

- promote use of active transportation and transit in and between different land uses (1.8.1 b);
- focus commercial uses on sites well-served by transit (1.8.1 c); and,
- encourage transit-supportive development and intensification (1.8.1 e).

Protect the habitat of endangered species and threatened species by only permitting development in accordance with provincial and federal requirements (2.1.7).

Conserve significant built heritage resources and cultural landscapes (2.6.1 and consider and promote plans to conserve these resources (2.6.4).

The London Plan

The Critical Importance of Transportation (11_, 12_)
New Demands for Urban Living (13_)
Climate Change (18_)
City Building for Economic Growth and Prosperity (19_-23)
Key Directions (54_-62_)
City Design
Mobility
Cultural Heritage
Green and Healthy City
Rapid Transit Corridor Place Type
Environmental Policies

1989 Official Plan

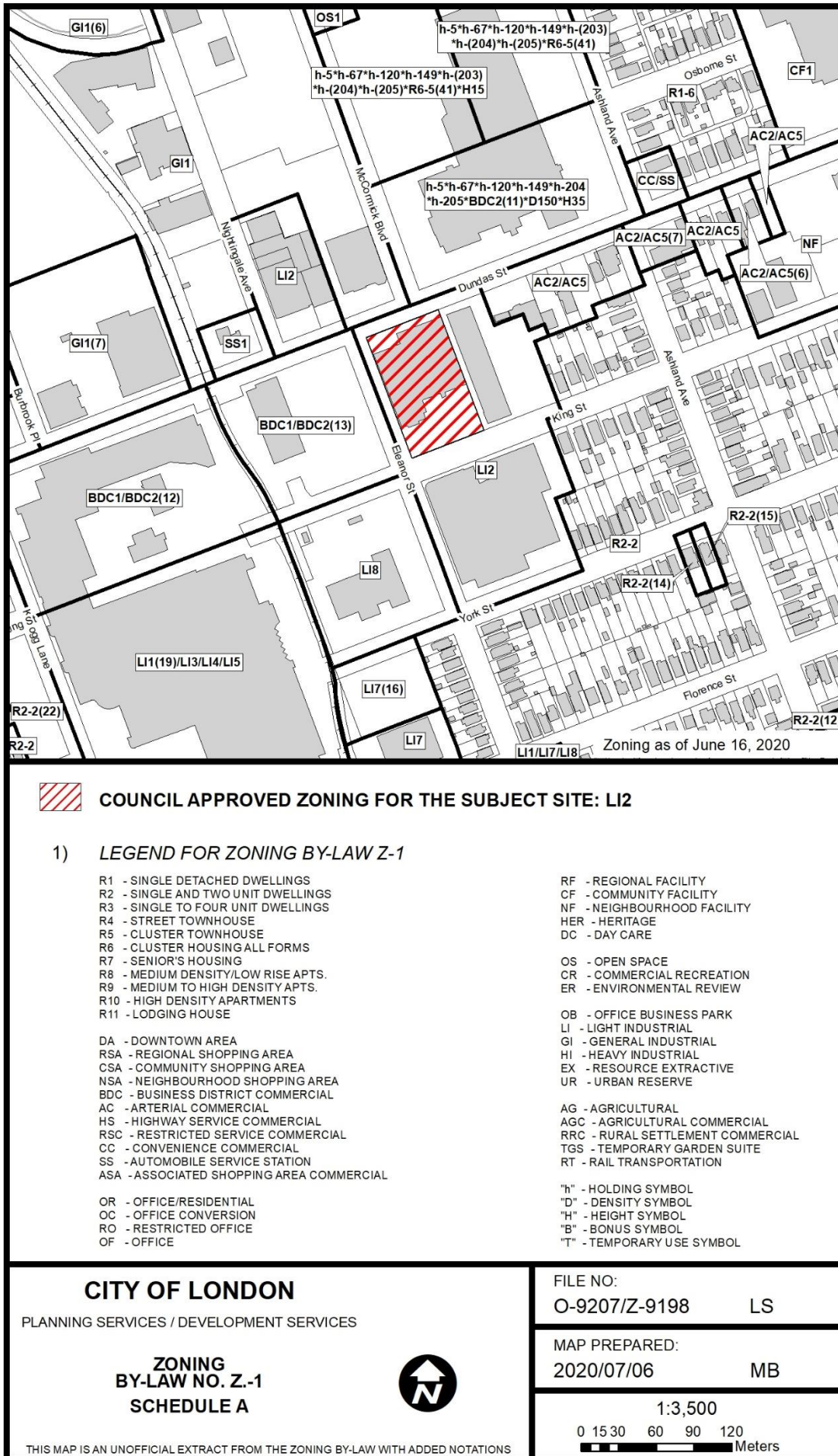
Chapter 1 - Introduction
Chapter 4 – Commercial Land Use Designations
Chapter 7 – Industrial Land Use Designations
Chapter 14 – Heritage Resources Policies
Chapter 15 – Environmental Policies
Chapter 18 - Transportation

Z-1 Zoning By-law

Section 4: General Provisions
Section 40: Light Industrial (LI) Zone
Section 25 - Business District Commercial (BDC) Zone)
Schedule "B" – Key Maps (Parking)

Appendix E – Relevant Background

Additional Maps



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:

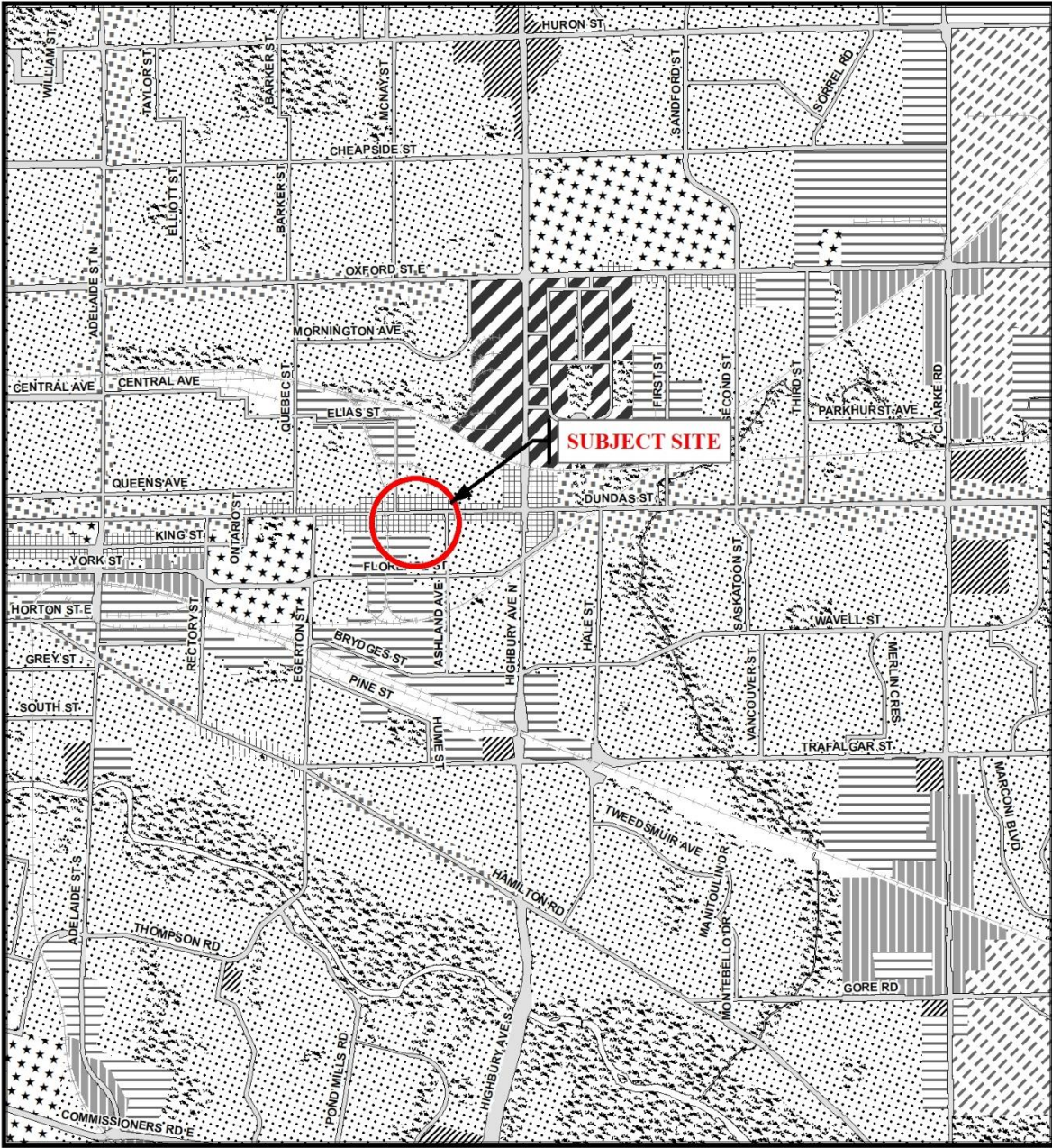
O-9207/Z-9198 LS

MAP PREPARED:

2020/07/06 MB

1:3,500

0 15 30 60 90 120 Meters



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>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p>	<p>File Number: O-9207/Z-9198</p> <p>Planner: LS</p> <p>Technician: MB</p> <p>Date: 2020/07/06</p>
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Project Location: E:\Planning\Projects\p_officialplan\work\consol\00\amendments\O-9207\O-9207_LondonPlanExcerpt_8x14.mxd



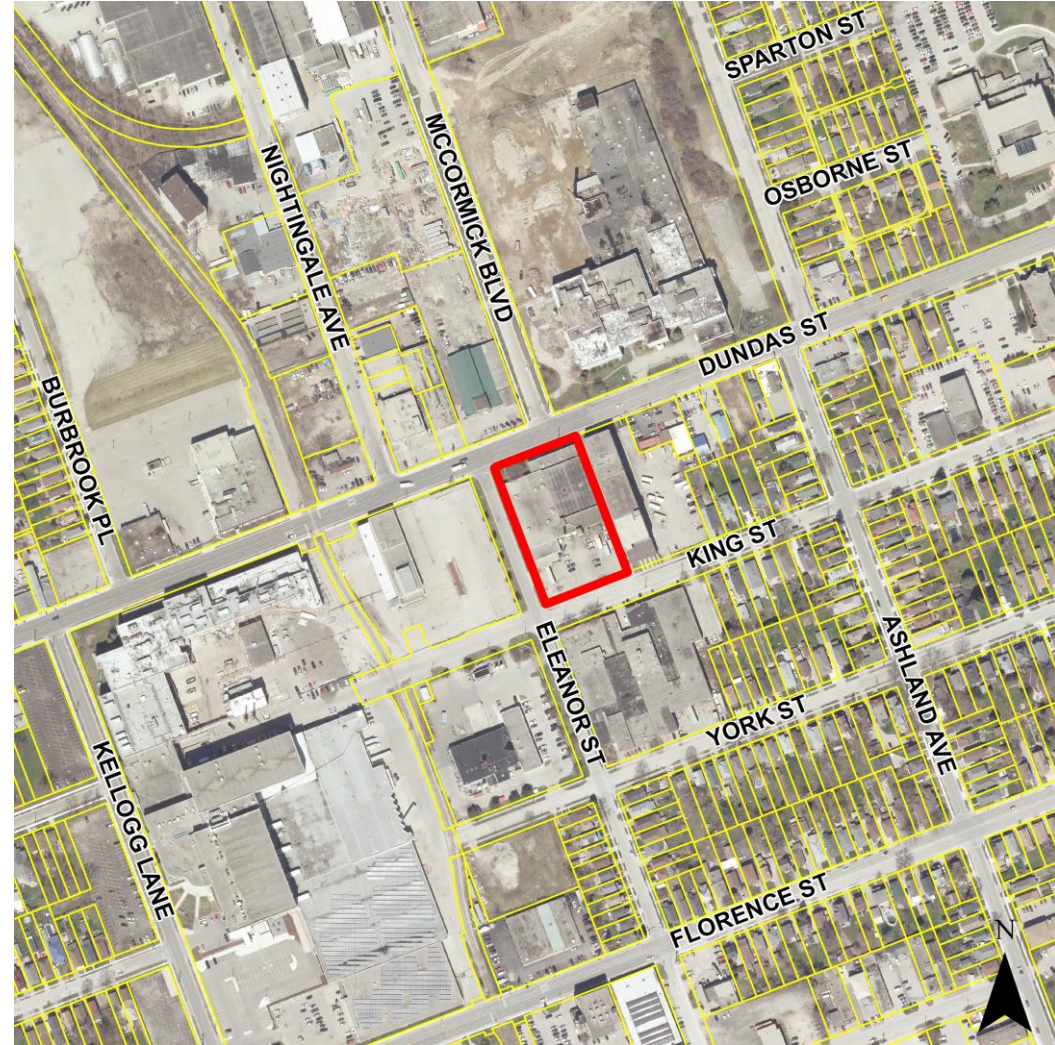
O-9207 & Z-9198 1153-1155 Dundas Street



City of London and Zelinka Priamo Ltd.

March 29, 2021

Subject Site



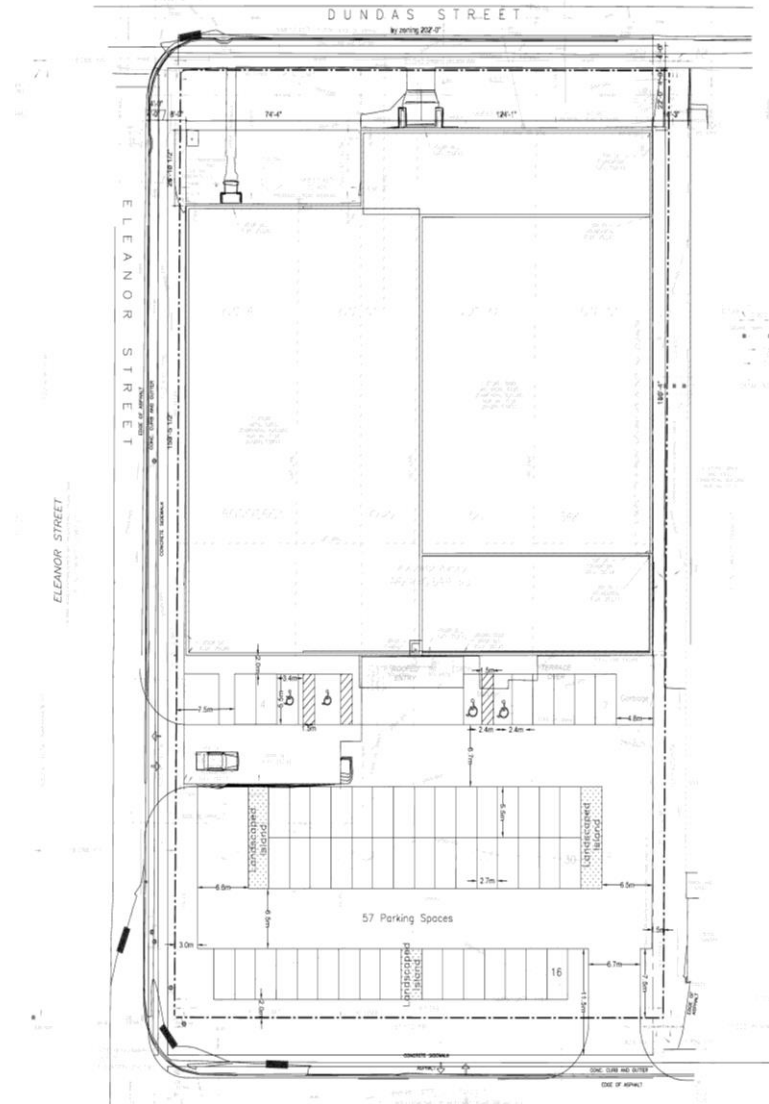
552

Requested Amendment

- Request to allow mix of office, retail, artisan workshops, restaurant, craft brewery.
- Special provisions to allow:
 - reduction of parking to permit fifty-five (55) on-site parking spaces;

and,

 - exemption of outdoor patios up to a total of 225 m² from parking requirements.



Issue 1: Heritage & Built Form

- Listed heritage property in The Smokestack District.
- The PPS & The London Plan prioritize and support conservation of built heritage, using existing sites & buildings, regenerating of settlement areas, maintaining sense of place, defining unique character of areas.
- Proposed adaptive re-use of the building will not alter the building's massing or height. Proposed work: remove exterior cladding, open blocked windows where possible, add two outdoor patios, add a roof over existing main entrance, repair brick.
 - Will result in conservation and enhancement of listed heritage site.
 - Consistent with policies, directions, priorities in the PPS, The London Plan, the 1989 Official Plan, Heritage Places 2.0.
- No concerns from City's Heritage Planner; support from Architectural Conservancy Ontario (ACO) – London Branch.

Issue 2: Species at Risk (SAR) – Chimney Swifts & Barn Swallows

- Species at Risk Branch (SARB) of the Ministry of the Environment (MOE) identified:
 - occurrences of Chimney Swifts on subject site; and,
 - occurrences of Barn Swallows in the general area.
- The PPS and The London Plan state that natural features and areas shall be protected.
 - Includes Habitat of Endangered Species.
- Species at Risk Field Assessment completed by Applicant to address polices and requirements of Endangered Species Act.
 - Accepted by SARB.
 - Reviewed by City's ecologist – no concerns with project moving forward.

Issue 3: Public Transit, Active Transportation, Parking

Context

- Rapid Transit Corridor Place Type, Rapid Transit Boulevard Street Classification
- Connected:
 - East London Link Project Area, adjacent to a future Rapid Transit Station
 - Serviced by LTC Bus Service Route #2
 - Public sidewalks on Dundas St, King St, Eleanor St. and within walking distance of established neighbourhoods & planned residential
- Proposed on-site parking located at the rear of the site
- The PPS, The London Plan, the 1989 OP encourage & support transit-supportive development, mixed-use development, reducing vehicle use, active transportation
- The London Plan & Council's Climate Emergency declaration support reducing carbon footprint
- Parking Study completed
- Reduction in parking supported by City of London Transportation

Recommendations

1. **APPROVE** requested amendment to 1989 Official Plan to change designation from Light Industrial to Main Street Commercial Corridor.
 - Aligns policies of the 1989 OP with the policies of The London Plan.
 - Consistent with the PPS - encourages growth & development in settlement areas, re-use existing buildings & sites, provide range and mix of land uses to support intensification, regeneration, compact and efficient forms of growth.

2. **APPROVE** requested amendment to change zoning from Light Industrial 2 (LI2) to Business District Commercial with special provisions (BDC(_))
 - Allows mix of uses on the site to support transition from industrial economic base.
 - Allows for adaptive re-use of an existing building and enhancement of architectural heritage – listed building.
 - Allows of efficient use of services and infrastructure.
 - Consistent with Council’s Climate Emergency declaration - transit-supportive development, reduction of parking, reduction of vehicle use.

Policy Snapshot

	Current	Requested
1989 Official Plan	Light Industrial (LI)	Main Street Commercial Corridor (MSCC)
The London Plan	Rapid Transit Corridor (RTC) Place Type	No change requested
Zoning By-law Z.-1	Light Industrial 2 (L12)	Business District Commercial Special Provision (BDC(_))

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Gregg Barrett
Director, Planning and City Planner

Subject: Application by the Corporation of the City of London City-Wide Seasonal Outdoor Patios Zoning By-law Regulations

Date: March 29th, 2021

Recommendation

That, on the recommendation of the Director, Planning and City Planner, with respect to the application of the Corporation of the City of London relating to Seasonal Outdoor Patios, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend the Zoning By-law Z.-1 to add regulations related to Seasonal Outdoor Patios.

Executive Summary

Summary of Request

The recommended amendment will allow restaurants and taverns to set up seasonal outdoor patios on their properties.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action will allow licensed restaurants and taverns to establish seasonal outdoor patios, by implementing necessary changes to the Zoning By-law Z-1. The proposed changes are as follows:

- Establishing seasonal outdoor patios as a permitted use associated with a restaurant or tavern;
- Seasonal outdoor patios are only permitted between March 15 and November 15;
- Seasonal outdoor patios are to be setback at least 6 metres from any residential zone;
- Seasonal outdoor patios will not require additional parking spaces and can be located within existing required commercial parking spaces, and;
- No seasonal outdoor patios will be permitted within required residential parking spaces.

Rationale of Recommended Action

The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the vitality and regeneration of settlement areas as critical to the long-term economic prosperity of communities.

The recommended amendment is consistent with the 1989 Official Plan, which encourages the management of land and resources to promote economic development.

The recommended amendment is consistent with The London Plan, which encourages economic revitalization and enhancing the business attraction potential of urban main streets.

Linkage to the Corporate Strategic Plan

This zoning by-law amendment supports the Growing Our Economy area of focus of the Corporate Strategic Plan, by increasing the efficiency and consistency of administrative

and regulatory processes. It also enhances London's competitiveness by creating an innovative and supportive environment for local businesses.

Linkage to Climate Emergency Declaration

On April 23, 2019, Municipal Council declared a Climate Emergency. This Zoning-Bylaw amendment supports the City's commitment to reducing and mitigating climate change by encouraging the conversion of parking spaces into patio spaces in the summer months. The amendment supports the regeneration and intensification of existing urban areas by increasing the viability of existing economic activities and businesses, which helps to mitigate sprawl. Finally, this amendment supports active transportation and place-making by establishing active, vibrant uses in the public realm which create a desirable walking environment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- London Community Recovery Network – Immediate Ideas for Action to Support London's COVID-19 Community Recovery – December 16th, 2020
- London Community Recovery Network – Ideas for Action by Municipal Council - February 8th, 2021

1.2 Covid-19 and Provincial Health Measures

The Covid-19 Provincial Health orders greatly reduced the capacity for indoor restaurants to ensure adequate space for social distancing and public health measures. Not surprisingly, the pandemic has disproportionately impacted restaurants and taverns whose businesses rely on the number of patrons they can service. Space is a key consideration for restaurants to maintain social distancing, even as the Province starts to gradually loosen restrictions. Allowing for temporary outdoor patios is a solution to help restaurants maintain social distancing health protocols. As a result, on June 8th, 2020 the Alcohol and Gaming Commission of Ontario (AGCO) allowed the expansion of licensed areas outside and adjacent to licensed establishments to allow more space for servicing patrons. This order has been extended to the end of 2021.

Further, the City of London established the London Community Recovery Network (LCRN) and the Back2Business (B2B) group to support businesses through the challenges imposed by Covid-19 restrictions. One of the ideas from the B2B and LCRN groups was to allow private patio expansions as a short-term measure to support businesses as part of the Covid-19 recovery. This idea has seen a lot of support from the business community and has allowed many businesses to continue to operate. Many business owners have expressed a desire to continue allowing seasonal patios on their properties longer term.

1.3 Existing Outdoor Patio Regulations

The existing zoning requirements for permanent outdoor patios include:

- a) No outdoor patio can accommodate more than 50% of the licensed capacity of the restaurant, or 50 persons, whichever is greater;
- b) Parking spaces are required for the gross floor area of the outdoor patio at the same ratio as the restaurant or tavern, except in the downtown where no parking spaces are required; and,
- c) No outdoor patio is permitted adjacent to a residential zone class that is not in combination with another zone, unless it is separated from the residential properties by a lane, or located in front of the building.

Approval of a new permanent outdoor patio typically requires an amendment to the Site Plan, and associated review for zoning, capacity limits, location, parking requirements, and fire safety, among other things. Further, restaurants and taverns are required to obtain business licences from the City and liquor licences from the AGCO. Temporary or seasonal outdoor patios are not currently permitted in the Zoning By-law Z-1.

2.0 Key Considerations

The following outlines key considerations regarding this Zoning Bylaw amendment.

2.1 Seasonality

In the local climate, patios are most popular in the warmer months. Most businesses choose not to operate their patios year-around. However, some do and that is permitted and considered a permanent outdoor patio. The parking, location and other design criteria are reviewed through a site plan approval process and/or building permit that reflects the more robust structure being in place year-around.

To allow for a more tactical approach to outdoor patios, this zoning by-law amendment would allow for businesses without a dedicated permanent patio, to set up patio furniture, enclosures, and other associated materials on their private property and within parking spaces. The intent is that all patios can be easily removed, and the site turned back to its original condition for the winter months. The seasonal timeframe of March 15 to November 15 is based on a generous patio season, when there is little to no snow on the ground, and therefore less space required to accommodate snow storage.

2.2 Parking Regulations

Permanent outdoor patio space, other than in the Downtown zone, is included in the gross floor area (GFA) of the establishment and parking requirements are calculated at the same rate as indoor GFA (Section 4.18(5) of Zoning By-law Z-1). Parking requirements set are based on highest use of property at peak seasons in addition to accounting for practical matters such as snow storage that is not needed outside the winter months.

Through the Back2Business (B2B) team, a number of patio operators expressed their preference for additional patio space over parking spaces, noting their clientele often walk or cycle. Similarly, in the summer, people tend to use more active forms of transportation (walking and cycling) as a means of travel. Therefore, staff is recommending that seasonal outdoor patios not be considered in the calculation of the GFA, as is the requirement for permanent patios, and that seasonal outdoor patios not require additional parking spaces regardless of the zone. Further, due to the greater capacity of parking lots outside the winter season, staff is recommending that a seasonal patio can be located within some of the required commercial parking spaces.

An additional parking consideration is the many mixed-use areas throughout the city included parking areas to accommodate both commercial and residential tenants. It is important to ensure adequate year-round parking for residential uses. Therefore, staff is also recommending that seasonal outdoor patios not be permitted within required residential parking spaces.

This approach will provide greater flexibility for businesses to choose whether the additional patio capacity is better aligned with their business goals compared to the provision of more commercial parking spaces, while protecting required residential parking.

2.3 Capacity Regulations

Capacity is another key consideration in the zoning by-law amendment. Section 4.18(1) of the Zoning By-law allows for permanent outdoor patios to accommodate up to 50

percent (50%) of the indoor capacity of the establishment, or 50 persons, whichever is the greater.

The Ontario Building Code requires the number of bathroom stalls for establishments to increase by each additional 50-persons increment (Section 3.7.4.3 of the Ontario Building Code). For example, a restaurant that is licenced to service 100 patrons would be permitted to expand their outdoor patios space to accommodate 50 additional patrons before requiring additional washroom stalls. Staff do not recommend any changes to the current outdoor patio regulations regarding capacity for seasonal outdoor patios.

2.4 Business and Liquor Licences

A Site Plan or sketch of a patio location is required as part of a business license and AGCO liquor license. Obtaining a business or liquor licence will trigger a review of the Site Plan, capacity limits, the location of the patio space, and assurance that no accessible parking spaces are removed. The licencing department also circulates the proposed layout to the Fire department who conduct a site inspection to ensure that no fire routes are blocked, there are clear exits from the patio, that the heaters are not close to anything combustible, and there is a fire extinguisher on site. Once the business has approval from the City, they can apply for a liquor licence with the AGCO if the establishment will serve alcohol.

City business licences expire within a year and AGCO liquor licenses expire within 2 to 4 years, after such time a business is to reapply. Therefore, to ensure a seasonal patio is included within the liquor licensed area during the time it is open, staff recommends that restaurant owners apply for the maximum licensed space (including the seasonal outdoor patio space) for their business and liquor licences and simply reduce or remove the space during the off-season. This approach provides flexibility and certainty to restaurants for their business operations. A review of fire safety will occur annually to ensure seasonal outdoor patios remain safe.

2.5 Location Criteria

The Zoning By-law Z-1 regulates the location of permanent outdoor patios associated with restaurants and taverns. In the current zoning provisions, patios are not permitted adjacent to residential zones unless the residential zone is in combination with another zone, there is a separation from the residential zones by a lane, or where the patio is provided in the front yard. The size and width of laneways varies greatly throughout the city, and a conservative width to accommodate 2-way traffic is approximately 6.0m. To accommodate the intent of the laneway separation from residential zones in Section 4.18.2(a) of the Zoning By-law, while providing a flexible approach for non-permanent patios, staff is recommending that seasonal outdoor patios are setback at least 6 metres from a residential zone, where it is not in combination with another zone. All other provisions of Section 4.18.2 regarding the location of outdoor patios would apply to seasonal outdoor patios. It should be noted that even though both permanent and seasonal outdoor patios may be permitted, businesses are still regulated by the Sound By-law that requires a permit for music and outdoor entertainment.

2.6 Monitoring and Evaluation

City staff will monitor the impacts and outcomes of this Zoning By-law amendment for a period of two (2) years, including tracking complaints, and overall compliance. At that point staff will make recommendations on any potential amendments to the regulations, if required.

3.0 Policy Context

The following policy documents were considered in their entirety during the review of this amendment. The most relevant policies are outlined below.

3.1 Provincial Policy Statement, 2020

The *Provincial Policy Statement (PPS) 2020*, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is intended to be read in its entirety and the relevant policies are to be applied to each situation. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent” with policy statements issued under the Act.

The proposed zoning by-law amendment is consistent with policy 1.3.1(b) that states, “planning authorities should promote economic development by providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.” Introducing seasonal outdoor patios is way to support the existing and future needs of businesses.

The zoning by-law amendment is also consistent with policy 1.7.1 of the PPS that states, “long term economic prosperity should be supported, among other things, by c) optimizing the long-term availability and use of land”. Allowing parking lots to be turned into street activating outdoor patio spaces is an example of optimizing availability and use of land.

3.2 The Official Plan, 1989

The zoning by-law amendment complies with the Vision Statement and the planning objectives of the Commercial Land Use Designation of the Official Plan, 1989. Section 2.2.1(i) states that the Vision Statement of the Plan is to, “manage growth and change so that efforts to foster economic development; protect and enhance nature within the City; provide for the efficient movement of people and goods; and promote attractive, cohesive neighbourhoods, are in balance and supportive of each other.” Section 4.2.1(iv) of the Plan states the planning objects for all Commercial Land Use Designations is to, “encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas”. Allowing business to temporarily expand their operation is a way to encourage a better use of land through adaptive re-use of underutilized parking areas while promoting active and attractive streets.

3.3 The London Plan

There are several policies in the London Plan that are supportive of the zoning by-law amendment. Key direction #8 policy 62(2) discusses making wise planning decisions to ensure the balance of the economy, environment, and social considerations. This zoning by-law amendment complies with the key direction as it will help support businesses while reducing the need for spaces to be dedicated to cars instead of people. Further, policy 154(8) states that urban regeneration efforts will, “encourage the economic revitalization and enhance the business attraction of urban main streets.” Allowing for seasonal outdoor patios increases the attractiveness of main streets and encourages economic activity with the increased operational space.

Finally, there are various policies in The London Plan that are supportive of reducing the minimum parking requirements. Policy 271 states that “[the] Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required”. In addition, policy 366(2) states that “parking strategies may be prepared to plan for initiatives to reduce parking demand.” The zoning by-law amendment complies with policy 271 and 366(2) for reducing parking requirements for seasonal outdoor patios.

The Zoning By-law amendment is consistent with the Provincial Policy Statement 2020 and complies with the Official Plan 1989 and the London Plan.

4.0 Community Engagement (see more detail in Appendix B)

Notification of the application to amend the Zoning By-law was provided in the Londoner, on the City of London website, and emailed to prescribed parties February 4th, 2021.

The Notice of Application outlined a possible amendment to Section 4.18 of the Zoning By-Law # Z.1 to address parking requirements, capacity limitations, and the location and design of temporary outdoor patios.

One comment was received from a business owner that had no objections and was in support of the zoning by-law amendment as it will provide certainty seasonal patios will be permitted. Comments provided can be found in Appendix 'B'.

5.0 Financial Impact/Considerations

Review of seasonal outdoor patios on private property will be completed through the existing business licence and/or AGCO liquor license process. No additional staff resources or funding will be required.

Conclusion

Introducing the new use of seasonal outdoor patios will allow restaurants and taverns the opportunity to service more patrons. In addition, the new use has positive urban planning implications of activating city streets and encouraging alternate forms of transportation (active and public) that helps transform the City to one that is less dependent on cars. Further, seasonal outdoor patios allow the use of underutilized parking areas. The recommended zoning by-law amendment considers the capacity, location, and parking requirements for seasonal outdoor patios.

Prepared by: Jasmine Hall, RPP, MCIP
Planner II, Urban Regeneration

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

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

Appendix "A"

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

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

A by-law to amend the General Provisions of By-law No. Z.-1 to regulate Seasonal Outdoor Patios.

WHEREAS The Corporation of the City of London has applied to amend the General Provisions of the Zoning By-law Z-1, 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) Section 2 (Definitions) is amended by adding the following:

“OUTDOOR PATIO, SEASONAL” means a temporary area set aside out of doors, for the use of patrons as a licensed restaurant or tavern in connection with, and in addition to, the operation of an adjacent restaurant or tavern.

- 2) Section 4.18 (Outdoor Patios) of the General Provisions is amended by adding the following:

__6) SEASONAL OUTDOOR PATIOS

- a. No seasonal outdoor patio shall be permitted between November 16th and March 14th, inclusive;
- b. All structures and appurtenances associated with a seasonal outdoor patio must be removed between November 16th and March 14th, inclusive;
- c. Notwithstanding Section 4.18(2), seasonal outdoor patios shall be setback a minimum of 6.0 metres from any residential zone which is not in combination with another zone;
- d. Notwithstanding Section 4.18(5), there is no parking requirement for seasonal outdoor patios;
- e. Notwithstanding Section 4.19, seasonal outdoor patios are permitted within required parking spaces for commercial uses; and,
- f. No seasonal outdoor patio shall be located within required parking spaces for residential dwelling units.

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 April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

Appendix B – Public Comments

Appendix “B”

From: Mark Serre
Sent: Thursday, February 11, 2021 2:36 PM
To: B2B [Back2Business] City of London <B2B@london.ca>; Hall, Jasmine <jahall@london.ca>
Subject: [EXTERNAL] Restaurant Patios

Good afternoon.

I began reaching out to city staff and council in July of 2020. I thought it was important that the conversation started about the 2021 patio season, and now that we have an idea as to where we are in mid-February, for the 2022 patio season as well. I had two main concerns, one, that we would be allowed to extend restaurant patios again this summer as even in July, we knew that industry recovery would require expanded patios, and two, the timing of the city's decision.

I know we saw how successful the program was last year. Speaking on behalf of my restaurant, I applaud the AGCO and the city for making the decisions quickly so that we could benefit from as much of the summer as we could. As a restaurant owner, I have also had to make those kinds of quick decisions as we did not have a lot of notice to all of the ongoing changes that the government has levelled upon us in the past 11 months. This was why I reached out 6 weeks after we were allowed to open after the first 2.5-month lockdown.

I had the impression that my message was well received but that it would require a zoning change. I also had the impression that it was being brought up at that time (at a planning and development meeting slated for the following day). In October, I followed up and was told that I needed to fill out a questionnaire for the LCRN. That timeline was put forth as a report going forth to SPPC in mid-December. On February 1, I followed up once again as the timing is becoming extremely important.

The restaurant industry has been devastated by the lockdowns. I do believe that if we can get vaccines into people by the end of the summer, with all else remaining equal, that we will not be back to 2019 sales until the fall of 2022- with all else being equal, ie, the variants not causing us more harm. Part of my reasoning for this is that government actions have crushed consumer confidence in our industry and it will take that long for the masses to feel comfortable indoors, for parties to come back, and even for lunch business to return to the core.

While I appreciate that it takes time for changes to be made at the civic level I want to impress upon you that timing is crucial to our industry at the moment. While you might think that April is 'in time for patio season' and gives us the time we need to be able to make it all happen, the realities of the business do not support this. Yes, prior to COVID, our busiest months are traditionally May and June, but also traditionally, mid-March usually signals the beginning of patio season for us. Once we have that first day of 10 degrees plus (10 feels very different in March than it does in October!) we have people clamoring for the patio- which will be even more prevalent of a feeling this year. As soon as the snow is gone in March, the patio furniture is moved out so that we can accommodate those people. Last year, for example, we had already moved furniture out in anticipation only to close on March 16.

The AGCO has let us know that they are allowing municipalities to once again make the decision of expanded patios. Now is the time we need to start planning- not in April. If we knew for example that even if temporary, that you were allowing patios for the next two summers, then it is worth our while to purchase furniture. I have been in touch with my two suppliers- both are on waitlists as the moment (as an aside, I am still waiting on patio heaters that were purchased in August last year). Along with furniture, if we are doing this again this summer, we need to book contractors, make sure something as

simple as wood is in stock, book entertainment, find and train staff, speak with landlords and neighbours, apply for HASCAP loans or find the money in the budget to pay for this patio...so much that cannot wait until April for a decision. I do not think we want to operate the slapdash patio of last summer and I know that due to this most recent lockdown, that as much as we have 'pivoted' already, we have a lot of work to do between now and patio season.

I understand one of the issues is parking. I would like to make it clear, and hopefully help the argument for change, that as a downtown establishment, I myself, am not concerned with parking. You are at the moment developing a climate emergency action plan- which would seem to be at odds with asking people to drive to their favourite parking spot. Also, as you might have heard, it is getting increasingly difficult to find insurance for establishments that serve alcohol...in part due to alcohol-related motor vehicle accidents. (today was the sentencing of Danielle Leis). I truly do not want people driving to our restaurant- with an expanded patio, we would also be adding more bike parking to our establishment. Parking minimums are an outdated concept.

I have also asked about the bylaw(?) with respect to patio capacity. When we applied for our patio almost 12 years ago, the bylaw in place allowed patios to be sized at only half of the interior capacity. I am not sure if this is still on the books but I think, regulation-wise, that this is bigger than parking variances- and yet, I have not heard any feedback about this from anyone that I have heard back from. I know I would be seeking a permanent addition to my patio (all on our property) through thr AGCO- once they are accepting applications again- if this bylaw(?) was not on the books.

I am not concerned with the city paying for patio furniture, nor are most restaurateurs concerned with allowing year-round patios (although a great thing if indoor dining is allowed next winter and people are able to winterize their patios keeping health and safety laws in mind of course). I think we might just be overthinking this. It is simple, we just need to know as soon as possible (and not April) so we can plan and start ordering and building.

Once again, I appreciate all of the help that we have received (we as an industry, not we as in The Morrissey) from everyone that we have reached out to. After the last response though, I felt that perhaps the timing aspect of your decisions did not suit our needs and that we needed action.



March 23, 2021

RE: Zoning By-Law Amendment (Z-9300) Seasonal Outdoor Patios

To Whom it May Concern,

Please accept this letter in support of the proposed By-Law Amendment to allow for seasonal outdoor patios for restaurants and taverns across the City of London.

The amendment, allowing for an increased outdoor patio season, and especially the allowance for pop-up patios in parking lots will be advantageous for many businesses in the Hyde Park area who have limited sidewalk street frontage.

If approved, these new provisions to the By-Law, will help to stimulate spending while supporting opportunities that will help this battered industry to weather and recover as they continue to navigate through COVID restrictions that have been very limiting to their sustained viability.

In addition, this recommendation supports the recent announcements from the Province amending COVID restrictions that will allow restaurants in the red and orange zones to increase their indoor dining capacity to up to 50% of their seating capacity.

We are hopeful that these actions of both levels of government will be a first strong step in the road to recovery for this industry that has sustained significant negative impacts to our communities at a local level.

Post Pandemic, the outdoor pop-up patios will provide ongoing opportunities for this industry to provide unique place-based culinary experiences that will continue to support local retail hubs as we all work to rebuild our communities and our economic footprints.

Lastly, this is just one of the many thoughtful actions the City has recommended (Staff and Council) and reviewed (with much community consultation working with partners) and we fully support this as a means in helping to steer tangible business outcomes for the betterment of both our businesses and our communities.

Thank you very much for your consideration,

Warm Regards,

Donna Szpakowski; CEO & General Manager

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: Townline Orchard Property Ltd.
1478 Westdel Bourne
Public Participation Meeting

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Townline Orchard Property Ltd. relating to the lands located at 1478 Westdel Bourne:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR3 Zone **TO** a Holding Residential R1 (h•R1-4) Zone; a Holding Residential R1 (h•R1-5) Zone; a Holding Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone; a Holding Residential R4 Special Provision / Residential R5 Special Provision / Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone; and an Open Space OS1 Zone.
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by Townline Orchard Property Ltd. relating to the lands located at 1478 Westdel Bourne; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision as submitted by Townline Orchard Property Ltd., prepared by Stantec (Project No. 161413921 Drawing No. 1), certified by Robert Wood O.L.S., dated October 13, 2020, as red-line revised, which shows a total of 39 low density residential single detached lots, 2 medium density residential blocks, 1 future development block, 1 park block, 1 road widening block, and 2 reserve blocks, served by 2 new streets being the extensions of Fountain Grass Drive and Upper West Avenue, **SUBJECT TO** the conditions contained in the attached Appendix "B".

Executive Summary

Summary of Request

The request is for approval of a draft plan of subdivision consisting of 39 single detached residential lots, 2 medium density residential blocks, 1 park block, and 2 new streets; and for approval of zoning by-law amendments associated with the lots and blocks within the proposed plan of subdivision.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed draft plan of subdivision, subject to

conditions attached to this report; and that Municipal Council approve the recommended zoning by-law amendment.

Rationale of Recommended Action

1. The proposed draft plan of subdivision and zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2020*, as it achieves objectives for efficient and resilient development and land use patterns. It represents development of low and medium density forms of housing, including single detached dwelling lots, townhouse and cluster forms of housing, and low-rise apartment buildings taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity.
2. The proposed draft plan of subdivision and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan of subdivision and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Low Density Residential, Multi-Family, Medium Density Residential, and Open Space designations.
4. The proposed draft plan of subdivision and zoning conforms to the Riverbend South Secondary Plan, its vision and its principles of connecting the community (through a multi-use pathway, pedestrian connections and street network), providing a range of residential housing types and densities (from single detached dwellings to townhouses and low-rise apartment buildings), promoting healthy living and active transportation (neighbourhood park for passive recreation and a highly connected cycling and pedestrian network), and promoting environmental sustainability (diversity of uses, density and street pattern to facilitate viable public transit).
5. The proposed draft plan of subdivision and zoning represents the third and final phase of the Riverbend South community. In terms of use, form and intensity the proposed subdivision plan is considered appropriate and consistent with the Council-approved plan for guiding community development.

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

March 23, 2015 – Report to Planning and Environment Committee – Riverbend South Secondary Plan and Application for Approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments – Sifton Properties Limited (File No. 39T-14505/OZ-8426).

November 14, 2016 – Report to Planning and Environment Committee - Application for Approval of Draft Plan of Subdivision and Zoning By-law Amendments – Sifton Properties Limited (File No. 39T-16502/Z-8621).

2.0 Discussion and Considerations

2.1 Property Description

The subject site consists a single detached dwelling and former apple orchard. The topography is gently sloping from the southwest corner to a high point in the northeast corner of the site (elevations 287m asl to 300m asl). There is existing tree cover surrounding the single detached home and entrance driveway in the front portion of the site. The rear portion of the site consists primarily of abandoned orchard trees.

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

- The London Plan Place Type – Neighbourhoods and Green Space
- (1989) Official Plan Designation – Low Density Residential, Multi-family, Medium Density Residential and Open Space
- Zoning – Urban Reserve UR3

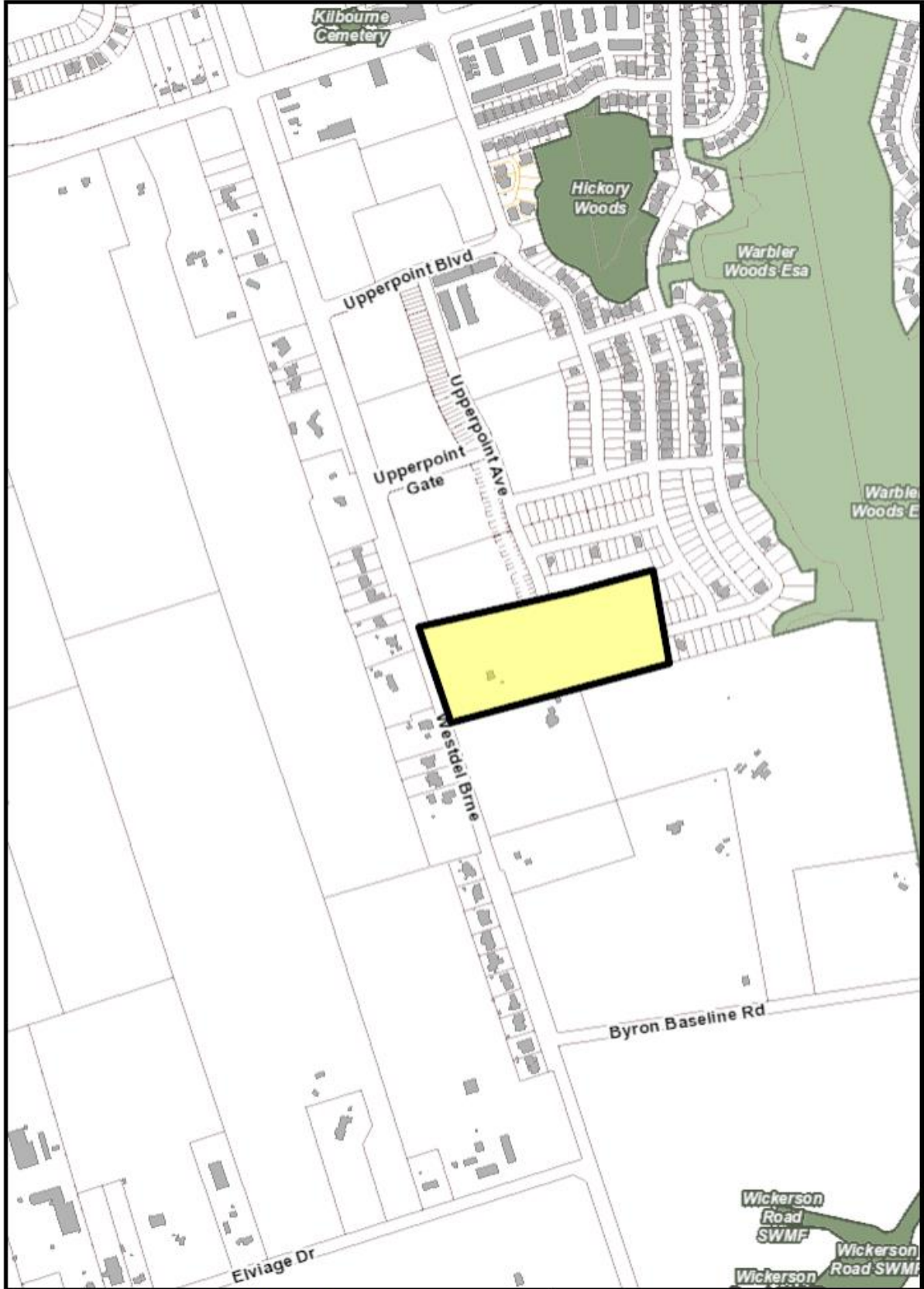
2.3 Site Characteristics

- Current Land Use – single detached dwelling and former apple orchard
- Frontage – approx. 160 metres (on Westdel Bourne)
- Depth – approx. 370 metres
- Area – 5.74 hectares (14.2 acres)
- Shape – rectangular

2.4 Surrounding Land Uses

- North – lands for future low and medium density residential development
- East – future residential single detached dwellings
- South – rural residential dwelling and agricultural
- West – rural residential dwellings

2.5 Location Map



Location Map		Legend	
Subject Property:	1478 Westdel Bourne		Subject Property
Applicant:	Norquay Orchard Land Corp		Parks
File Number:	39T-20503		Assessment Parcels
Created By:	Larry Mottram		Buildings
Date:	11/24/2020		Address Numbers
Scale:	1:8000		
Corporation of the City of London			

2.6 Proposed Draft Plan of Subdivision



Stantec
100 Adelaide Avenue
London ON N6A 5T7
Tel. 519-445-3007
www.stantec.com

Liability Note

The Contractor and staff who are responsible for all information contained in this plan or drawings are not responsible for any errors or omissions that may be made in the field or in the office.

DRAFT PLAN OF SUBDIVISION
1478 WESTDEL BOURNE

OFFICE OF THE REGISTRAR
LANDS AND FORESTRY
COUNTY OF HURON
1000 COLLEGE STREET
LONDON, ONTARIO

INFORMATION REQUIRED UNDER SECTION 51(7) OF THE PLANNING ACT

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT KEY PLAN
- C. AS SHOWN ON DRAFT AND KEY PLAN
- D. AS SHOWN ON DRAFT AND KEY PLAN
- E. AS SHOWN ON DRAFT AND KEY PLAN
- F. AS SHOWN ON DRAFT AND KEY PLAN
- G. AS SHOWN ON DRAFT AND KEY PLAN
- H. AS SHOWN ON DRAFT AND KEY PLAN
- I. AS SHOWN ON DRAFT AND KEY PLAN
- J. AS SHOWN ON DRAFT AND KEY PLAN
- K. AS SHOWN ON DRAFT AND KEY PLAN
- L. AS SHOWN ON PLAN

SCHEDULE OF LAND USE

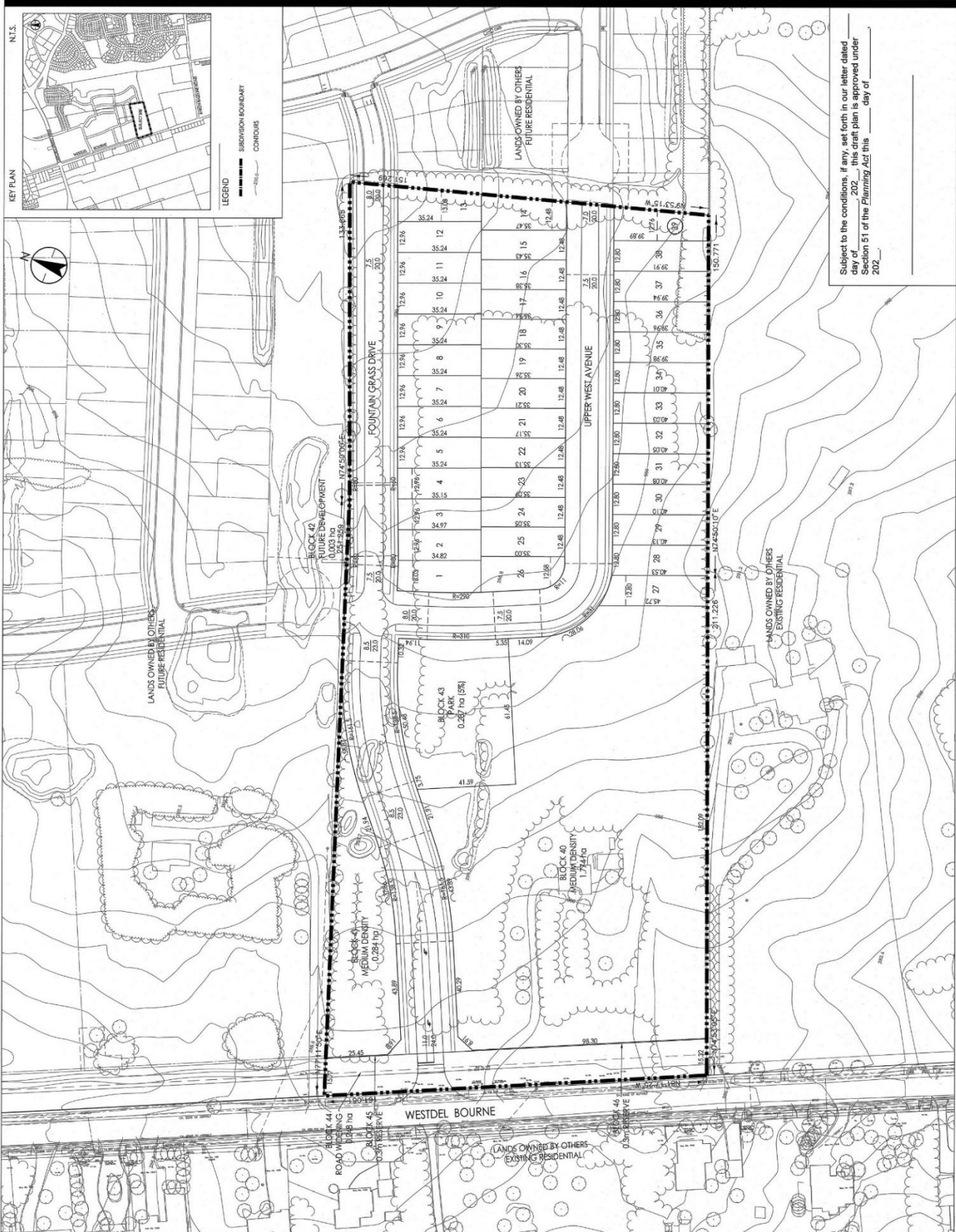
USE	AREA (ha)
URBAN RESIDENTIAL	13.42
MEDIUM DENSITY RESIDENTIAL	0.003
Block 42	0.003
Block 43	0.003
Block 44	0.003
Block 45	0.003
Block 46	0.003
ROADS	1.792
TOTAL	17.92 ha

SURVEYOR'S CERTIFICATE
I, the undersigned, being a duly qualified and licensed Surveyor under the Survey Act, R.S.O. 1990, c. S. 7, do hereby certify that the foregoing is a true and correct copy of the original plan and drawings as shown to me by the owner and that the same are accurate and correct.

DATE: OCT 13 2020
OWNER'S AUTHORIZATION: I, the undersigned, being a duly qualified and licensed Surveyor under the Survey Act, R.S.O. 1990, c. S. 7, do hereby authorize the preparation and submission of this draft plan of subdivision.
DATE: OCT 13 2020
TOWN ENGINEER RECEIPT LIMITED: I, the undersigned, being a duly qualified and licensed Surveyor under the Survey Act, R.S.O. 1990, c. S. 7, do hereby certify that the foregoing is a true and correct copy of the original plan and drawings as shown to me by the owner and that the same are accurate and correct.
DATE: OCT 13 2020

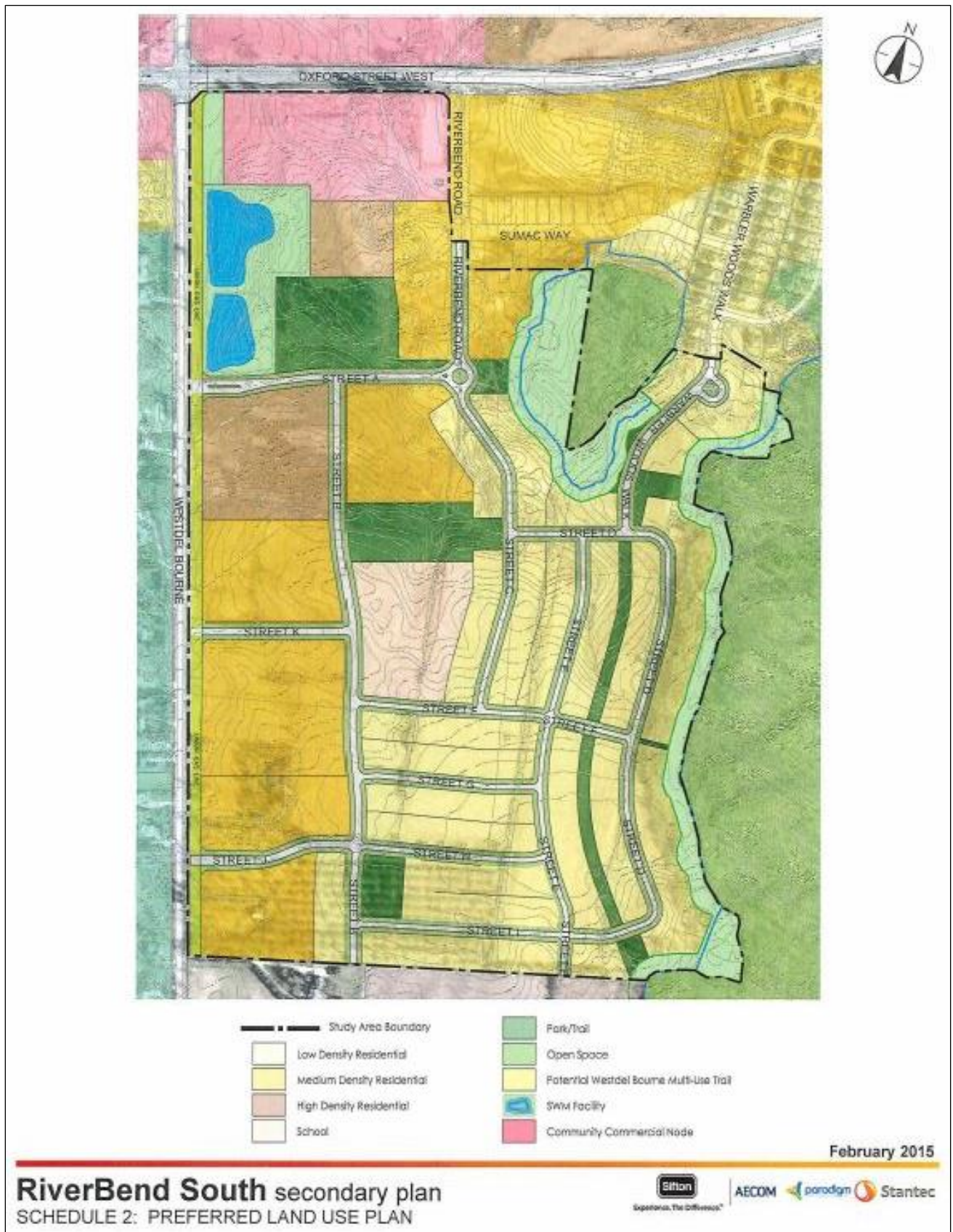
Client/Project: NORQUAY ORCHARD LAND CORP.
1478 WESTDEL BOURNE
London, ON Canada

Title: DRAFT PLAN OF SUBDIVISION
Project No.: 161413921
Drawing No.:
Scale: 1:1000
Sheet: 1 of 1
Revision:



Subject to the conditions, if any, set forth in our letter dated day of 2020, this draft plan is approved under Section 51 of the Planning Act this day of 2020.

2.7 Riverbend South Secondary Plan



2.8 Planning History

On March 31, 2015, Municipal Council adopted the “Riverbend South Secondary Plan” to guide future development of lands generally bounded by Oxford Street West and Warbler Woods Walk on the north, Westdel Bourne to the west, Warbler Woods ESA to the east, and the City’s Urban Growth Boundary to the south comprising a total area of approximately 60 hectares. Since that time, two subdivision phases have been registered, are now serviced and home construction is currently underway. The subject lands represent the third and final phase of development.

2.9 Requested Amendment

Request for consideration of a proposed Draft Plan of Subdivision consisting of 39 single detached lots (Lots 1 - 39); two (2) medium density residential blocks (Blocks 40 and 41); one (1) future development block (Block 42); one (1) park block (Block 43); one (1) road widening block (Block 44); and two (2) reserve blocks (blocks 45 and 46), serviced by two (2) new streets representing the extensions of Fountain Grass Drive and Upper West Avenue.

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR3 Zone to the following zones:

- Residential (R1-5) Zone (**Lots 1-39**) to permit single detached dwellings on lots with a minimum lot area of 415 square metres and minimum lot frontage of 12 metres;
- Residential R6/Residential R8 Special Provision (R6-5/R8-4()) Zone (**Block 40**) to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units, together with a site-specific special provision for a maximum building height of 16 metres;
- Holding Residential R4/Residential R5/Residential R6/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone (**Block 41**) to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres;
- Residential R1 (R1-4) Zone (**Block 42**) to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres;
- Open Space OS1 Zone (**Block 43**) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Residential R4/Residential R5/Residential R6/Residential R8 (R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone (Adjustment to shift the zone line south of 899 Upperpoint Avenue to center line of Fountain Grass Drive).

2.10 Community Engagement (see more detail in Appendix C)

There were five (5) e-mail responses and one (1) telephone call received from the community. Comments/concerns received from the community are summarized as follows:

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.
- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bbourne.
- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.
- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properites.

2.11 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

A few of the policy objectives to highlight here are the importance of promoting efficient development and land use patterns and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4). To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3(c)). There are polices for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)). The development application has been reviewed for consistency with the Provincial Policy Statement.

The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also a small area on Map 1 - Place Types identified as “Green Space” which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan. The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types* is found at Appendix ‘E’.

(1989) Official Plan

These lands are designated Low Density Residential, Multi-family, Medium Density Residential, and Open Space on Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; and small-scale nursing homes, rest homes, and homes for the aged up to a maximum density of 75 units per hectare. These areas may also be developed for single detached, semi-detached and duplex dwellings. There is a small area designated as Open Space which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan.

This application has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule 'A' is found at Appendix E.

Riverbend South Secondary Plan

The policies of The London Plan and (1989) Official Plan provide for the preparation of secondary plans as a basis for Official Plan land use designations and policies to be adopted by City Council, and to be used as a guideline for the review of subdivision and development applications. The Riverbend South Secondary Plan designates the site as Low Density Residential, Medium Density Residential and Park, as well as identifies a Secondary Collector Road connection at Westdel Bourne.

As further described in Appendix B – Policy Context, Staff are of the opinion that the recommended draft plan of subdivision and zoning are generally consistent with the PPS, The London Plan, 1989 Official Plan, and the Riverbend South Secondary Plan.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR3. A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found at Appendix E.

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

4.1 Use

This proposal consists of a mix of low and medium density housing types consisting of single detached dwellings, but also permits various forms of cluster housing, townhouses, and low rise apartment buildings to take advantage of planned services and community facilities, and to contribute to a neighbourhood that is complete and supportive of aging in place. The proposed draft plan of subdivision is part of a larger planned residential community that incorporates various elements in creating a strong neighbourhood character and sense of place and identity. The inclusion of the small passive park as a neighbourhood focal point and gathering place within this subject subdivision plan is just one example. The proposed draft plan also implements the objective of creating a highly connected neighbourhood with access to amenities and facilities within the neighbourhood, and to other locations through the city-wide Thames Valley Parkway multi-use pathway system.

4.2 Intensity

The proposed draft plan of subdivision contributes to neighbourhood character as envisioned by the Riverbend South Secondary Plan and the principle of creating an attractive, connected and complete community. The plan also demonstrates a reasonable level of compatibility with existing uses in the surrounding area. The lot pattern and streetscape is generally consistent with the pattern of the existing development. Single detached dwellings are expected to be similar in character and features, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low density single detached dwellings to the medium density residential development blocks (Blocks 40 & 41) enhanced by the park block placement adjacent Block 40 on the west side of Upper West Avenue. Based on the proposed zoning densities, the site could potentially yield approximately 60 cluster housing and/or townhouse dwellings units or 130 low rise apartment dwelling units up to a maximum height of 4 storeys. The special zone provision for a maximum building height of 16 metres (or 4 storeys) is considered appropriate and will provide flexibility in building design to facilitate higher ceilings and variations in ceiling heights between

floors, variations in parapet design and roof lines, and changes in finished building grades. The size and configuration of the medium density block (Block 40) is suitable for the proposed intensity and permitted uses. Block 41 on the north side of Fountain Grass Drive is somewhat more constrained by its shape and size. It is anticipated that the block will merge with adjacent lands to the north to be developed for future street oriented townhouses.

4.3 Form

The subdivision plan maintains a modified grid pattern with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks, multi-use paths, linear park corridors, and passive trails; and the development proposal is oriented to and supportive of future public transit. A holding provision (h-209) is recommended for the medium density blocks to ensure that prior to site plan approval the final development form demonstrates compliance with the urban design policies of the Riverbend South Secondary Plan, including orientation towards public streets and public spaces. This holding provision has been applied to all medium and high density residentially zoned lands in previously approved phases.

4.4 Technical Revisions

Development Services staff recommend that 0.3 metre (1 foot) reserves be applied along the entire frontage of Westdel Bourne in order to restrict vehicular access (D.P. Condition No. 55), and that the following note be added to the face of the draft plan to clarify that sidewalks are not required to be shown on the draft plan and to ensure that the City's road and intersection design standards are maintained:

Remove sidewalk locations on plan as the locations of sidewalks are determined by the draft plan condition. (D.P. Condition No. 42).

Confirm that the centreline of Upperpoint Avenue is aligned perpendicular to Fountain Grass Drive and opposite the centreline of Upper West Avenue, to the satisfaction of the City Engineer.

Confirm the centrelines of all streets are aligned perpendicular and opposite the centreline of adjoining streets in the adjacent plan, to the satisfaction of the City Engineer.

Identify and taper right-of-ways over 30m to the new right-of-way widths should the right-of-way widths differ.

Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.

4.5 Public Comments

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.

Vehicular traffic will have access to public road connections at Westdel Bourne, Upper Point Avenue, Fountain Grass Drive, and Upper West Avenue. There will be multiple access routes to disperse vehicular traffic and minimize congestion and impacts on the existing neighbourhood. However, concerns were expressed by residents regarding increasing traffic on Westdel Bourne, vehicle speeds, traffic noise, and safety for pedestrians, joggers, and cyclists. On the Street Classifications - Map 3 to The London Plan, Westdel Bourne is classified as a Civic Boulevard transitioning to a Rural Thoroughfare south of the Urban Growth Boundary. This street classification's function is to move medium to high volumes of vehicular traffic while placing a priority on

pedestrian, cycle and transit movements; and a very high quality pedestrian realm and high quality urban design.

Due to the increasing traffic on Westdel Bourne as a result of the City's growth and development, and increasing use by cyclists and pedestrians, it is expected that road widening and other improvements will be necessary in the near future in order to implement the policies of The London Plan and accommodate the safe movement of traffic. A road widening dedication across the frontage of the subject lands will require the owner to dedicate sufficient land to widen Westdel Bourne to 18.0 metres from the centreline of the original road allowance (D.P. Condition No. 52). The draft plan identifies an approximately 0.248 hectare block to be dedicated to the City for road widening purposes. Also, as part of the conditions of draft plan approval, the owner will be required to have their professional engineer submit design criteria for left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner, for review and acceptance by the City (D.P. Condition No. 47).

- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bourne.

There were concerns expressed by residents on the west side of Westdel Bourne about future installation of street lights along the Westdel Bourne frontage, light pollution, and impact on the rural atmosphere that residents value and enjoy. Street light standards on public roads must meet certain Provincial and municipal minimum requirements. The street lights that have recently been installed along the west side of Westdel Bourne to the north are LED style street lights which are typically designed to direct light downward to the public road right-of-way rather than on the properties behind. It is expected that installation of similar street lights will continue to the south in the future and light pole location will be reviewed by the City's Roadway Lighting and Traffic Control Division at that time. Draft plan conditions require the owner to identify street lighting on Westdel Bourne along the entire frontage of this Plan, as well as the location and type of lighting for streets within the subdivision itself which will be determined at the detailed design and engineering drawing review stage prior to final approval.

- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.

The Riverbend South Secondary Plan identified three Neighbourhood Connector (or Secondary Collector) road connections on Westdel Bourne which came out of the recommendations of the Traffic Impact Study prepared as part of the secondary plan process. Two of these connections, Upperpoint Boulevard and Upperpoint Gate, have recently been completed further to the north. This draft plan of subdivision provides the third collector road connection being Fountain Grass Drive consistent with the alignment and location of Street 'J' as shown on the secondary plan. Earlier versions of the preferred land use plan did identify the road connection further to the south in line with a gap on the opposite side of Westdel Bourne. Upon subsequent review of additional information on the road profile provided by engineering consultants involved in preparing the secondary plan, City staff recommended the location be shifted slightly to the north in order to improve site lines.

One of the concerns raised by residents is with regards to vehicles turning from Fountain Grass Drive on to Westdel Bourne and car head lights shining on homes located on the opposite side of the intersection. There are existing mature trees and hedges along the west side of Westdel Bourne that provide some screening. This concern was discussed with the affected residents, and the applicant is receptive to working with them and City staff to review opportunities for additional screening once the design details for the intersection have been worked out.

- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.

The residential uses along the west side of Westdel Bourne consist of larger rural estate type homes on private services within what The London Plan refers to as a Rural Neighbourhood (or Rural Settlement) Place Type. This strip of residential development has grown through lot creation and infilling over time. The Riverbend South Secondary Plan recognized the interface with the low density and rural settlement residential uses on the west side of Westdel Bourne, and in order to ensure compatibility and sensitivity to those uses included policies such as the creation of a green edge with substantial tree and vegetation planting, as well as landscape sculpting, to create a more varied topography within the proposed multi-use trail on Westdel Bourne, within the gas pipeline easement and setback area. Taking into consideration the road, easement and setbacks, there will be a buffer distance of approximately 50 to 90 metres between the homes on Westdel Bourne and the building face of a future development on the medium density block (Block 40).

- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properties.

A stormwater management strategy was developed and is being implemented for the Riverbend South Secondary Plan. As a condition of draft plan approval the owner will be required to have their consulting engineer prepare and submit a Storm/Drainage and a Stormwater Management (SWM) Servicing Report (D.P. Condition No. 22) to identify the SWM servicing works, identify major and minor stormflow routes for the subject site and external lands, ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing systems, and develop sediment and erosion control plans including a monitoring program. Storm sewer servicing, drainage and grading plans will be reviewed as part of the detailed design and engineering drawing review process.

Conclusion

The recommended draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement and conform to The London Plan, (1989) Official Plan, and the Riverbend South Secondary Plan. This proposal completes the third and final phase of the Riverbend South community and based on staff's review of the application is considered appropriate and compatible with existing development. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

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
Peter Kavcic, Manager, Development Planning

March 22, 2021
GK/PY/LM/lm

Y:\Shared\ADMIN\1- PEC Reports\2021 PEC Reports\4 - Mar 29\1478 Westdel Bourne - 39T-20503 Z-9278 PEC (LM).docx

Appendix A

Appendix "A"

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

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

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 1478 Westdel
Bourne.

WHEREAS Townline Orchard Property Ltd. has applied to rezone lands located at 1478 Westdel Bourne, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1478 Westdel Bourne, as shown on the attached map, FROM an Urban Reserve UR3 Zone TO a Holding Residential R1 (h•R1-4) Zone; a Holding Residential R1 (h•R1-5) Zone; a Holding Residential R6 Special Provision/Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone; a Holding Residential R4 Special Provision/Residential R5 Special Provision/Residential R6 Special Provision/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone; and an Open Space OS1 Zone.
- 2) Section Number 10.4 of the Residential R6 Zone is amended by adding the following special provision:
 - R6-5()
 - a) Regulations:
 - i) Dwelling Setback from 20 metres
a High Pressure Pipeline
(Minimum)
- 2) Section Number 12.4 of the Residential R8 Zone is amended by adding the following special provision:
 - R8-4()
 - a) Permitted Uses:
 - i) Apartment buildings;
 - ii) Lodging house class 2;
 - iii) Stacked townhousing

- b) Regulations:
- i) Height (Maximum) 16 metres (4 storeys)
 - ii) Dwelling Setback from a High Pressure Pipeline (Minimum) 20 metres

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.

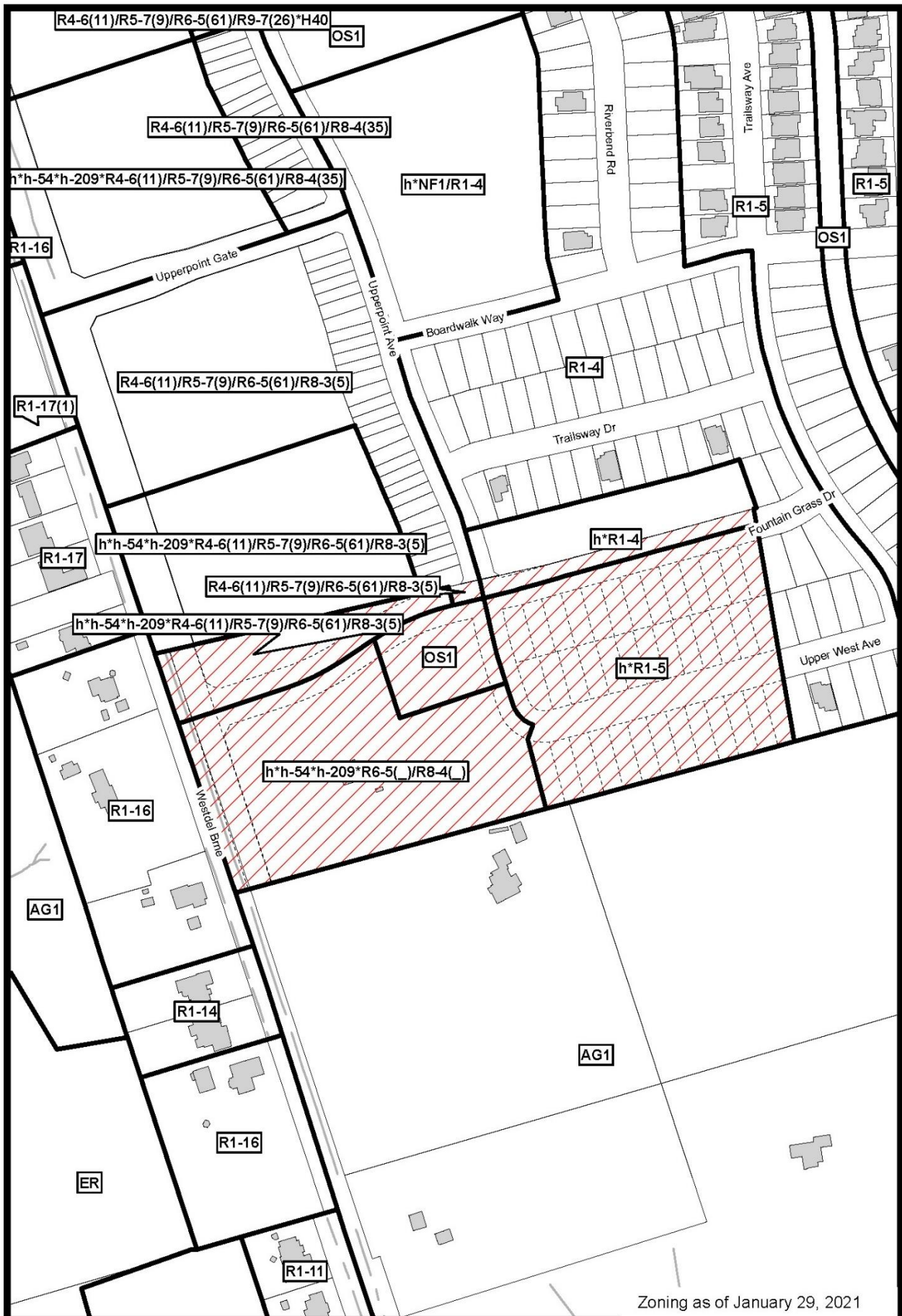
PASSED in Open Council on April 13, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

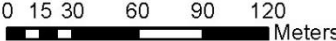
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9278
 Planner: LM
 Date Prepared: 2021/03/03
 Technician: rc
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120
 Meters



Appendix B

APPENDIX 39T-20503

(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-20503 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|-----|--|
| 1. | This draft approval applies to the draft plan submitted by Townline Orchard Property Limited, prepared by Stantec (Project No. 161413921 Drawing No. 1), certified by Robert Wood O.L.S., dated October 13, 2020, as red-line amended , which shows a total of 39 low density residential single detached lots, 2 medium density residential blocks, 1 future development block, 1 park block, 1 road widening block, and 2 reserve blocks, served by 2 new streets being the extensions of Fountain Grass Drive and Upper West Avenue. |
| 2. | This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval. |
| 8. | Prior to final approval, the Owner shall pay in full all financial obligations/ encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 9. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the |

event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

PLANNING

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to front doors oriented toward the higher order street, porches, windows, wrap around materials and features or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard road/park/open space frontage.
14. As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City Planner. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.
15. The Owner shall convey Block 43 to the City as parkland dedication in accordance with the requirements of By-law CP-9.
16. As part of the Focused Design Studies submission, the Owner's Landscape Architect shall prepare and provide a concept plan for all parks and open space blocks including pathway alignments to the satisfaction of the City.
17. As part of the first submission of engineering drawings, the Owner shall include all grade, service and seed details on all areas dedicated for parkland, to the satisfaction of the City.
18. The Owner shall construct all park improvements within Block 43 as shown on the accepted engineering drawings, all to the satisfaction of the City, within 1 year of registration of the plan of subdivision.
19. The Owner shall, prior to the issuance of a Certificate of Conditional Approval, grade, service and seed all areas dedicated for parkland, to the satisfaction of the City.

SEWERS & WATERMAINS

Sanitary:

20. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:

- i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the City Engineer;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
 - iv) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken; and
 - v) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
21. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Upperpoint Avenue, the 200 mm diameter sanitary sewer on Westdel Bourne, the 200 mm diameter sanitary sewer on Fountain Grass Drive and 200 mm diameter sanitary sewer on Upper West Avenue
 - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - iii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner.
 - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

Storm and Stormwater Management (SWM)

22. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, -all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Making provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;

- iv) Ensuring that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
 - v) developing sediment and erosion control plan(s) that will identify all required sediment and erosion control measures for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the City Engineer. The sediment and erosion control plan(s) shall identify all interim and long term measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City Engineer. Further, the Owner's Professional Engineer must confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction.
 - vi) implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and,
 - vii) ensuring the post-development discharge flow from the subject site (and any blocks) meets stormwater control requirements for water balance, quality, quantity, and erosion control. The subject site shall not exceed the capacity of the stormwater conveyance system, to the satisfaction of the City Engineer. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted design requirement for Permanent Private Stormwater Systems, to the satisfaction of the City Engineer, at no cost to the City.
23. The Owner shall have a consulting professional engineer design and construct proposed storm/drainage and SWM servicing works for the subject lands all to the satisfaction of the City Engineer and according to the requirements of the following:
- i) The SWM criteria and environmental targets for the Downstream Thames Subwatershed Study and the Dingman Creek Subwatershed Study as applicable;
 - ii) The Municipal Class Environmental Study Report – Schedule 'C' - Storm/Drainage & Stormwater Management, Transportation & Sanitary Trunk Servicing Works for Tributary 'C', Downstream Thames Subwatershed (AECOM, Dec 2013);
 - iii) The Functional Design of the Tributary 'C' Storm Drainage and Stormwater Management Servicing Works Downstream Thames River Subwatershed Report (Matrix Solutions Inc., Aug 2015);
 - iv) The approved Stormwater Servicing Report for the subject lands;

- v) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
 - vi) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - vii) The Ministry of the Environment SWM Practices Planning and Design (2003); and
 - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.
24. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 300 mm diameter storm sewer located on Fountain Grass Drive and the 300 mm diameter storm sewer on Upper West Avenue. It is noted that the minor storm outlet for this plan of Subdivision is the proposed SWM Facility 'F' within the Tributary 'C' Functional design area via the existing external 750mm storm sewer along the east side of Westdel Bourne. A portion of the subject land is located within the Downstream Thames Subwatershed and a portion within the Dingman Creek Subwatershed.
25. In conjunction with the first submission of engineering drawings, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - iii) Completion of a water balance for the proposed development, revised to include the use of LIDs as appropriate;
 - iv) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
 - v) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vii) Evaluation of construction related impacts and their potential effects on local significant features;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.

- x) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
 - xi) identify any abandoned wells in this plan
 - xii) assess the impact on water balance in the plan
 - xiii) any fill required in the plan
 - xiv) provide recommendations for foundation design should high groundwater be encountered
 - xv) identify all required mitigation measures including Low Impact Development (LIDs) solutions
 - xvi) address any contamination impacts that may be anticipated or experienced as a result of the said construction
 - xvii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
 - xviii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken
26. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall identify any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
27. The Owner's Professional Engineer shall identify winter maintenance operations protocol (ie. No salting of roads, etc.) for all proposed road infrastructures within this Plan that have the potential to impact the Tributary 'C' environmentally sensitive area(s), all to the specifications and satisfaction of the City Engineer.
28. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

Watermains

29. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a water servicing report which addresses the following, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are being met (residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);
 - ii) Identify domestic and fire flows for the residential Lots and development Blocks from the high-level water distribution system;
 - iii) Address water quality and identify measures to maintain water quality within all watermains throughout the entire subdivision from zero build-out through full build-out of the subdivision;
 - iv) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - v) Include modeling for two fire flow scenarios as follows:
 - i. Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii. Max Day + Fire confirming the available fire flows at fire hydrants at 20PSI residual. Identify fire flows available from each proposed

- hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
- vi) Develop a looping strategy to the satisfaction of the City Engineer for when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the Construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision
 - ix) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure – address potential conflicts and identify solutions;
 - xi) Include full-sized water distribution and area plan(s);
 - xii) Include full-sized water distribution and area plan(s) which identifies the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings), fire hydrant rated capacity & marker colour, and the design domestic and fire flow demands applied to development Blocks.
30. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer provide a servicing concept for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services in being achieved, all to the satisfaction of the City Engineer.
31. In accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this Draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing high-level municipal system, namely the existing 400mm diameter watermain on Westdel Bourne, the 300mm diameter watermain on Upperpoint Avenue, the 300mm diameter watermain on Fountain Grass Drive, and the 200mm diameter watermain on Upper West Avenue, serviced by the Springbank / Westmount / Pondmills / Wickerson Pumping Station System.
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units;
 - iii) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval; and
 - iv) Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational.
32. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of Blocks 40 and 41 in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

Roadworks

33. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
34. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:

- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer.
 - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision.
 - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
 - vi) shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
 - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
35. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) confirm that the centreline of Upperpoint Avenue is aligned perpendicular to Upper West Avenue and opposite the centreline of Upperpoint Avenue, to the satisfaction of the City Engineer.
 - ii) confirm the centrelines of all streets are aligned perpendicular and opposite the centreline of adjoining streets in the adjacent plan, to the satisfaction of the City Engineer.
36. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Fountain Grass Drive (west of Upperpoint Avenue) has a minimum road pavement with (excluding gutters) of 8.5 metres with a minimum road allowance of 23.0 metres.
 - ii) Fountain Grass Drive (east of Upperpoint Avenue) and Upper West Avenue have a minimum road pavement width (excluding gutters) of 7.50 metres with a minimum road allowance of 20 metres.

- iii) Fountain Grass Drive (east of Upperpoint Avenue) shall taper the pavement width from 8.5 metres over a 30 metre taper to 7.5 metres to match into Fountain Grass Drive (east of Upperpoint Avenue).
 - iv) Fountain Grass Drive (west of Upperpoint Avenue from Westdel Bourne to 45 metres east has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 24.0 metres. The widened road on Fountain Grass Drive shall be equally aligned from the centreline of the road and tapered back to the 8.5 metres of road pavement width (excluding gutters) and 23.0 metres of road allowance width for this street with 30 metre long tapers on both street lines.
 - v) Upper West Avenue at the easterly limit of this plan shall taper the pavement width of 7.5 metres over a 30 metre taper to 7.0 metres to match into the existing plan to the east.
 - vi) Upper West Avenue (from Fountain Grass Drive southerly) shall taper the pavement width from 8.0 metres over a 30 metre taper to 7.5 metres to match into proposed Upper West Avenue.
 - vii) Fountain Grass Drive at the easterly limit of this plan shall taper the pavement width to 8.0 metres over a 30 metre taper from 7.5 metres to match into the existing plan to the east.
37. In conjunction with the first submission of engineering drawings, the Owner shall identify pavement markings for bicycles on Fountain Grass Drive and Upper West Avenue, all to the specifications and satisfaction of the City.
38. The Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the City Engineer
39. The Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 6 metre straight tangents, etc.), to the satisfaction of the City Engineer.
40. The Owner shall comply with the Complete Streets Manual to the satisfaction of the City Engineer.
41. In conjunction with the first submission of engineering drawings, the Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m

Sidewalks

42. In conjunction with the first submission of engineering drawings, the Owner shall provide a 1.5 metre sidewalk on both sides of Fountain Grass Drive and Upper West Avenue, except for the south side of Fountain Grass Drive between Westdel Bourne and the Park Block (Block 43) where there the Owner shall provide a multi-use pathway, as per the London Plan. The Owner shall provide a connection from the north boulevard to the south boulevard at the east limit of Upper West Avenue, to the satisfaction of the City.

Street Lights

43. In conjunction with the first submission of engineering drawings, the Owner shall provide street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

44. In conjunction with the first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the City Engineer.
45. In conjunction with the first submission of engineering drawings, the Owner shall provide all details to make minor boulevard improvements on Westdel Bourne adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
46. In conjunction with the first submission of engineering drawings, the Owner shall identify temporary street lighting at the intersection of Westdel Bourne and Fountain Grass Drive, to the specifications of the City, at no cost to the City
47. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional consulting engineer submit design criteria for the left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner, for review and acceptance by the City.
48. In conjunction with the first submission of engineering drawings, the Owner shall have its professional consulting engineer provide all details of the multi-use path and all associated works along the Westdel Bourne frontage, all to the specifications and satisfaction of the City.
49. In conjunction with the first submission of engineering drawings, the Owner shall identify walkway lighting along the multi-use trail along Westdel Bourne on Block 44 of this Plan, all to the satisfaction of the City Engineer.
50. In conjunction with the first submission of engineering drawings, the Owner shall identify street lighting on Westdel Bourne along the entire frontage of this Plan, all to the satisfaction of the City Engineer.
51. In conjunction with the first submission of engineering drawings, the Owner shall provide details to reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Fountain Grass Drive to Westdel Bourne, to the satisfaction of the City and at no cost to the City.

Road Widening

52. The Owner shall dedicate sufficient land to widen Westdel Bourne to 18.0 metres from the centreline of the original road allowance.
53. The Owner shall dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Fountain Grass Drive with Westdel Bourne. The sight triangles shall be calculated using the criteria outlined in Section 2.3.3.2 of the City's Design Specifications and Requirements and the Geometric Design Guide for Canadian Roads Part II.

Vehicular Access

54. The Owner shall ensure that no vehicular access will be permitted to Block 40 from Westdel Bourne. All vehicular access is to be via the internal subdivision streets.
55. The Owner shall restrict access to Westdel Bourne by establishing blocks for 0.3 metre reserves along the entire frontage of this plan, to the satisfaction of the City.

Traffic Calming

56. In conjunction with the first submission of engineering drawings, the Owner shall design raised intersection on Fountain Grass Drive at Upperpoint Avenue, to the satisfaction of the City Engineer, at no cost to the City. Should it be determined, the raised intersection will affect the major overland flow route, the Owner shall construct alternative traffic calming measures, to the satisfaction of the City Engineer.
57. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional engineer provide a conceptual design of the proposed traffic calming measures, to be constructed in this Plan, including parking bays, curb extensions and other measures, to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

58. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Westdel Bourne or other routes as designated by the City.
59. The Owner shall remove the temporary turning circle on Upperpoint Avenue and adjacent lands, in Plan 33M-754 to the north of this Plan, and complete the construction of Upperpoint Avenue in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.

If funds have been provided to the City by the Owner of Plan 33M-754 for the removal of the temporary turning circle and the construction of this section of Upperpoint Avenue and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Upperpoint Avenue in Plan 33M-754 is constructed as a fully serviced road by the Owner of Plan 33M-754, then the Owner shall be relieved of this obligation.

60. The Owner shall remove the temporary turning circle on Upper West Avenue and adjacent lands, in Plan 33M-754 to the east of this Plan, and complete the construction of Upper West Avenue in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.

If funds have been provided to the City by the Owner of Plan 33M-754 for the removal of the temporary turning circle and the construction of this section of Upper West Avenue and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Upper West Avenue in Plan 33M-754 is constructed as a fully serviced road by the Owner of Plan 33M-754, then the Owner shall be relieved of this obligation.

General

61. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
62. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in

standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.

63. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
64. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
65. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
66. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
67. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
68. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
69. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
70. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
71. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
72. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or

private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

73. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
74. In conjunction with the engineering drawings submission, the Owner shall have it's geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
75. In conjunction with the engineering drawings submission, the Owner shall have it's geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
76. In conjunction with the first submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,
 - viii) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback; and,
 - ix) any other requirements as needed by the City, all to the satisfaction of the City.

77. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
78. In conjunction with the first submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres to accommodate street townhouses within this draft plan of subdivision, all to the specifications and satisfaction of the City.
79. Where site plan approval is required, which includes street facing townhouse blocks, the Owner shall install servicing on streets in this plan of subdivision for these blocks only after site plan approval has been obtained or as otherwise accepted by the City, all to the satisfaction of the City, at no cost to the City.
80. The Owner shall have the common property line of Westdel Bourne graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.
81. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
82. In conjunction with the first submission of engineering drawings, the Owner shall identify any temporary works and provide restoration details, to the specifications and satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner shall identify any existing accesses and services located within this Plan and provide details of relocation and/or reconstruction to the satisfaction of the City, at no cost to the City. Any portion of existing services not used shall be abandoned and capped to the satisfaction of the City, all at no cost to the City.
84. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and provide details of their decommissioning or relocation, to the satisfaction of the City Engineer.
85. The Owner shall submit confirmation that they have complied with any requirements of Union Gas Limited with regards to buffers/setbacks from the high pressure gas pipeline easement over lands located along the east side of Westdel Bourne, to the satisfaction of the City. The Owner shall not excavate, drill, install, erect, or permit to be excavated, drilled, installed or erected in, on, over or through the said lands any pit, well foundation, pavement, building or other structure or installation without first obtaining prior written approval from Union Gas Limited.
86. Blocks 41 and 42 in this plan shall be combined with lands to the north to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.
87. Should the current or any future Owner come in with a revised development proposal for these lands, the applicant may be required to complete a design studies submission as per the File Manager process and resubmit engineering drawings, all to the satisfaction of the City.
88. In conjunction with the first submission of engineering drawings, the Owner shall make adjustments to the existing works and services on Upperpoint Avenue,

Fountain Grass Drive, Upper West Avenue and Westdel Bourne, adjacent to this plan to accommodate the proposed works and services on these streets, and to accommodate the lots in this plan fronting these streets (eg. private services, street light poles, traffic calming, etc.), in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer, at no cost to the City.

89. In conjunction with the first submission of engineering drawings, the Owner shall design a multi-use pathway from Westdel Bourne on Fountain Grass Drive to Park Block 43, all to the specifications and satisfaction of the City.

Appendix C – Public Engagement

Community Engagement

Public liaison: On December 15, 2020, Notice of Application was sent to 36 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 17, 2020. A Planning Application sign was also posted on site. A Notice of Public Meeting was published in *The Londoner* on March 11, 2021.

Responses: 6 replies received

Nature of Liaison: To consider a proposed draft plan of subdivision and zoning amendment to allow 39 single detached lots; two (2) medium density residential blocks; one (1) future development block; (1) park block; one (1) road widening block; and two (2) reserve blocks, serviced by two (2) new streets (Fountain Grass Drive and Upper West Avenue). Consideration of an amendment to the zoning by-law to change the zoning from an Urban Reserve UR3 Zone to a Residential R1 (R1-5) Zone to permit single detached dwellings on lots with a minimum lot area of 415 square metres and minimum lot frontage of 12 metres; a Residential R6/Residential R8 Special Provision (R6-5/R8-4()) Zone to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units, together with a site-specific special provision for a maximum building height of 16 metres; a Holding Residential R4/Residential R5/Residential R6/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres; a Residential R1 (R1-4) Zone to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres; an Open Space OS1 Zone to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and, a Residential R4/Residential R5/Residential R6/Residential R8 (R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres. The City may also consider applying holding provisions in the zoning to ensure adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, and to ensure completion of noise assessment reports and implementation of mitigation measures for development in proximity to arterial roads.

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

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.
- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bourne.
- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses

available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.

- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properties.

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

<u>Telephone</u>	<u>Written</u>
Barry and Rita Neigel 1499 Westdel Bourne	Barry and Rita Neigel 1499 Westdel Bourne Charles and Flora Xu 1519 Westdel Bourne Marty Brouwer 1529 Westdel Bourne Natalie and Art Craig 1453 Westdel Bourne Dr. Nicholas Rempel 1473 Westdel Bourne

January 6th, 2021

Larry Mottram
Development Services
File: 39T-20503/2-9278

I am writing to you to express my concerns over the draft Plan re: 1478 Westdel Bourne.

For the most part my concerns are based on the projection of increased traffic flow. When my family moved to 1499 Westdel Bourne our street was a relatively quiet street. Now it has become a busy through road with the growth in our neighbourhood and the small towns west of us. At present we have a difficult time backing out of our driveway on to the street. I can't imagine what it will be like in 3 to 5 years. The traffic noise is excessive and many users drive at speeds far exceeding the speed limit. Presently we have many joggers and cyclists going up and down this narrow street and that will only increase with time. We need to find ways to calm or slow the traffic to keep our roadways safe.

In addition I would hope that a street light does not end up in front of my house or anywhere near it. During the night my house disappears in the darkness and I would like to keep it like that. We have just purchased a recreational trailer and I don't look forward to backing that in my yard with the present traffic flow. A possible remedy for my property; if the city would put another access onto my property I could install a half circle driveway. This would require a culvert to be installed covered with proper fill.

Please call Barry Neigel. Thank-you in advance.

Dear Larry and Anna,

We are residents on 1519 Westdel Bourne, and herewith write to you to express our serious concerns on the notice of planning application (File: 39T-20503/Z-9278, by Townline Orchard Property Ltd).

We purchased 1519 Westdel Bourne in 2018, and have been enjoying residing the property and we love the quiet, private and beautiful community here so far. However, we've noticed Westdel Bourne has become more and more busy within the past three years. As per the above mentioned notice of planning application and the draft plan for the new subdivision proposed across the street from us, if this plan would be implemented, our street would become an even busier road with new developments and towns built. This will make very difficult for us to enter the roadway in particular at the morning rush hours, and might be dangerous to make a left-turn. Also, with too much traffic and the traffic noise, our quiet community will no longer be a nice place for us anymore. Another serious concern is that there are increasing number of people jogging, walking and cycling on the narrow road of Westdel Bourne, which is not safe at all. This situation would be worse when there are new subdivisions planned on this street. In addition, with high property tax we've paid every year, we sincerely hope to maintain the living quality in this area. Last but not the least, we're always so proud of our beautiful environment in our forest city, but now we're very worried that with the new plan, the surrounding balanced environment might be damaged. Speak frankly, London has made so many areas under developing during the recent years already, hence we do hope there are some places could be reserved for good living quality and better environment, from long-term point of view.

As such, we are writing to express our serious concerns on the new subdivision proposed across the street, and strongly oppose such plan.

Your consideration would be highly appreciated.

Sincerely yours,

Charles & Flora

Good afternoon,

I am writing to you regarding the planning application for 1478 Westdel Bourne.

My husband and I live at #1529.

We have a few concerns regarding this proposal.

1) the current plan shows medium density residential blocks close to the road...

The homes on the west side of the road opposite this development are mostly valued at one million plus. The owners of these homes are here because of the rural setting and our large lots (which we pay premium city taxes on). One of our concerns is that the medium density housing just does not fit in the neighbourhood, and that having that type of housing will devalue our properties. We are not totally against development, because we realize that it's going to happen, but are quite concerned about the type of development. It would be better suited to be all single detached residential units.

2) Due to the rural setting, we would prefer not to see street lights continuing down Westdel Bourne.

3) Adding that amount of homes to a small area also increases traffic which is already exploding. The city needs to look at the impact of this on the traffic on our road. The speeds at which traffic is barreling down our road is astronomical!! It is a 60 zone, but many using our road for a thoroughfare are treating it like the 401!!! It is unsafe for walkers, joggers, bikers, school buses, postal delivery and anyone trying to back out of their driveways...It's just a matter of time before someone is seriously injured or killed. The City needs to look at traffic calming measures!!...and possibly look at a ring road located further to the west of this area.

Adding another access road from a subdivision where Fountain Grass Drive is located would be totally unsafe given the location and speed at which traffic is flying!! This new subdivision should be accessed from the other road leading into the subdivision currently under construction (Upper Point Gate).

Sincerely,
Marty Brouwer

Dear Larry,

We moved to our home, 1453 Westdel Bourne, more than 38 years ago with our 16-month old son. We wanted to raise our children in the country, and at that time, this area was considered to be country. We were in Delaware township, and across the road was Westminister township. I was raised on a farm outside of Mt. Brydges, and I wanted a similar lifestyle for our family. The townline as it was known back then, was a gravel road with few homes; not much traffic, except for those who lived here. Our daughter was born a few years later, so now we had our 'perfect family' in a 'perfect location' : country, yet close to the city. Over the years, we saw a lot of changes: being annexed to the city of London, paved road and development. Traffic increased, as did their speed. Although the posted limit is 60 km, vehicles go much faster, probably twice the limit at many times. It is no longer safe to walk, jog, or ride a bicycle. Pulling out of the driveway is a hazard, and visibility is difficult due to the terrain; the noise and amount of traffic is excessive. Understandably, with the subdivision across the road, there is increased traffic; however, Westdel Bourne is used as an alternate route by numerous vehicles to avoid going into Byron, causing considerably more traffic and noise. With regards to the Townline Orchard property, we do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances. We are concerned that with the amount of development, increased noise and traffic, the value of our home will decrease as will the desirability.

Sincerely,
Natalie and Art Craig
1453 Westdel Bourne, London, ON, N6K 4R1

Attn: Larry Mottram & Anna
Hopkins

CC: Director of developmental services

After receiving the latest draft plan in regards to the new subdivision that is under development directly across from our neighbourhood, we are collectively finding ourselves increasingly concerned and we are hoping to collaborate on how we can make these inevitable changes to the neighbourhood a smooth transition between the existing developments and the integration of the newer developments.

We understand that the new developments are underway and would appreciate the opportunity to discuss our concerns in detail with you at your convenience.

Below, you will find several topics of concern that we would like to discuss further.

Location of subdivision entry point

- It has been brought to our attention by a city planner involved in the traffic flow division that the city is expecting to have a minimum of **thousands** of vehicles accessing Westdel Bourne on an hourly occurrence. We understand that the plan is to add multiple entrances to the new development and we are incredibly concerned about the amount of backed up traffic in the coming years and even more importantly our safety. The amount of road noise expected from these new developments is another topic we would like to discuss further.

Speed Limit

- With the amount of increasing young families in this neighbourhood, we feel that lowering the speed limit within the community is necessary. The speed limit on Westdel Bourne is presently 60km/hr. With drivers already reaching speeds of up to 100km/hr, we believe that lowering the speed to 50km/hr would create a higher level of safety for both the newer developments in our community, as well

as our existing developments. Our concern here, as of today is with the increased traffic flow. It is becoming very difficult to safely pull in and out of our properties.

Streetlights

- We are concerned about the number and intensity of the streetlights along Westdel Bourne. The potential of light pollution is at the top of our list of topics to discuss further.

Water drainage

- We have a water course on the West side of Westel Bourne. We are increasingly incurring flooding from three different directions that flow into one area. Our concern is that with the new development and the removal of the natural foliage, the ecosystem will no longer be able to function as it should therefore causing an excess of increased flooding.

We are looking forward to collaborating on these concerns and are confident in a combined resolution moving forward. We are interested in setting up next steps to discuss in person at your earliest convenience.

Please feel free to reach out to either one of our neighbourhood representatives.

Thank you in advance.

Agency/Departmental Comments: No significant comments/responses received.

Appendix D – Policy Context

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

Provincial Policy Statement, 2020

The land use planning proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, ensuring effective use of infrastructure and public service facilities, and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4).

There are several policies directed at promoting healthy, livable and safe communities, including the goal of promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Section 1.1.1 (e)).

To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3(c)).

There are policies for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

The subject lands are designated and intended for low density residential and medium density residential uses to accommodate an appropriate affordable, market-based range and mix of residential types to meet long term needs. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity. Development will utilize full municipal services which are available or will be extended to the property boundary through previously approved subdivision phases.

The proposed development will include the extension of an existing multi-use trail which promotes cycling and pedestrian movement. Additional multi-use trail linkages are proposed for the development to enhance active transportation opportunities. The proposed development includes a small neighbourhood park, as well as public access to natural areas (Warbler Woods ESA). There are no natural heritage features or natural hazards present, and Provincial concerns for archaeological resource assessment and cultural heritage have been addressed. Based on our review, the proposed draft plan of subdivision and zoning by-law amendment are found to be consistent with the Provincial Policy Statement.

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 or 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.

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also a small area on Map 1 - Place Types* identified as “Green Space” which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan.

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed draft plan and zoning amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

Key Direction #4 – Become one of the greenest cities in Canada

17. Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.

Key Direction #5 – Build a mixed-use compact city

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

7. Build quality public spaces and pedestrian environments that support walking.

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

6. Dependent upon context, require, promote, and encourage transit oriented development forms.

7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.

8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.

4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.

These strategic directions are generally reflected in the development proposal. The proposal consists of a mix of low and medium density housing types consisting of single detached dwellings, but also permits various forms of cluster housing, townhouses, and low rise apartment buildings to take advantage of planned services and community facilities, and to contribute to a neighbourhood that is complete and supportive of aging in place. The plan includes a small neighbourhood park to act as a central focal point and a social gathering place where neighbours can come together. The subdivision plan maintains a modified grid pattern with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks, multi-use paths, linear park corridors, and passive trails; and the development proposal is oriented to and supportive of future public transit. In terms of use, form and intensity the proposed subdivision plan is considered a good fit within the context of the existing neighbourhood.

City Building and Design Policies

*212_ * The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods.*

*213_ * Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*

*217_ * Neighbourhood street networks and block sizes will be designed to ensure connectivity and support active mobility including cycling, walking, blading, boarding and transit. Infrastructure and amenities to support these modes of mobility will be incorporated.*

The subdivision street pattern maintains the modified grid pattern that was envisioned for the Riverbend South community. Multiple connections will be provided to lands that are currently under development to the north and east, and a connector road will be provided to Westdel Bourne to the west. The subject lands are immediately adjacent the City's Urban Growth Boundary to the south. A possible local road connection south of the bend in Upper West Avenue was considered during the pre-application consultation. Based on further discussions and plan-and-profile information provided by the applicant's consultant, significant constraints exist due to grade changes on lands to the south making it difficult to provide a public road connection at this location. In addition, the alignment of a possible road connection to the south would extend into the rear yard amenity area of an existing residential estate home. It should be noted that provision for future public road and multi-use pathway connections to lands to the south has already been provided through the Sifton subdivision phase to the east.

The subdivision plan proposes sidewalks and multi-use trails, both in-boulevard and on-road, connecting to the broader neighbourhood and City multi-use trail system, and ensures active mobility by providing increased accessibility for walking and cycling, and is also supportive of transit services.

*220_ * Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.*

The proposed lot sizes are generally consistent with the pattern of lotting in the developing phases of the Riverbend South community and will accommodate construction of various sizes of design-build single detached homes. Generally, lot sizes ranging in width from 12.0 to 13.0 metres frontage are proposed along Fountain Grass Drive and Upper West Avenue. The proposed medium density blocks (Blocks 40 & 41) will accommodate a mix of residential dwelling types. Therefore, the subdivision plan

maintains a range of housing choices to accommodate aging in place and individuals with special abilities.

222A_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

227_ On-street parking will be permitted on Neighbourhood Connectors and Neighbourhood Streets, unless there are specific limitations imposed by City Council.

On-street parking can be provided on the neighbourhood connector and neighbourhood streets. The detailed engineering drawing review will ensure that any conflicts with on-road bicycle routes, driveways, utilities, and boulevard tree planting are minimized. Sidewalks and street lighting for pedestrians will also be required in conjunction with engineering drawings to the specifications and satisfaction of the City (D.P. Conditions No. 42 & 43).

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

*247_ * Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.*

The draft plan incorporates a small neighbourhood park as contemplated by the Riverbend South Secondary Plan. This park will function to provide a focal point for the community, a connection for the multi-use trail on the south side of Fountain Grass Drive, and feature seating areas and passive recreational opportunities. It is noted that 50% of the perimeter of the public park will be bounded by public streets within the subdivision.

*349_ * To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.*

4. Portions of streets that have a designated multi-use pathway within the boulevard on one side.

In accordance with the recommended draft plan conditions, 1.5 metre wide sidewalks will be required on both sides of Fountain Grass Drive and Upper West Avenue, with the exception of the south side of Fountain Grass Drive between Westdel Bourne and the park block where as an alternative to a sidewalk, a multi-use pathway will be provided within the boulevard (D.P. Conditions No. 42 & 89).

357_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling.

The proposed draft plan of subdivision will be integrated within a neighbourhood that is well connected by multi-use pathways and linkages to parks, a future elementary school, open space areas, retail stores and commercial services within a convenient distance for walking or cycling.

Place Type Policies

The subject lands are located within the Neighbourhoods Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. Residential building

heights are specified in Table 11* within the Neighbourhoods Place Type policies based on street classification. The minimum and maximum permitted building heights along Neighbourhood Streets and Neighbourhood Connectors is a minimum 1 storey and maximum 2.5 storeys. Permitted building heights along a Civic Boulevard, or at the intersection of a Civic Boulevard and Neighbourhood Connector, is a minimum 2 storeys and maximum 4 storeys, with provision for bonusing up to 6 storeys.

Some of the key elements of the Neighbourhoods Place Type vision include:

916_1. A strong neighbourhood character, sense of place and identity.

916_4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.

916_8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

As noted previously, the proposed draft plan of subdivision is part of a larger planned residential community that incorporates various elements in creating a strong neighbourhood character and sense of place and identity. The inclusion of the small passive park as a neighbourhood focal point and gathering place within this subject subdivision plan is just one example. The proposed draft plan also implements the objective of creating a highly connected neighbourhood with access to amenities and facilities within the neighbourhood, and to other locations beyond via the city-wide Thames Valley Parkway multi-use pathway system.

935_3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.*

The recommended zoning is generally consistent with and similar to the residential zone variations that have previously been approved for the adjacent subdivision phases. The zoning will provide for an appropriate level of intensity within the neighbourhood context, and is in keeping with the Place Types policies.

Our Tools

Evaluation Criteria for Planning and Development Applications

1578_5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.

461_ Infrastructure studies may be identified and required to fulfill the complete application process for planning and development applications. The required content of the studies is provided in the Our Tools part of this Plan.

The proposed development will be required to connect to existing municipal sanitary and storm sewer outlets and watermains which have been extended to the site through development phasing within Riverbend South. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded.

1578_6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

- a. Traffic and access management.*
- b. Noise.*

- c. Parking on streets or adjacent properties.*
 - d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
 - e. Lighting.*
 - f. Garbage generated by the use.*
 - g. Loss of privacy.*
 - h. Shadowing.*
 - i. Visual impact.*
 - j. Loss of views.*
 - k. Loss of trees and canopy cover.*
 - l. Impact on cultural heritage resources.*
 - m. Impact on natural heritage features and areas.*
 - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Individual lots and blocks will be accessed by the internal streets within the subdivision. Vehicular traffic will have access to public road connections at Westdel Bourne, Upper Point Avenue, Fountain Grass Drive, and Upper West Avenue. There will be multiple access points to disperse vehicular traffic and lessen the impact on the existing neighbourhood. Concerns were expressed by residents regarding increasing traffic on Westdel Bourne, vehicle speeds, traffic noise, and safety for pedestrians, joggers, and cyclists. As part of the conditions of draft plan approval, the subdivider will be required to have their professional engineer submit design criteria for left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner (D.P. Condition No. 47).
- On-site parking will be required as per the Zoning By-law minimum requirements based on dwelling type. On-street parking is generally permitted on neighbourhood streets and neighbourhood connectors. Streets within the subdivision plan will be of sufficient width to provide for on-street parking on at least one side.
- The proposed residential uses are not expected to generate excessive noise and emissions. Construction access routes, installation of barricades to discourage cut-through traffic, and measures to mitigate dust, dirt, mud and debris on neighbourhood streets during construction will be identified through the accepted Engineering Drawings and Subdivision Agreement.
- There were concerns expressed by residents on the west side of Westdel Bourne about future installation of street lights along the Westdel Bourne frontage, impact of overcast lighting, and impact on the rural atmosphere that residents value and enjoy. Street light standards on public roads must meet certain Provincial and municipal minimum requirements. Street lights that have recently been installed along the west side of Westdel Bourne just to the north are LED street lights which are intended to direct light downward to the public road right-of-way rather than on the properties behind. It is expected that similar street lights will continue to the south in the future. While there is a general requirement for the street lighting in the draft plan conditions, the location and type of lighting for streets within the subdivision will be determined at detailed design and engineering drawing review stage of the process.
- There are no concerns with respect to garbage, visual and privacy impacts; or any issues with loss of views and tree cover. A tree assessment report was prepared by a certified arborist and submitted with the application. Most of the trees within the area of subject site are recommended for removal in order to facilitate underground works, site grading, and to implement landscape design and site planning for future development.
- Shadowing is not expected to impact nearby properties as the subdivision plan is intended for development of low-rise building forms, including single detached dwellings and townhouses maximum 2.5 storeys, and low rise apartment buildings maximum 4 storeys.
- Stage 4 Archaeological Assessment for the subject site was previously undertaken and an archaeological assessment compliance letter from the Ontario Ministry of Tourism, Culture and Sport (MTCS) was issued in February 2018.
- There are no concerns for natural heritage features or natural resources.

1578_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The proposed draft plan of subdivision contributes to neighbourhood character as envisioned by the Riverbend South Secondary Plan and the principle of creating an attractive, connected and complete community. The plan also demonstrates a reasonable level of compatibility with existing uses in the surrounding area. The lot pattern and streetscape is generally consistent with the pattern of the existing development. Single detached dwellings are expected to be similar in character and features, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low density single detached dwellings to the medium density residential development block (Blocks 40 & 41) partly enabled by the neighbourood park block placement adjacent Block 40 on the west side of Upper West Avenue. Based on the proposed zoning densities, the site could potentially yield approximately 60 cluster housing and/or townhouse dwellings units or 130 low rise apartment dwelling units up to a maximum height of 4 storeys. The medium density block (Block 41) on the north side of Fountain Grass Drive is somewhat constrained by its shape and size. It is expected that the block will merge with adjacent lands to the north and be developed for future street oriented townhouses.

1768_ In the review of all planning and development applications, including the review of secondary plans, for residential development adjacent to Civic Boulevards, Urban Thoroughfares, Rural Thoroughfares, Rapid Transit Boulevards, Expressways and Provincial Highways will be subject to all of the following criteria, to ensure that residential development does not rear or side-lot onto the adjacent streets, as appropriate:

2. Place types that permit residential uses with a medium to high level of intensity will, wherever practical, be sited adjacent to these streets. This form of development provides for greater flexibility in building orientation thereby allowing front facing buildings with amenity space in the rear.

3. If there is no practical place type alternative, and sensitive place types must locate adjacent to these streets, then subdivision design measures will be encouraged to eliminate the need for noise walls. These subdivision design measures could include, but are not limited to neighbourhood design with window or lay-by streets or service streets; subdivisions with rear lanes; subdivisions on private service streets; or alternative measures that conform with the policies of this Plan.

The medium density residential blocks adjacent Westdel Bourne provide for greater flexibility in site design and building orientation. Future site development plans for the blocks may incorporate private window streets, front-facing dwellings units with private outdoor amenity areas in the rear, and other measures to mitigate impacts from exposure to road noise and eliminate the need for noise walls.

Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

(1989) Official Plan

These lands are designated Low Density Residential and Multi-family, Medium Density Residential, as shown on Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; and small-scale nursing homes, rest homes, and homes for the aged. These areas may also be developed for single detached, semi-detached and duplex dwellings. Density will generally not be permitted to exceed 75 units per hectare and maximum building height is normally limited to four storeys. There is a small area designated as Open Space which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan. The proposed draft plan of subdivision, recommended zoning, and range of permitted uses, density and height are consistent with and conform to the 1989 Official Plan.

Riverbend South Secondary Plan

The policies of The London Plan and (1989) Official Plan provide for the preparation of secondary plans as a basis for Official Plan land use designations and policies to be adopted by City Council, and to be used as a guideline for the review of subdivision and development applications. The Riverbend South Secondary Plan designates the subject site as Low Density Residential, Medium Density Residential and Park, as well as it identifies a Secondary Collector Road connection at Westdel Bourne.

Elements of this proposed draft plan that accurately reflect and implement the Council-approved secondary plan include the low and medium density residential lots and blocks and the Street 'J' collector roadway alignment. The park block has shifted from the east to the west side of Upper West Avenue in order to make the subdivision lotting work more efficiently; however, the general intent of the secondary plan is still maintained. The draft plan is also consistent with the stated principles of the secondary plan, such as connecting the community (through a multi-use pathway, pedestrian connections and street network), providing a range of residential housing types and densities (from single detached dwellings to townhouses and low-rise apartment buildings), promoting healthy living and active transportation (neighbourhood park for passive recreation and a highly connected cycling and pedestrian network), and promoting environmental sustainability (diversity of uses, density and street pattern to facilitate viable public transit).

The proposed draft plan of subdivision as recommended by staff is therefore found to be in keeping with the Riverbend South Secondary Plan.

Zoning By-law

The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to lots and blocks within the draft plan. Reference should be made to the zoning amendment map found in Appendix A of this report.

Single Detached Dwelling Lots 1 to 39 – Holding Residential R1 (h•R1-5) to permit single detached dwellings on lots with a minimum lot frontage of 12 metres and minimum lot area of 415 square metres.

Block 42 – Holding Residential R1 (h•R1-4) applies to a remnant of land located on the north side of Fountain Grass Drive that will be developed in conjunction with future single detached residential lots having frontage on Fountain Grass Drive.

Block 40 - Holding Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone to permit to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, lodging house class 2 and stacked townhouses up to a maximum density of 75 units, together with a special provision for a maximum building height of 16 metres (4 storeys) and for dwelling setback from a high pressure pipeline (minimum) 20 metres.

The recommended maximum building height of 16 metres (or 4 storeys) is considered appropriate and will provide maximum flexibility in building design to facilitate higher ceilings and variations in ceiling heights between floors, variations in parapet design and roof lines, and changes in finished building grades.

A special provision is recommended to restrict the range of uses within the R8-4 zone. The standard range of uses includes senior citizens apartment buildings, continuum-of-care facilities, and handicapped persons apartment buildings are not recommended because this block lies within the 200 metre setback from the Union Gas high pressure gas pipeline along Westdel Bourne. In accordance with TSSA guidelines for development in the vicinity of oil and gas pipelines, this setback applies to institutional uses where rapid evacuation may be difficult, including hospitals and nursing homes.

Block 41 - Holding Holding Residential R4 Special Provision / Residential R5 Special Provision / Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, lodging house class 2 and stacked townhouses up to a maximum density of 65 units per hectare and maximum height of 13 metres.

The recommended zoning for Block 41 is the same zoning that has been approved on adjacent lands immediately to the north.

Park Block 43 - Open Space OS1 to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests.

Holding Provisions:

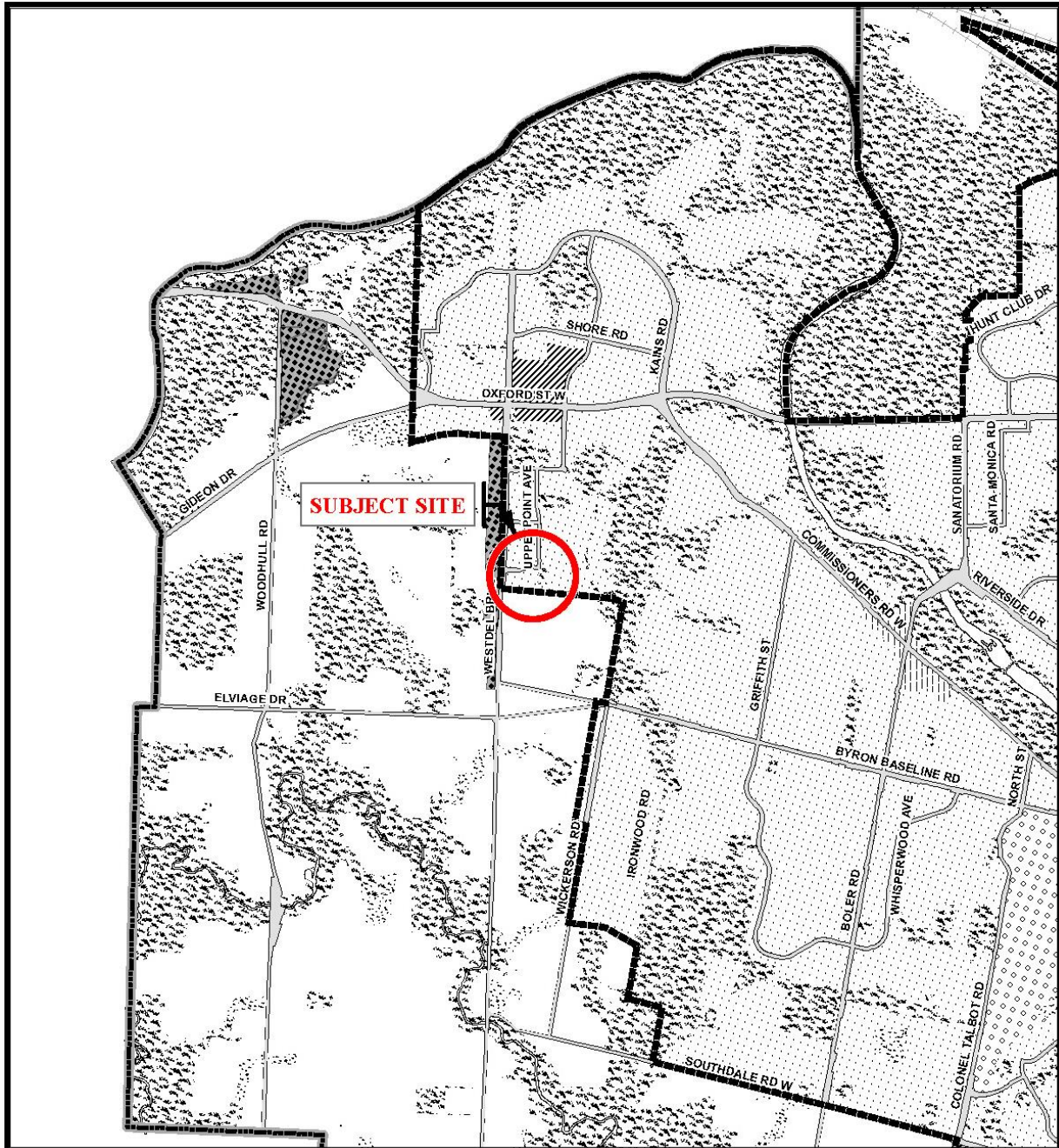
It is recommended that the standard holding (h) provision be applied in conjunction with the proposed residential lots and blocks. The “h” provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that conditions of approval of draft plan of subdivision ensure that a subdivision agreement or development agreement is entered into.

A holding provision (h-54) for the completion of a noise assessment report and implementation of noise attenuation measures for residential development adjacent an arterial road is recommended for the multi-family blocks along Westdel Bourne. The h-54 symbol would be deleted from the zoning upon the owner agreeing to implement all noise attenuation measures, acceptable to the City of London.

A holding provision (h-209) is intended to ensure development demonstrates compliance with the urban design policies of the Riverbend South Secondary Plan, including orientation towards public streets and public spaces.

Appendix E – Relevant Background

The London Plan Map 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

Scale 1:30,000

Meters

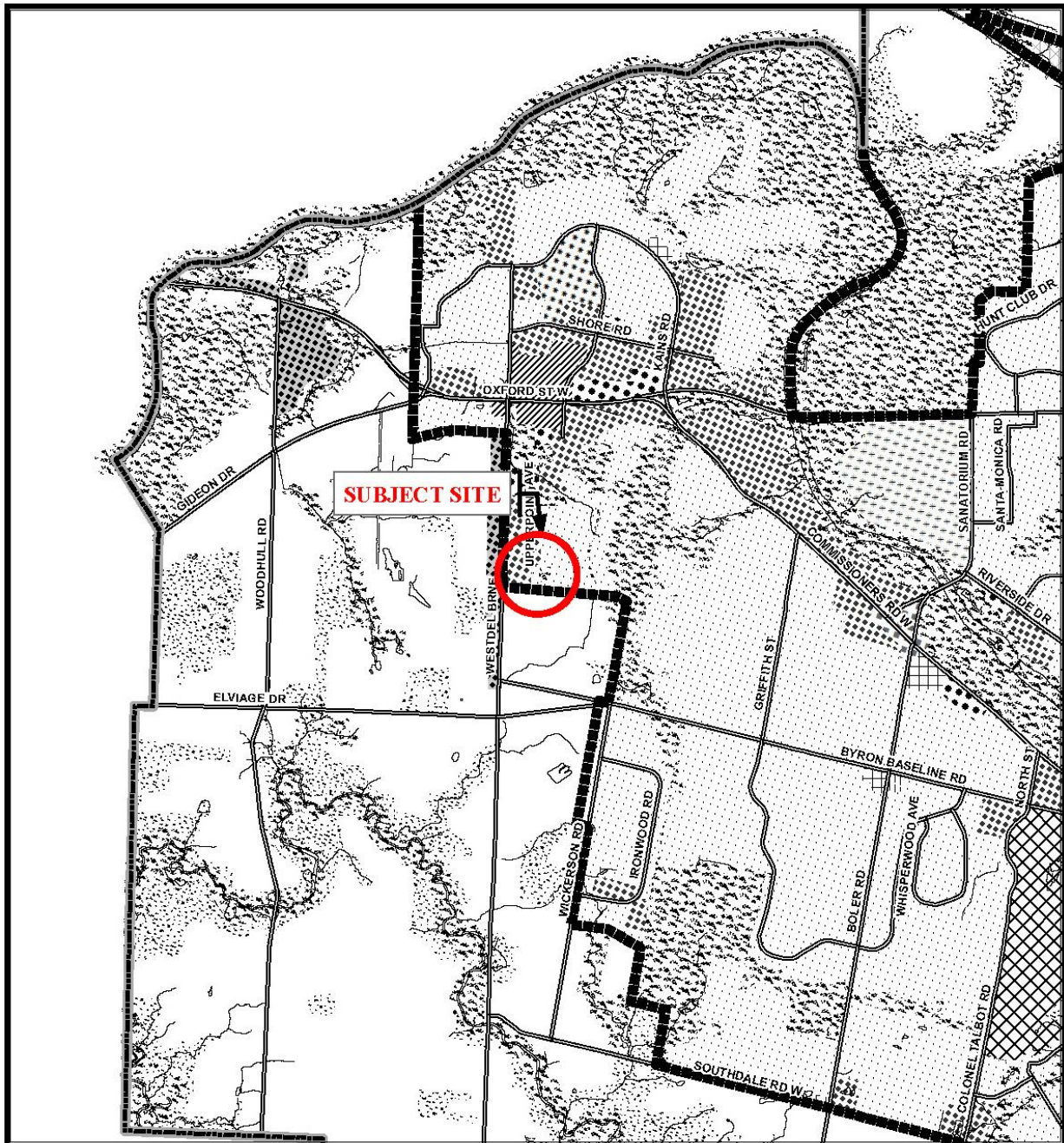
File Number: Z-9278

Planner: LM

Technician: RC

Date: March 3, 2021

Official Plan Map Excerpt



Legend

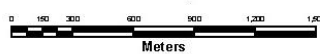
- | | |
|--|-----------------------------------|
| Downtown | Office Business Park |
| Enclosed Regional Commercial Node | General Industrial |
| New Format Regional Commercial Node | Light Industrial |
| Community Commercial Node | Regional Facility |
| Neighbourhood Commercial Node | Community Facility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

CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: Z-9278

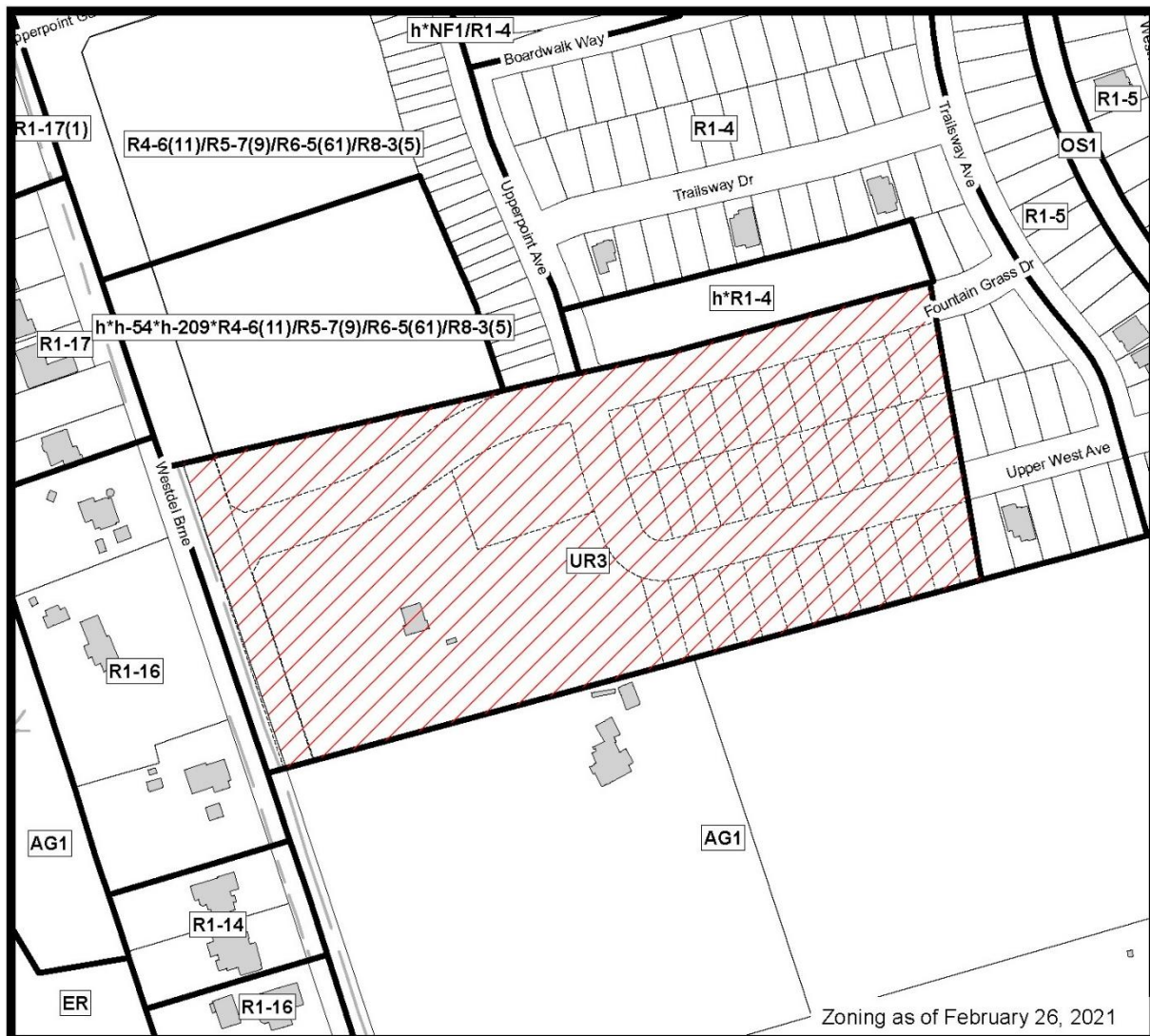
PLANNER: LM

TECHNICIAN: RC

DATE: 2021/03/03

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid00\excerpts\mxd_templates\scheduleA_NEW_b&w_8x14.mxd

Zoning By-law Map 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



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

FILE NO: Z-9278		LM
MAP PREPARED: 2021/03/03		CK
1:3,000		
0 15 30 60 90 120 Meters		

sent via email

March 25, 2021

Chair and Members
Planning & Environment Committee
City of London
300 Dufferin Street
London, ON
N6A 4L9

Attention: Heather Lysinski – Committee Secretary
hlysynsk@london.ca

Re: Draft Plan of Subdivision Application
Townline Orchard Property Ltd.
1478 Westdel Bourne
Our File: PDL/LON/20-01

We are pleased to provide the following information on behalf of Paramount Holdings Inc. (“PHI”) as it relates to the above-noted application at 1478 Westdel Bourne (“subject lands”).

PHI has entered into an agreement with the current owner to purchase the lands known municipally as 1530 Westdel Bourne (“PHI lands”). The PHI lands have a total area of 4.0 ha (9.93 ac) and are located on the east side of Westdel Bourne, immediately to the south of the subject lands. The current Urban Growth Boundary lies between the subject lands and the PHI lands.

PHI is interested in developing the PHI lands for residential uses in the future and will be submitting a formal request to the City to include the PHI lands within the Urban Growth Boundary as part of the next London Plan Comprehensive Review process.

Our client does not have any concerns in principle with the proposed draft plan; however, we would like to request consideration for municipal services to be extended to the southerly property limits of the subject lands in anticipation of future development occurring to the south of the subject lands. The PHI lands represent a logical expansion of the current Urban Growth Boundary which, as previously noted, is adjacent to the north boundary of the PHI lands. The proposed development of the subject lands represents the final phase of development within the westerly and southerly portion of the Urban Growth Boundary along Westdel Bourne, north of Byron Baseline Road. As a result, the PHI lands are well positioned to accommodate additional growth and make efficient use of existing and planned infrastructure.

Furthermore, Schedule 2: Preferred Land Use Plan of the Riverbend South Secondary Plan illustrates two future road connections from the subject lands to abutting lands to the south; the

westerly road connection would connect with the PHI lands (please refer to Page 6 of the Report to Planning and Environment Committee). As such, future development on the PHI lands has been considered through previous planning processes.

Upon review of the proposed draft plan conditions (please refer to Appendix B of the Report to Planning and Environment Committee), we note that conditions 20.i), 20.iii) 22.i), 22.iii), 29.vii) require a sanitary drainage plan, storm/drainage and SWM servicing works, and water servicing requirements to address servicing requirements for “external lands”. In our opinion, “external lands” should include the PHI lands.

Based on the above, we believe that there is merit in extending municipal services to the PHI lands as part of the subdivision development on the subject lands, and respectfully request the Planning and Environment Committee to provide direction to Staff to include appropriate Conditions of draft plan approval to implement our client’s request.

On behalf of PHI, we thank you for the opportunity to provide the above comments and look forward to your consideration of our client’s request.

If you have any questions, or require additional information, please do not hesitate to contact the undersigned.

Yours very truly

ZELINKA PRIAMO LTD.



Harry Froussios, BA, MCIP, RPP
Senior Associate

cc: Paramount Holdings Inc.
Matt Feldberg – Manager, Development Services (Subdivisions)
Larry Mottram – Senior Planner, Development Services

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: 731675 Ontario Limited (York Developments Inc.)
3080 Bostwick Road
Public Participation Meeting

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 731675 Ontario Limited (York Developments Inc.) relating to the lands located at 3080 Bostwick Road:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR4 Zone and an Environmental Review ER Zone **TO** a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; an Open Space OS2 Zone; an Open Space OS4 Zone; and an Urban Reserve UR Special Provision (UR4()) Zone.

The Bonus Zone applying to Block 2 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "1" to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road;
- ii. Underground parking to reduce surface parking requirements. Surface parking spaces are to be largely dedicated for visitor parking;
- iii. Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows;
- iv. Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2;
- v. Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature;
- vi. Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “2” to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. Provision of Affordable Housing
 - i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;
 - ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
 - iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;
 - iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations;
 - v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies.
 - ii. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by 731675 Ontario Limited (York Developments Inc.) relating to the lands located at 3080 Bostwick Road; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision relating to the lands located at 3080 Bostwick Road as submitted by 731675 Ontario Limited (York Developments Inc.), prepared by MHBC Planning (File No. 1094 'B' Drawing No. 1 of 1), certified by Terry Dietz O.L.S., dated July 25, 2018 and updated March 27, 2020, **as red-line revised**, which shows 2 multi-residential development blocks, 1 park block, 1 open space block, 1 walkway block, 5 road widening blocks, and 1 reserve block, served by 3 new streets; **SUBJECT TO** the conditions contained in the attached Appendix “B”.

Executive Summary

Summary of Request

The request is for approval of a draft plan of subdivision consisting of 2 high density residential blocks, 1 neighbourhood park block, 1 walkway block, 1 open space block, and 3 new streets; and for approval of zoning by-law amendments associated with blocks within the proposed plan of subdivision, including bonusing provisions for increased density and height.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed draft plan of subdivision, subject to conditions attached to this report; and that Municipal Council approve the recommended zoning by-law amendment.

Rationale of Recommended Action

1. The proposed draft plan of subdivision and zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2020*, as it achieves objectives for efficient and resilient development and land use patterns. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity.
2. The proposed draft plan of subdivision and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan of subdivision and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Multi-Family, High Density Residential and Open Space designations.
4. The proposed draft plan of subdivision and zoning conforms to the Southwest Area Secondary Plan, and the intent, purpose and function for high intensity, transit oriented forms of development within the Bostwick Residential Neighbourhood.
5. The provision of facilities and matters in consideration of the proposed height and density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

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

October 9, 2018 – Report to Planning and Environment Committee – Public Participation Meeting - 3080 Bostwick Road - Application for Draft Plan of Subdivision and Zoning By-law Amendments - 731675 Ontario Limited (York Developments Inc.) (File No. 39T-18502/Z-8931).

2.0 Discussion and Considerations

2.1 Property Description

The subject site consists of 5.95 hectares of vacant land, which also forms part of a larger parcel of land owned by the applicant (approx. 15 ha. total) with frontage on Southdale Road West and Bostwick Road. The portion of the site that is the subject of the draft plan of subdivision and zoning by-law amendments is located south, southeast and southwest of the Bostwick Community Centre, and south of three adjacent parcels previously approved for future high density residential/mixed use development.

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

- The London Plan Place Type – Neighbourhoods, Green Space and High Density Residential Overall
- (1989) Official Plan Designation – Multi-family, High Density Residential and Open Space
- Southwest Area Plan Designation – High Density Residential, Open Space and Environmental Review
- Zoning – Urban Reserve (UR4), Open Space (OS4), and Environmental Review (ER)

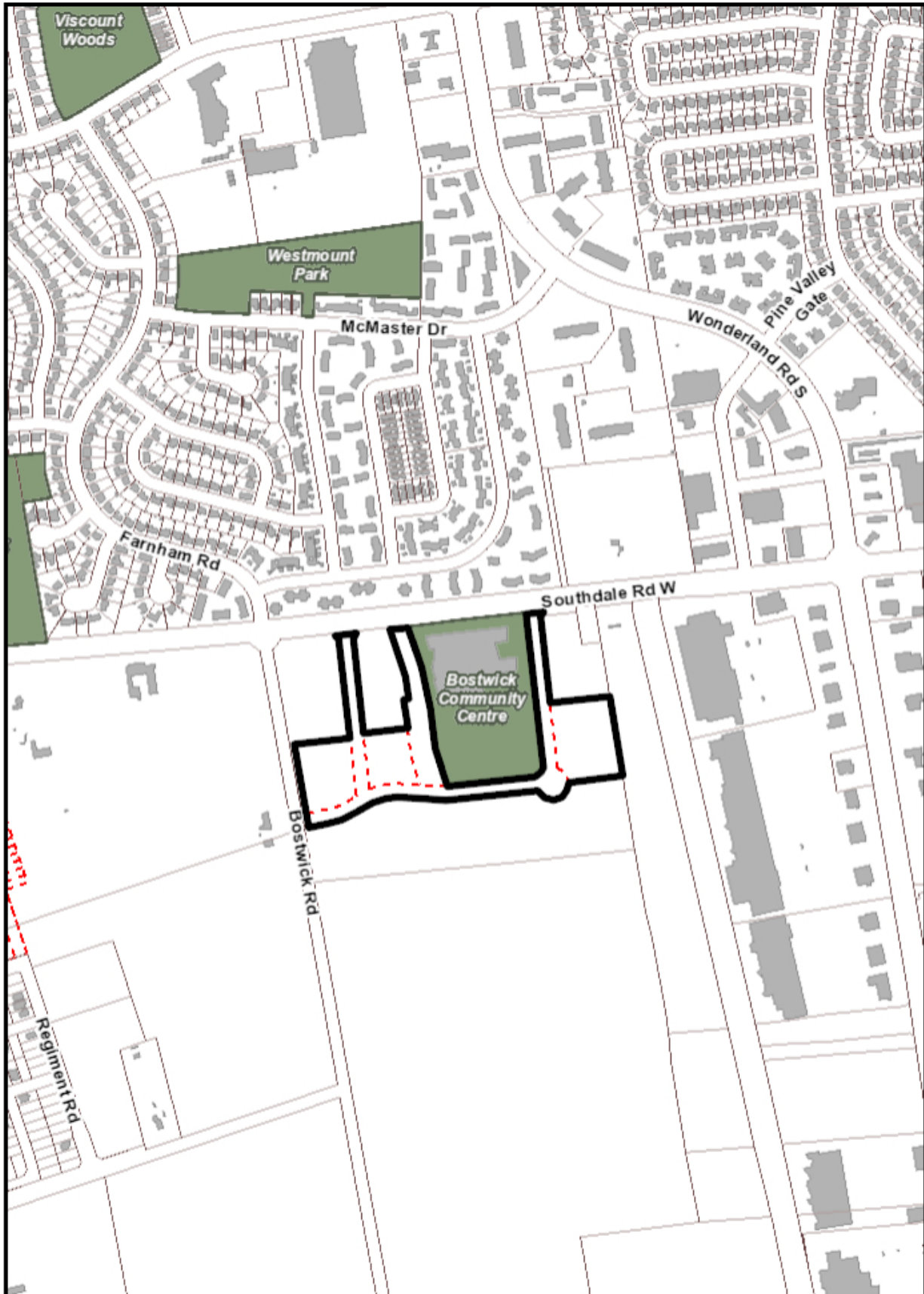
2.3 Site Characteristics

- Current Land Use – vacant
- Frontage – approx. 130 metres (on Bostwick Road)
- Depth – varies
- Area – 5.95 hectares (14.7 acres)
- Shape – irregular

2.4 Surrounding Land Uses

- North – existing community centre, sites for future high density residential/office/commercial development, and existing residential on the north side of Southdale Road West
- East – vacant lands
- South – vacant lands
- West – agricultural and vacant land






2.5 Location Map



Location Map

Project Title: 39T-18502/Z-8931
Description: 3080 Bostwick Road
Created By: Larry Mottram
Date: 3/7/2021
Scale: 1:8000

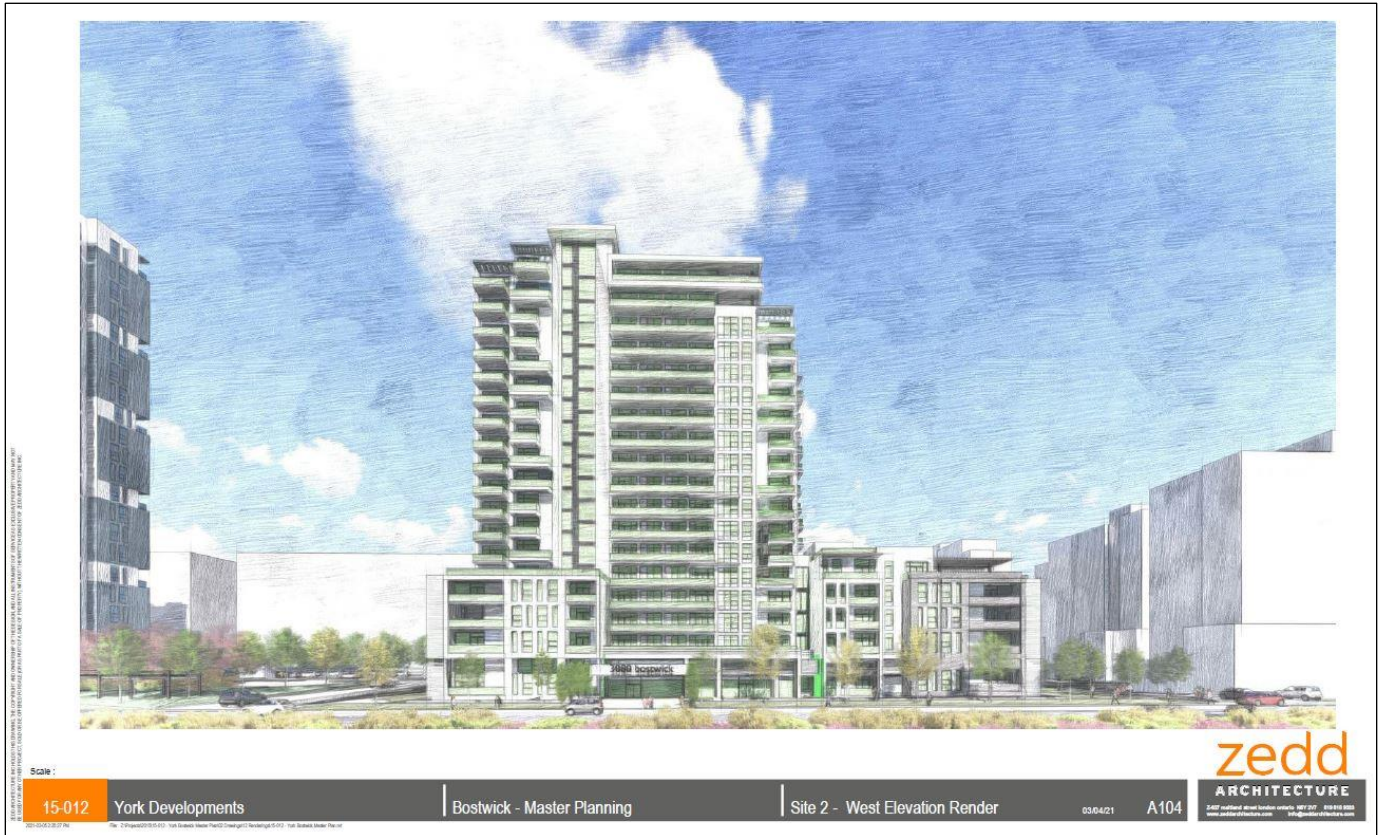
Legend

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

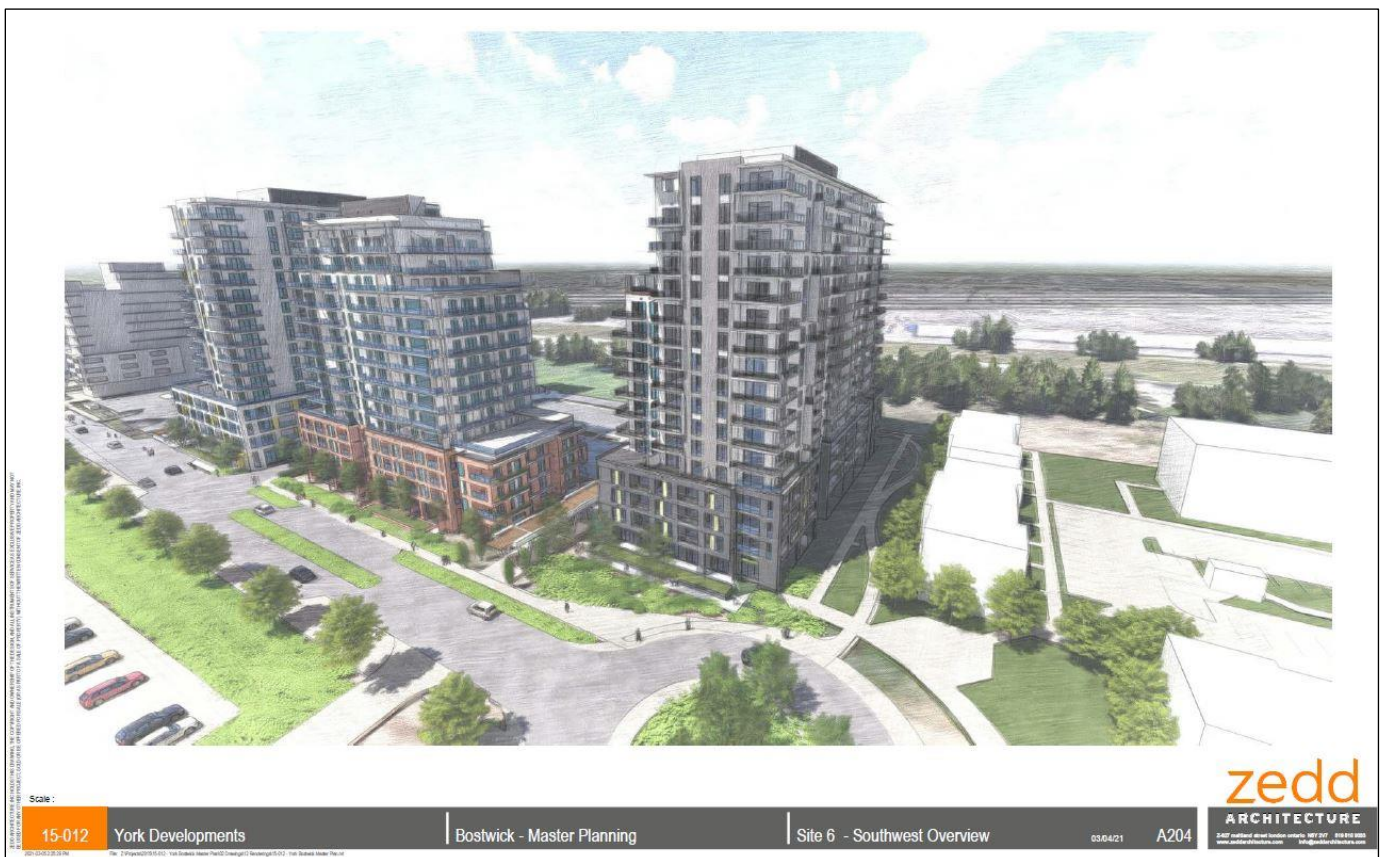
Corporation of the City of London



2.7 Conceptual Building Rendering (Block 2) – View of proposed 18 storey building facing Bostwick Road looking east.



2.8 Conceptual Building Rendering (Block 6) – View of proposed 17 storey and 15 storey buildings facing Street 'B' and roundabout at the intersection of Streets 'B' and 'C', looking northeast.



2.9 Planning History

At its meeting held on October 16, 2018, Municipal Council resolved that the following actions be taken with respect to the application by 731675 Ontario Ltd (York Developments Inc) relating to a portion of the property located at 3080 Bostwick Road:

a) the comments received from the public during the Public Engagement process appended to the staff report dated October 9, 2018 as Appendix "A" BE RECEIVED for information; and,

b) a public participation meeting BE HELD at a future meeting of the Planning and Environment Committee;

it being noted that staff will continue to process the application and will consider the public, agency, and other feedback received during the review of the subject application as part of the staff evaluation of the subject application;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-D09) (3.2/15/PEC)

In November 2018, Council adopted zoning by-law amendments to permit residential apartment buildings, as well as mixed office and commercial uses, on the northerly portions of lands at 3080 Bostwick Road, fronting the south side of Southdale Road West (referred to as Sites 1, 3 and 5). Bonus provisions were included in the by-law amendments for Sites 1 and 5 which included dedication of the park identified as Block 4 in the subject draft plan of subdivision above and beyond the normal dedication/cash-in-lieu requirements for Sites 1 and 5; provision of an open air pavilion and lighting within the park; and provision of a pedestrian bridge from the park land across the Thornicroft Drain to the Bostwick Community Centre, amongst other facilities, services and matters in return for an increase in height and density of development. The applicant has subsequently entered into development and bonus agreements with the City for the Site 5 lands which are currently under development for a 17 storey, 208 unit apartment building, and future 3 storey, mixed use office/commercial building located immediately to the east of proposed Street B and the Bostwick Community Centre.

2.10 Requested Amendment

Request for consideration of a proposed draft plan of subdivision consisting of two (2) high density residential blocks (Block 2 & 6); one (1) park block (Block 4); one (1) open space block (Block 11); one 4.0 m walkway block (Block 16); one 0.3 m reserve and several road widening blocks, all served by three (3) new local streets (Street A, Street B and Street C).

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR4 Zone and an Environmental Review (ER) Zone to the following zones:

- Residential R9 Bonus (R9-7*B-(#)) (**Block 2**) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses and stacked townhouses with a maximum height of 15m and a minimum front yard setback of 6m; an apartment building with a maximum height of 75m, a density of 205 units per hectare, a reduced front yard setback of 5.5m, a reduced exterior side yard setback of 1.0m, and a reduced rear yard setback of 22m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design (Note: Minor revisions to the original requested bonus zone regulations for density and yard setbacks have been made to facilitate subsequent refinements to conceptual building design);
- Residential R9 Bonus (R9-7*B-(##)) (**Block 6**) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons

apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit an apartment building with a maximum height of 75m, a density of 320 units per hectare, a reduced minimum front yard setback of 3.0m, a reduced interior side yard setback of 6.0m, and a reduced rear yard setback of 7.5m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design (Note: Minor revisions to the original requested bonus zone regulations for density and yard setbacks have been made to facilitate subsequent refinements to conceptual building design);

- Open Space (OS2) (**Block 4**) – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground;
- Open Space (OS4) (**Blocks 11 & 16**) – to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures;
- Open Space OS1 Zone (**Block 43**) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Urban Reserve Special Provision UR4() (**Remnant lands south of Street C**) – to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pit, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2.0 ha.

2.11 Community Engagement (see more detail in Appendix C)

A previous Notice of Application was circulated on August 17, 2018 and notice was published in The Londoner on August 16, 2018. A public participation meeting was held on October 9, 2018. Comments received from the public during the public engagement process were included in a report to the Planning and Environment Committee, and are summarized as follows:

Concern for:

- Increased traffic and congestion
- Increased cut through traffic in the established neighbourhood to the north
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA
- The local school capacity and ability to accommodate increased number of pupils
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

- Positive to see the site finally develop
- Interest in investing in the project

2.12 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The proposal must be consistent with the Provincial Policy Statement (PPS) policies

and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

A few of the policy objectives to highlight here are the importance of promoting efficient development and land use patterns and accommodating an appropriate affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1). Planning Authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Section 1.4). To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3(c)). Densities for new housing should efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)). There are also policies for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)). The development application has been reviewed for consistency with the Provincial Policy Statement.

The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands as shown on Map 1 are identified within the “Neighbourhoods” and “Green Space” Place Types. Furthermore, Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan). The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types* is found at Appendix ‘E’.

(1989) Official Plan

These lands are designated Multi-family, High Density Residential and Open Space on Schedule ‘A’ of the 1989 Official Plan. The Multi-family, High Density Residential designation primarily permits multiple attached dwellings, including low-rise and high-rise apartment buildings. The Open Space designation was applied to the lands within the Thornicroft Drain, a tributary corridor within the Dingman Creek Subwatershed which flows north to south through the middle portion of the site. This application has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule ‘A’ is found at Appendix E.

Southwest Area Secondary Plan

The Southwest Area Secondary Plan (SWAP) designates the site as High Density Residential, Open Space and Environmental Review within the Bostwick Residential Neighbourhood. The Southwest Area Secondary Plan forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict. 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. This application has been reviewed with the applicable policies of the Southwest Area Secondary Plan.

As further described in Appendix B – Policy Context, Staff are of the opinion that the recommended draft plan of subdivision and zoning are generally consistent with the PPS, The London Plan, 1989 Official Plan, and the Southwest Area Secondary Plan.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These

lands are currently zoned Urban Reserve (UR3), Open Space (OS4) and Environmental Review (ER). A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found at Appendix E.

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

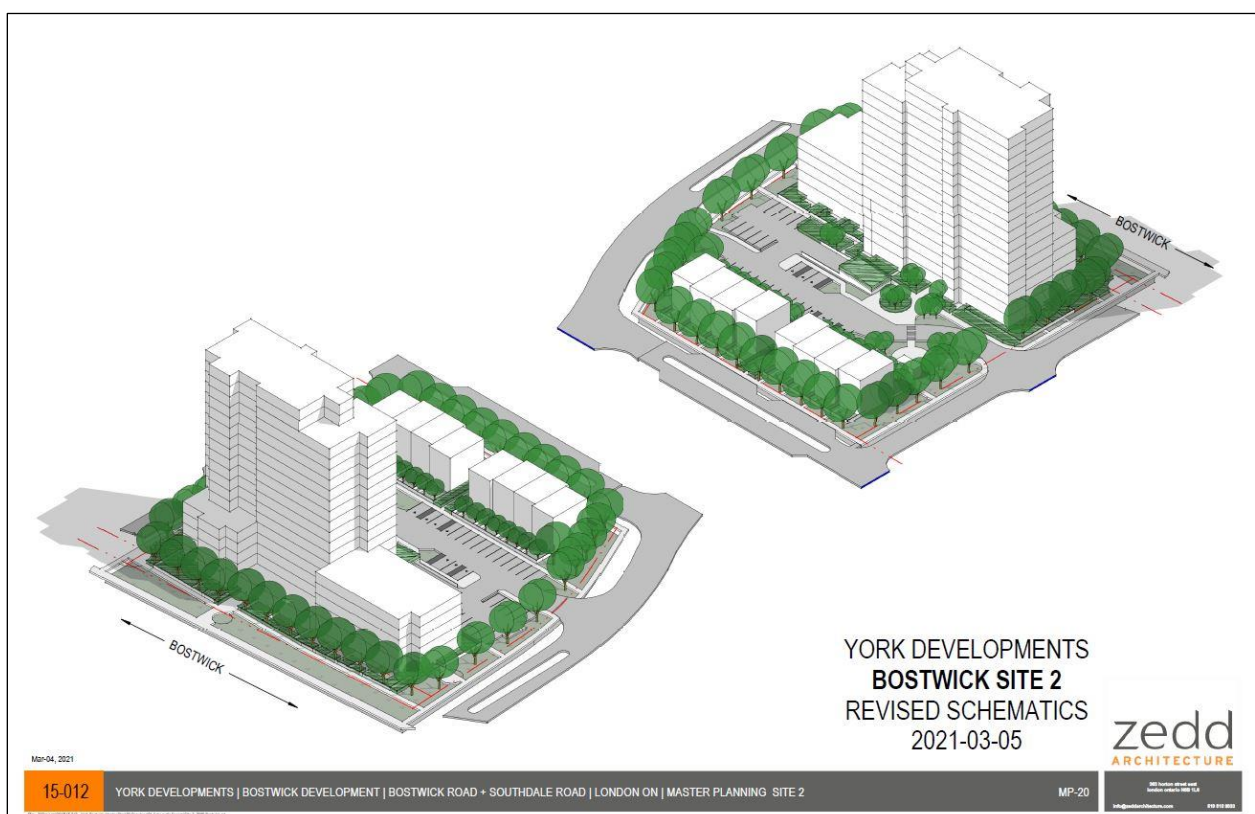
4.1 Use

The proposal consists of a mix of high-rise, high density and mid-rise housing types consisting of proposed high-rise apartment buildings and stacked townhouses to take advantage of services and community facilities in the immediate area. The draft plan includes a neighbourhood park centrally located to act as a focal point and a social gathering place, and open space corridor along the Thornicroft Drain. The uses are consistent with the intent of the Southwest Area Secondary Plan's intended purpose, function and character policies for high density residential, open spaces, public parkland, and the natural heritage system.

4.2 Intensity

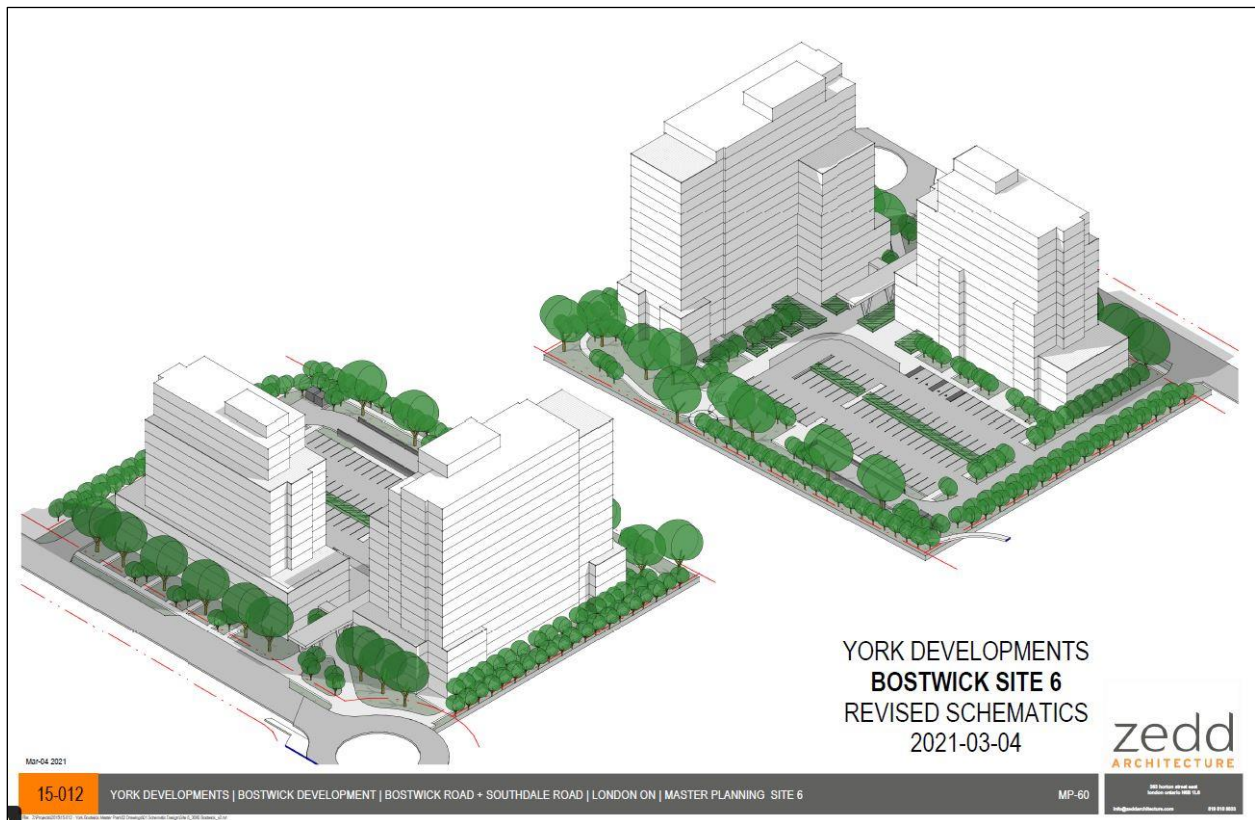
Block 2

The residential components proposed for Block 2 consist of a 189 unit apartment building having a height of 18 storeys, and two blocks of stacked townhouses consisting of 16 units and 3.5 storeys in height. Parking would be provided underground, with surface visitor parking. The overall density would be 205 units per hectare, including the area representing road widening dedication along Bostwick Road (Block 12). The apartment building is located close to the street frontage along Bostwick Road, with underground and visitor parking located behind the building in order to minimize visual impact on the public realm, and providing for a common outdoor amenity area for residents. Intensity transitions down to the low-mid rise stacked townhouses which have frontage on the interior subdivision street (Street A) and are orientated to the neighbourhood park and open space corridor on the opposite side of Street A.



Block 6

Two residential apartment buildings are proposed for Block 6 consisting of a 17 storey, 238 unit building located on the southerly portion of the block, and a 15 storey, 149 unit building on the northerly portion positioned close to the frontage along Street B, and oriented to the Bostwick Community Centre on the opposite side of Street B. All parking is located behind the building in underground parking facilities, with some resident and visitor surface parking located in the rear portion of the site in order to minimize the visual impact on the public realm. Building density and height is generally consistent with the proposed intensity of adjacent development lands to the north which will include a 17 storey, 208 unit apartment building.



4.3 Form

Various development design policies in Southwest Area Secondary Plan have been implemented through the preparation of urban design guidelines, and demonstrated in the proposed subdivision design and density, including a built form that is compact, pedestrian oriented and transit friendly. Residential development will be provided with excellent views and accessibility at key access points to the open space corridor. In addition, provision is made for a minimum of a combination of a public right-of-way and open space immediately adjacent to a minimum of 50 percent of the perimeter of the neighbourhood park. This results in clear, unobstructed views of parks and the open space corridor from adjacent streets. Community linkages will be established with public access and connections from the subject subdivision to future development planned to the south, east and west, the existing community to the north, and to other parts of the city.

The subdivision plan maintains a grid pattern with three public road connections to the existing arterial roads network resulting in ease of mobility and a neighbourhood that is more walkable and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks on both sides of the streets, multi-use paths and walkways aligned with a linear open space corridor; and the proposed development will be oriented to and supportive of public transit.

Several of the urban design themes under Section 20.5.3.9 of the Southwest Area Secondary Plan have been considered in the review of the various submissions, and building and site design concepts for Blocks 2 and 6. Notably that the buildings,

structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street, that buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection, and that parking should be located underground for large buildings, such as high-rise residential buildings.

The design concepts were reviewed by the Urban Design Peer Review Panel and their comments and applicant’s responses are provided in Appendix C of this report. A few of the comments and suggestions related to the above themes are summarized below:

Block 2

“The Panel questions the detailing and programming of the “southward extension” of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as “primary frontage zones”. As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that’s fitting of this key corner location.”

The comment relates to the positioning of the 18 storey tower at the northerly end of the site with a lower rise (5-6 storey) extension to the southerly end oriented to the corner of Bostwick Road and Street C, rather than positioning the taller building mass to these primary street frontages. The applicant indicated that the massing of the Site 2 building was assessed with consideration for the Panel’s comments. However, it was their feeling that the overall Master Plan layout works better with the tower located on the north end of this site. Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development. Urban Design staff will work with the applicant prior to finalizing site development plans to ensure the intent of the design guidelines with respect to built form and orientation to both street frontages is maintained.

“The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.

- The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm.
- The “end” townhouse units present an opportunity to create greater “presence” on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.”

These comments focus on the 3-1/2-storey, stacked townhouse dwellings proposed along the frontage of Street A. The applicant indicated that alternative layouts for low-rise and mid-rise forms within Site 2 were considered as part of the project planning. In keeping with the above design objectives, the applicant’s response noted that the two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide ‘eyes on the street’ for the community park east of this site, and provide an sense of enclosure appropriate for this corridor. Further architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered. Over the recent past the City has begun to encourage the street flanking end units to incorporate the primary building entrance, or incorporate architectural design elements that present the appearance of a front façade rather than a blank side wall.

Block 6

“The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.

- The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome.
- The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines).
- The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.”

Previous concept plans showed the 17 storey tower and the 15 storey tower connected by a 4-storey podium building giving the visual appearance of significant massing. The applicant’s response indicated that an updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street (Street B) frontage. The City will work with the applicant prior to finalizing site development plans to ensure that spatial separation between the towers are in accordance with the design guidelines, and that wind tunnel testing is undertaken to mitigate street level pedestrian wind impacts, if necessary.

“The Panel recommends the inclusion of a strong podium design which provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond to the unique planned character of each abutting street and adjacent development block.

- The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm.
- On streets with an exclusively residential character, line the base building with grade-related residential units with usable front entrances and windows to living spaces facing the street.”

The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks, and would feature treatments such as extensive glazing of the main floor units. The City will continue to work with the applicant prior to finalizing site development plans to define the podium and reduce the impact of massing, and ensure the final building plans include appropriate at-grade front entrances, front windows, and sidewalk linkages in order to activate the street level pedestrian environment and public realm.

In terms of use, form and intensity the proposed subdivision plan is considered appropriate and generally consistent with the Southwest Area Secondary Plan. It is recommended that a holding provision (h-221) in the zoning be applied for Blocks 2 and 6 to ensure that development is designed and approved consistent with the Urban Design Guidelines prepared for the High Density Residential designated lands within the Bostwick Neighbourhood. The site plan, building elevations, and landscape plan will be assessed for compliance with the approved Urban Design Guidelines again during the site plan approval review process.

4.4 Natural Heritage Features

A narrow stream corridor known as the Thornicroft Drain is identified on Schedule B-1 Natural Heritage Features map (1989 Official Plan) and Map 5 – Natural Heritage (The London Plan) which flows from north to south through the site and is regulated by the UTRCA. Further to the south outside the limits of the draft plan the stream corridor leads to a large woodland patch containing a wetland feature. There is also an area of surface ponding in the westerly half of the site created in recent years through filling and stockpiling activities. The ponding area is classified as wetland and it was recognized that further discussion with the City is required regarding opportunities for potential relocation and compensation of the wetland further to the south within the buffer to the woodland patch.

An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their outstanding comments on the EIS can be addressed in a final report/addendum as a condition of draft plan approval. A scoped EIS will also need to be prepared to the satisfaction of the City and UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain and a stand of walnut trees located immediately south of the proposed Street C alignment east of the drain, including mitigation and compensation requirements.

The response from the UTRCA also indicated that there are outstanding concerns with respect to maintaining groundwater flows from the site to the Thornicroft Drain and the natural heritage feature to the south. Further discussions to resolve those concerns have led to an agreement in principle that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C shown on the draft plan as Additional Lands Owned by the Applicant could be utilized for groundwater recharge and incorporated into a future buffer zone adjacent the woodland/wetland patch. Therefore, the UTRCA has requested conditions of draft approval to that effect and that a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. (D.P. Conditions No. 87 to 93)

Within the limits of the proposed draft plan of subdivision, development is not proposed adjacent the Thornicroft Drain, with the exception of the neighbourhood park, a 4.0 metre wide walkway block, and the Street C crossing. Buffers along this stretch of the drain corridor have been previously agreed to in conjunction with the EIS work that was prepared for the community centre (Dougan & Associates - September 2014). The planned location of the proposed Street C crossing is aligned with a recently completed stormwater outlet located on the east side of the drain.

4.5 Bonus Zoning

As the zoning amendment application includes a request for bonusing to permit building heights and densities to exceed 150 units per hectare and 12 storeys for both Block 2 and Block 6, the following summaries a number of the bonusable items that were considered, with reference to the bonusing provisions and objectives in the 1989 Official Plan and The London Plan, and described further in Appendix E.

The recommended Bonus Zone applying to Block 2 shall be enabled by an agreement entered into with the City to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, a maximum overall density of 205 units per hectare, and reduced yard setbacks, which generally implements in principle the site concept and elevation plans attached as Schedule "1" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The London Plan

Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.

Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Contribution to the development of transit amenities, features and facilities.

Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature.

The London Plan

Car parking, car sharing and bicycle sharing facilities all accessible to the general public.

Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The recommended Bonus Zone applying to Block 6 shall be enabled by an agreement entered with the City to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, a maximum density of 320 units per hectare, and reduced yard setbacks, which generally implements in principle the site concept and elevation plans attached as Schedule "2" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the provision of the development of affordable housing as provided for by 12.2.2.

The London Plan
Affordable housing.

Provision of Affordable Housing

- i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;*
- ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;*
- iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;*
- iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.*
- v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies.*

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The provision of facilities and matters listed above in consideration of the proposed height or density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

4.6 Technical Revisions

Development Services staff recommend a technical revision to identify Street 'C' as a 21.5 metre wide road allowance rather than 20 metres as currently shown on the draft plan (in accordance the D.P. Condition No. 34), and that the following note be added to the face of the plan to ensure that the City's road and intersection design standards are maintained:

- i) Add 0.3 metre reserve on Block 2 abutting Bostwick Road;
- ii) Revise to include 6 metre straight tangents at the intersection of Street 'A' and Street 'C' and Street 'C' and Bostwick Road. Additionally straight tangents are to be provided on Street 'C' between the back to back horizontal curves.
- iii) Add 0.3 metre reserve along the entire south limit of Street 'C' and east and west limits of Street 'A';
- iv) Add 3m x 3m daylight triangle at Street 'A' and Street 'C' calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II;
- v) Add 6m x 6m daylight triangle at Street 'C' and Bostwick Road calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II;

- vi) Ensure roundabout land/intersection is in accordance with City standards for radii, etc. (Street 'C' at Yorkville/Street 'B');
- vii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- viii) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m

4.7 Public Comments

- Increased traffic and congestion, cut through traffic in the established neighbourhood to the north and pedestrian safety

Traffic generated by the proposed development will be accommodated by the subdivision street network, and by three arterial road connections (one onto Bostwick Road and two onto Southdale Road West). The intersections of Street B at Southdale Road West and Street C at Bostwick Road will provide for full turning movements and turn lanes, while Street A at Southdale Road West will be restricted to rights in and rights out. The subdivision street pattern is designed to disperse traffic and thereby help alleviate congestion. An alternative access will be provided when Street B is extended to future development lands to the south, eventually connecting with the future Bradley Avenue extension. With regards to planned capacity improvements on Southdale Road West, the 2019 Development Charges Background Study indicates the section of Southdale Road West from Bostwick Road to Pine Valley Road is expected to be widened from 2 to 4 through lanes with centre turn lane in 2022. There is currently a sidewalk on the north side and multi-use pathway on the south side of Southdale Road West, across the frontage of the subject lands. Sidewalks will be required on both sides of streets within the proposed subdivision plan as a condition of draft approval.

- Local school capacity and ability to accommodate increased number of pupils

Response received from the Thames Valley District School Board during the initial circulation of the application indicated that Board did not have a need for a school site within the proposed plan of subdivision; however, the Board would be pursuing the acquisition of school sites requested as part of the requirements of the Southwest Area Secondary Plan.

- Greater building heights are difficult to evacuate in emergencies and may block satellite signals

Building floor plans and ingress and egress will be required to meet Ontario Building Code and Fire Code minimum requirements for emergency evacuation.

- Provide convenient drop-off/pick-up spaces for para transit vehicles

Designated accessible drop-off/pick-up facilities and parking areas will be provided on site as required in conjunction with the City's site plan approval process.

- Provide affordable housing options and small-lot, small home options

The proposed subdivision plan is not intended for a small lot subdivision as the lands have been designated for high density residential development. The proposed development represents an increase in the inventory of rental apartment housing stock, and adds to the supply of one and two bedroom units. The recommended bonus zoning includes a component for provision of affordable housing.

Conclusion

The recommended draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement and conform to The London Plan, (1989) Official Plan, and the Southwest Area Secondary Plan. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

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
Peter Kavcic, Manager, Development Planning

March 22, 2021
GK/PY/LM/lm

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Appendix A

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

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

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 3080 Bostwick
Road.

WHEREAS 731675 Ontario Limited (York Developments Inc.) has applied to rezone lands located at 3080 Bostwick Road, 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 3080 Bostwick Road, as shown on the attached map, FROM an Urban Reserve UR4 Zone and an Environmental Review ER Zone TO a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; an Open Space OS2 Zone; an Open Space OS4 Zone; and an Urban Reserve UR Special Provision (UR4()) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

B-() 3080 Bostwick Road (Site 2)

The Bonus Zone applying to Block 2 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15.0 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "1", with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road;
- ii. Underground parking to reduce surface parking requirements. Surface parking spaces are to be largely dedicated for visitor parking;
- iii. Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows;
- iv. Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2;

- v. Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature;
- vi. Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) Density (Maximum) 205 units per hectare
 - ii) Height (Maximum) -
Apartment Building 75.0 metres (18 storeys)
Stacked Townhouses 15.0 metres
 - iii) Front Yard Depth (Minimum) 5.5 metres
 - iv) Exterior Side Yard Depth (Minimum) 1.0 metre
 - v) Rear Yard Depth (Minimum) 22.0 metres

- 3) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

B-() 3080 Bostwick Road (Site 6)

The Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "2", with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. Provision of Affordable Housing
 - i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;
 - ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
 - iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;
 - iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.
 - v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies
- ii. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines

prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The following special regulations apply within the bonus zone:

- b) Regulations:
- | | | |
|------|------------------------------------|--------------------------|
| i) | Density (Maximum) | 320 units per hectare |
| ii) | Height (Maximum) | 75.0 metres (17 storeys) |
| iii) | Front Yard Depth (Minimum) | 3.0 metres |
| iv) | Interior Side Yard Depth (Minimum) | 6.0 metre |
| v) | Rear Yard Depth (Minimum) | 7.5 metres |

- 4) Section Number 49.3 of the Urban Reserve UR Zone is amended by adding the following special provision:

UR4()

- a) Regulations:
- | | | |
|----|--------------------|--------------|
| i) | Lot Area (Minimum) | 2.0 hectares |
|----|--------------------|--------------|

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.

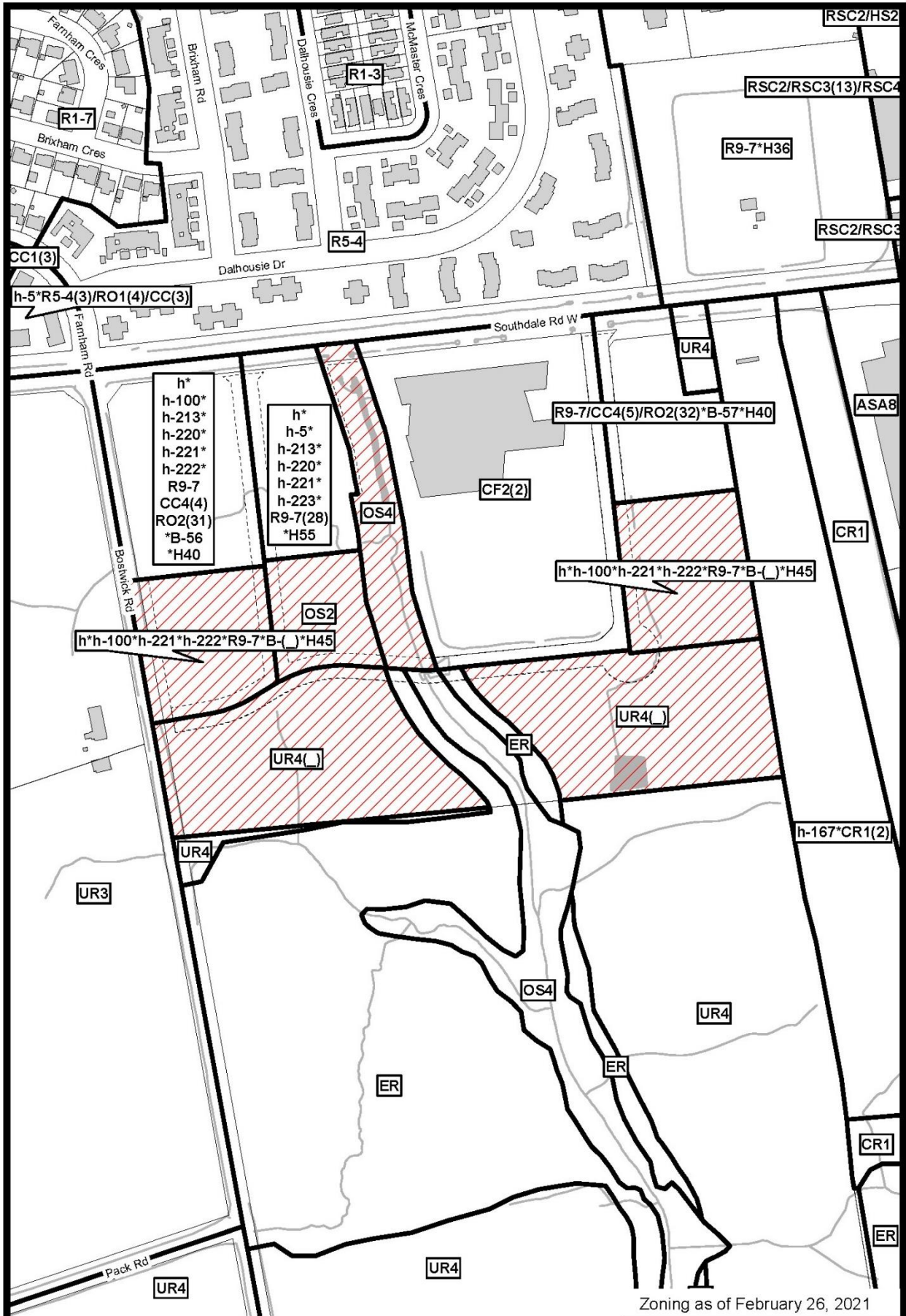
PASSED in Open Council on April 13, 2021

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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




File Number: Z-8931
 Planner: LM
 Date Prepared: 2021/03/08
 Technician: RC
 By-Law No: Z-1-

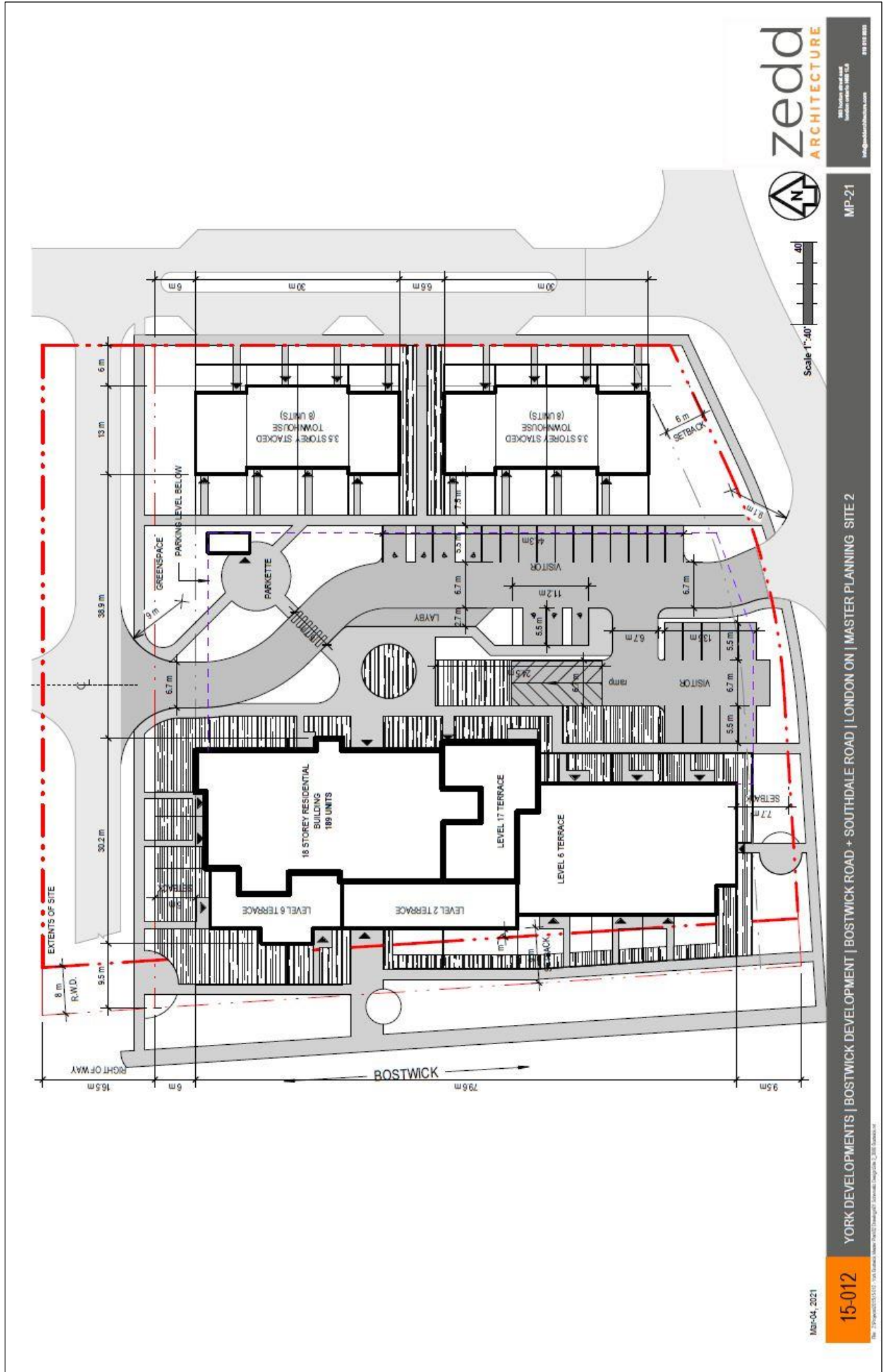
SUBJECT SITE 

1:4,000

0 20 40 80 120 160 Meters



Schedule "1"



zedd
ARCHITECTURE



Scale 1"=40'

188 Bostwick Street East
London Ontario N6T 1J4
info@zeddarchitecture.com
416 218 2838

MP-21

YORK DEVELOPMENTS | BOSTWICK DEVELOPMENT | BOSTWICK ROAD + SOUTHDALE ROAD | LONDON ON | MASTER PLANNING SITE 2

Mar-04, 2021

15-012

Rev: 2/20/2021 1:10 PM Location: www.bostwickdevelopment.com/Design/15-012/Bostwick



Scale : 1/16" = 1'-0"

15-012

Zedd Renovation

627 Matiland Street
London Ontario

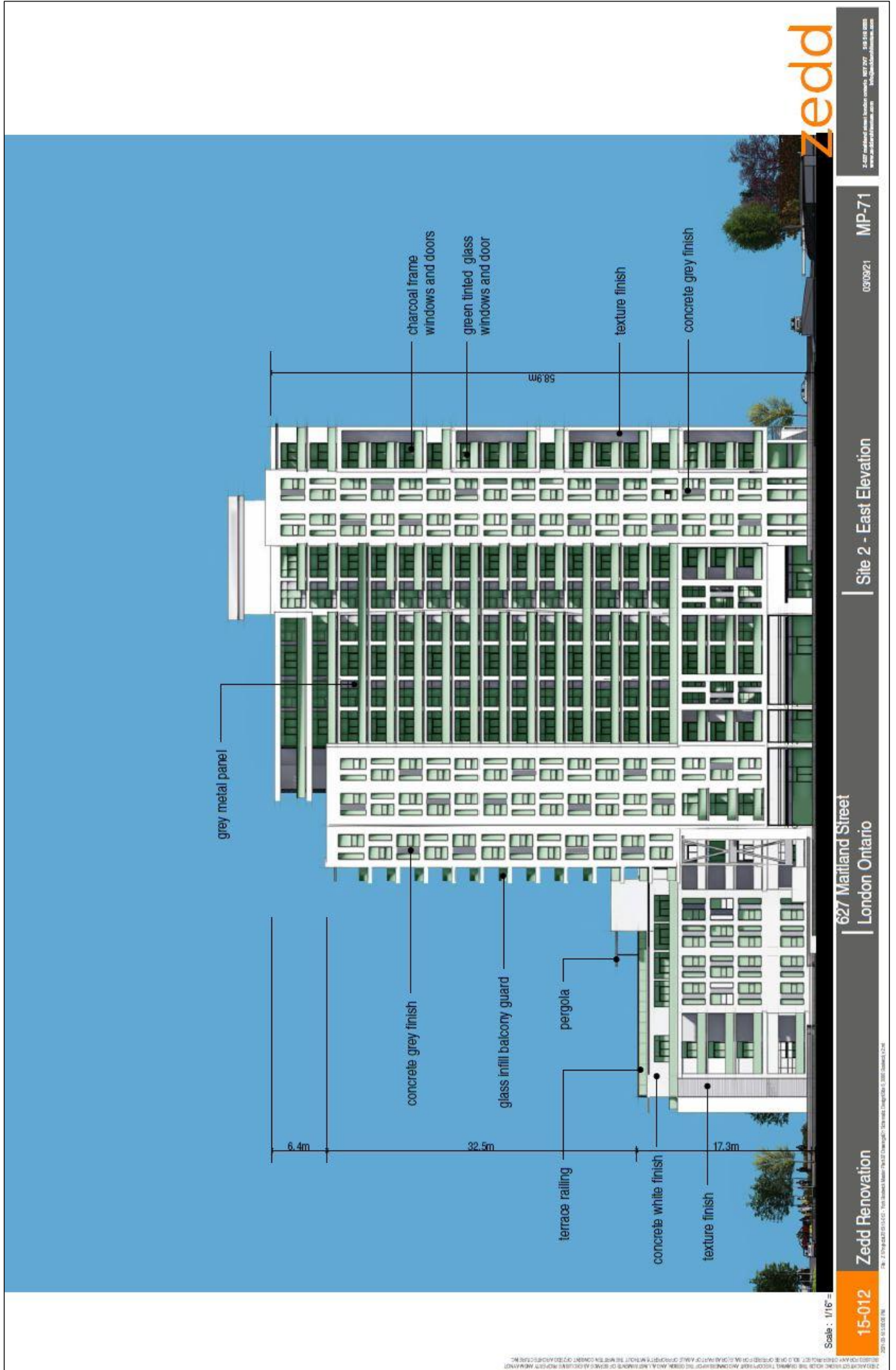
Site 2 - West Elevation

03/09/21

MP-70

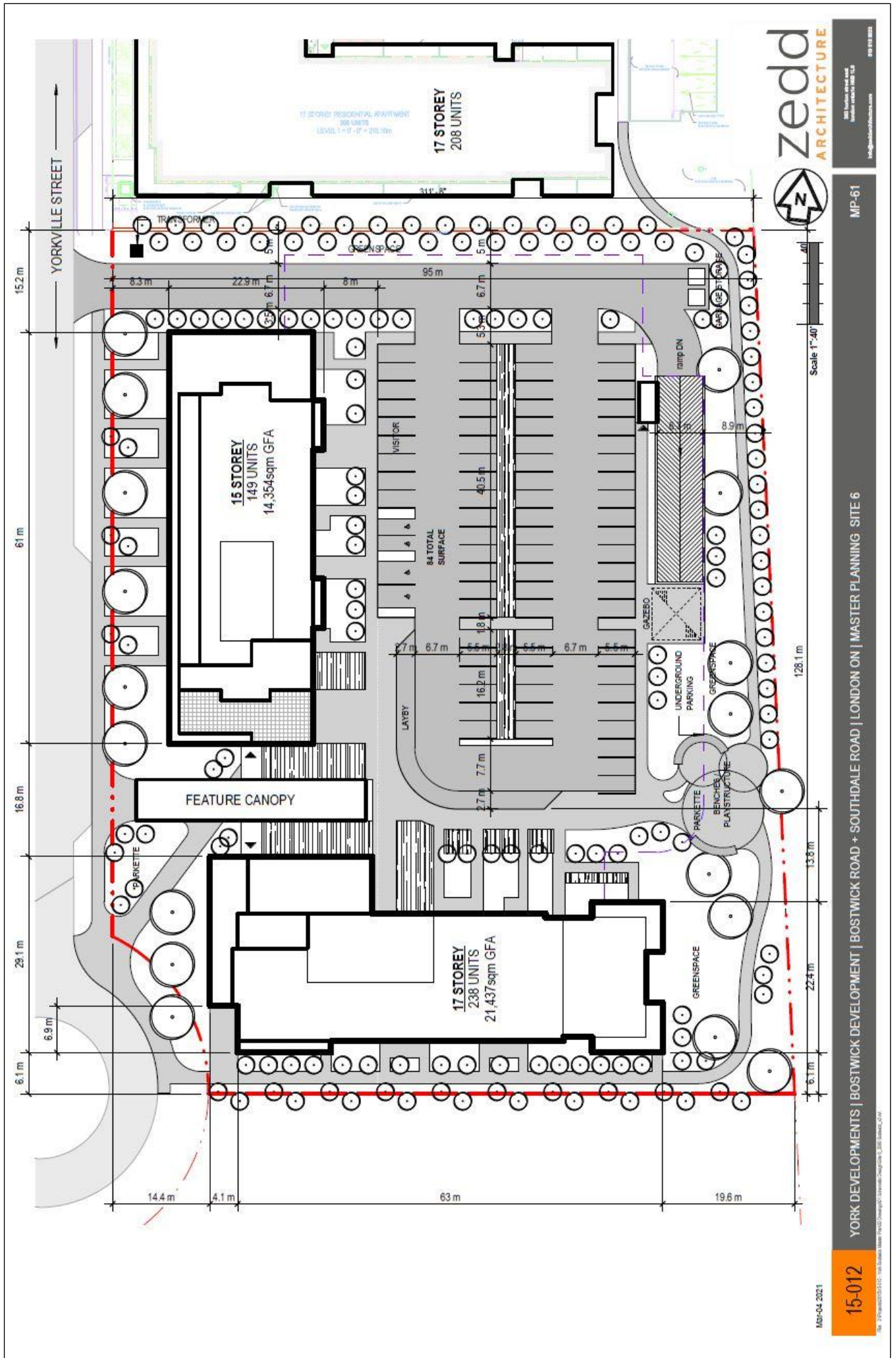
zedd

ZEDD ARCHITECTURAL CONSULTANTS INC. 187-277 - 4th Floor, 100
www.zeddarchitectural.com





Schedule "2"



zedd
ARCHITECTURE

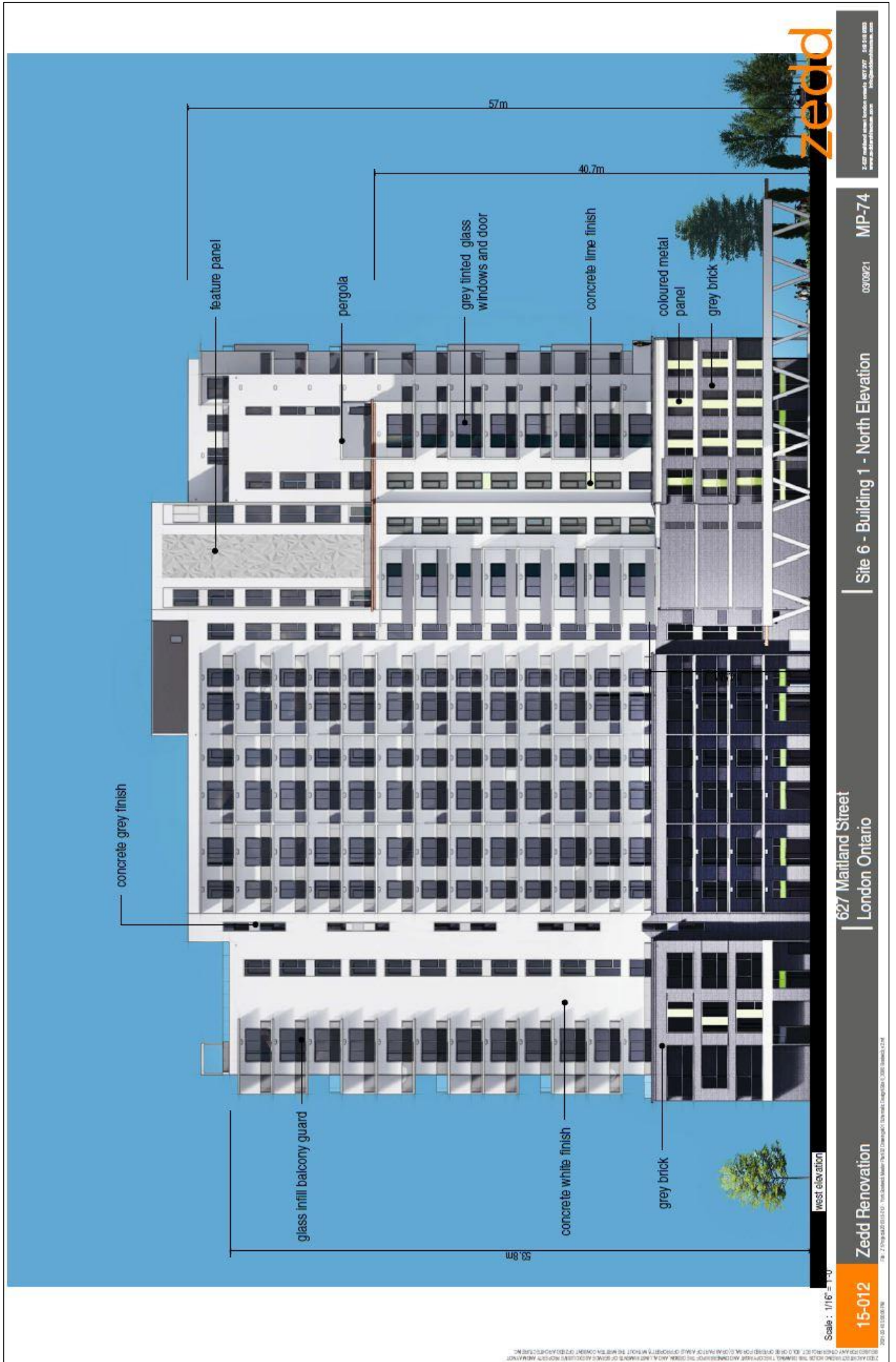
100 Bloor Street East
Toronto, Ontario M4W 1A7
info@zeddarchitecture.com
416 919 8821

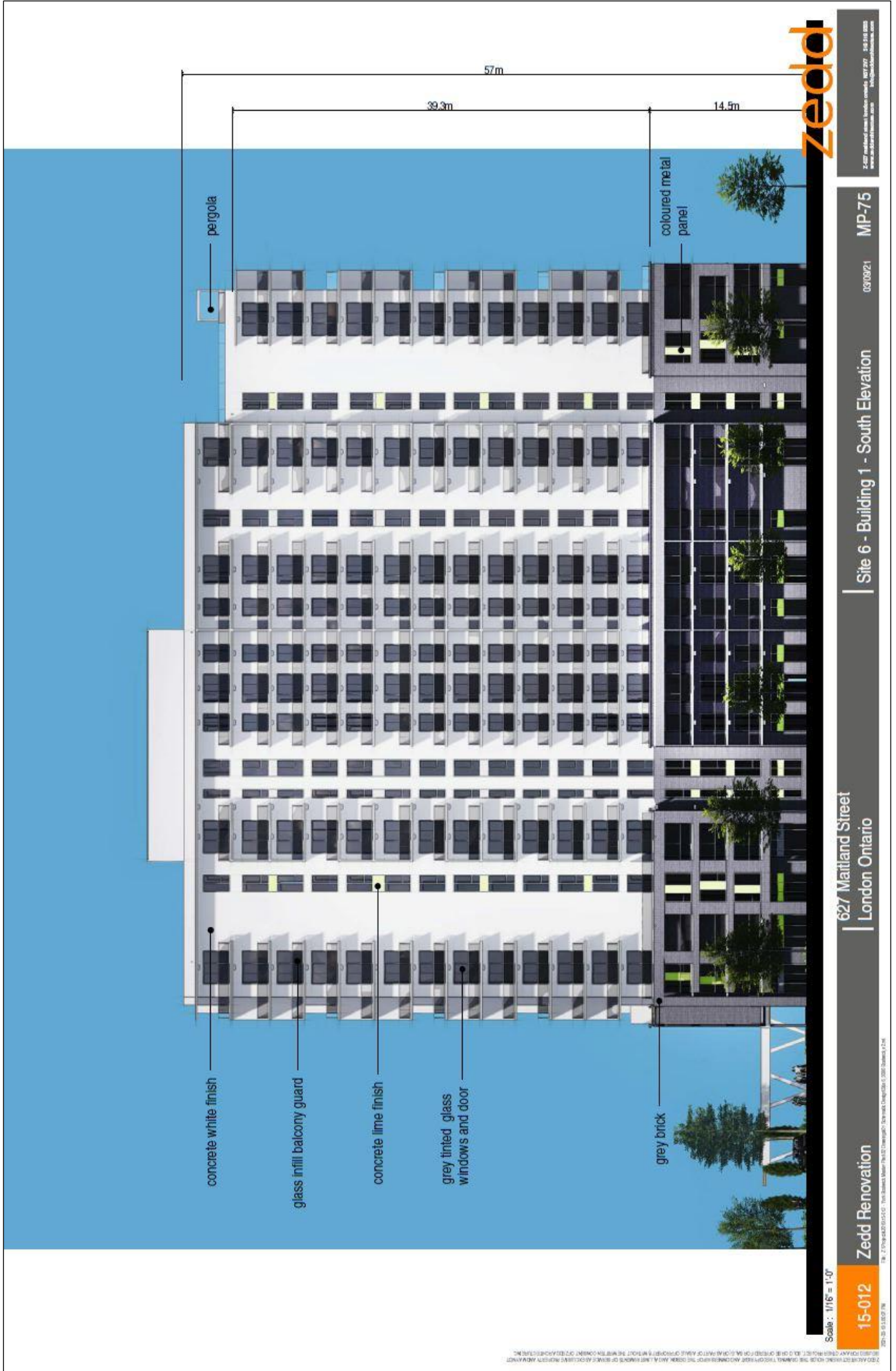
MP-61

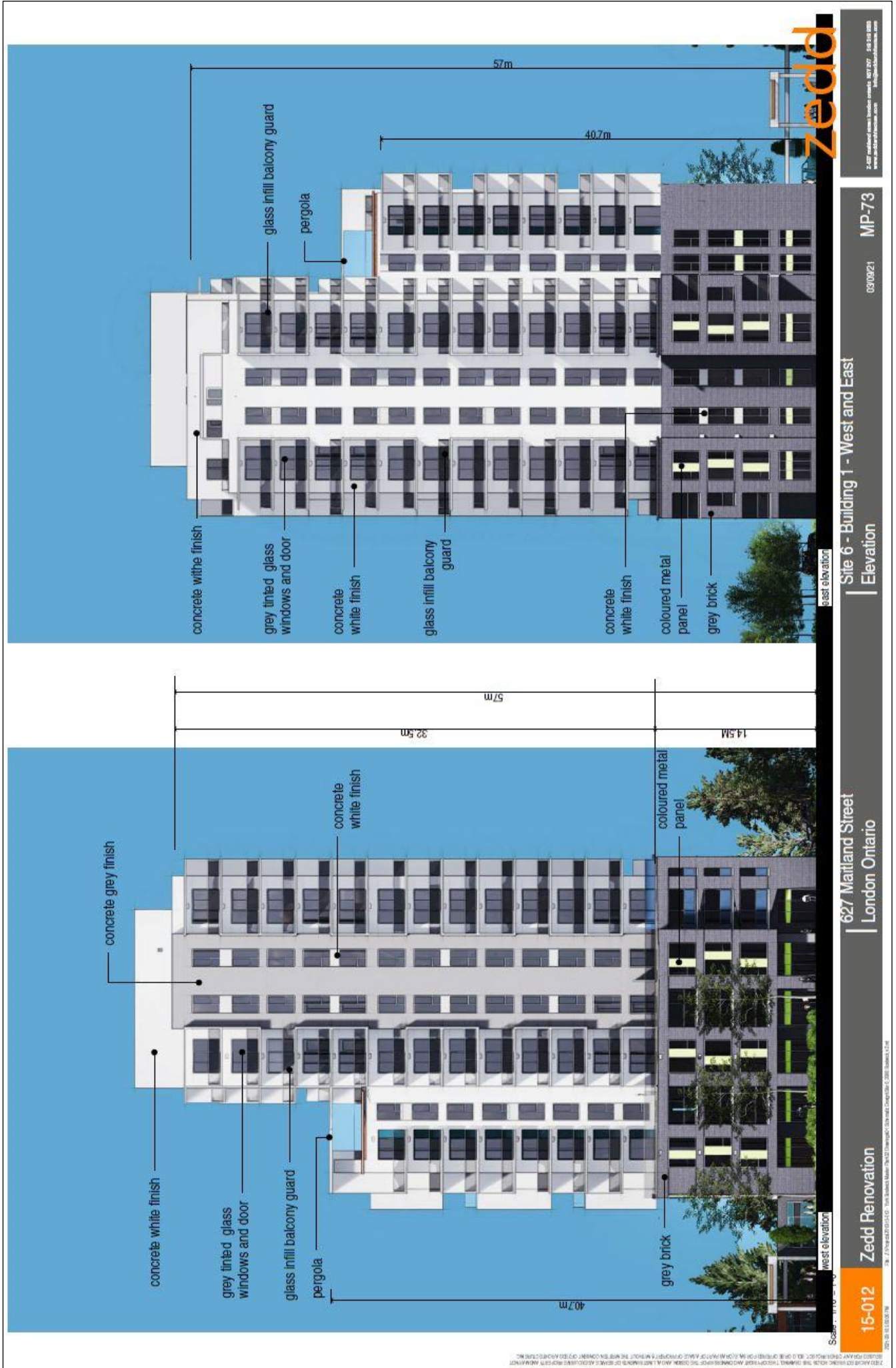
YORK DEVELOPMENTS | BOSTWICK DEVELOPMENT | BOSTWICK ROAD + SOUTHDALE ROAD | LONDON ON | MASTER PLANNING SITE 6

15-012

15-04-2021







Zedd
2-457 Adelaide Street London Ontario, N6Y 2Y7 | 416-310-8833
www.zedddevelopment.com | info@zedddevelopment.com

MP-73

09/09/21

Site 6 - Building 1 - West and East
Elevation

627 Maitland Street
London Ontario

15-012
Zedd Renovation

Scale: 1/100 = 1'0"



zedd

2-627 matland street london ontario n6t 2z7 - 18 18 1882
www.zeddhome.com info@zeddhome.com

MP-78

09/09/21

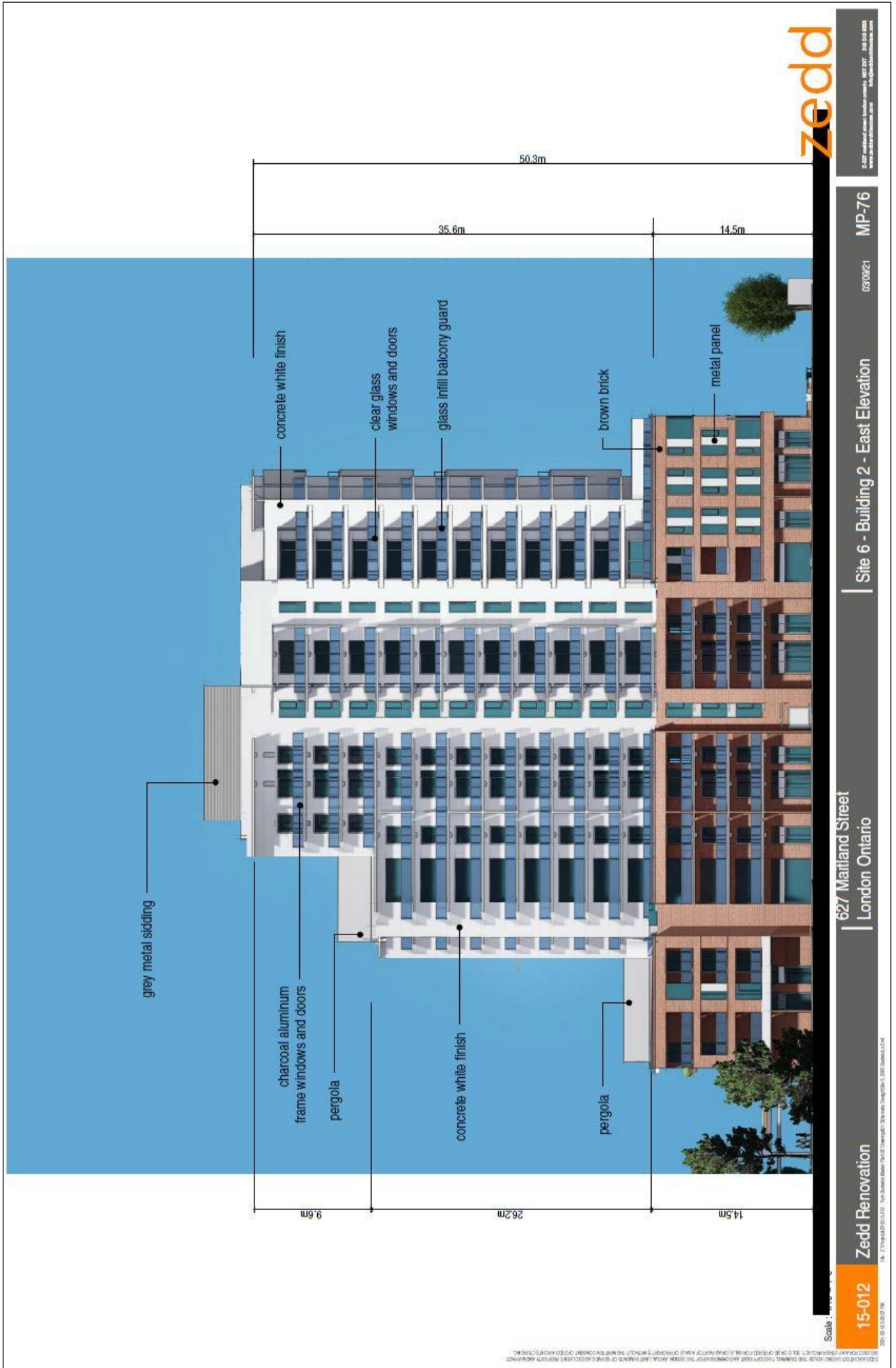
Site 6 - Building 2 - West Elevation

627 Matland Street
London Ontario

Scale : 1/16" = 1'-0"

15-012 Zedd Renovation

18 - 23799648-DWG-01 - Final Elevation (West) (1/16" = 1'-0") - 18 18 1882



zedd

2-407 Matiland Street London Ontario N6T 2P7 519-118-0383
www.zeddarchitects.com info@zeddarchitects.com

MP-76

09/09/21

Site 6 - Building 2 - East Elevation

627 Matiland Street
London Ontario

Zedd Renovation

15-012

Scale: 1/8" = 1'-0"

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Appendix B

APPENDIX 39T-18502

(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-18502 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|------------|---|
| 1. | This draft approval applies to the draft plan submitted by 731675 Ontario Limited (York Developments Inc.), prepared by MHBC Planning (File No. 1094 'B' Drawing No. 1 of 1), certified by Terry Dietz O.L.S., dated July 25, 2018 and updated March 27, 2020, as red-line amended , which shows 2 multi-residential development blocks, 1 park block, 1 open space block, 1 walkway block, 5 road widening blocks, and 1 reserve block, served by 3 new streets. |
| 2. | This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval. |
| 8. | Prior to final approval, the Owner shall pay in full all financial obligations/ encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 9. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the |

Owner without detailed review by the City.

PLANNING

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City Planner. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.
13. As a condition of the signed Bonus Agreement for 3050 Yorkville Street, the Owner shall dedicate Block 4 and Block 16 to the City, at no cost to the City.
14. As part of the Focused Design Studies submission, the Owner's Landscape Architect shall prepare and provide a concept plan for all parks and open space blocks including pathway alignments and pedestrian bridge crossing to the satisfaction of the City.
15. As part of the first submission of engineering drawings, the Owner shall include all grade, service and seed details on all areas dedicated for parkland, to the satisfaction of the City.
16. As part of the first submission of engineering drawings, the Owner shall include all details for a pedestrian bridge crossing from Block 4 to the Bostwick Community Center, to the satisfaction of the City.
17. The Owner shall construct all park improvements within Block 4 and the pedestrian bridge crossing as shown on the accepted engineering drawings, all to the satisfaction of the City, at no cost to the City, within 1 year of registration of the plan of subdivision.
18. The Owner shall, prior to the issuance of a Certificate of Conditional Approval, grade, service and seed all areas dedicated for parkland, to the satisfaction of the City.
19. As part of the first submission of engineering drawings, the Owner shall provide for a multi-use pathway on the road crossing of the Thornicroft Drain, to the satisfaction of the City.
20. The Owner shall convey 1 hectare per 300 residential units and 2% for commercial lands or a cash-in-lieu payment in accordance with By-law CP-9 to the City of London for park purposes.

SEWERS & WATERMAINS

Sanitary:

21. In conjunction with the Focused Design Studies submission, and engineering drawing submission the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and areas to be serviced to the satisfaction of the City Engineer;
 - ii) Provide clarification that the proposed zoning amendments, and the respective changes in population, drainage area and the outlet is

- compatible with accepted record drawings and drainage area plans, and in particular for areas of the draft plan being directed to the Westmount/Farnham sanitary sewer system. Any sewer routing and sewer extensions are to be shown such that they could connect to their respective outlet location. Any upgrades, if required, are to be at no cost to the City;
- iii) Propose a suitable routing for the trunk sanitary sewer to be constructed through lands to the south and provide details of the sanitary sewers intended to serve portions this plan and how they will ultimately connect to the existing 450 mm diameter sanitary sewer on Exeter Road or future extension and routing of the GMIS SS14B or as determined by the accepted Focused Design Studies;
 - iv) Provide sufficient details that will demonstrate, including the feasibility, that the lands can all be served by a gravity connection and any and all details (eg. sewer depths, routing, etc.) to address the extension of the future sanitary sewers to the limit of this Plan;
 - v) Provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
22. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - ii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner
 - iii) Construct sanitary sewers to serve this Plan and connect them to the existing 450 mm diameter sanitary sewer on Exeter Road or as determined by the accepted Focused Design Studies;
 - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.
23. The Owner shall implement the following enhanced inflow and infiltration (i&i) measures, to the satisfaction of the City, at no cost to the City:
- i) provide regular unscheduled inspection of basement excavations by the Owner's agents to ensure sanitary connections remain capped until plumbing connections are made;
 - ii) provide a notice to all builders and homeowners within the development, complete with an acknowledgement of receipt, regarding sanitary pdc's and the City's By-law WM-4 and secure against any infractions as a deterrent;
 - iii) wrap all manhole joints at time of installation; and
 - iv) permit City flow monitoring to monitor inflow and infiltration.

Storm and Stormwater Management (SWM)

24. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:

- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, -all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
 - v) Provide an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment, Conservation and Parks standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases of construction;
 - vi) implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and,
 - vii) ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
25. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, property, or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
26. The Owner shall comply with any conditions of the Upper Thames River Conservation Authority since the plan of subdivision is located within the UTRCA regulated area and Dingman Creek 'screening area'. Should the UTRCA request Block 11 limits be revised due to a regulatory flood line buffer, the Owner shall red-line Block 11, if necessary, to the satisfaction of the City and the Upper Thames River Conservation Authority.
27. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit an updated Stormwater Management and Drainage Servicing Functional Report for the entire site to address the following:
- i) Stormwater quality, quantity, erosion control, infiltration, and/or water balance targets for the site and how the targets will be achieved through the proposed SWM Plan;
 - ii) How any proposed SWM solution (including LIDs and control facilities) would be supported by a geotechnical and/or hydrogeological investigations prepared with focus on the type of LID. It is anticipated that the

hydrogeological and SWM reports will be completed but will contain consistent information regarding water balance measures and the LID approach;

- iii) Details with respect to any proposed SWM measures including layouts, depths, cross sections, anticipated shallow groundwater levels, and anticipated infiltration rates along LID alignments. LID design should be supported by on-site infiltration testing, as necessary;
 - iv) Address and provide details of the rerouting, enclosure and/or removal of any existing open watercourses (eg. Thornicroft Drain) in this plan and identify the needs for any setbacks from the open watercourses;
 - v) Existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance system(s);
 - vi) Provide analysis and details of the overland flow route at the locations of the raised intersections and crosswalk;
 - vii) Provide an erosion and sediment control plan associated with the subject lands and any proposed SWM features in accordance with City of London and Ministry of the Environment, Conservation and Parks standards and requirements, all to the satisfaction of the City. The sediment and erosion control plan(s) shall:
 - o Be a component of the Functional Storm/Drainage Servicing Report.
 - o Identify all interim and long term measures for both registration and construction phasing/staging of the development, including inspection and adaptive measures.
 - o Include management plans for proposed dewatering works and associated outlet location(s).
 - o Require any major revisions be reviewed/accepted by the City of London for conformance, following initial acceptance.
28. The above-noted Storm/Drainage and SWM Servicing Functional Report, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) Dingman Creek Subwatershed: Stormwater Servicing Study: Master Plan and Schedule B Municipal Class Environmental Assessment for Stage 1 Lands;
 - ii) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study Update (2005) and any addendums/amendments;
 - iii) The approved Storm Drainage and Stormwater Management Plan for 3080 Bostwick Road – Stage 1 prepared by IBI May 6, 2016;
 - iv) 3080 Bostwick Road Storm Outlet Environment Impact Study Prepared by Stantec Consulting Limited, April 2016 and any required addendums;
 - v) Thornicroft Drain Erosion Assessment, 3080 Bostwick Road, prepared by Parish Aquatic Services May 2016 and any required addendums;
 - vi) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - vii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;

- viii) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - ix) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - x) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - xi) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals; and,
 - xii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
29. In conjunction with the Focused Design Studies submission, the Owner shall provide an update to the existing hydrogeological report, including but not limited to, the following:
- i) The potential short-term and long-term effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) Identify any abandoned wells in this plan;
 - iii) Evaluation of a the water balance results included in the SWM report for the proposed development, and an evaluation of the potential impacts of the Site's water balance on potential downstream features;
 - iv) Provide recommendations for foundation design should high groundwater be encountered;
 - v) Address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - vi) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site;
 - vii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken;
 - viii) Provide sufficient information, including more detailed hydrogeological and soil reports, to confirm that the construction of the proposed sanitary sewer and watermain through the Thornicroft Drain crossing can meet the recommendations and be in accordance with City standards and Upper Thames River Conservation Authority;
 - ix) Installation of borehole and monitoring wells at appropriate locations across the site;
 - x) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels and groundwater flow direction. Seasonality effects should be considered when evaluating the hydrogeological regime of the site;
 - xi) Evaluation of water quality characteristics (both groundwater and surface water, if applicable), and the potential interaction between shallow groundwater and surface water features;
 - xii) Details and discussion regarding LID considerations proposed for the development including, but not limited to layouts, depths, cross-sections, anticipated shallow groundwater levels, and anticipated infiltration rates along LID alignments. Infiltration testing shall be undertaken when determining infiltration rates within the proposed LID systems;
 - xiii) Discussion related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction);

- xiv) Evaluation of construction related impacts, and their potential effects on the shallow groundwater system;
- xv) Evaluation of construction related impacts, and their potential effects nearby domestic water wells (if present) and/or impacts on local significant natural features (including dewatering, volume requirements, radius of influence estimates, etc.);
- xvi) Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering);
- xvii) Development of appropriate short-term and long-term monitoring plans (if applicable);
- xviii) Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction;

all to the satisfaction of the City.

Watermains

30. In conjunction with the Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the residential/development Blocks from the high-level distribution system. In addition to Blocks 2 and 6 internal to the Plan, Blocks 1,3 and 5 external to this Plan, (being created by Consents B.032/18, B.033/18 and B.034/18) are to be serviced off the subdivision internal watermain;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable; This would not only encompass the lands immediately adjacent to Street 'C' to the south but also external lands further to the south along Bostwick Road;
 - viii) Provide a water servicing area plan for the external lands south of this proposed draft plan along Bostwick Road. This water servicing area plan shall size the watermains considering future development demands (fire and domestic), establish looped watermain alignments to service the study limits, identify connections to existing watermains (high and low level) and identify any required external works.
 - ix) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - x) Identify any required watermain oversizing and any cost sharing agreements;
 - xi) Identify the effect of development on existing water infrastructure and identify potential conflicts;

- xii) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.
31. Where the allowable density of any development Block serviced internal to this Plan, would trigger the requirement for a looped private water service connection, incorporate strategic valves on the internal watermains such that dual water service connections could be accommodated without having to cut in valves in the future.

Roadworks

32. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
33. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer.
 - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision.
 - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
 - vi) shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
 - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.

34. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Street 'B' and Street 'C' have a minimum road allowance of 21.5 metres as identified on the approved Draft Plan. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City
 - ii) Street 'A' has a minimum road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
 - iii) Street 'B' from Southdale Road West to 45 metres south have a minimum road allowance of 22.5 metres. The widened road on Street 'A' and Street 'B' shall be equally aligned from the centreline of the road and tapered back to the 21.5 metres of road allowance width for this street with 30 metre long tapers on both street line. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City.
 - iv) Street 'C' from Bostwick Road to 45 metres east have a minimum road allowance of 22.5 metres. The widened road on Street 'C' shall be equally aligned from the centreline of the road and tapered back to the 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City.
35. The Owner shall complete the construction of Street 'B' (Yorkville Street) to City standards and remove all temporary works, as necessary, constructed as part of B.001/16 (Community Centre), to the satisfaction of the City.
36. The Owner shall red line this plan to include 6.0 metre straight tangents at the intersection of Street 'A' and Street 'C' and Street 'C' and Bostwick Road. Additionally, straight tangents are to be provided on Street 'C' between the back to back horizontal curves.
37. The Owner shall grade the site in accordance with the Southdale Road West and Bostwick Road Environmental Assessment (EA), to the satisfaction of the City Engineer.
38. In conjunction with the first submission of engineering drawings, the Owner's shall have its consulting engineer design enhanced landscape boulevards on Street 'B' at Southdale Road West on a right-of-way width of 22.5 metres for a distance of 45 metres tapered back over a distance of 30 metres to the standard local right-of-way width of 21.5 metres to the satisfaction of the City Engineer.
39. In conjunction with the first submission of engineering drawings, the Owner's shall have its consulting engineer design enhanced landscape boulevard on Street 'C' at Bostwick Road on a right-of-way width of 22.5 metres for a distance of 45 metres tapered back over a distance of 30 metres to the standard local right-of-way width of 21.5 metres to the satisfaction of the City Engineer.
40. In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 6 metre straight tangents, etc.), to the satisfaction of the City Engineer.
41. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the City Engineer.

Sidewalks

42. In conjunction with the first submission of engineering drawings, the Owner shall design a 1.5 metre sidewalk on both sides of all streets in this plan of subdivision, to the satisfaction of the City.

Street Lights

43. In conjunction with the first submission of engineering drawings, the Owner shall design street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

44. In conjunction with engineering drawings submission, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the City Engineer.
45. In conjunction with the Focused Design Studies submission, the Owner shall verify the adequacy of the decision sight distance on Southdale Road at Street 'B' and Bostwick Road at Street 'C'. If the sight lines are not adequate, road work shall be undertaken to establish adequate decision sight distance at this intersection, to the specifications of the City Engineer, at no cost to the City.
46. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the required road works to address the sight line requirements, to the satisfaction of the City Engineer, at no cost to the City.
47. In conjunction with the first submission of engineering drawings, the Owner shall provide details of temporary street lighting at the following intersections, to the specifications of the City, at no cost to the City:
 - i) Street 'A' at Southdale Road West
 - ii) Street 'B' at Southdale Road West
 - iii) Street 'C' at Bostwick Road
48. In conjunction with the Focused Design Studies submission, the Owner shall have it's professional consulting engineer submit design criteria for the left turn and right turn lanes on Southdale Road West at Street 'B' and Bostwick Road at Street 'C' for review and acceptance by the City.
49. The Owner shall restrict access to Street 'A' from Southdale Road to rights-in/rights-out, at no cost to the City, all to the specifications and satisfaction of the City.

Road Widening

50. The Owner shall be required to dedicate sufficient land to widen Bostwick Road to 18.0 metres from the centreline of the original road allowance.
51. The Owner shall be required to dedicate sufficient land to widen Southdale Road West to 24.0 metres from the centreline of the original road allowance.
52. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'C' with Bostwick Road and Street 'A' and Street 'C' with Southdale Road West calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II, as specified by the City Engineer.
53. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of streets in the Plan (ie. Where Street 'A' meets with Street 'C') to satisfy requirements necessary for servicing bus transit routes, calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II, as specified by the City Engineer.

Vehicular Access

54. The Owner shall ensure that no vehicular access will be permitted to Block 2 from Bostwick Road. All vehicular access is to be via the internal subdivision streets.
55. The Owner shall restrict access to Block 2 by establishing blocks for 0.3 metre (1') reserves along the entire Bostwick Road frontage, to the satisfaction of the City.

Traffic Calming

56. In conjunction with the engineering drawings submission, the Owner shall have it's professional engineer provide a detailed design of the following to the satisfaction of the City:
 - a) Roundabout, including splitter islands, at Street 'B' and Street 'C'
 - b) Raised intersection at Street 'A' and Street 'C'
 - c) Type D pedestrian crossover on Street 'B' at the north limit of Block 6

The timing of implementation of the above noted traffic calming elements shall be determined during the preparation of the subdivision agreement, all to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

57. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Bostwick Road via Street 'C' or other routes as designated by the City.
58. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
59. Should any temporary turning circle exist at the time this plan is registered, the Owner shall remove any existing temporary turning circles and restore the road including sidewalks to the satisfaction of the City, at no cost to the City.

General

60. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
61. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
62. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
63. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
64. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works

proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".

65. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
66. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
67. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
68. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
69. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
70. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
71. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

72. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.

73. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
74. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
75. In conjunction with Focused Design Studies, the Owner shall have its consulting engineer submit a concept drawing for the road crossing of the Thornicroft Drain in this plan, including the preliminary crossing details (product type/size), plan and section views and any other necessary details, all to the specifications and satisfaction of the City.
76. In conjunction with engineering drawings submission, the Owner shall have their consulting engineer prepare and submit a design acceptable to the City Engineer for the following:
- i) proposed sanitary and watermain crossing the Dingman Creek, Tributary 'D' watercourse (Thornicroft Drain). Considerations to be included are utilization of a specific product(s), joint restraints systems, casing pipe, strategic valve placement and insulation.
 - ii) Identify how the road crossing will be constructed (ie. box culvert, etc.)
 - iii) Demonstrate how the proposed grading and road design will match the grading of the Thornicroft Drain
77. In conjunction with the first submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
- i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,
 - ix) cutting/filling, erosion, maintenance and structural setbacks (if any) related to slope stability associated with the existing wetlands, all to the satisfaction of the City.
- and any other requirements as needed by the City, all to the satisfaction of the City.
78. In conjunction with the Focused Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services

related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.

79. In conjunction with the engineering drawings submission, the Owner must obtain approval from all required agencies as needed, to permit the proposed works and services related to the Street 'C' channel crossing within this plan, such as the UTRCA, MOECC, Fisheries and Oceans Canada and MNR.
80. In conjunction with the first submission of engineering drawings, the Owner shall identify any existing accesses, services, buildings, etc., located within this Plan, to the satisfaction of the City.

Natural Heritage

81. As part of the Focused Design Studies submissions, the Owner shall provide an update to the 3080 Bostwick Road Environmental Impact Study Final Report (dated February 6, 2020) prepared by Stantec Consulting Ltd. in the form of an addendum to address measures for feature protection and mitigation, wetland relocation, compensation, restoration, monitoring, and species at risk (or other items), to the satisfaction of the City.
82. As part of the Focused Design Studies submission, the Owner's Landscape Architect or Ecologist shall prepare and provide a concept plan for all ecological buffers, compensation areas and/or restoration areas to the satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner's Landscape Architect and/or ecological consultant shall prepare a detailed restoration and buffer planting plan in accordance with the approved Environmental Impact Study Addendum, to the satisfaction of the City.
84. As part of the first submission of engineering drawings, the Owner shall prepare for delivery to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City. The approved package shall be delivered to homeowners upon occupancy.
85. In conjunction with the first submission engineering drawings, the Owner's ecological consultant shall prepare and submit a minimum 3 to 5 year detailed monitoring program for the natural heritage features and functions, and for all ecological works including buffer plantings, restoration areas and compensation areas to the satisfaction of the City. The Owner's consultant shall provide an annual monitoring report for each year of the program to the City's Ecologist.
86. The Owner shall not grade into any open space areas (Blocks xx). Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.

UTRCA

Hydrogeological & Water Balance Assessment

87. Prior to the submission of Focused Design Studies, the Owner shall provide a final Hydrogeological and Feature Based Water Balance Study prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located north and south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - *Proposal Summary - 3080 Bostwick Road and 491 & 499 Southdale Road West* dated October 2014 prepared by MHBC), it is the UTRCA's

understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site including lands identified as Block 1, Block 3 and 3050 Yorkville Street and that the natural hazard and natural heritage features and their functions located on site and on the adjacent lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

In the event where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as *Additional Lands Owned by the Applicant/Future Development Lands* shall be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

EIS/Ecological

88. As part of the Focused Design Studies submissions, the Owner shall provide an EIS Report/Addendum which addresses the Conservation Authority's outstanding comments and concerns (as noted in their correspondence dated March 12, 2021), to the satisfaction of the UTRCA.
89. As part of the Focused Design Studies submissions, the Owner shall provide a scoped EIS prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

Stormwater Management

90. The Storm and Stormwater Management Conditions to this draft approval (Conditions No. 24 to 29) shall be addressed to the satisfaction of the UTRCA.
91. The Owner shall ensure that its SWM consultant works closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
92. The Owner shall ensure that the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Conservation Authorities Act

93. The Owner shall secure the necessary written approvals in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act* prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. These approvals shall apply to but are not limited to -
 - i. The removal and compensation of wetland MAMM1-12 which can be approved at the staff level through the UTRCA's permitting process.
 - ii. The crossing of Street C over the Thornicroft Drain which will require the preparation of a scoped EIS to evaluate the impacts of the crossing and how to mitigate and compensate for those impacts.

- iii. To address the Dingman Screening Area including but not limited to the flood plain and flood storage requirements as well as the conveyance of the 250 year return period under Street C as per the refined flood model.

Appendix C – Public Engagement

Community Engagement

Public liaison: On March 11, 2021, Notice of Public Meeting was sent to 118 property owners in the surrounding area. Notice was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on the same date.

Nature of Liaison: To consider a proposed residential draft plan of subdivision with two (2) high density residential blocks with an estimated total of 566 residential units (consisting of multiple apartment buildings and stacked townhouse dwellings), one (1) park block, one (1) open space block, several road widening and 0.3 m reserve blocks; all served by three (3) new roads (Street A, Street B, and Street C). Possible Amendment to Zoning By-law Z.-1 to change the zoning FROM an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone TO: a) a Residential R9 Bonus (R9-7*B-(#)) Zone – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses and stacked townhouses with a maximum height of 15m and a minimum front yard setback of 6m; an apartment building with a maximum height of 70m, a density of 205 units per hectare, a reduced front yard setback of 5.5m, a reduced exterior side yard setback of 1.0m, and a reduced rear yard setback of 22m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design; b) a Residential R9 Bonus (R9-7*B-(##)) Zone – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit an apartment building with a maximum height of 70m, a density of 299 units per hectare, a minimum front yard setback of 5.0m, a reduced interior side yard setback of 7.0m, and a reduced rear yard setback of 7.5m, in return for such facilities, services and matters identifies in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design; c) an Open Space (OS2) Zone – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground; d) an Open Space (OS4) Zone – to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures; and e) an Urban Reserve Special Provision UR4() Zone – to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside put, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2ha. Holding provisions may be considered for urban design, municipal servicing, and phasing.

A previous Notice of Application was circulated on August 17, 2018 and notice was published in *The Londoner* on August 16, 2018. A public participation meeting was held on October 9, 2018. Comments received from the public during the public engagement process were included in a report to the Planning and Environment Committee, and are summarized as follows:

Concern for:

- Increased traffic and congestion (x5)
- Increased cut through traffic in the established neighbourhood to the north (x3)
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA (x3)
- Only the ward 9 councillor was identified on the notice, not the nearby ward 10

- The local school capacity and ability to accommodate increased number of pupils (x2)
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

- Positive to see the site finally develop
- Interest in investing in the project

Agency/Departmental Comments:

1. Upper Thames River Conservation Authority – March 12, 2021

The Upper Thames River Conservation Authority (UTRCA) has reviewed and offers comments on the following submissions:

Hydrogeology & Water Balance

The UTRCA reviewed the submission titled ***Comment Responses from the UTRCA Letter Dated April 17, 2020. File 39T-18502/Z8931 Draft Plan of Subdivision & Zoning By-Law Amendment – Second Submission - Updated EIS & Hydrogeological Reports 3080 Bostwick Road, London ON*** prepared by exp dated January 7, 2021. Our comments were provided to the City and the applicant in correspondence dated March 3, 2021 (attached). They were discussed with the applicant and City staff on March 5, 2021 and again on March 8, 2021 and will be addressed in a Final Hydrogeological Assessment & Water Balance Analysis to the satisfaction of the UTRCA and will be a requirement of the draft plan approval.

The applicant agreed that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C known as Additional Lands Owned by the Applicant/Future Development Lands could be utilized for groundwater recharge.

Another key concern pertained to the water table maps that were included in the January 7, 2021 exp submission. The UTRCA advised that the mapping had to be revised prior to draft plan approval. We confirm that the applicant has submitted revised water table maps –

1. ***Hydrogeological Assessment – Southdale Road Development, 3080 Bostwick Road, London, Ontario - Groundwater Flow Direction - Low Groundwater*** prepared by exp dated March 2021
2. ***Hydrogeological Assessment – Southdale Road Development, 3080 Bostwick Road, London, Ontario - Groundwater Flow Direction - High Groundwater*** prepared by exp dated March 2021

The UTRCA is satisfied with the revised mapping.

The UTRCA's hydrogeological and water balance interests and comments must be addressed to our satisfaction and we offer the following conditions for draft plan approval -

1. That a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - ***Proposal Summary _ 3080 Bostwick Road and 491 & 499 Southdale Road West*** dated October 2014 prepared by MHBC), it is the UTRCA's understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site and that the natural hazard and natural heritage features and their functions located on site and on the adjacent

lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

2. That in the case where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as **Additional Lands Owned by the Applicant/Future Development Lands** be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

Stormwater Management

The following comments are based on the UTRCA's review of the various SWM submissions.

1. The last SWM report/addendum prepared by IBI Group dated April 30, 2020, as mentioned in the MHBC letter dated December 10, 2020, was reviewed and comments were provided. However, no updated SWM report was reviewed/received. The SWM section of the MHBC letter dated December 10, 2020 briefly mentions the proposed SWM concept for this development related to water quality, quantity, LID and ESC however sufficient details have yet to be provided.
2. Section 4.4.1 of the revised EIS dated December 3, 2020 mentions surface drainage generally with issues in the Drain. It is recommended to consider those issues in the design of the SWM for the site.
3. The Stantec reply letter dated January 6, 2021 (to the City of London) was reviewed. The aforementioned letter address the UTRCA comments related to the EIS but not SWM.

The UTRCA has reviewed the Storm and Stormwater Management Conditions that have been prepared by the City of London (attached). The conditions address most of our interests however we request the following two additions –

1. That the SWM consultant work closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
2. That the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Environmental Impact Study (EIS)

The UTRCA has reviewed the December 3, 2020 **Final EIS Addendum for 3080 Bostwick Road** prepared by Stantec. Given that the development is only for lands to the north of Street C and lands labelled as Block 6 located east of Street B, the comments have been broken into recommendations that pertain to the current EIS (Blocks 2, 4, 6 and for Street "C"), and those that must be undertaken for the Future Development Lands located south of Block 2, 4 and 6. We have also provided comments on the January 7 2021 Stantec Response Table to UTRCA comments.

Recommendations on Dec 3 2020 Final EIS Addendum for Blocks 2, 4, 6 and for Street "C"

1. Editorial comments
 - a. Please edit all FOGM references to FODM.
 - b. Please show WODM4 on Figure 2 as it is described in Table 4.1.
 - c. Is the THDM2/SWTM2 community in Table 4.1 the same as the THDM2-6/SWTM2 on Figure 2?
 - d. Please add description of FODM6 (shown west of Bostwick Road on Figure 2) to Table 4.1.
 - e. Please add Monarch and Terrestrial Crayfish locations to the summary list of Natural Environmental Constraints in Section 6.0.
2. Please ensure there is adequate area in the Park Block and/ or in the high density residential blocks to implement the required LID measures such as landscaped areas, side yard and rear yard swales or vegetative filter strips, and / or linear bioswales to manage surface water and maintain the groundwater contribution and recharge for the

natural hazard and natural heritage features including but not limited to the Thornicroft Drain.

3. Section 10.1.3.2 states that “with respect to surface flow to the wetland area, the Significant Woodland located south of the southwest portion of the Site is fed primarily from surface flows from the Unnamed Drain originating west of Bostwick Road. However, Figure 2 shows another unnamed watercourse that enters Patch 10064 from the center of the lands located south of Blocks 2 and 4. Please provide an analysis of the contribution of these two drains and the Thornicroft Drain on the downstream wetland habitats.
4. Please provide context for the 2007 – 2008 field notes in Appendix H1 and confirm whether this information was incorporated into the EIS. It does not appear that the biological information gathered during 2007 and 2008 was incorporated into the EIS, other than to say it was undertaken. For example:
 - i. 2008 amphibian surveys recorded AMTO, SPPE and GRTR, yet only the call count tallies for 2014 are presented in Section 4.6.3.
 - ii. 2008 breeding bird memo states that 46 birds were observed, of which 45 were likely breeding; yet Section 4.7 states that 38 species of birds were observed of which 29 were likely breeding.
 - iii. the location of patch numbers 6659, 6005, 6706, 6871, as well as ELC communities FOD4-2, SWD4-1 (no patch number provided) and vegetation communities in Table 1 (Appendix H.1) were not provided, so it is not possible to compare this information to the vegetation communities in Table 4.1, Section 4.6.

Requirements for an EIS to be undertaken for the Future Development Lands located (balance of 3080 Bostwick Road) south of Block 2, 4 and 6 (South of Street C)

Please note that the UTRCA supports the recommendations in the August 2017 SLSR and EIS for the Bostwick Road Improvements (Municipal Class EA) requiring a 30m buffer for Patch 10064. Accordingly we recommend a 30m buffer from the WODM4-4 community, and a total corridor width along the Thornicroft Drain south of Blocks 2, 4 and 6 of at least 30 m on either side, for a minimum total width of 60m+ width of buffer along the drain. If these buffers are provided, the UTRCA will not require any additional biological work. If the buffers are not provided, the UTRCA will require that the following work be undertaken to evaluate impacts of future development south of Blocks 2, 4 and 6:

- A. **A three season floral inventories of each ELC community** and vascular plant list provided for each ELC community, along with metrics such as conservatism coefficient, wetland index, weediness, etc. to support EIS arguments about importance of the ELC communities.
- B. **A full amphibian breeding inventory, with monitoring sites and dates of surveys scoped with the UTRCA and agreed to prior to conducting field work.** Amphibian call count surveys will follow the protocol for the Marsh Monitoring Program (Bird Studies Canada, 2003) and Environment Canada’s Amphibian Road Call Count program (2008).
- C. **An evaluation of both unnamed drains that enter Patch 10064** to evaluate impacts of future development south of Blocks 2, 4 and 6.

The UTRCA has also reviewed the **January 7, 2021 Stantec Response Table to UTRCA Comments** and we offer the following responses:

1a. Stantec response says N. Leopard Frog has been removed from Appendix E since the origin of the species record could not be concluded based on field data. However, it is still present in Appendix E. **The UTRCA does not want this species removed from the records, since it is part of the historical record for this site and instead requests that the EIS include it as a possible unconfirmed species.**

1b. Stantec response says Survey Station A was located at the center of the Thornicroft Drain. However, **Figure 3 still shows Survey Station A in the OAGM1 community**, more than 60m from Thornicroft Drain.

1c. To ensure that the mitigation and protection measures proposed for Thornicroft Drain and community FODM11 will protect potential amphibian habitat, we request that:

- **the wetland proposed further south as compensation for the removal of the MAMM1-12 community consider the creation of amphibian pools to demonstrate net benefit; and**
- **that the size or design of the buffer to the Thornicroft Drain includes the creation of amphibian habitat.**

The removal and compensation of wetland MAMM1-12 can be approved at the staff level through the UTRCA's Section 28 permit process.

1d. Addressed. Thank you. Our apologies regarding the request for a single year of data collection for floral inventories – this sentence was accidentally copied and pasted. We agree that floral inventories completed over several years and seasons is acceptable.

1e. **The separation of plants into vegetation communities is a standard request**, and is needed for more than just identifying locations of species at risk (i.e. used to confirm ELC classification, identify sensitive groundwater discharge areas, etc.). **Note that this level of detail will be required for any EIS undertaken to support future development south of Blocks 2, 4 and 6.**

1f. Stantec response states that they concur with the fish timing windows (no in-water work can occur from March 15 to July 15 of any calendar year), yet Section 10.3 states that “The cool water window for in-water construction is from July 1 to March 3.” **Rather, the cool water window for construction is July 16 – March 14.**

1g – i. Addressed. Thank you.

2a. Please refer to comments on water balance provided by the UTRCA. Note that Figure 2 shows two unnamed watercourses that enter Patch 10064, one from the west and one from the center of the lands located south of Blocks 2 and 4.

2b, ci, ii, iv and vi. Addressed. Thank you.

2ciii. Please **note that our comments refer to Patch 10064**, not WODM4-4.

2cv. **We disagree that “Foraging habitat for Monarch is not considered as significant wildlife habitat** as per the Ecoregion Criteria 7E and not subject to protection”. According to Criterion 1.3 of the SWH Criteria Schedules for Ecoregion Criteria 7E (Special Concern and Rare Wildlife Species), “*The habitat needs to cover an important life stage component for a species e.g. specific nesting habitat or foraging habitat”.* Regardless, we are satisfied our concern has been addressed based on the recommendation in the EIS that Common Milkweed be added to seed mixes for the Dingman EA, phase 2 studies and recommendations for Thornicroft Drain remediation initiatives.

2cvii. Without a floral species list specific to ELC communities, we cannot confirm that WODM4-4 is correctly classified and therefore must assume that it may be part of the rare FODM7-4 (Fresh Moist Black Walnut) community. Therefore, **we are requesting that three season floral inventories of each ELC community be conducted to support future development south of Blocks 2, 4 and 6** and ensure that inventories are conducted at the appropriate time to capture important spring ephemerals and wetland species, as well as summer upland species and groundwater species.

2di, ii, iii.and iv. Addressed. Thank you.

3. Addressed. Thank you.

4a. Based on Stantec's response, the impacts of the alignment of Street C on the adjacent natural hazard and the natural heritage features was never evaluated. As was discussed with the applicant, appropriate buffers and compensation are to be provided to address this oversight with regards to the planning of the additional lands owned by the applicant/future development lands that are located outside of the limits of this draft plan.

Furthermore, a scoped EIS is required to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation of any impacts.

4b and f. Addressed. Thank you.

4ci – iii. **Please ensure that these site control considerations are carried forward to the Draft Plan Stage.**

4d. Partially addressed. The buffer questions have been addressed, yet the **Vegetation Removal Plan** has not.

4e. **Please remove references that Street C is considered to have a negligible change to the nearby vegetation communities in comparison to the development of the Community Centre parking lot,** given the lack of evaluation in the 2014 Southdale Community Centre SLR and EIS by Dougan & Associates on proposed effects of Street C.

5a, c, d and e. Addressed. Thank you.

5b. Thank you for clarifying the placement of the trail. **We support the trail being kept outside of the 30m and 40m buffers to Thornicroft Drain.** Recognizing that the majority of the 40 m buffer area is adjacent to the park block that will be dedicated to the City, we ask that the City ensure the trail is kept outside the 40m corridor and is instead be incorporated into park block 4.

5e. **We continue to express concern that the size of the buffers may not be adequate to accommodate any remediation needs of the Thornicroft Drain** that may be required through a separate Municipal Class EA process to address the erosive conditions in the drain spillway. **We also recommend that any culvert improvements proposed to accommodate any remediation needs of the Thornicroft Drain have consideration for potential Barn Swallow nests** that were noted in the Sept 12, 2014 email from Bill Warner (Appendix B)

6. **Please refer to comments on SWM provided by the UTRCA.**

7. **Please refer to comments on hydrogeology provided by the UTRCA.**

8 - 12. Addressed. Thank you.

The UTRCA's outstanding EIS comments can be addressed in a report/addendum as a condition of draft plan approval.

CONSERVATION AUTHORITIES ACT

The subject lands are regulated by the UTRCA and are located in the Dingman Screening Area. The flood plain and flood storage requirements, as well as the conveyance of the 250 yr return period under Street C as per the refined flood model, must be addressed through the Section 28 approval process.

RECOMMENDATIONS

The UTRCA requires that all of the comments contained in this correspondence and in the attachments be addressed to the satisfaction of the UTRCA through the future approvals/submissions for the subject lands and the balance of the lands known as 3080 Bostwick Road. We offer the following conditions of draft plan approval –

Hydrogeological & Water Balance Assessment

1. That a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - **Proposal Summary _ 3080 Bostwick Road and 491 & 499 Southdale Road West** dated October 2014 prepared by MHBC), it is the UTRCA's understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site and that the natural hazard and natural heritage features and their functions located on site and on the adjacent lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

2. That in the case where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as **Additional Lands Owned by the Applicant/Future Development Lands** be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

EIS/Ecological Comments

That an EIS Report/Addendum be prepared to the satisfaction of the UTRCA to address our outstanding comments (contained herein).

That a scoped EIS be prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

Stormwater Management

That the Storm and Stormwater Management Conditions that have been prepared by the City of London (attached) be addressed to the satisfaction of the UTRCA. In addition to those conditions, the UTRCA requires

1. That the SWM consultant work closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
2. That the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Conservation Authorities Act

That the applicant secure the necessary written approvals in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act* prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. These approvals shall apply to but are not limited to -

- i. The removal and compensation of wetland MAMM1-12 which can be approved at the staff level through the UTRCA's permitting process.
- ii. The crossing of Street C over the Thornicroft Drain which will require the preparation of a scoped EIS to evaluate the impacts of the crossing and how to mitigate and compensate for those impacts.
- iii. To address the Dingman Screening Area including but not limited to the flood plain and flood storage requirements as well as the conveyance of the 250 yr return period under Street C as per the refined flood model.

2. Urban Design Peer Review Panel Comments – Applicant Response – March 10, 2021

Address of Development Site: 3080 Bostwick Road

Date of Panel Meeting: 09/16/2020

Comment:
It is understood that the existing Master Plan provides a planning and design framework to guide the ongoing evolution/development of the overall site. In this case, the Master Plan includes a series of development blocks and an internal network of public streets that will be implemented through the proposed plan of subdivision. As the implementation of the Master Plan unfolds, the Panel recommends that further consideration be given to creating a unique identity and character to individual streets and public/common spaces within the plan area. A more thoughtful strategy towards the hierarchy of streets and public spaces will provide a more logical framework to guide the edge conditions of each development block and contribute to the creation of a more identifiable, unique, place within the City of London.
Applicant Response:
As noted, the Master Plan Concept for 3080 Bostwick Road was designed to provide guidance for individual project sites, parks, road systems and pathway connections within the development. Refinements to individual Master Plan components will be carried out as these projects advance, and with consideration for the goals, objectives and design direction set out in the Urban Design Guidelines document adopted for these lands. In this respect, the building design and site layout for Site 5 (3010 and 3050 Yorkville Street) was subject to revision through both the detailed design phase and the Site Plan Approval process. Matters such as those noted by the Panel above were taken into consideration through these processes.

Comment:
The Panel recommends including greater variation in building scale, built form and housing form across these large sites to support the creation of more defined character areas within the overall Master Plan.
Applicant Response:
The Master Plan has been designed as an intensive development, comprised predominately of high-rise forms of varying heights complemented by limited commercial/office uses, a neighborhood park, an open space corridor and multiple pedestrian/vehicular connections. As discussed above, refinements to the layouts of individual development sites are expected through future planning process to further differentiate Master Plan components (and thereby further define the character of this community).

Comment:
The Panel recognizes the desire for cohesion within the architectural design of individual buildings but cautions that with the proposed number of buildings there is a high risk that the built form will appear repetitive. The Panel strongly suggests that further refinement to the material pallet and composition for buildings within the Master Plan area is required for a successful outcome.
Applicant Response:
The Panel comment is acknowledged and will be taken into consideration as project planning advances for individual Master Plan sites (consistent with the approach taken for Site 5).

Comment:
The Panel notes that the submission materials were lacking detail, especially as it relates to the street-level architectural treatment and landscape design of various building sites. The building elevations provided for sites 2 & 6 sites also do not appear to reflect the latest massing or plans which limited the Panel’s capacity to provide meaningful feedback on that aspect of the project. Rendered views of the public realm would help in assessing the proposed landscape treatment and relationship to building entrances, ground unit terraces, etc.
Applicant Response:
Zedd Architecture has prepared updated design materials for Sites 2 and 6, which are enclosed with this submission. Additional renderings of these Sites in the context of the larger Master Plan development are included with these materials.

Site 2:

Comment:
<p>The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.</p> <ul style="list-style-type: none"> • The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm. • The “end” townhouse units present an opportunity to create greater “presence” on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.
Applicant Response:
Alternative layouts for complementary low- and mid-rise forms within Site 2 were explored as part of project planning. The two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide ‘eyes on the street’ for the community park east of this site, and provide an sense of enclosure appropriate for this corridor. The architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered.

Comment:
The Panel questions the detailing and programming of the “southward extension” of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as “primary frontage zones”. As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that’s fitting of this key corner location.
Applicant Response:
<p>The Panel’s comment is noted regarding the design/landscape treatment for this component of the tower. The massing of the Site 2 building was assessed with considerations for the Panel’s comments, and it was concluded that the overall Master Plan layout works better with the tower located on the north end of this site.</p> <p>Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development.</p>

Comment:
The Panel notes that the overall scale of the tower floorplate is contextually appropriate, but the proportions are not. The current tower floorplate appears as a 2:1 length to depth ratio which characteristic of a slab-tower typology. The Panel recommends a return to the squarer tower shape contemplated by the Master Plan Concept and Urban Design Guidelines (pg. 4).
Applicant Response:
Refinements to the podium and tower have been provided with updated design material for Site 2 and 6. While the Panel's comment is acknowledged, project constraints, in terms of floor plate sizes, and zoning constraints, in terms of height, do not allow for a smaller footprint of the tower. The floor plate of the tower (typically 940 m ²); however, is in keeping with the design direction of The London Plan (Policy 293).

Comment:
The Panel notes that the conceptual plans lacked sufficient detail to understand the ground floor treatment of the podium building. It was unclear from the documents if the grade level units are proposed to have perimeter fences to create yards. The Panel recommends these drawings be provided to the City for review.
Applicant Response:
Updated concept drawings are provided to help illustrate the ground floor layout for the podium building and the townhouse units, and the interface of these units with the public realm (particularly the Bostwick Road corridor). Further refinements will be introduced during the design phase of the project.

Comment:
The Panel recommends that for private entrances to ground floor residential units, appropriate grade separation and distance separation from the property line be provided.
Applicant Response:
Comment acknowledged.

Comment:
The Panel recommends further enhancement of the proposed lobby space. Greater transparency with clear views from the interior to the exterior of the site will foster a greater connection with Bostwick Road and will provide a sense of visual relief on the ground floor massing of the Bostwick façade.
Applicant Response:
Refer to updated design concepts and renderings, as discussed above.

Comment:
The Panel further recommends considering increasing the amount of amenity space along Bostwick Rd. in lieu of some of the grade level residential units, specifically at the 1 bed and 2 bed unit south of the entrance. This would permit an opportunity to create a more defined entrance on the west elevation that currently appears to blend in with the residential components.
Applicant Response:
The updated renderings illustrate the design response for the western elevation, particularly the varied components proposed (1) to differentiate the podium elements from the central tower and (2) to clearly define the main Bostwick Road entrance.

Site 6:

Comment:
<p>The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.</p> <ul style="list-style-type: none"> • The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome. • The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines). • The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.
Applicant Response:
An updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street frontage.

Comment:
<p>The Panel recommends the inclusion of a strong podium design which provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond the unique planned character of each abutting street and adjacent development block.</p> <ul style="list-style-type: none"> • The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm. • On streets with an exclusively residential character, line the base building with grade- related residential units with usable front entrances and windows to living spaces facing the street.
Applicant Response:
The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks. The enclosed renderings illustrate the anticipated treatment of the main floor units, which includes extensive glazing.

Comment:
The Panel recommends introducing mid-block connections that provide at-grade connections from the interior to the exterior of the site and foster a greater level of porosity.
Applicant Response:
The revised site plan illustrates that multiple at-grade connections are proposed linking external and internal elements of the development, including a central pedestrian access from Yorkville Street to the planned parkette (via the new canopy feature).

Comment:
The Panel recommends the inclusion of greater building setbacks at strategic points along the frontage, as appropriate, for architectural interest and to improve pedestrian amenity, including more space for tree planting, wider sidewalks, forecourts, plazas, and other publicly accessible open spaces.
Applicant Response:
The updated design concept provides additional detail addressing this comment, recognizing that further refinements to the site layout will be carried out as part of the detailed design phase of the project.

Comment:
The Panel recommends a reduction in the amount of surface parking in favour of usable at-grade amenity space and/or additional built form. High-quality, grade-related landscaped open space is encouraged for a greater proportion (e.g. 25%) of the total site area.
Applicant Response:
The surface parking arrangement has been revised to increase the useable amenity space on the site, to more clearly define the limits of the parking field, and to provide more detail on the intended site features (e.g., tree planting, internal/external walkway connections, canopy and gazebo elements). The proposed streetscape elements are also illustrated in the updated renderings.

Form Completed By: Scott Allen, MHBC; Carlos Ramirez, York Developments

3. Environmental and Engineering Services Department – February 8, 2021

The lands subject to this draft plan of subdivision are located within a high-level water distribution system service area, an adequately sized high-level watermain is required to be designed and extended along the internal local road network (Street ‘A’, ‘B’ and ‘C’) with a looped connection to the 400 mm watermain on Southdale Road West.

A review of Section 9.0 (Water Servicing) of the Final Proposal Report dated May 2018 identified a number of faulty assumptions pertaining to the water servicing to the proposed Draft Plan of Subdivision, noted as follows:

- 1) A looped watermain from the 400 mm high-level watermain on Southdale Road through the Plan to the low-level 600 mm watermain on Bostwick Road would not be permitted. No interconnection between the high and low-level systems, through a check valve connection or otherwise.
- 2) For watermain looping purposes, a Street ‘A’ watermain and secondary connection to the high-level 400 mm watermain on Southdale Road is required. Depending

on the existing Southdale Road watermain valving, a new line valve may need to be installed on the 400 mm main between the two connections to complete the loop.

- 3) Direct water service connections for development Blocks 2 and 6 (and 1,3 and 5 from the original proposed) to the Southdale and Bostwick Road watermain would not be supported. The water servicing strategy for the subject lands is for these development Blocks to connect to the internal subdivision watermain.

Appendix D – Policy Context

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

Provincial Policy Statement, 2020

The land use planning proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains polices regarding the importance of promoting efficient development and land use patterns and accommodating an appropriate, affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1).

Planning Authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Section 1.4).

To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3(c)).

Densities for new housing should efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)).

There are polices for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

The subject lands are designated and intended for high density residential uses to accommodate an appropriate, affordable, and market-based range and mix of residential types in the form of apartment buildings and stacked townhouses to meet long term needs. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity. Development will utilize full municipal services which are available or will be extended to the property boundary.

The proposed development will include public road, walkway and trail connections within the development providing access to the existing Bostwick Community Centre, a future neighbourhood park, and to the surrounding existing and planned neighbourhoods thereby promoting cycling and pedestrian movement, and enhancing active transportation opportunities. Conditions of draft approval will ensure the long term protection of natural heritage features consisting of a woodland and wetland located on adjacent lands to the south. Provincial concerns for archaeological resource assessment and cultural heritage have previously been addressed. Based on our review, the proposed draft plan of subdivision and zoning by-law amendment are found to be consistent with the Provincial Policy Statement.

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.

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also an area on Map 1 - Place Types* identified as “Green Space”. Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan).

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed draft plan and zoning amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

Key Direction #4 – Become one of the greenest cities in Canada

4. Protect and enhance the health of our Natural Heritage System.

Key Direction #5 – Build a mixed-use compact city

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

7. Build quality public spaces and pedestrian environments that support walking.

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

6. Dependent upon context, require, promote, and encourage transit oriented development forms.

7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.

8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.

These strategic directions are generally reflected in the development proposal. The proposal consists of a mix of high-rise, high density and mid-rise housing types consisting of proposed high-rise apartment buildings and stacked townhouses to take advantage of services and community facilities in the immediate area. The draft plan

includes a neighbourhood park centrally located to act as a focal point and a social gathering place where residents can come together. The subdivision plan maintains a grid pattern with three connections to the existing arterial roads network resulting in ease of mobility and a neighbourhood that is more walkable and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks on both sides of the streets, multi-use paths and walkways aligned with a linear open space corridor; and the proposed development will be oriented to and supportive of public transit. A natural stream corridor traverses the subject lands which connects to natural heritage features existing on lands further to the south. Conditions of draft plan approval will ensure that outstanding concerns with respect to protection of natural heritage features can be properly addressed at the detailed design stage of the subdivision and site development approval process.

City Building and Design Policies

*212_ * The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods.*

*213_ * Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*

*218_ * To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities within a typical ten minute walk.*

The subdivision streets maintains a grid pattern with connections to the arterial road network, and opportunities for connections to future neighbourhoods to the south and west. The local street pattern will be safe for walking and supportive of transit services. The proposed development blocks are also of a size and configuration that is transit oriented.

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

*247_ * Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.*

The draft plan incorporates a neighbourhood park which is visually integrated with the neighbourhood and with an adjacent open space stream corridor. This park is centrally located to provide a focal point for the community, a connection for the pedestrian pathways, and will feature seating areas and active and passive recreational opportunities. It is noted that a minimum of 50% of the perimeter of the public park will be bounded by public streets and the open space corridor lands.

*349_ * To support walkability, sidewalks shall be located on both sides of all streets.*

In accordance with the recommended draft plan conditions, 1.5 metre wide sidewalks will be required on both sides of all streets in the subdivision (D.P. Condition No. 42).

*288_ * Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.*

*289_ * High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.*

1. The base should establish a human scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.

2. The middle should be visually cohesive with, but distinct from, the base and top.

3. The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

*290_ * Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*

*292_ * High-rise buildings should incorporate a podium at the building base, to reduce the apparent height and mass of tall buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind tunnel effect.*

The application submission was accompanied by an urban design brief and concept plans for the proposed buildings and site designs generally express the desired attributes and goals as noted above: defined edges and sense of enclosure of public space; high rise buildings with a distinctive base, middle and top; building emphasis towards the corner of the site; and incorporation of podiums at the building base. The applicant's architectural consultants have met with the Urban Design Peer Review Panel. The panel's comments are included under Appendix C and further discussion is provided under the Southwest Area Secondary Plan section below.

Place Type Policies

The subject lands are located within the Neighbourhoods Place and Green Space Place Types. Furthermore, Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan).

*958_ * Notwithstanding the height and intensity policies of the underlying place type, the following overlay policies may be applied:*

3. On large sites or areas within the High Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings will be required

The proposed development incorporates high-rise apartment buildings as well as some low to mid-rise, multiple-attached stacked townhouses

Our Tools

1578_ 6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

- a. Traffic and access management.*
- b. Noise.*
- c. Parking on streets or adjacent properties.*
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
- e. Lighting.*
- f. Garbage generated by the use.*
- g. Loss of privacy.*
- h. Shadowing.*
- i. Visual impact.*
- j. Loss of views.*
- k. Loss of trees and canopy cover.*

- l. Impact on cultural heritage resources.*
 - m. Impact on natural heritage features and areas.*
 - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Traffic volumes generated by the proposed development will be served by the subdivision road network, and by three arterial road connections (one onto Bostwick Road and two onto Southdale Road West). Street B at Southdale Road West and Street C at Bostwick Road will provide turn lanes for full turning movements, while Street A at Southdale Road West will be restricted to rights in and rights out. Generally, the subdivision street pattern is designed to disperse traffic and alleviate congestion. This will be enabled even more so in the future when Street B is extended to future development lands to the south and eventually connecting with the future Bradley Avenue extension.
- Parking on-site will be required as per the Zoning By-law minimum requirements based on specific dwelling type. Most of the required parking for the apartment buildings is expected to be provided underground, with some surface parking provided for residents and visitors. On-street parking is generally permitted on neighbourhood streets and neighbourhood connectors.
- The proposed residential uses are not expected to generate excessive light, noise, dust, or emissions.
- There are no concerns with respect to garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties beyond the limits of the subdivision. The proposed 3.5 storey stacked townhouses within the subdivision on Block 2 may experience late day shadows cast by the adjacent 18 storey apartment building.
- Stage 1 and 2 Archaeological Assessment for the subject site was previously undertaken and an archaeological assessment compliance letter from the Ontario Ministry of Tourism, Culture and Sport (MTCS) was issued in March 2015.
- An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their remains outstanding comments and concerns on the EIS, but that they can be addressed in a final report/addendum as a condition of draft plan approval.

1578_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The above contextual themes are carried over and refined by the Southwest Area Secondary Plan which is discussed further in the sections that follow. Based on Staff's

review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

(1989) Official Plan

These lands are designated Multi-family, High Density Residential, as shown on Schedule 'A' of the 1989 Official Plan which primarily permits multiple-attached dwellings, and low and high-rise apartment buildings. Density will generally not be permitted to exceed 150 units per hectare outside of Central London, excluding provisions for bonusing. There is also a natural drainage corridor traversing the site which designated as Open Space and is intended to be protected and maintained. The proposed draft plan of subdivision and recommended zoning have been reviewed in the context of the Official Plan and the Secondary Plan policies, and are generally consistent with and conform to the 1989 Official Plan.

Southwest Area Secondary Plan (SWAP)

Both The London Plan and the 1989 Official Plan recognize the need for a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) 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. 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. While the Plan is to be read and applied in its entirety, the most relevant policies for the consideration of the requested draft plan of subdivision and zoning amendments include the following (Note: Development Services staff comments have been added and are highlighted in **bold** throughout the following section).

20.5.1.4 Principles of the Secondary Plan

The Southwest Area Plan is guided by a series of objectives and principles. Any amendments to the Secondary Plan shall be consistent with the following principles:

20.5.1.4.i) Creation of a Diverse and Connected Community

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities.*
- d) Provide for daily needs without reliance on a car;*
- j) Design the community street pattern to create or enhance view corridors.*

20.5.1.4 ii) A Range of Housing Choices

- a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community;*
- b) Ensure that housing developments and designs achieve compact residential development;*
- e) Provide opportunities for live-work opportunities to reduce the need for commuting;*
and
- f) Provide affordable housing opportunities.*

20.5.1.4 iv) A Green and Attractive Environment

- a) Protect and enhance natural heritage features such as woodlands, wetlands, river and creek systems*
- b) Develop publicly owned open spaces into linear parks with generous buffers to built areas.*
- c) Enhance livable neighbourhood ideals using public green spaces and urban squares/parkettes as significant design features and by designing walkable neighbourhoods.*

d) Encourage development patterns that provide extensive visual and physical public access to natural features, provided there is minimal impact to the Natural Heritage System.

h) Encourage a built form and site design that is attractive and supportive of alternative modes of transportation.

20.5.1.4 v) A model of Sustainable Growth Management

a) Extend infrastructure in a logical and cost-effective manner;

c) Design a road network of walkable connected streets and neighbourhoods;

e) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods; and

f) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.

This application in conjunction with the overall Master Plan Concept Plan for development of the lands at 3080 Bostwick Road is generally consistent with the principles of the SWAP as noted above.

20.5.2 Community Structure Plan

The Community Structure Plan assists with implementing the vision for the built form, public realm and neighbourhood street pattern, including the following objectives:

i) development patterns shall generally reflect a fine urban grid street network with a high level of connectivity;

iv) the arterial roads shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;

viii) open space areas such as woodlands, river and creek systems and utility corridors may be used to provide pedestrian and cycling linkages between places within and outside the community, that complement the transportation opportunities offered by the street network.

The structure for creating a neighbourhood built form and public realm is achieved by the proposed subdivision plan which demonstrates a fine grid street network and high level of connectivity to Bostwick Road and Southdale Road West. A walkway block and future paved pathways are envisioned to meander through the neighbourhood park provide linkages for pedestrians and cyclists. The park is centrally located in the interior of the site adjacent the Thornicroft Drain open space corridor.

20.5.3 General Policies

The general policies of the Southwest Area Plan apply to all the lands within the secondary plan boundary as well as all the Neighbourhoods and designations, and include the following policies:

20.5.3.2 Sustainable/Green Development

i) Principles

The Southwest Area Secondary Plan is based on a design in which one of the key goals is to maximize the potential for sustainable development. In a City Planning context, this is achieved through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system, and a connected open space system.

Through planning applications, including subdivision design and layout, proponents are encouraged to design and construct development to meet the following criteria for sustainable development:

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

- c) create livable, healthy, accessible and inclusive environments; and
- d) reduce greenhouse gases.

ii) Policies

- b) in new buildings, Leadership in Energy and Environmental Design (LEED) principles;
- d) alternative energy sources, including solar and appropriately sized rooftop mounted wind collectors. Such technologies should be sensitively incorporated into buildings and community design;
- f) a range of residential dwelling types that support life-cycle housing and provide opportunities to age-in-place;
- i) food production opportunities throughout the site. This includes but is not limited to community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping programs; and
- l) the employment of building technologies such as “greenroofs.” Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the “heat island” effect is also desired.

The proposed residential apartments and stacked townhouses are expected to incorporate high energy efficient building components and technologies, as well as other features such as electric vehicle charging stations and bike share facilities accessible to the public, all of which are in keeping with the above principles and policies of sustainable/green development.

20.5.3.4 Community Parkland and Trail Network i) Pathways and Trails

- a) Pedestrian pathways and trail development will be focused along the central corridor through the community extending from Dingman Creek to Southdale Road West (and beyond), and include the Sandra McInnis Woods, Thornicroft Drain, Pincombe Drain and hydro corridor. These corridors are intended to provide major pedestrian and cycling linkages within the overall community parkland network.
- c) The multi-use pathway network shown on Schedule 2 is intended to function as recreational pathways for pedestrians and cyclists.
- d) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community.

The parks, open space, and linear pathway and trail system proposed as part of this subdivision will facilitate one of the linkages along the Thornicroft Drain corridor to Southdale Road West, and expected to function as envisioned by the above noted policies.

20.5.3.4 Community Parkland and Trail Network ii) Parks

- a) The general location of neighbourhood and district parks is illustrated on Schedule 2. Further refinement of the location, size and configuration of these parks will be undertaken at the subdivision approval stage
- b) An adequate distribution and balance of active parkland and play equipment shall be provided within an 800 metre radius of new residential development, without crossing major barriers such as railways, rivers or major roads.
- e) Through the subdivision design and approval process, efforts will be made to incorporate neighbourhood and district parks in proximity/adjacent to natural heritage features, and provide appropriate linkages to protect and enhance the natural heritage features.

The proposed neighbourhood park (Block 4) is considered an appropriate size and configuration, centrally located and providing direct access to the residential developments planned in the immediate area. Concept plans for installation of playground equipment, seating areas, and other recreational amenities will be prepared as part of the detailed subdivision design stage.

20.5.3.6 Natural Heritage – i) Components of a Natural Heritage System

c) Other Natural Heritage Features

Natural Heritage Features other than the Dingman Creek, which are identified on Schedule B-1 of the Official Plan will be confirmed and/or delineated through the recommendations of an approved Environmental Impact Study in accordance with Section 15 of the Official Plan. Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with section 15 of the Official Plan

A narrow stream corridor known as the Thornicroft Drain is identified on Schedule B-1 Natural Heritage Features map which flows from north to south through the site, and this drain is regulated by the UTRCA. Further to the south outside the limits of the draft plan the stream corridor leads to a large woodland patch containing a wetland feature. There is also an area of surface ponding in the westerly half of the site created through filling activities in the recent past. The ponding area is classified as a wetland and it was recognized that further discussion with the City is required regarding opportunities for potential compensation further to the south. An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their outstanding comments on the EIS can be addressed in a final report/addendum as a condition of draft plan approval. A scoped EIS will also need to be prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

The response from the UTRCA also indicated that there are outstanding concerns with respect to maintaining groundwater flows from the site to the Thornicroft Drain and the natural heritage feature to the south. Further discussions to resolve those concerns have led to an agreement by applicant that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C known as Additional Lands Owned by the Applicant/Future Development Lands could be utilized for groundwater recharge. As a condition of draft plan approval, the UTRCA has requested that a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C.

d) Development Limit

Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in Table 15-1 of the Official Plan, an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected.

Within the limits of the proposed draft plan of subdivision, development is not proposed adjacent the Thornicroft Drain, with the exception of the neighbourhood park and Street C crossing. Buffers along this stretch of the drain corridor have been previously agreed to in conjunction with the EIS work that was prepared for the community centre. The planned location of the proposed Street C crossing is aligned with a recently completed stormwater outlet located on the east side of the drain.

20.5.3.6 Natural Heritage – ii) Enhanced Open Space Corridors

In order to enhance open space opportunities within the Southwest Area, the City will seek to locate open space corridors adjacent to key natural heritage features. These corridors are intended to provide for uses such as trails, active and passive parkland and stewardship opportunities.

These enhanced open space corridors are intended to build upon the natural heritage system in the Southwest area and will help to create unique communities and neighbourhoods linked by an integrated open space system. Where there are no natural features to build upon, these corridors may, over time, provide open space connections between natural features. It is intended that these corridors will provide both active and passive recreation opportunities and will form a component of the Southwest area park system.

The proposed neighbourhood park and walkway block will be located adjacent the Thornicroft Drain with the community centre locate on the opposite side, and thereby enhancing the open space corridor's function as envisioned above. Further enhancements will include tree planting and renaturalization along the drainage corridor as well as identifying areas that may be utilized for LID's and groundwater infiltration.

20.5.3.6 Natural Heritage – iii) Tree Planting Standards and Stewardship Practices

- a) All landscape plans for new development and the re-development of existing sites within the Southwest Area Secondary Plan shall comply with tree planting standards and other tree canopy cover targets established for each land use as identified in the Urban Forest Strategy;*
- b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along local streets; and*
- e) Encourage the use of large stock tree-planting for development adjacent to arterial roads. The use planting technologies and standards to provide for long term and sustainable growth is encouraged.*

Tree planting and renaturalization plans for the park and open space corridor will be prepared as part the accepted subdivision design drawings. Tree planting and landscaping plans will be prepared in conjunction with the residential development blocks as part of the site plan approval process. It is noted that substantial boulevard tree planting along the street frontages is proposed as part of the conditions of the recommended bonus zoning.

20.5.3.8 Transportation - i) General Policies

The transportation network within this Plan consists of Arterial, Primary and Secondary Collector roads. Local Streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The local street pattern will provide an organizing structure for each of the Neighbourhood areas.

- a) The street patterns shall support pedestrian-oriented development patterns, with strong relationships to the natural heritage features in the Southwest Planning Area;*
- b) The Neighbourhood area street pattern shall support transit, cycling and walking;*
- c) At the subdivision and/or site plan application stage, traffic controls, including the provision of signalized intersections and turning movements, and street frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified as part of the appropriate traffic studies required as part of a complete application;*
- h) Long stretches of on-street parking on local roads shall be broken-up with landscaped "bump-outs" sufficiently sized to support boulevard trees; and*
- i) Mitigation and replacement of any natural heritage feature that may be impacted or lost as a result of roads shall be required.*

The subdivision provides for public road connectons at Bostwick Road and Southdale Road West with full turning movement and enhanced landscape boulevards on Streets B and C. Access to Street 'A' from Southdale Road will be

restricted to rights-in/rights-out. The street pattern will be designed to be pedestrian oriented with sidewalks on both sides of all streets, and is generally supportive of transit, cycling and walking.

20.5.3.9 Urban Design

i) Development Design Policies

a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian oriented and transit friendly;

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support the integration and long term viability of transit service. For local roads, the modified grid road system will respond to topography, the Open Space System and the nodal areas identified in the Plan. Cul-de-sacs will generally be permitted only when warranted by natural site conditions;

d) The Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an interconnected system of trails will be developed that supports recreation, transit and transportation and connects the Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.

e) Public safety, views and accessibility, both physically and visually to the Open Space System, as well as to parks, schools and other natural and civic features, will be an important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater management ponds adjacent to the Open Space System) and the location of high density residential and employment buildings.

Priority will be given to maintaining views and accessibility at key trail access points of the Open Space System. In addition, views to other public facilities, such as schools and parks, shall be ensured through the provision of a minimum of a combination of a public right-of-way and/or open space immediately adjacent to a minimum of 50 percent of the perimeter of the property

i) The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances. Development adjacent to such connections shall be designed to provide an active building facade for a minimum of 50 percent of the length of the pedestrian connection;

j) Views of the following features shall be created at appropriate locations:

- Civic buildings;*

- Natural features and open spaces;*

l) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:

- Encourages continuous occupancy of public spaces;*

- Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;*

- Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;*

- Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;*

- Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;*

- Encourages the provision of views into, out of and through publicly accessible interior spaces;*

- Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,*

- Results in accessibility for the disabled and elderly;*

m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner; and

m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.

Various development design policies as noted above have been implemented through the preparation of urban design guidelines, and demonstrated in the proposed subdivision design and density, including a built form that is compact, pedestrian oriented and transit friendly. Residential development will be provided with excellent views and accessibility at key access points to the open space corridor. In addition, provision is made for a minimum of a combination of a public right-of-way and open space immediately adjacent to a minimum of 50 percent of the perimeter of the neighbourhood park. This results in clear, unobstructed views of parks and open space corridor from adjacent streets. Community linkages will be established with public access and connections from the subject subdivision to future development planned to the south, east and west, the existing community to the north, and to other parts of the city.

ii) Public Realm a) Local Streets

Local streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for arterial and collector streets, must support the dual role of local streets;

b) Sidewalks shall generally be required on both sides of all streets;

c) Street furniture such as lighting, signage, parking meters, bicycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter. Utilities will be grouped or clustered wherever possible and shall not compromise the overall intended character and design response for the street as identified in this section and associated Neighbourhood policies; and

d) Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the City of London.

The proposed subdivision draft plan considers the contribution of local streets to the public realm. Sidewalks will be required on both side of all streets in the draft plan. Street furniture and facilities typically located within the boulevards, such as lighting, signage, parking meters, bicycle parking facilities, utilities, and garbage facilities will be determined as part of the detailed subdivision design and reviewed for consistency with the above design criteria.

iii) Buildings and Site Design

a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height;

c) Buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection;

d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility;

e) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:

- project beyond the façade of the dwelling or the façade (front face) of any porch; or*
- contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape;*

g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:

- screening of the parking lot at the public right-of-way through the use of features such*

as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;

- parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings;*
- the use of landscaping or decorative paving to reduce the visual expanse of large parking areas;*
- provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments.*

h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments;

i) Landscaping requirements shall ensure:

- the creation of a human scale within new development;*
- the enhancement of pedestrian comfort;*
- the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and*
- landscape design that promotes the use of native species and enhancement of ecological stability and integrity to reduce the heat island effect.*

Several of these themes have been considered in the review of the various submissions, and building and site design concepts for Blocks 2 and 6. Notably that the buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street, that buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection, and that parking should be located underground for large buildings, such as high-rise residential buildings.

The design concepts were reviewed by the Urban Design Peer Review Panel and their comments and applicant’s responses are provided in Appendix C of this report. A few of the comments and suggestions related to the above themes are summarized below:

Block 2

“The Panel questions the detailing and programming of the “southward extension” of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as “primary frontage zones”. As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that’s fitting of this key corner location.”

The comment relates to the positioning of the 18 storey tower at the northerly end of the site with a lower rise (5-6 storey) extension to the southerly end oriented to the corner of Bostwick Road and Street C, rather than positioning the taller building mass to these primary street frontages. The applicant indicated that the massing of the Site 2 building was assessed with consideration for the Panel’s comments. However, it was their feeling that the overall Master Plan layout works better with the tower located on the north end of this site. Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development. Urban Design staff will work with the applicant prior to finalizing site development plans to ensure the intent of the design guidelines with respect to built form and orientation to both street frontages is maintained.

“The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.

- The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm.
- The “end” townhouse units present an opportunity to create greater “presence” on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.”

These comments focus on the 3-1/2-storey, stacked townhouse dwellings proposed along the frontage of Street A. The applicant indicated that alternative layouts for low-rise and mid-rise forms within Site 2 were considered as part of the project planning. In keeping with the above design objectives, the applicant’s response noted that the two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide ‘eyes on the street’ for the community park east of this site, and provide a sense of enclosure appropriate for this corridor. Further architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered. Over the recent past the City has begun to encourage the street flanking end units to incorporate the primary building entrance, or incorporate architectural design elements that present the appearance of a front façade rather than a blank side wall.

Block 6

“The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.

- The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome.
- The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines).
- The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.”

Previous concept plans showed the 17 storey tower and the 15 storey tower connected by a 4-storey podium building giving the visual appearance of significant massing. The applicant’s response indicated that an updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street (Street B) frontage. The City will work with the applicant prior to finalizing site development plans to ensure that spatial separation between the towers are in accordance with the design guidelines, and that wind tunnel testing is undertaken to mitigate street level pedestrian wind impacts, if necessary.

“The Panel recommends the inclusion of a strong podium design which

provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond to the unique planned character of each abutting street and adjacent development block.

- **The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm.**
- **On streets with an exclusively residential character, line the base building with grade-related residential units with usable front entrances and windows to living spaces facing the street.”**

The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks, and would feature treatments such as extensive glazing of the main floor units. The City will continue to work with the applicant prior to finalizing site development plans to define the podium and reduce the impact of massing, and ensure provision of appropriate at-grade front entrances, front windows, and sidewalk linkages in order to activate the street level pedestrian environment and public realm.

20.5.4.1 Residential

i) Function and Purpose

It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”;

iii) All Residential Designations in all Neighbourhoods

a) Access to Arterial Roads The primary transit network is expected to be provided on the arterial roads. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an arterial road, the requirements for a complete application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the arterial road, to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis;

The subject lands are located just west of the Wonderland Road South commercial corridor, separated by a hydro transmission corridor and a narrow parcel of vacant land. The largely vacant tract of land on the west side of Bostwick Road is expected to provide further transition and accommodation of a diversity of residential dwelling types, building forms, heights, and densities. The proposed draft plan demonstrates viable, safe and effective pedestrian linkages to the arterial roads and within close walking distance to existing and future public transit routes.

20.5.4.3 Open Space

i) Function and Purpose

The Open Space designation will apply to lands within the Southwest Planning Area that are intended for active and passive recreation, and that are components of the city’s natural heritage system.

The Open Space designation is made of four sub-areas:

- Public Parkland – Active Recreation;
- Public Parkland – Urban Parks;
- Natural Heritage/Environmental; and
- Stormwater Management.

ii) Character

a) Public Parkland - Active Recreation – This area will have an active recreation character. The primary design focus will be to accommodate neighbourhood recreational needs such as multi-use and recreational pathways, play structures, basketball, skateboarding and playing fields. Opportunities for passive recreation are also to be integrated into active recreation park spaces; and

c) Natural Heritage/Environmental – This open space area is intended to protect the features and functions of the Natural Heritage System. In addition to providing opportunities to enhance the natural heritage system through naturalization and restoration of environmental buffers and linkages, it may allow for pedestrian trails and other forms of passive recreation, where appropriate.

The proposed draft plan of subdivision incorporates a neighbourhood park and open space corridor that are generally consistent with the intent of the secondary plan's purpose, function and character policies for open spaces, public parkland, and the natural heritage system.

20.5.5 Neighbourhoods and Land Use

This Secondary Plan is organized on the basis of Neighbourhood Areas which have specific functions and characteristics implemented by special policies pertaining specifically to the land use designations within that Neighbourhood. The subject lands are within the Bostwick Residential Neighbourhood which include the following policies:

20.5.9 Bostwick Residential Neighbourhood

i) Function and Purpose

The Bostwick Neighbourhood will provide for residential development with the highest intensity of all of the Residential Neighbourhood Areas in the Southwest Planning Area, to support activities in the Wonderland Boulevard Neighbourhood.

Higher intensity mid-rise, transit-oriented development is encouraged along portions of the arterial road network to support the provision of transit services as detailed in Section 20.5.4.1 iv) of the General Residential policies.

ii) Character

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day to day living experience.

20.5.9.2 High Density Residential

i) Intent

The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be mixed use in nature.

ii) Permitted Uses

Permitted uses in the High Density Residential designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, rest homes, and homes for the aged. Convenience commercial uses and secondary permitted uses, including community centres, allowed in the High Density Residential designation of the Official

Plan may be permitted within these areas.

iii) Built Form and Intensity

- a) New development may be permitted to a maximum density of 150 units per hectare and a maximum building height of 12 storeys, subject to further urban design review at the site plan approval stage;*
- b) The Urban Design policies of Section 20.5.3.9 and the General Residential policies of Section 20.5.4.1 of this Plan shall apply;*
- c) Notwithstanding Section 20.5.9.2(iii)(a), Sections 3.4.3(ii) and (iv) of the Official Plan shall apply.*

20.5.17.1 Appendix 4: Official Plan Extracts – Policies

Relevant policies from the 1989 Official Plan have been included in the Secondary Plan to ensure that the policies that are required to fully implement the Secondary Plan are carried forward and become part of this Secondary Plan. Where policies of the 1989 Official Plan are referenced in the Secondary Plan and are not carried forward, it is the intent that this Secondary Plan is to be read in conjunction with the policies of The London Plan.

20.5.17.3 - 3.4.3 Scale of Development

Further to the built form and intensity policies in section 20.5.9.2 iii) of SWAP, the ‘Scale of Development’ policies set out in section 3.4.3 ii) & iv) apply and include the following: Height and Density outside of the Downtown and Central London Areas are guided by the following policies:

i) Height and Density outside of the Downtown and Central London Areas

Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

- (a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;*
- (b) all areas shall include a diversity of housing forms such as midrise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;*
- (c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;*
- (d) massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and*
- (e) conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of an secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.*

ii) Criteria for Increasing Density

Notwithstanding Section i) above, on any lands designated Multi-Family High Density Residential, Council may consider proposals to allow higher densities than would normally be permitted. Zoning to permit higher densities will only be approved where a development will satisfy all of the following criteria:

- (a) the site or area shall be located at the intersection of two arterial roads or an arterial and primary collector road, and well-served by public transit;*
- (b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but*

not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
(c) parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development;
(d) conformity with this policy and urban design principles in Section 11.1 shall be demonstrated through the preparation of a secondary plan or a concept plan of the site which exceed the prevailing standards; and
(e) the final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.

iv) Density Bonusing

Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning Bylaw. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.

1989 Official Plan 19.4.4 Bonus Zoning

Under the provisions of the Planning Act, a municipality may include in its Zoning By-law, regulations that permit increases to the height and density limits applicable to a proposed development in return for the provision of such facilities, services, or matters, as are set out in the By-law. This practice, commonly referred to as bonus zoning, is considered to be an appropriate means of assisting in the implementation of this Plan.

i) Principle

The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

ii) Objectives

Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. Bonus zoning will be used to support the City's urban design principles, as contained in Chapter 11 and other policies of the Plan, and may include one or more of the following objectives:

- (a) to support the provision of the development of affordable housing as provided for by 12.2.2;*
- (b) to support the provision of common open space that is functional for active or passive recreational use;*
- (c) to support the provision of underground parking;*
- (d) to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;*
- (e) to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;*
- (f) to support the provision of employment-related day care facilities;*
- (g) to support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London;*

(h) to support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit;

(i) to support the preservation of natural areas and/or features; and

(j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.

The London Plan - Bonusing Provisions Policy 1652*

Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as:

- 1) *Exceptional site and building design.*
- 2) *Cultural heritage resources designation and conservation.*
- 3) *Dedication of public open space.*
- 4) *Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.*
- 5) *Community garden facilities that are available to the broader neighbourhood.*
- 6) *Public art.*
- 7) *Cultural facilities accessible to the public.*
- 8) *Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.*
- 9) *Contribution to the development of transit amenities, features and facilities.*
- 10) *Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.*
- 11) *The provision of commuter parking facilities on site, available to the general public.*
- 12) *Affordable housing.*
- 13) *Day care facilities, including child care facilities and family centres within nearby schools.*
- 14) *Car parking, car sharing and bicycle sharing facilities all accessible to the general public.*
- 15) *Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.*
- 16) *Measures that enhance the Natural Heritage System, such as renaturalization, buffers from natural heritage features that are substantively greater than required, or restoration of natural heritage features and functions.*
- 17) *Other facilities, services, or matters that provide substantive public benefit.”*

As the zoning amendment application includes a request for bonusing to permit building heights and densities to exceed 150 units per hectare and 12 storeys for both Block 2 and Block 6, the following summaries a number of the bonusable items that were considered, with reference to the bonusing provisions and objectives in the 1989 Official Plan and The London Plan.

The recommended Bonus Zone applying to Block 2 shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “1” to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the City's urban design principles.

Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are

to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The London Plan

Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.

Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Contribution to the development of transit amenities, features and facilities.

Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature.

The London Plan

Car parking, car sharing and bicycle sharing facilities all accessible to the general public.

Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The recommended Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "2" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the provision of the development of affordable housing as provided for by 12.2.2.

The London Plan

Affordable housing.

Provision of Affordable Housing

- i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen*

- (19) one-bedroom units and eleven (11) two-bedroom units;*
- ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;*
- iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;*
- iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.*
- v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies*

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The provision of facilities and matters listed above in consideration of the proposed height or density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

Based on our review of the foregoing policies, the proposed draft plan of subdivision and zoning as recommended by staff is therefore found to be in keeping with the Southwest Area Secondary Plan.

Zoning By-law

The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to the various blocks within the draft plan. Reference should be made to the zoning amendment map found in Appendix A of this report.

Block 2 – Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-(_)•H45) Zone to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities up to a maximum density of 150 units per hectare and maximum height of 45 metres (approx. 12 storeys); together with a bonus provision to permit a maximum density of 205 units per hectare; a maximum height for apartment buildings of 75.0 metres (18 storeys); a maximum height for stacked townhouses of 15.0 metres; minimum front yard depth of 5.5 metres; minimum exterior side yard depth of 1.0 metre; and a minimum rear yard depth of 22.0 metres.

The recommended zoning for Block 2 is considered appropriate and compatible with surrounding lands. An R9-7 zoning and bonusing provisions, in combination with convenience commercial and restricted office zones, was previously approved by Council for future development on the adjacent lands to the north which allows for an

apartment building of similar intensity and building height.

Block 6 - Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-(_))•H45) Zone to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities up to a maximum density of 150 units per hectare and maximum height of 45 metres (approx. 12 storeys); together with a bonus provision to permit a maximum density of 320 units per hectare; a maximum height of 75.0 metres (17 storeys); minimum front yard depth of 3.0 metres; minimum interior side yard depth of 6.0 metre; and a minimum rear yard depth of 7.5 metres.

The recommended zoning for Block 6 is considered appropriate and compatible with surrounding lands. An R9-7 zoning and bonusing provisions, in combination with convenience commercial and restricted office zones, was previously approved by Council for the adjacent lands to the north that are currently being developed.

Block 4 - Open Space OS2 to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground.

The recommended zoning for Block 4 is appropriate to permit the neighbourhood park use.

Blocks 11 and 16 - Open Space OS4 to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures.

The recommended zoning for Blocks 11 and 16 is applied to the section of the Thornicroft Drain open space corridor lands within the draft plan of subdivision and is considered appropriate.

Remnant lands south of Street C - Urban Reserve UR Special Provision (UR4()) to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pit, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2.0 ha.

The purpose of this zone amendment is to add a special provision for minimum lot area within the existing UR4 Zone to recognize the reduced area of the remaining lands to be retained by the applicant.

Recommended Holding Provisions:

The standard holding (h) provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that conditions of approval of draft plan of subdivision ensure that a subdivision agreement or development agreement is entered into.

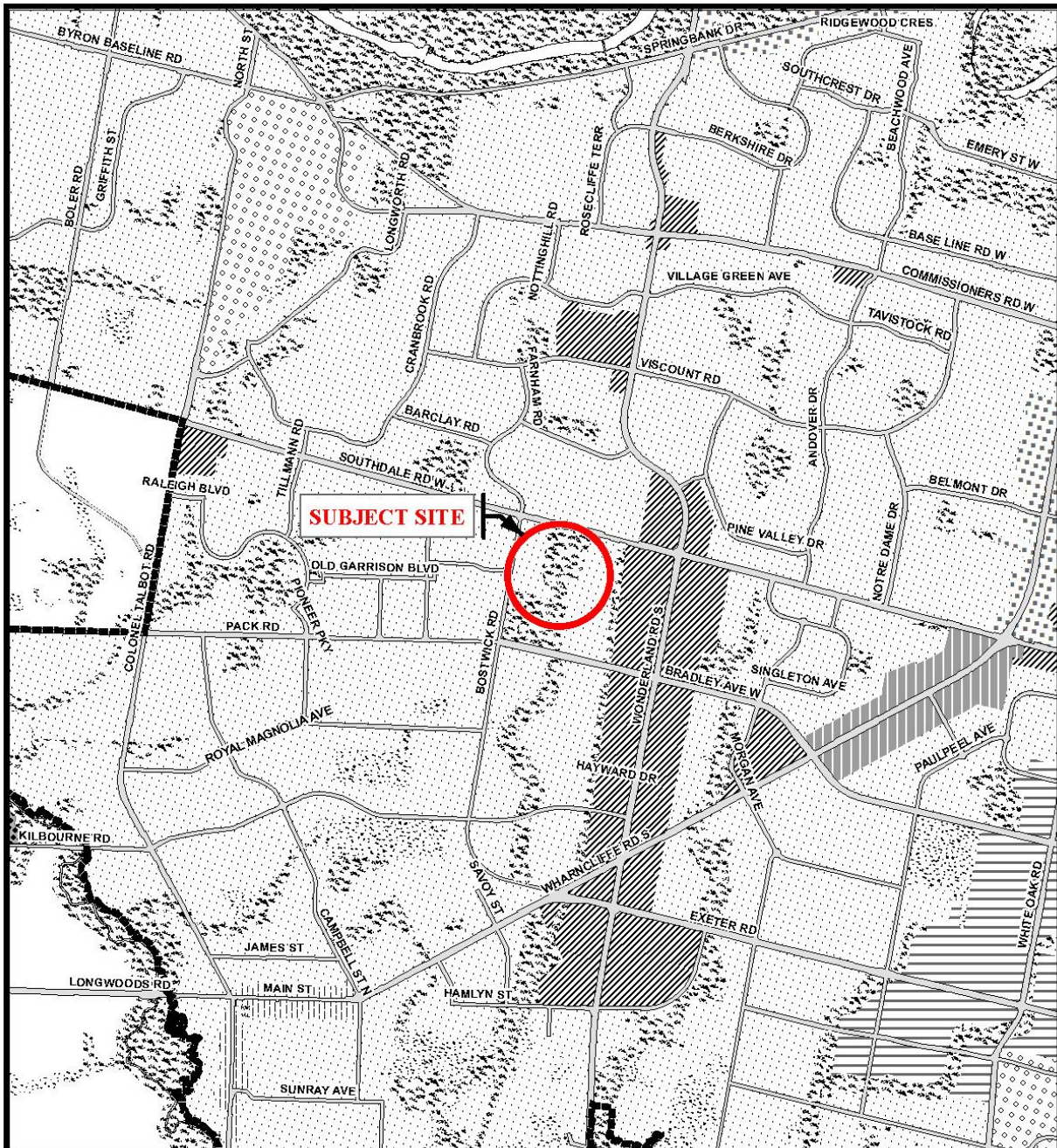
A holding provision (h-100) is intended to ensure there is adequate water service and appropriate access. A looped watermain system is to be constructed and a second public access must be available, to the satisfaction of the City.

A holding provision (h-221) is intended to ensure that new development is designed and approved consistent with the Urban Design Guidelines prepared for the High Density Residential designated lands within the Bostwick Neighbourhood. The site plan, building elevations, and landscape plan will be assessed for compliance with the approved Urban Design Guidelines during the site plan approval review process; and a development agreement entered into to the satisfaction of the City.

A holding provision (h-222) is intended to ensure that development will not have a negative impact on the hydrology and hydrogeology or on the natural heritage system including the abutting wetland and woodland features, an Environmental Impact Study, a Water Balance Study and a Hydrogeological Study and a Stormwater Management Study shall be prepared and accepted to the satisfaction of the UTRCA and the City of London, prior to removal of the "h-222" symbol

Appendix E – Relevant Background

The London Plan Map 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



Scale 1:30,000



File Number: Z-8931

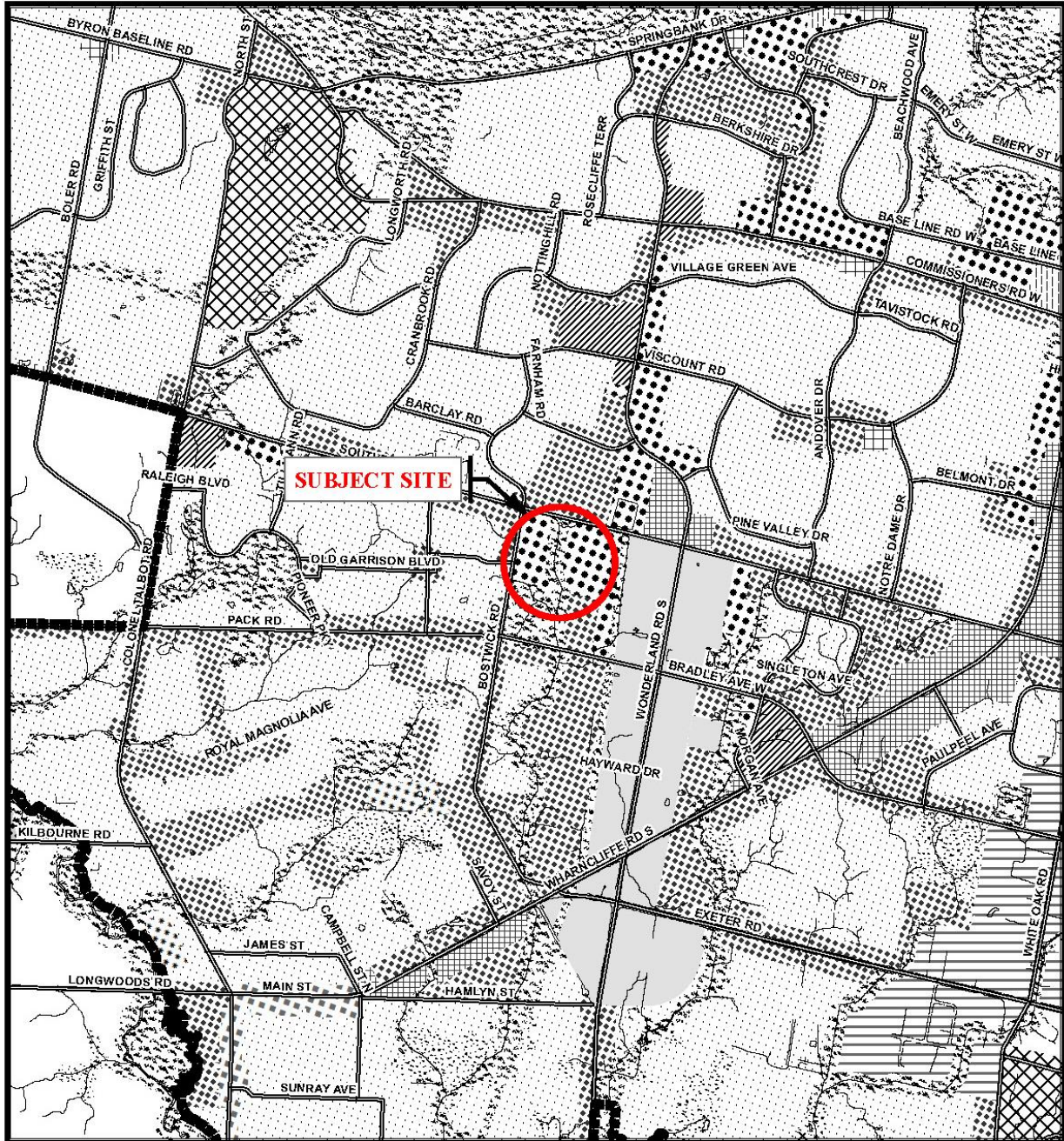
Planner: LM

Technician: RC

Date: March 8, 2021

Project Location: E:\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxd\Z-8931-Map1-PlaceTypes.mxd

Official Plan Map Excerpt

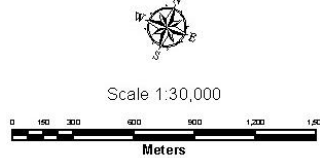


Legend

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

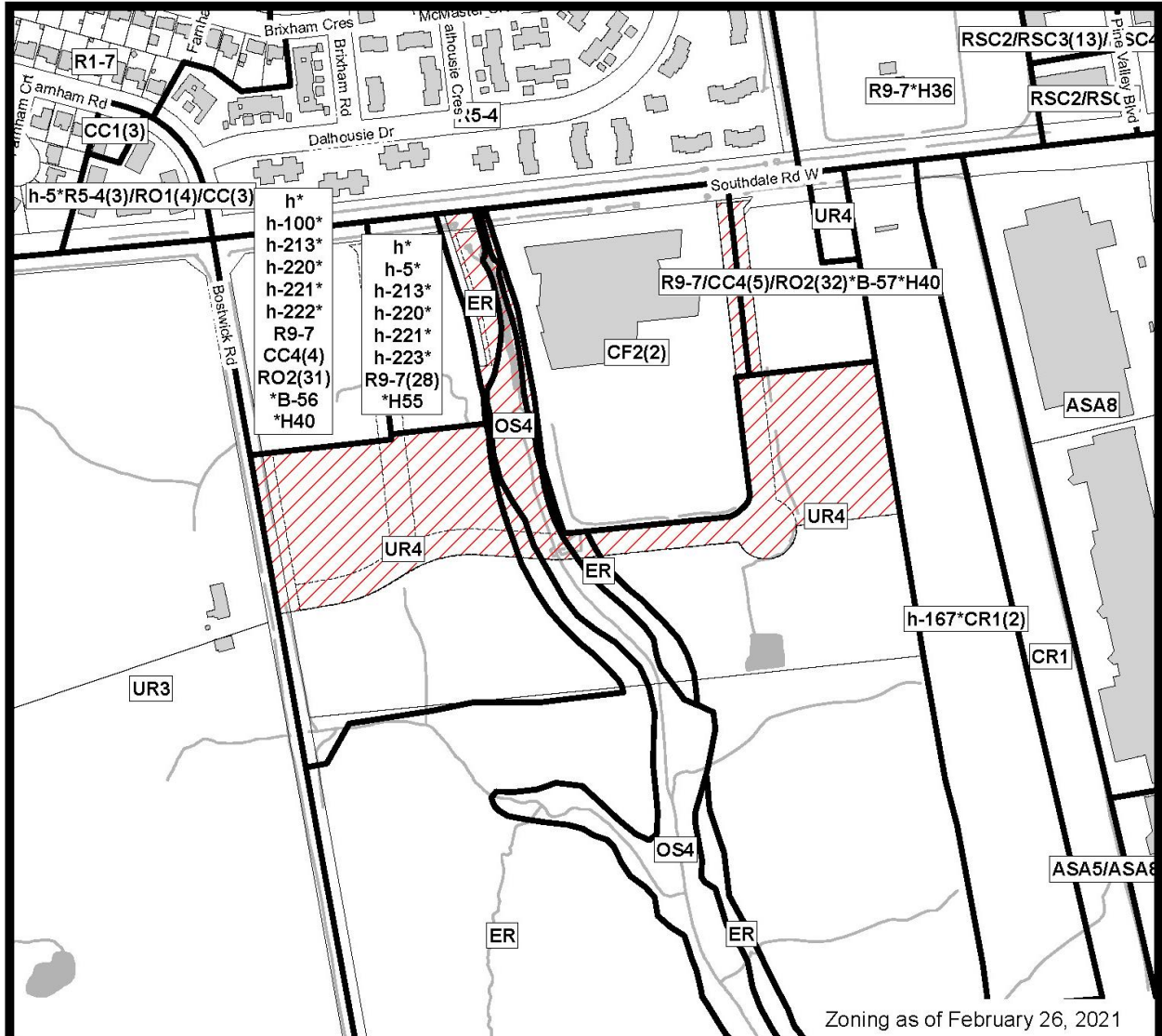
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-8931
 PLANNER: LM
 TECHNICIAN: RC
 DATE: 2021/03/08

Zoning By-law Map 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 | |
| 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



FILE NO:

Z-8931

LM

MAP PREPARED:

2021/03/08

RC

1:5,000

0 25 50 100 150 200 Meters

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

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Prince Antony
611-615 Third Street
Public Participation Meeting

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Prince Antony relating to the property located at 611-615 Third Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London, to change the zoning of the subject property **FROM** a Neighbourhood Facility (NF) Zone, **TO** a Residential R8 Special Provision Bonus (R8-4()*B-) Zone;

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum height of 4-storeys, 20 dwelling units and a maximum density of 96 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

1. Provision of Affordable Housing

The affordable housing shall consist of:

- i) A total of three (3), three-bedroom units and one (1), one-bedroom unit, including one (1) accessible three-bedroom unit and one (1) accessible one-bedroom unit;
- ii) Rents for the three (3), three-bedroom units and one (1), one bedroom unit be set at 80% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
- iii) That the period of affordability be identified as being thirty (30) years from the point of initial occupancy; and,
- iv) That the Proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the three (3), three-bedroom units and one (1), one-bedroom unit with priority populations.

Executive Summary

Summary of Request

The owner has requested to rezone the subject site to permit the development of a 4-storey, 20-unit apartment building.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit a 4-storey, 20-unit apartment building. The following special provisions would facilitate the proposed

development: a minimum front yard depth of 2.2 metres; a minimum interior side yard depth of 4.57 metres; and a minimum parking rate of 1.05 spaces per unit, for a total of 21 spaces. The recommended action would also permit a maximum building height of 15.8 metres and a maximum density of 96 units per hectare, in return for four affordable housing units for a period of 30 years at 80% average market rate and that the Proponent be required to enter into a Tenant Placement Agreement with the City of London to align the four units with priority populations.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation and Near-Campus Neighbourhoods;
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

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

None.

1.2 Property Description

The subject site is located on the westerly side of Third Street. The subject site has an area of approximately 0.21 hectares and is comprised of two separate parcels. The subject site is developed with two single detached dwellings. The site has a frontage of approximately 46.49 metres and a depth of approximately 44.95 metres. The site is relatively flat in topography.



Figure 1: 611-615 Third Street (view from Third Street)

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

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Neighbourhood Facility (NF) Zone

1.4 Site Characteristics

- Current Land Use – Single detached dwellings
- Frontage – 46.49 metres
- Depth – 44.95 metres
- Area – 2,089.16 square metres
- Shape – Rectangular

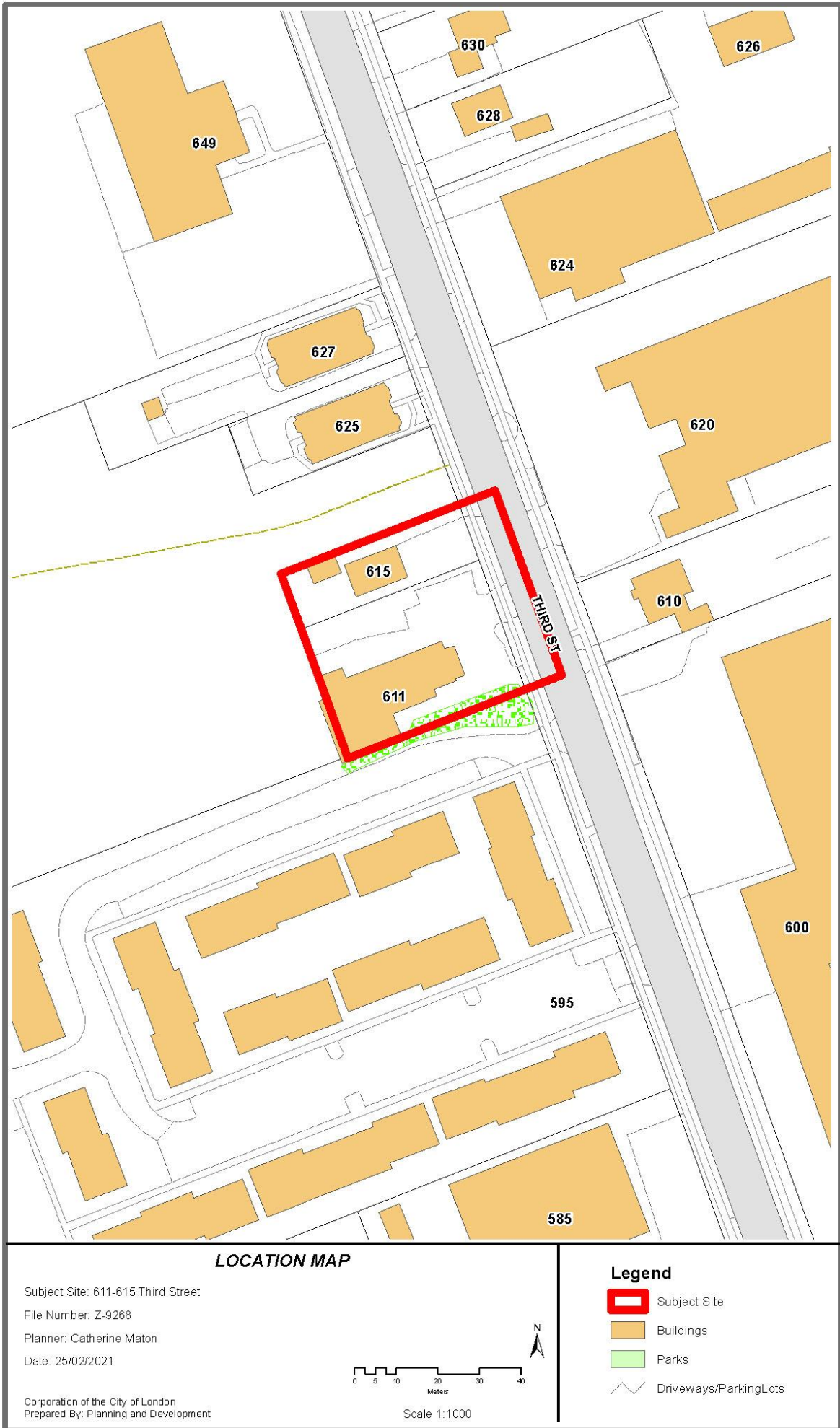
1.5 Surrounding Land Uses

- North – Residential (low rise apartment buildings)
- East – Light industrial (auto body)
- South – Residential (townhouses)
- West – Institutional (F.D. Roosevelt Public School)

1.6 Intensification

The proposed 20 residential units represent intensification within the Built-Area Boundary. The proposed residential units are located outside of the Primary Transit Area.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The owner is proposing a 4-storey, 20-unit apartment buildings, as depicted in Figure 2 below. 16 units will be market-rate, while 4 units are proposed for affordable housing. Parking is proposed in a surface parking located in the rear yard behind the building. Front and rear renderings of the proposed apartment building are contained in Figures 3 and 4.

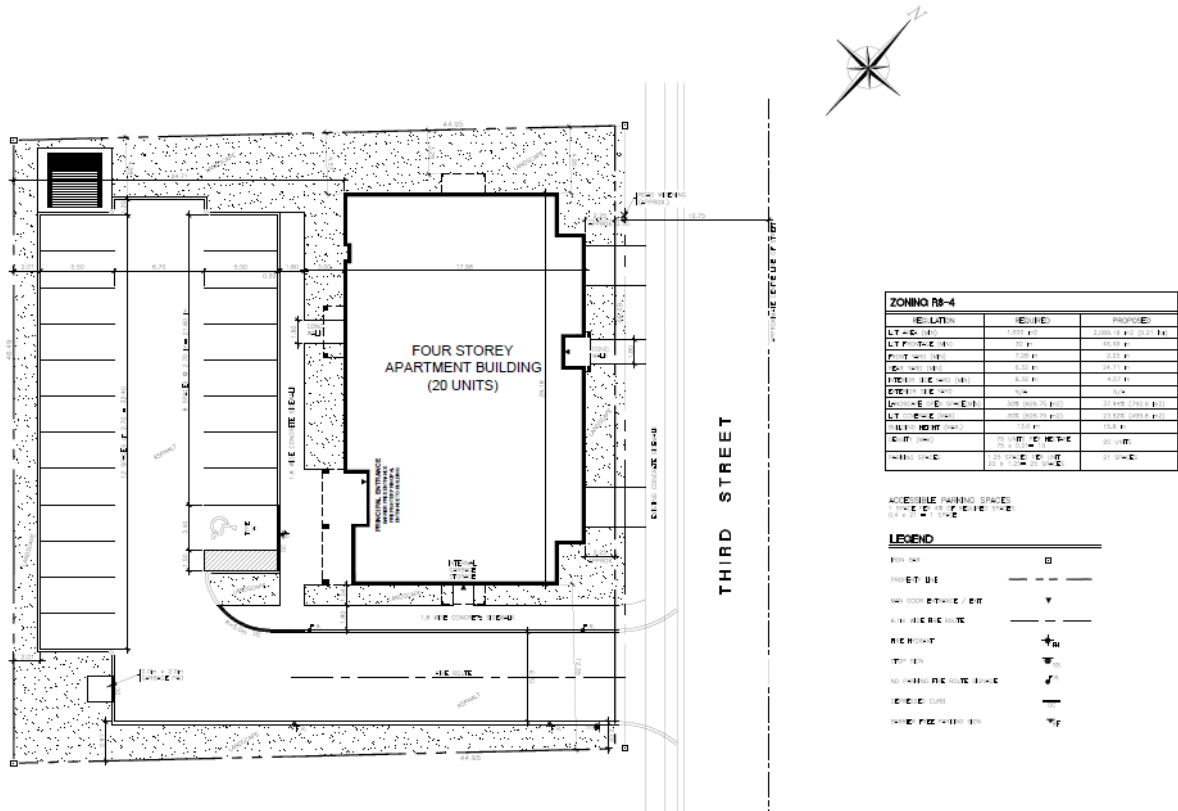


Figure 2: Site concept plan



Figure 3: Rendering – front view



Figure 4: Rendering – rear view

2.2 Requested Amendment

The applicant has requested to change the zoning on the subject site from a Neighbourhood Facility (NF) Zone, which permits a range of institutional uses, to a Residential R8 Special Provision Bonus (R8-4()*B-) Zone. Special provisions for reduced front yard depth, reduced interior side yard depth, and reduced parking are proposed. An increase in the maximum building height and density are proposed in return for affordable housing.

2.3 Community Engagement (see more detail in Appendix B)

Three written responses and one phone call were received from four neighbouring property owners, which will be addressed later in this report. The primary concerns were related to over-intensification, parking, and proximity to existing industrial uses.

2.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

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

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

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

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

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

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

- Ensuring health and safety is achieved in all planning processes (Key Direction #8, Direction 10).

The site is in the Neighbourhoods Place Type on a Neighbourhood Connector, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include a range of low rise residential uses, such as townhouses and triplexes (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The maximum permitted height is 2.5-storeys (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

The subject lands are located within a Near-Campus Neighbourhood in proximity to Fanshawe College, as identified on *Map 7 – Specific Policy Areas of The London Plan.

1989 Official Plan

The subject site is designated Multi-Family, Medium Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Multi-Family, Medium Density Residential designation permits multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential (3.3).

The subject lands are located within a Near-Campus Neighbourhood in proximity to Fanshawe College, as identified on Figure 3-1 “Near-Campus Neighbourhoods Area” of the 1989 Official Plan.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs

(1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposed 4-storey, 20-unit apartment building contributes to a mix of housing types and provides choice and diversity in housing options for both current and future residents. No new roads or infrastructure are required to service the site, making efficient use of land and existing services.

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed 4-storey, 20 unit apartment building would contribute to a mix of housing types, providing more intrinsically affordable housing options.

The subject site is in the Neighbourhoods Place Type of The London Plan fronting on a Neighbourhood Connector. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, and triplexes. However, low-rise apartment buildings are directed to either sites fronting on higher order streets or corner properties located, at minimum, at the intersection two Neighbourhood Connectors.

While the proposed low-rise apartment use does not conform to Table 10, *Map 1 – Place Types designating these lands in the Neighbourhoods Place Type is currently under appeal. Accordingly, these policies are informative but are not determinative and cannot be relied on for the review of the requested amendment as the policy framework for this site is in a period of transition between the 1989 Official Plan and The London Plan.

1989 Official Plan

The Multi-Family, Medium Density Residential designation contemplates multiple-unit residential developments having a low-rise profile, and densities that exceed those found in Low Density Residential areas but do not approach the densities intended for the Multi-Family, High Density Residential designation (3.3). Permitted uses include a range of medium density residential uses, including low-rise apartment buildings (3.3.1). As such, staff is satisfied the proposed low-rise apartment building use is in conformity with the 1989 Official Plan.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. As the site is currently developed with two single detached dwellings, the proposed development represents a form of intensification through infill redevelopment. The site is located in an area serviced by existing transit and the consolidation of land previously developed as low density residential supports the Province's goal to achieve a more compact, higher density form of development, consistent with the PPS.

The London Plan

*Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (*935_1). At this location, *Table 11 would permit a maximum building height of 2.5-storeys. While the 4-storey building height does not conform to *Table 11, these policies are currently under appeal and are not in force and effect. Similar to the above analysis describing the appropriateness of the "use", the policy framework for this site related to "intensity" is in a period of transition between the 1989 Official Plan and The London Plan. Accordingly, The London Plan policies are informative but are not determinative and cannot be relied on for the review of the requested amendment.

1989 Official Plan

Development in the Multi-Family, Medium Density Residential designation is intended to have a maximum height of 4-storeys and a maximum density of 75 units per hectare (3.3.3 i) and ii)). Exceptions to the density limit may be made without amendment to the Official Plan for developments which qualify for density bonusing under the provisions of Section 19.4.4 of this Plan (3.3.3 ii) b)). Where exceptions to the usual density limit of 75 units per hectare are made, the 4-storey height limitation will remain in effect. Developments which are permitted to exceed the density limit of 75 units per hectare shall be limited to a maximum density of 100 units per hectare (3.3.3 ii)).

The proposed 4-storey, 20-unit apartment building yields a density of 96 units per hectare. In return for the increase in density, the owner is proposing four affordable housing units for a period of 30 years at 80% average market rate. This conforms to Section 19.4.4, which identifies the provision of affordable housing as a bonusable objective (19.4.4 ii) a)). Staff is satisfied that the provision of affordable housing is commensurate for the requested increase in height and density. As such, staff is satisfied the proposed intensity and scale of development is in conformity with the 1989 Official Plan.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Consistent with the PPS, the recommended intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed low rise apartment building represents a more compact form of development than the two single detached dwellings that currently occupy the site.

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

1989 Official Plan

Development within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development (3.3.3). Where exceptions to the usual density limit of 75 units per hectare are made, the application is to be evaluation on the basis of Section 3.7 – Planning Impact Analysis (3.3.3ii)). See Appendix C of this report for a complete Planning Impact Analysis addressing matters of both intensity and form.

Consideration has been given to the form of the proposed development and specific measures to mitigate compatibility concerns. The driveway has been positioned on the southerly portion of the site, abutting the driveway for the neighbouring townhouse dwellings. In addition to a 12.35 metre southerly interior side yard setback, the driveway and parking serving the site to the south provides a greater separation between the proposed low-rise apartment building and existing townhouse dwellings. To the north of the site is an existing fenced walkway leading to F.D. Roosevelt Public School, which provides additional separation between the site and the existing 3-storey apartments located north of the walkway.

The proposed building includes a street-oriented design by reducing the front yard setback, as well as including a principle building entrance and ground floor unit entrances facing Third Street. The building design provides for appropriate scale, rhythm, materials, fenestration on the Third Street frontage, helping to create a comfortable, human-scaled streetscape.

In addition to achieving a street-oriented design, the reduced front yard setback also enables the surface parking area to be located fully in the rear yard, with the majority of spaces screened by the building. No parking spaces are located between the building

and the street and adequate setbacks from interior lot lines have been provided to allow for buffering and landscaping to further screen the parking from adjacent properties.

The Urban Design Peer Review Panel (UDPRP) commended the applicant for the overall site organization, with the building being sited in proximity to the Third Street frontage and all vehicular parking located at the rear screened from view of the public realm. The UDPRP further commented that the building that has an appropriate scale relationship with the street and surrounding built form and the site provides for an appropriate balance of built form and open space.

4.4 Issue and Consideration #4: Near-Campus Neighbourhoods

Near-Campus Neighbourhoods are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (963_ and 964_; 3.5.19.3). The policies of The London Plan and 1989 Official Plan establish a number of planning goals in an effort to support this vision for these neighbourhoods (965_; 3.5.19.4.). These goals are intended to serve as an additional evaluative framework for all planning applications within Near-Campus Neighbourhoods, and include:

- Planning for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas and recognizing areas that have already absorbed significant amounts of intensification;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Directing residential intensification to significant transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning to allow for residential intensification which is appropriate in form, size, scale, mass, density, and intensity;
- Ensuring that residential intensification projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties.
- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

In Near-Campus Neighbourhoods, residential intensification or an increase in residential intensity may be permitted in the Neighbourhoods Place Type and Multi-Family, Medium Density Residential designation where the following criteria is met (968_; 3.5.19.9):

- The proposed development is consistent with Tables 10 to 12 in the Neighbourhoods Place Type;
- The development provides for adequate amenity area;
- Mitigation measures are incorporated which ensure surrounding residential land uses are not negatively impacted;
- The proposal does not represent a site-specific amendment for a lot that is not unique within its context and does not have any special attributes;
- The proposal is appropriate in size and scale and does not represent over-intensification of the site; and
- The proposal establishes a positive and appropriate example for similar locations in the Near-Campus Neighbourhoods areas.

Policy 969_ of The London Plan and Policy 3.5.19.5 of the 1989 Official Plan further discourage forms of intensification within Near-Campus Neighbourhoods that:

- Are inconsistent with uses and intensity shown in Tables 10 to 12 of The London Plan;
- Are within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity;
- Require multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied;
- Are located on inadequately sized lots that do not reasonably accommodate the use, intensity or form of the proposed use;
- Contain built forms that are not consistent in scale and character with the neighbourhood;
- Continue an ad-hoc and incremental trend towards residential intensification within a given street, block or neighbourhood.

In general, Residential Intensification in the form of medium and large-scale apartment buildings situated at appropriate locations in the Multi-Family, Medium Density Residential and Multi-Family, High Density Residential designations are preferred in Near-Campus Neighbourhoods (3.5.19.6). In areas designated Multi-Family, Medium Density Residential and Multi-Family, High Density Residential, planning applications to allow for Residential Intensification or Residential Intensity are directed to those areas located along arterial roads and designated accordingly (3.5.19.9). In areas designated Multi-Family, Medium Density Residential and Multi-Family, High Density Residential located in the interior of neighbourhoods, planning applications to allow for Residential Intensification shall only be permitted if the criteria identified above are met (3.5.19.9).

While Third Street is designated as a Secondary Collector on Schedule 'C' of the 1989 Official Plan, rather than an Arterial, staff is satisfied the context of the neighbourhood is unlike that of the interior of a typical neighbourhood. The subject site is located in an area characterized by a broad range of uses, including existing industrial and institutional uses, and a mix of residential uses in the form of single detached dwellings, townhouse dwellings, and low-rise apartments. In this location Third Street acts as the eastern boundary of the residential neighbourhood separating it from the industrial uses immediately to the east. As such, the site is not located in the interior of a typical stable residential neighbourhood and while located on a lower order street, the proposed redevelopment provides for an appropriate transition between the residential uses to the west and the industrial uses to the east.

The consolidation of two properties, previously developed as single detached dwellings, would result in a more coordinated and comprehensive approach to redevelopment. The use of a bonus zone would ensure the form, scale, mass, density, and intensity are appropriate, while also securing four affordable housing units. Staff is satisfied the proposed form, scale, mass, density, and intensity are appropriate for the context of the neighbourhood, as detailed in the Planning Impact Analysis contained in Appendix "C" of this report. The site is of a suitable size to accommodate the proposed apartment building, as well as an adequate supply of parking and common outdoor amenity space.

Notwithstanding the fact that the proposed low-rise apartment is not contemplated in Table 10 and *Table 11 of The London Plan, these policies rely on *Map 1 – Place Types for implementation and therefore are informative but not determinative.

4.5 Issue and Consideration #5: Zoning

In addition to the bonus zone to permit an increase in height and density, the requested amendment also seeks special provisions to permit a reduced front yard depth of 2.2 metres, whereas 7.8 metres is required; a reduced northerly interior side yard depth of 4.57 metres, whereas 6.32 metres is required; and a reduced parking rate of 1.05 spaces per unit (21 spaces), whereas 1.25 spaces per unit (25 spaces) is required.

In the Residential R8 Zone, minimum front/exterior side, interior side, and rear yard depths are established relative to building height resulting in larger setbacks for taller

buildings. However, larger front yard depths are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (*Policy 259_).

Staff has no concerns with the requested reduction, as it would facilitate a development better oriented towards Third Street. Comments received from Urban Design staff and the Urban Design Peer Review Panel (UDPRP) were supportive of the building orientation towards Third Street, including the principle entrance, and the reduced setback.

The required interior side yard depth is intended to provide adequate separation between the proposed development and adjacent buildings, while also providing access to the rear yard. The northerly interior side yard abuts a fenced walkway leading to F.D. Roosevelt Public School. Staff is satisfied that the reduced northerly interior side yard depth would provide adequate separation between the fenced walkway, which provides further separation between the subject site and the existing 3-storey apartments to the north.

Section 4.19(10)(b) of Zoning By-law Z.-1 provides standard parking rates for specific residential uses based on the number of proposed dwelling units. The applicant is proposing to provide 21 parking spaces, including one barrier-free accessible parking space, whereas 25 parking spaces are required, resulting in a reduction of four spaces.

The subject lands are located within walking and cycling distance to the Fanshawe College main campus and is located along a bus route (#17), which may reduce demand for parking on-site. City Engineering staff have confirmed that the requested reduction of four spaces is minor and have no concerns. Further, planning staff acknowledges that the reduction in parking would facilitate a larger common outdoor amenity space on-site. As such, staff has no concerns with the requested parking reduction.

4.6 Issue and Consideration #6: Proximity to Industrial Uses (D-6 Analysis)

Through the circulation of the application, concerns were raised by the owner of CSN Jones' Auto Body located at 620 Third Street. The primary concerns were related to existing approvals from the Ministry of the Environment, Conservation, and Parks (MOECP) for paint spray booths, and that the intensification of a sensitive land use may impact these approvals.

As part of the complete application, the applicant was required to submit a report providing an analysis of the Province's D-6 Guideline, which guides compatibility between industrial facilities and sensitive land uses. The report concluded that there is no potential for adverse impacts from noise, vibration, dust, or odour and that the proposed residential development is consistent with the other residential developments located in the proximity to the site.

An addendum to this report was provided specifically to address the concerns regarding CSN Jones' Auto Body and their existing MOECP approvals. This addendum advised that there are existing residences adjacent to proposed development, located at equal or closer distances to CSN Jones' Auto Body. The addendum concluded that there are no anticipated any issues with the proposed development.

Staff is satisfied that the adjacent industrial uses will not result in adverse impacts on the proposed residential development, beyond those that already exist, as there are existing sensitive land uses in closer proximity than the subject site. On this basis, staff is further satisfied the proposed residential redevelopment will not impact continued operation of these industrial uses.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation. The recommended amendment will facilitate the development of an underutilized site with a land use, intensity, and form that is appropriate for the site.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Development Services

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

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

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 611-615 Third Street.

WHEREAS Prince Antony has applied to rezone an area of land located at 611-615 Third 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 611-615 Third Street, as shown on the attached map comprising part of Key Map No. A108, from a Neighbourhood Facility (NF) Zone to a Residential R8 Special Provision Bonus (R8-4()*B-) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B- 611-165 Third Street

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 4-storeys and a maximum density of 96 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, and provides for affordable housing. The affordable housing component shall consist of:

- A total of three (3), three-bedroom units and one (1), one-bedroom unit, including one (1) accessible three-bedroom unit and one (1) accessible one-bedroom unit;
- Rents for the three (3), three-bedroom units and one (1), one bedroom unit be set at 80% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
- That the period of affordability be identified as being thirty (30) years from the point of initial occupancy; and,
- That the Proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the three (3), three-bedroom units and one (1), one-bedroom unit with priority populations.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Regulations

- | | |
|--------------------------|-------------------------|
| i) Height
(Maximum) | 15.8 metres (51.8 feet) |
| ii) Density
(Maximum) | 96 units per hectare |

3) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

) R8-4() 611-615 Third Street

a) Regulations

- | | |
|---|-------------------------|
| i) Front Yard Depth
(Minimum) | 2.2 metres (7.2 feet) |
| ii) Interior Side Yard Depth
(Minimum) | 4.57 metres (14.9 feet) |
| iii) Parking
(Minimum) | 1.05 spaces per unit |

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 April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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



File Number: Z-9268
 Planner: CM
 Date Prepared: 2021/02/25
 Technician: rc
 By-Law No: Z.-1-

SUBJECT SITE 

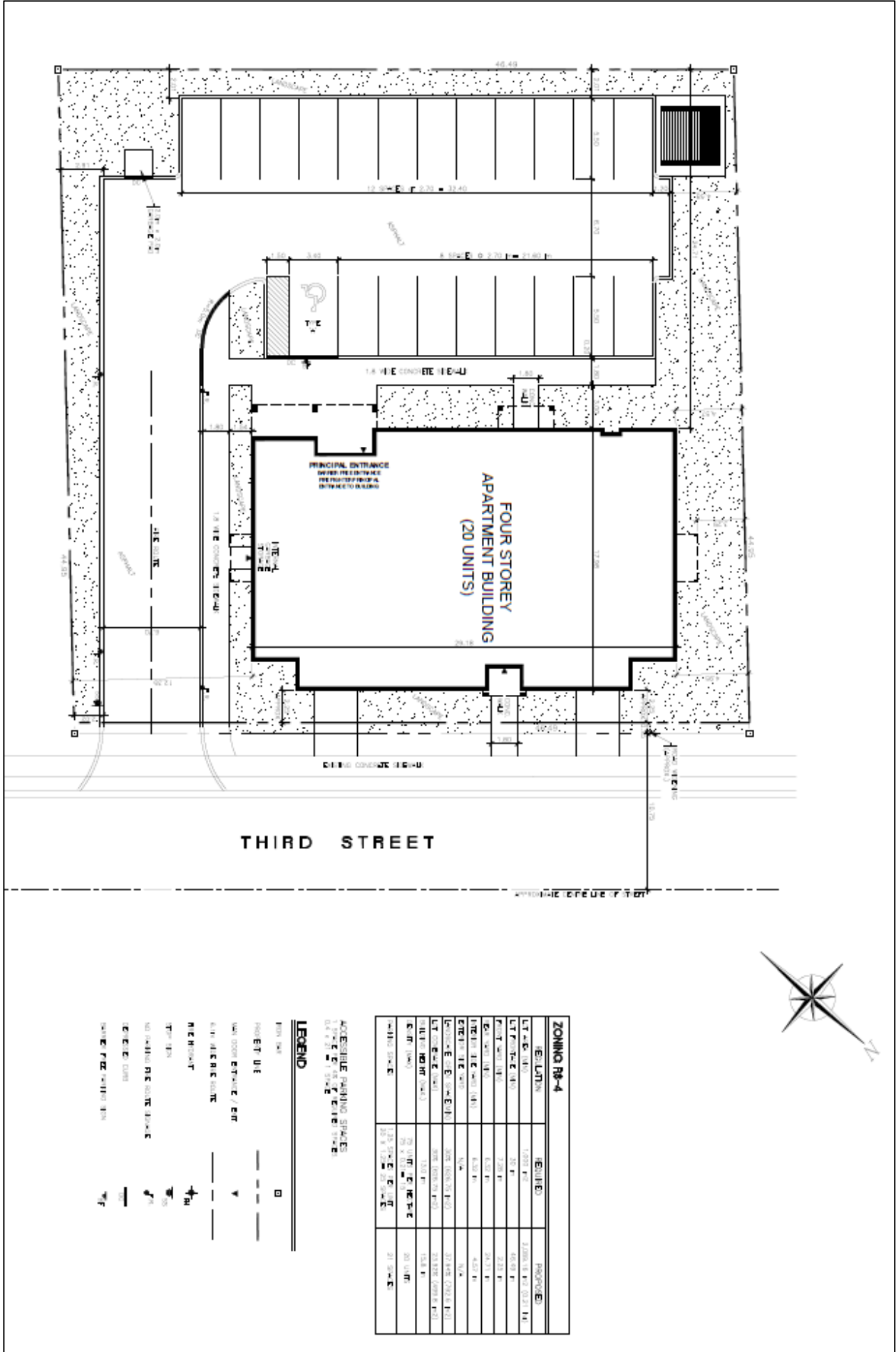
1:1,250

0 5 10 20 30 40 Meters



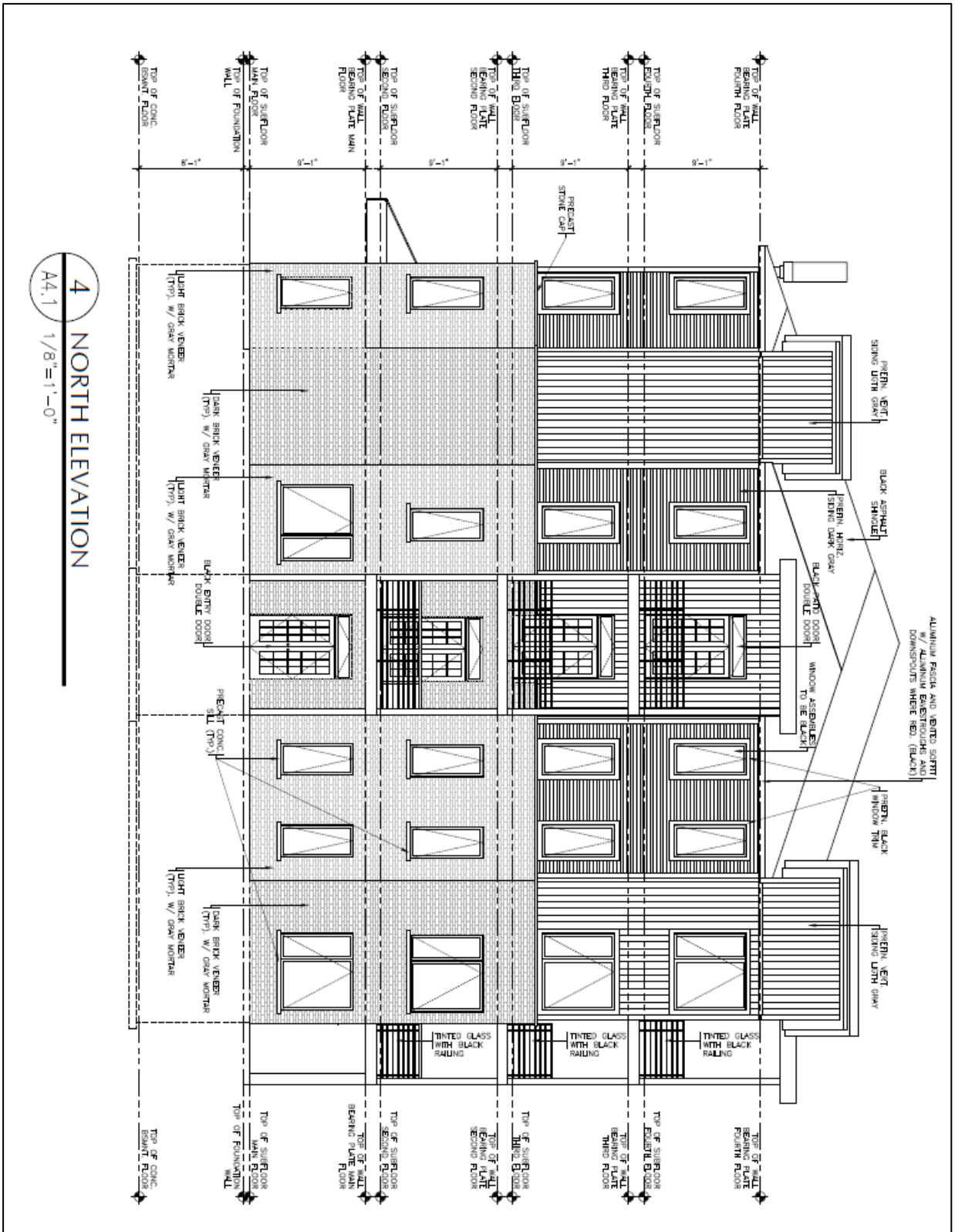
Geodatabase

Schedule "1"





1 EAST STREET ELEVATION
 A4.1 1/8"=1'-0"



4 NORTH ELEVATION
 A4.1 1/8"=1'-0"

Appendix B – Public Engagement

Community Engagement

Public liaison: On October 14, 2020, Notice of Application was sent to 127 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 15, 2020. A “Planning Application” sign was also posted on the site.

4 replies from 3 property owners were received.

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of a 4-storey, 20-unit apartment building. Possible change to Zoning By-law Z.-1 **FROM** a Neighbourhood Facility (NF) Zone **TO** a Residential R8 Special Provision Bonus (R8-4()*B-) Zone. Special provisions would permit: a reduced minimum front yard depth of 2.25 metres, whereas 7.28 metres is required; a reduced minimum interior side yard depth of 4.57 metres, whereas 6.32 metres is required; and a reduced minimum parking rate of 1.05 spaces per unit (20 spaces), whereas 1.25 spaces per unit is required (25 spaces). The proposed bonus zone would permit an increased maximum building height of 15.8 metres, whereas 13 metres is the maximum and an increased maximum density of 100 units per hectare, whereas 75 units per hectare is the maximum, in return for eligible facilities, services, or matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan. The facilities, services, or matters proposed in return for additional height and density include the provision of affordable housing.

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

Concern for:

Over Intensification:

Concern that the requested variances indicate the proposed development is too intense and that the developer should be required to comply with the regulations of the Zoning By-law.

Parking

Concern that the proposed parking reduction will further exacerbate existing parking issues in the area.

Proximity to Existing Industrial Uses:

Concern that the intensification of a sensitive land use will negatively impact the existing industrial uses in proximity to the site as well as existing Ministry of the Environment, Conservation, and Parks approvals for operation.

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

Telephone	Written
Jeff Jones 620 Third Street London, ON N5V 2C2	Bob Barker
	Chris Anderson 607 Queens Avenue London, ON N6B 1Y9
	Jeff Jones 620 Third Street London, ON N5V 2C2

From: Bob Barker
Sent: Friday, October 16, 2020 1:05 PM
To: Salih, Mo Mohamed <msalih@london.ca>
Subject: [EXTERNAL] 611/615 Third St

Hi. I have owned for approx 30 years two condo units next door at 595 Third St. I understand the property to the N is wanting to build a 4 storey apartment , that does not meet the established C of L bylaws. This proposed building will not meet the established bylaws , by being too tall, much too close to the street , have too few parking spaces and be much too dense for the land area. I have no problem with an apartment building , but they are trying to dominate a site that is too small for for their plans , and if allowed this Monster apartment building It would be interfering with the privacy and quiet enjoyment of the adjacent condos . I realize a small change is sometimes necessary but allowing fir a building to be at least 50 percent over built for its land foot print is not right . All other sites already developed in the area respected the Established bylaws , this site should Respect all bylaws too. I believe it is being proposed as 5 meters too close to the street , 2 meters too close to the neighbours , 5 parking spaces less then min. standard . If they stay as they should within the bylaw , is should likely only be a 10-12unit building.

By being too close to side yards , privacy and noise will be a problem. Not enough parking will result in Parking cheaters trying to park next door creating a Long term nuisance and expense Monitering this problem for the neighbours. Being too close to the street for a residential use , will also create Environmental , social and privacy problems for the neighbourhood.

Basically the neighbourhood is low density suburbia , and the building being proposed is a downtown core density design.

The Existing property owners/developers are trying too hard to get rich by Proposing to overbuild this site at the neighbourhood expense. This is not right and council should respect the established bylaws standards and not give in to this request to break the rules and overbuild a site not capable of supporting the Design request. I look forward to your support to prevent this forever problem from being allowed...Thanks...Bob Barker Sent from my iPad

From: Chris Anderson
Sent: Tuesday, October 27, 2020 10:55 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] FW: Contact Info for Z-9268 - 611-615 Third Street

Good Morning Catherine,

I am just looking to obtain additional information concerning the re-zoning of file Z-9268 located at 611-516 third Street and how that zoning change may impact the surrounding properties as I manage the condo at 595 Third Street.

From: Jeff Jones
Sent: Friday, October 30, 2020 8:54 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] By-Law Amendment Z-9268

Catherine, thanks for calling me back earlier this week in regards to our concerns of the proposed amendment. Our business is located directly across the street from the applicant site. We run a large collision facility and see numerous vehicle throughout the week.

I have two concerns about the proposed site

1, Parking. We currently have two three storey walk up student rentals kiddy corner to us. We are constantly having to deal with the tenants in that building regarding parking. We find tenants are parking on our lot because there is reduced parking available at that site. The addition of this building with reduced parking will only increase our issues with illegally parked vehicles.

2, MOE. We currently have an ECA #5536-5V6SAY (Environmental Compliance Approval) in place for our spray booths. We have had to apply for this due to the location of the shop in relation to the residential properties across the street (611 – 615), the properties in the application. My concerns are these properties are single family at this point and if they are amended to have multi units, will this effect the MOE approval. If this change does affect the current approval, I would need to re-apply and possibly not be able to obtain the permit to continue operations or require us to have to move our equipment to allow for the proper set backs based on MOE guidelines.

Thanks for taking this information into account when going forward with the application process.

Jeff Jones
CSN Jones' Auto Body (London) Ltd.

Agency/Departmental Comments

October 16, 2020: Upper Thames River Conservation Authority

Dear Ms. Maton:

Re: Application to Amend the Zoning By-law - File No. Z-9268
Applicant: Prince Antony
611 to 615 Third Street, London, ON

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2020)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether these lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the *Planning Act*.

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION: Clean Water Act

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

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

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

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY

October 16, 2020: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required.

Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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

November 4, 2020: Transportation

Engineering has no comments related to the re-zoning. We have provided comments for the future site plan as part of the re-zoning and site plan consultations.

Note from the planner: Engineering staff also confirmed there are no concerns with the requested parking reduction and no Parking Study is required.

February 2, 2021: Heritage

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9268):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 611-615 Third Street* [...] London, Middlesex County, Ontario (PIF P344-0342-2019), September 2019.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that “[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such **no further archaeological assessment of the property is recommended.**” (p2)

An Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MSTCI) archaeological assessment compliance letter has also been received, dated Oct 3, 2019 (MTCS Project Information Form Number PIF P344-0342-2019, MTCS File Number 0011430).

Archaeological conditions can be considered satisfied for this application.

February 16, 2021: Housing Development Corporation

TO: City of London Development Services
Attention: Michael Tomazincic, Manager, Development Services,
Current Planning
Catherine Maton, Senior Planner, Development Services,
Current Planning

REGARDING: Bonusing for Affordable Housing at 611 Third Street and 615 Third Street
City of London Planning File: Z-9268
HDC File: 611 and 615 Third Street

Background:

Housing Development Corporation, London (HDC) was engaged to facilitate a S. 37 Bonusing negotiation and provide a fair recommendation to the Director, City of London Development Services in response to A. Prince's (the "Proponent") Zoning By-law Amendment application requesting permission for a 4 storey, 20 unit apartment building. **This application requests that 5 of the 20 units be provided as "lift" (additional units) through height and density bonusing.**

In accordance with Council direction, HDC's consideration of any proposed off-set associated with the requested 5 additional units would be through affordable housing and would consider site specific attributes, community and local housing affordability needs and measures, and the specific considerations within the development proposal – which includes the demolition of two existing single detached residential dwellings.

This letter reflects the recommendation of HDC and is provided with the 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 three (3) three-bedroom units and one (1) one-bedroom unit, including one (1) accessible three-bedroom unit and one (1) accessible one-bedroom unit, be considered for dedication to affordable rental housing in exchange for the granting of increased height and density.**
2. **“Affordability” for the purpose of an agreement shall be defined as rent not exceeding 80% of the three-bedroom CMHC Average Market Rent and 80% of the one-bedroom 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 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.**

The purpose and effect of this recommendation is that 4 of the 5 “lifted” units” (80%) be identified for housing affordability and that these 4 affordable units be aligned 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 west side of Third Street south of Oxford Street East. The lands are embedded in an older suburban neighbourhood. The lands are on an identified transit route and are proximate to a broad range of institutional and commercial type land uses located along the Oxford Street East and Highbury Avenue North corridors. 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,

Stephen Giustizia
President and CEO

c.c. Brian Turcotte, Development Manager, HDC
Isabel da Rocha, Business and Program Manager, HDC

February 22, 2021: Urban Design

Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along the Third Street frontage; Orienting the building to Third Street by including a principle building entrance as well as ground floor unit entrances facing the street; providing for appropriate scale/ rhythm/ materials/ fenestration on the Third Street frontage that helps create a comfortable, human scaled streetscape; and, locating all of the parking at the rear of the site or within 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 and site design that may resurface are resolved in the final design.

March 10, 2021: CN Rail

Thank you for circulating the proposed project in subject to CN Proximity. It appears that the proposed project located is within 180 to 300 metres of a CN main line. Our main objective is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of the future development’s residents and users is not negatively affected.

It may be required for the developer to grant CN an environmental easement for operational noise emissions, registered against the subject property in favour of CN. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: “Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

CN recommends implementing the this requirement as your condition of project approval.

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

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

1.1.1 b)

1.1.1 e)

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

The London Plan

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

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

Policy 54_ Our Strategy, Key Directions

Policy 59_1, 2, 4, 5, and 8 Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 61_10 Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66_ Our City, Planning for Growth and Change

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

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

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

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

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

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhood Place Type

Policy 916_3 Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

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

921_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

*935_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Intensity

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

Policy 939_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

963_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

964_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

965_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Planning Goals for Near-Campus Neighbourhoods

968_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods

969_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods

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

Official Plan (1989)

General Objectives for All Residential Designations

3.1.1 ii)

3.2.3.3 – Neighbourhood Character Statement

3.2.3.4 – Compatibility of Proposed Residential Intensification Development

Low Density Residential Designation

3.3 – Preamble

3.3.1 – Permitted Uses

3.3.2 – Scale of Development

3.3.3 – Residential Intensification

3.5.19 – Policies for Near-Campus Neighbourhoods

3.5.19.3 – Vision for Near-Campus Neighbourhoods

3.5.19.4 – Land Use Planning Goals for Near-Campus Neighbourhoods

3.5.19.5 – Encourage Appropriate Intensification

3.5.19.6 – Directing Preferred Forms of Intensification to Appropriate Locations

3.5.19.9 – Multi-Family, Medium Density Residential and Multi-Family, High Density Residential Designations

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

Figure 3-1 – Near-Campus Neighbourhoods Area

19.4.4 – Bonus Zoning

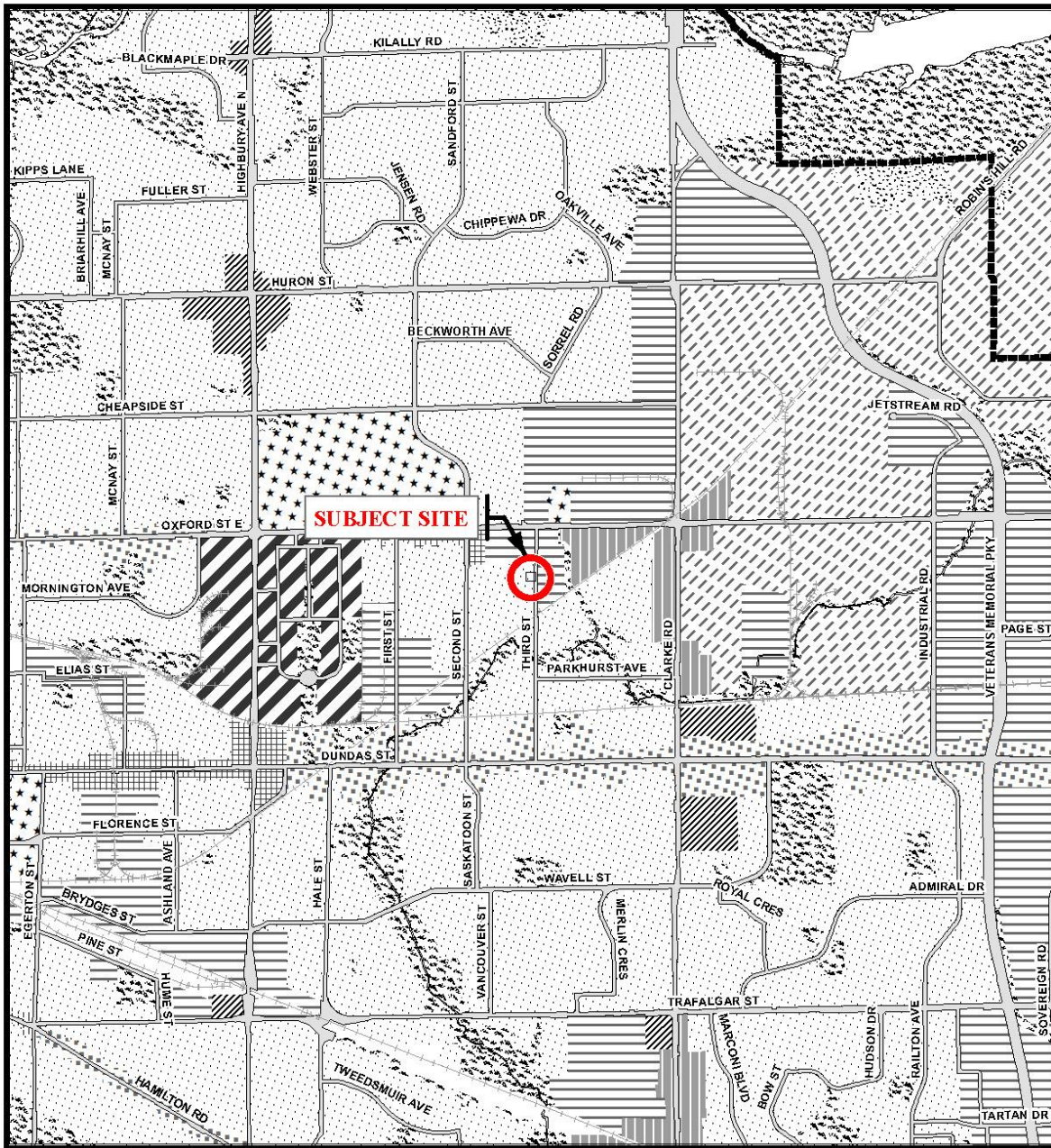
3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.

<p>The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;</p>	<p>The site concept achieves an intensity that allows for other on-site functions such as guest parking, emergency services and open space.</p>
<p>The supply of vacant land in the area which is already designated and/or zoned for the proposed use;</p>	<p>There is no vacant land in the area already designated and/or zoned for the proposed use.</p>
<p>The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;</p>	<p>The site is located immediately to the south of a walkway leading to F.D Roosevelt Public School, located west of the subject site. The site is located along the #17 bus route which has stops immediately across from the subject site and to the north and south.</p>
<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>The proposed development is in an area in need of affordable housing units and provides for a mix of housing types. Four (4) affordable units are proposed as a bonusable feature in return for the increased height and density.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>The scale/height of the proposed 4-storey apartment building is mitigated by the proposed southerly interior side yard setback and fenced walkway to the north. The building has been sited with 12.35 metre side yard setback, allowing for adequate separation between the proposed building and neighbouring townhouses. The fenced walkway to the north provides additional separation between the proposed building and 3-storey apartment buildings located north of the walkway. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage.</p>
<p>The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;</p>	<p>The proposed development provides for adequate space on site for landscaping and screening. Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.</p>
<p>The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;</p>	<p>Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that driveway location and design can be addressed at the site plan approval stage. Third Street is a primary collector which serves light to moderate volumes of inter-neighbourhood traffic at moderate speeds and has limited property access.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and</p>	<p>Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along the Third Street</p>

<p>future land uses in the area;</p>	<p>frontage; orienting the building to Third Street by including a principle building entrance as well as ground floor unit entrances facing the street; providing for appropriate scale/ rhythm/ materials/ fenestration on the Third Street frontage that helps create a comfortable, human scaled streetscape; and, locating all of the parking at the rear of the site or within away from the street edge.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>No natural heritage features are present that will be affected by the proposed development.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>The site is located in proximity to existing light industrial uses, including an auto body shop across the street. As part of the complete application, the applicant submitted a D-6 Analysis. Staff is satisfied the existing industrial uses will not negatively impact the proposed development and vice versa.</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment is consistent with the in-force policies of the Official Plan. The requirements of the Site Plan Control By-law have been considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>Tree planting and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.</p>

Appendix D – Relevant Background

Additional Maps



Legend

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

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

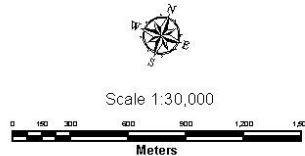
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



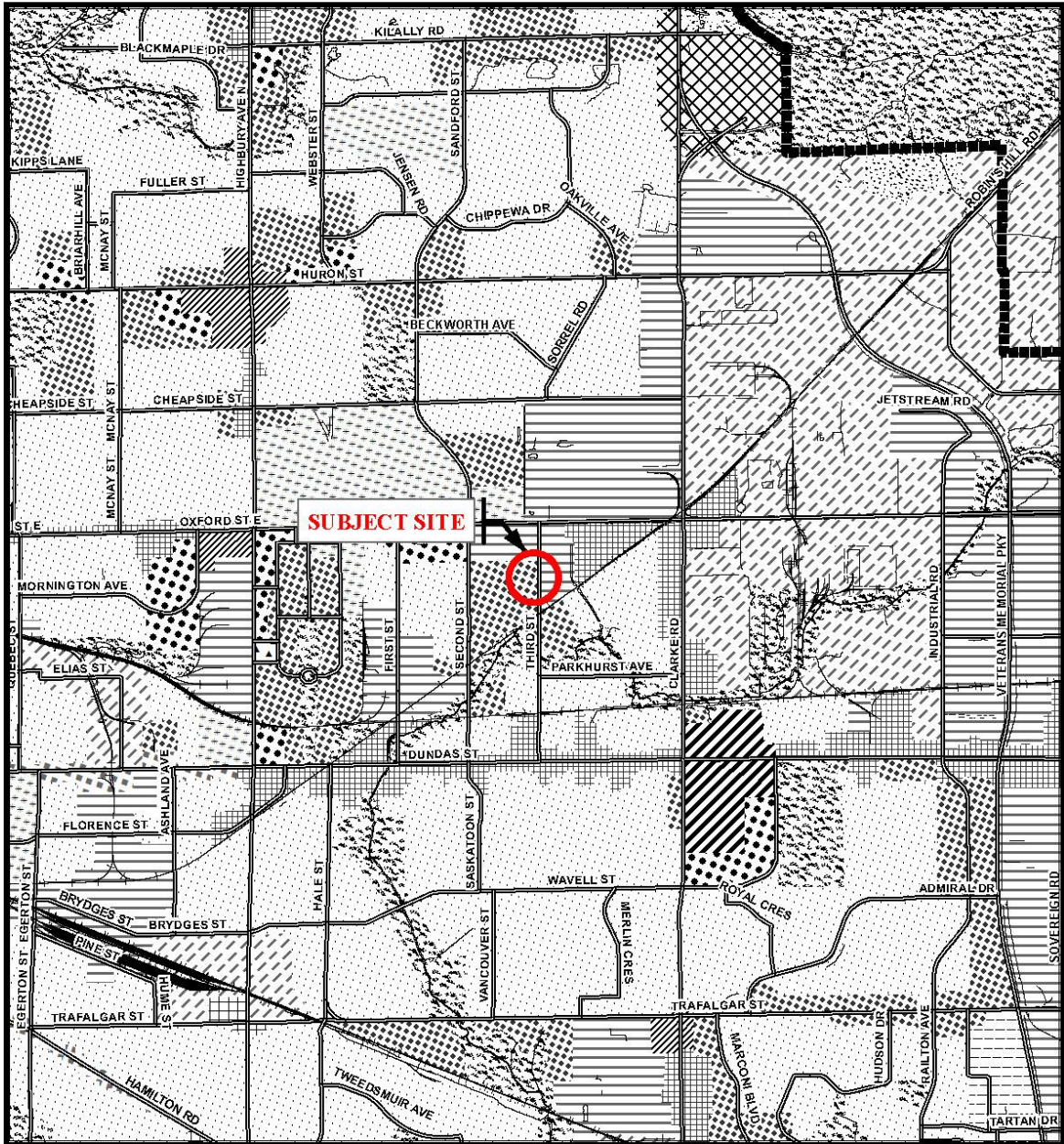
File Number: Z-9268

Planner: CM

Technician: RC

Date: February 25, 2021

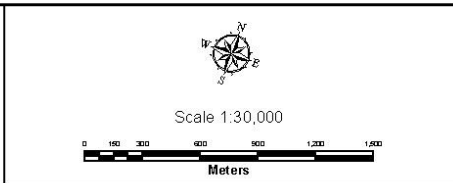
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Legend

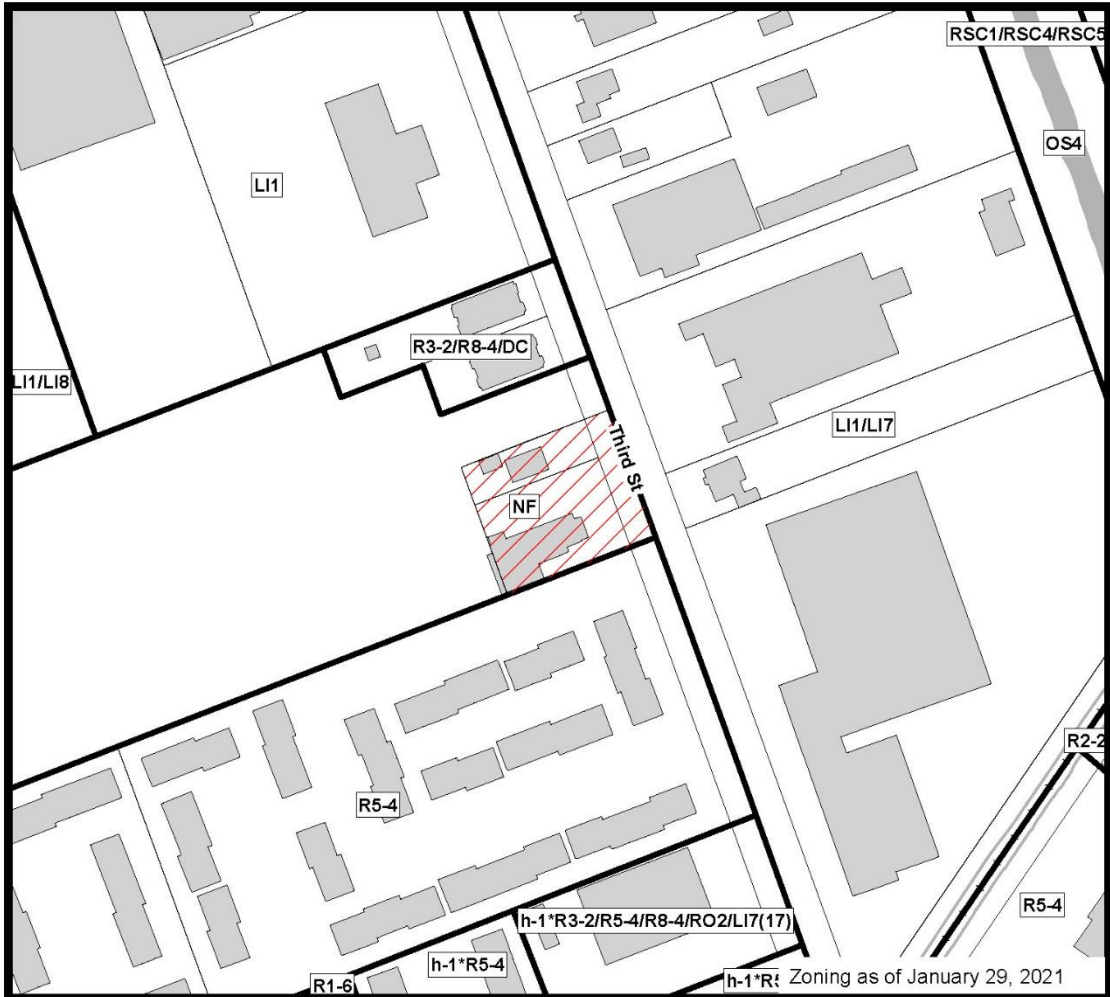
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial Corridor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

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



FILE NUMBER: Z-9268
 PLANNER: CM
 TECHNICIAN: RC
 DATE: 2021/02/25

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



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-9268

CM

MAP PREPARED:

2021/02/25

rc

1:2,000

0 10 20 40 60 80

Meters

Appendix E – Applicant Response to UDPRP Comments

Comment:
<p>The Panel commends the applicant for the following design elements that will contribute positively towards the evolving Neighbourhood context along Third Street:</p> <ul style="list-style-type: none">• The overall site organization with the building being sited in proximity to the Third Street frontage and all vehicular parking located at the rear, screened from view of the public realm;• A building that has an appropriate scale relationship with the street and surrounding built form; and,• An appropriate balance of built form and open space.
Applicant Response:
<p>The applicant acknowledges the comments received and thanks the Panel for their recognition of the aforementioned design elements.</p>
Comment:
<p>The Panel recommends the following modifications be explored and implemented prior to site plan approval:</p> <ul style="list-style-type: none">• Further rationalization of the function of ground floor entrances and the associated architectural/landscape treatment;• Further development of the proposed material palette to simplify the approach and create a more cohesive rhythm from the street; and,• Exploration of further reductions to on-site parking in favour of additional amenity space for residents.
Applicant Response:
<p>The applicant is currently reviewing options with his architect to desirably simplify the material palette and accentuate the front entrance of the building which faces Third Street. Further reductions in parking are not being pursued given neighbouring property owners' comments related to concerns of visitors and residents parking on their properties.</p>

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Gregg Barrett, Director, City Planning and City Planner
Subject: Draft Masonville Secondary Plan
Public Participation Meeting: March 29, 2021

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the draft Masonville Secondary Plan, as attached hereto as Appendix "A", **BE RECEIVED** for information.

IT BEING NOTED that the draft Masonville Secondary Plan will serve as the basis for further consultation with the community and stakeholders, and that the feedback received through this consultation process and the outcomes of supporting studies will result in a revised Masonville Secondary Plan and implementing Official Plan Amendment that will be considered at a future public participation meeting of the Planning and Environment Committee.

Executive Summary

The purpose and effect of the recommended action is for Municipal Council to receive the draft Masonville Secondary Plan and to receive comments made by the public for consideration and information. The draft Masonville Secondary Plan was introduced at the Planning and Environment Committee meeting on March 1, 2021, and has been circulated to the public and stakeholders. The draft plan is open for public comment, and this public participation meeting provides a forum to hear feedback and identify potential changes to the draft plan. Staff will return with a revised Secondary Plan at a future public participation meeting to present the final recommended plan.

Linkage to the Corporate Strategic Plan

The preparation of the draft Masonville Secondary Plan contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The Masonville area is within a strategic location for growth and intensification which supports Londoners' access to affordable public transit where they work and live. The preparation of the draft Masonville Secondary Plan coordinates growth and development in a well-planned and sustainable manner over the long term. The draft Secondary Plan will promote pedestrian safety and active transportation connections and ensure that new development will fit within and enhance the surrounding community.

Analysis

1.0 Background Information

1.1 Study Area

The Masonville Secondary Plan area encompasses all lands within the Transit Village Place Type in *The London Plan* that are located near the intersection of Fanshawe Park Road and Richmond Street and along North Centre Road. A map detailing the study area can be found in Figure 1.

Certain properties that have been the subject of recent Official Plan and/or Zoning By-law Amendments have involved significant public consultation regarding the details of the proposals. These properties are also identified in Figure 1 as the hatched areas. The intention for these properties is to recognize and incorporate the existing policy

framework and zoning permissions that apply to these sites. The specific policies associated with the sites will not be reconsidered through the Secondary Plan.

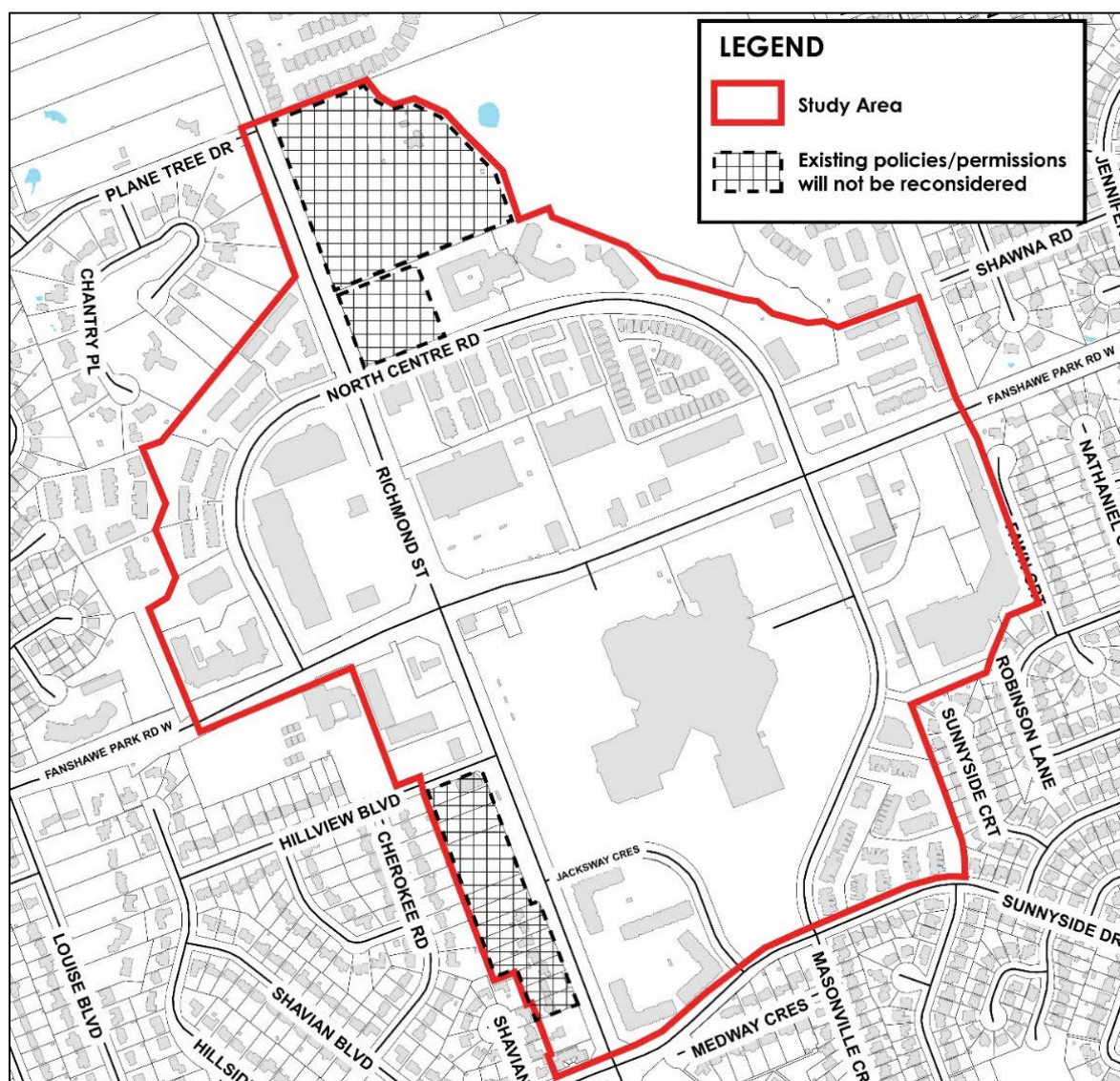


Figure 1 - Map of Study Area

1.2 Purpose of the Masonville Secondary Plan

The London Plan identifies four Transit Villages, which are intended to be exceptionally designed, high density, mixed-use urban neighbourhoods connected by rapid transit to the Downtown and to each other. These Transit Villages are intended to support intense forms of mixed-use development. The lands around the intersection of Richmond Street and Fanshawe Park Road, including lands fronting on portions of North Centre Road and Sunnyside Drive, in the Masonville neighbourhood are identified as one of the Transit Villages in *The London Plan*, referred to as the “Masonville Transit Village”. The Transit Village Place Type encourages mixed-use buildings, and permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. Under the current policy framework that allows for bonus zoning, a range of heights between two to 15 storeys are permitted, with bonusing allowed up to 22 storeys.

The Masonville Transit Village is located in an existing built-up area, which has opportunities for significant infill, redevelopment, and an overall more efficient use of land to support transit. Currently, the area within the Masonville Transit Village is primarily occupied by low-rise retail, attached residential uses and large expanses of surface parking. It is anticipated that the area will undergo redevelopment through infill and intensification over time to realize the vision of the Transit Village Place Type. The development of a Secondary Plan is intended to provide a greater level of detail and more specific guidance for the Masonville Transit Village than the general Transit Village Place Type policies, to create a plan that is unique to the Masonville community. The Secondary Plan also addresses compatibility and transition to existing uses within the Transit Village and the surrounding neighbourhood.

2.0 What Has Happened So Far?

2.1 Planning and Environment Committee Reports

Terms of Reference: January 7, 2019

At the Planning and Environment Committee Meeting on January 7, 2019, a Terms of Reference Report was brought forward to initiate the process and scope of the Secondary Plan. The Secondary Plan applies to all lands within the Transit Village Place Type, except for select properties that have been the subject of recent Official Plan and/or Zoning By-law Amendments. Direction for these sites was established through the Terms of Reference Report that these sites will not be reconsidered through the Secondary Plan study, but will be recognized as existing policy and incorporated into this Secondary Plan. The Terms of Reference Report identified the purpose, overarching goals, objectives and desired outcomes of the Secondary Plan to establish the scope and direction of the project.

Draft Principles and Update Report: October 7, 2019

Following the adoption of the Terms of Reference, staff coordinated multiple community consultation and public engagement events to identify issues and priorities from the public. The engagement events described in section 3.0 of this report provided feedback that developed nine (9) draft principles that were presented to the Planning and Environment Committee at the meeting of October 7, 2019. The draft principles provided direction and focus to shape the development of the draft Secondary Plan. The principles were endorsed by Municipal Council and refined further during the drafting of the Secondary Plan.

Draft Masonville Secondary Plan Report: March 1, 2021

Following the adoption of the Draft Principles in October, 2019, staff began drafting the first version of the Masonville Secondary Plan based on all the comments and feedback received. The draft Masonville Secondary Plan was introduced at the Planning and Environment Meeting of March 1, 2021 and circulated to the public for their consideration and review at the same time. The objective was to ensure the plan was available early on to provide sufficient time for people to read, review, and comment on the draft plan before asking for their thoughts at the Public Participation Meeting.

2.2 Technical Reports and Studies

Sanitary Capacity Study

The City retained consultant AECOM to undertake a sanitary capacity analysis for the study area as part of modelling for the Medway Pumping Station Service Area. The study reviewed the potential build out that could result from the policies in the draft Secondary Plan and the capacity for wastewater that would be required to accommodate the additional population and jobs anticipated. The results of the study have been accepted by the City's Wastewater Division and recommendations will be incorporated into the future infrastructure planning for the area to ensure sufficient capacity is provided concurrent with development growth.

Urban Design and Growth Projections

The City retained consultant DTAH to undertake modelling and provide urban design support for the study. DTAH produced development scenarios that were discussed at the second Community Information Meeting, and also provided the City with projections based on estimates of new population and jobs based on the draft plan policies. Development concepts within the study area were initially considered for low, moderate and high growth scenarios, and then refined to align with the plan direction for land uses and intensity.

Transportation Impact Assessment

A consistent theme arising from public consultation was concern regarding existing and future traffic and movements within the plan area, and Stantec was retained to undertake a Transportation Impact Assessment (TIA) and Parking Study for the study

area. This work is on-going and will assess the existing traffic in the area and evaluate anticipated impacts for the projected growth in the area. The results of the transportation and parking study will inform policies of the Secondary Plan including possible reductions to parking rates.

3.0 What Have We Heard So Far?

The feedback received thus far has contributed to and provided direction for the development the draft Secondary Plan policies. Additional public feedback will continue to be collected and considered as the draft Plan continues to evolve and be refined in next phases in the project.

3.1 Summary of Comments and Themes

The overarching themes from the various consultation events include the following:

- Concern about how future development would transition to existing low-rise residential development both adjacent to and within the Study Area
- Desire for information about population targets
- Desire for enhanced connections to surrounding area
- Pedestrian environment needs improvement
- Desire for additional greening and de-paving
- Need for community gathering spaces (ie. civic squares, parks etc.)
- Opportunities for intensification in certain location, but need to transition to low-rise development
- Desire for buildings to front onto sidewalks to be more accessible for pedestrians
- Need to consider opportunities for bike lanes
- Pedestrian connections to the Masonville bus terminal need improvement
- Desire to see more members of the community engaged in the study process
- Concern about traffic and congestion in the study area as a result of increased development
- Concern about current and future parking provision for retail establishments
- Questions about the Official Plan and Zoning By-law Amendment application at 1680 Richmond Street (south portion of CF Masonville Place) and how it relates to the Secondary Plan Study process
- Preference for pedestrian-only connections to the surrounding neighbourhoods, rather than vehicular connections

3.2 Engagement Overview and Summary of Feedback

Following Municipal Council's adoption of the Terms of Reference in 2019, staff began the Masonville Secondary Plan study. Broad public engagement was undertaken to promote awareness of the plan and capture ideas and feedback. To date, approximately 130 interested parties have provided their contact information to stay updated about the study. In addition to the interested parties, 150 other Londoners have informally engaged with Staff about the study through Planner "Office Hours". The following describes the study outreach to date:

Community Information Meeting #1

March 27, 2019: City Planning staff hosted a Community Information Meeting to introduce the Masonville Transit Village Planning Study to the community. This was the first Community Information Meeting of the Study attended by approximately 40 people. Information was provided on timelines and process, existing conditions in the area, and the topics that would be considered in the study.

Walk and Imagine My Neighbourhood Tour

May 23, 2019: City Planning staff hosted a Walk and Imagine My Neighbourhood Tour to walk around the project's study area with residents and discuss their ideas about the existing conditions and vision for the future. Approximately 18 people participated in the walking tour and a "virtual walking tour" was also posted on the project website to allow those who were unable to participate in the walking tour the opportunity to comment.

Community Information Meeting #2

September 18, 2019: City Planning staff hosted a Community Information Meeting to provide an update on the study and feedback received to date, and review three built out scenarios for positive and negative features. Approximately 50 people attended

Planner “Office Hours”

Planning Staff held “Office Hours” for individuals to find out more about the Masonville Secondary Plan. These “Office Hours” provided informal opportunities for community members to learn about the study in person and provide feedback. Over 150 people engaged with Staff through these “Office Hours” activities to learn more about the Masonville Secondary Plan study and provide feedback. Staff held “Office Hours” at the following venues to discuss the study with the community:

- London Public Library, Masonville Branch – April 2, 2019, April 9, 2019, April 11, 2019, April 16, 2019, April 25, 2019
- Masonville Farmers’ Market – May 17, 2019, June 21, 2019, August 16, 2019
- Outdoor Movie Night at Hastings Park – June 21, 2019
- CF Masonville Place – August 16, 2019
- Richmond Woods – April 10, 2019

Bus Stop Survey

August 16, 2019: Planning Staff attended the bus terminal and surveyed transit riders about their use of public transit, trip destination and duration, what they do when they are waiting and what would make the experience better. Approximately 16 surveys were conducted.

Masonville Public School Activity

December 8, 2020: Planning Staff held a planning activity with a grade 8 class from the Masonville Public School to capture comments from a youth perspective on the secondary plan.

Get Involved Website

Throughout the preparation of the draft Masonville Secondary Plan, the Get Involved website has provided an opportunity for individuals to learn about the Masonville Secondary Plan and provide feedback on the study. The website contains previous community engagement event materials for the public to access, as well as contact information for the project team. The website will continue to be updated as information is available.

4.0 What is Next?

The first draft Masonville Secondary Plan has been prepared based on the input from the public, technical experts, and stakeholders. The draft Secondary Plan is available for review and to receive comments and feedback. Consultation will continue with the public through additional non-statutory engagement events to stimulate discussion and test the direction and policies of the plan. Due to COVID-19 implications, in person consultation will be limited and virtual and telephone options will be utilized where possible. The draft Secondary Plan will also be circulated to the City’s advisory committees for their input, as advisory committee meetings have now resumed.

Following further consultation and engagement, the first draft of the Masonville Secondary Plan will be refined and modified based on the comments received, where appropriate. The result will be the creation of the final Masonville Secondary Plan which is targeted to be prepared later this year in Q2 or Q3. When the final Masonville Secondary Plan has been prepared, there will be additional circulation and consultation of the Secondary Plan. The Secondary Plan will be brought forward at a meeting of the Planning and Environment Committee to introduce the plan, and then a Public Participation Meeting will follow to receive feedback and adopt the Secondary Plan.

Conclusion

The draft Masonville Secondary Plan is based on the parent policies of *The London Plan*, and has been developed with community and stakeholder input. The draft Secondary Plan provides the policies and direction that will help shape and transform the Masonville area. The intent of this meeting is to receive public comments and feedback based on the policies and direction of the draft Secondary Plan, and to inform future changes and revisions. There will be additional engagement events and circulation to advisory committees to receive feedback and comments for further refinement of the plan contents.

Prepared by: **Sonia Wise, MCIP, RPP**
Senior Planner, Planning Policy

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

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



Draft Masonville

Secondary Plan

March 2021



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1.0 Introduction

1.1 Background

The name “Masonville” was originally attributed to a tavern named “Mason House” built in 1958 as well as a post office established in 1874 at the intersection of Highways 4 and 22 (Richmond Street and Fanshawe Park Road). Masonville was a toll gate on the Proof Line Road (now Richmond Street) making it a popular place to stop. The historic draw of the area has continued to the current day with a wide variety of retail, shopping and commercial uses attracting visitors from the region and throughout the City.

The Masonville Secondary Plan area includes lands around the intersection of Richmond Street and Fanshawe Park Road, which is primarily occupied by low-rise commercial buildings, multi-unit residential uses, and large expanses of surface parking. The Masonville Transit Village Place Type is identified as an area for growth in *The London Plan*, and is beginning to see redevelopment interest with the addition of new apartment buildings and infill commercial development.

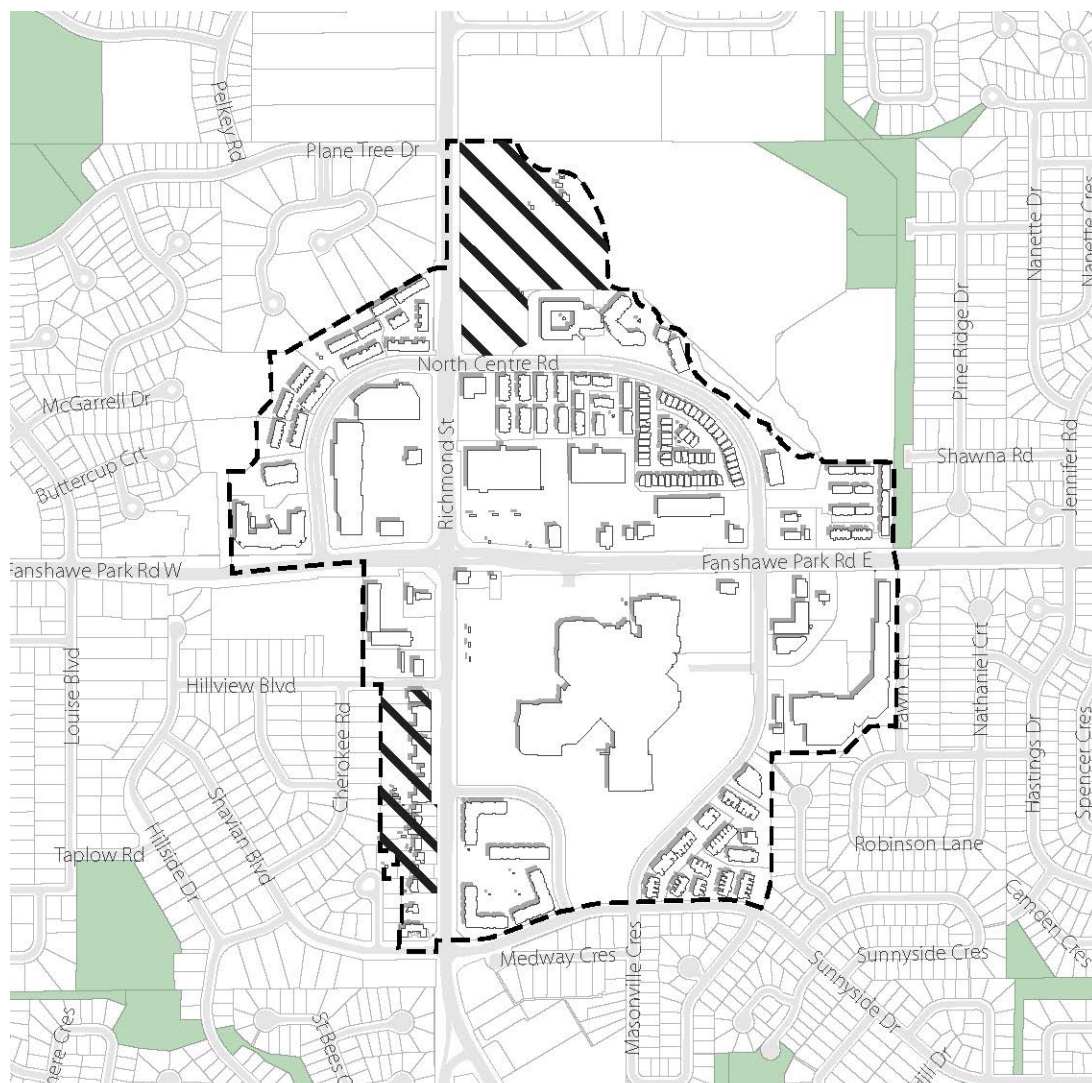


Masonville is already a hub for transit services and was part of an Environmental Assessment to evaluate city-wide rapid transit options. The preferred routing includes a future rapid transit route along Richmond Street with a terminus station near the intersection of Richmond Street and Fanshawe Park Road. The area is a Protected Major Transit Station Area which will accommodate additional population and jobs in a transit-oriented format.

There are future challenges and opportunities that come with higher-order transit service, infrastructure upgrades, redevelopment and intensification. This Secondary Plan will provide a framework for future growth and redevelopment, public and private investment in the area, and to transform Masonville into a connected, mixed-use community with a high-quality public realm.

1.2 Location

The Masonville Secondary Plan includes approximately 89 hectares (219 acres) of land within the Urban Growth Boundary in the north of the City of London. The Secondary Plan applies to all properties in the Masonville community that are within the Transit Village Place Type in **The London Plan**. These lands generally extend along Richmond Street between Plane Tree Drive to the north and Shavian Boulevard to the south; and along Fanshawe Park Road between the Masonville Public School to the west and Fawn Court to the east. The Secondary Plan area boundary is illustrated in Schedule 1.



-  Study Area
-  Specific Policy Area

Schedule 1: Boundary of Study Area

1.3 Purpose and Use

The purpose of this Secondary Plan is to establish a vision, principles, and detailed policies for the Masonville Secondary Plan area that provides a consistent framework to evaluate future development and public realm improvements. The intent of the policies is to provide direction and guidance to ensure the Secondary Plan area continues to evolve into a vibrant, connected and mixed-use community that enhances the human-scale quality of streetscapes, and integrates new and existing development, people and open spaces in a compatible and cohesive way.

The policies in this Secondary Plan apply to all properties in the boundary of the Masonville Secondary Plan area unless where specifically noted as only applying to a specific property or area. The policies of this Secondary Plan provide a greater level of detail than the policies of the Official Plan. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not repeated. As such, the policies of this Secondary Plan should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this Secondary Plan appear to be inconsistent, consideration will be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.

The schedules form part of this Secondary Plan and have policy status whereas other figures and photographs included in the Secondary Plan are provided for graphic reference, illustration, and information. The policies of this Secondary Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this Secondary Plan will be implemented through mechanisms set out in this Secondary Plan, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this Secondary Plan to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.

Any required funding associated with the recommendations in the Secondary Plan are subject to availability and approval of funding through the Corporation’s multi-year budget process.



1.4 Vision

The Masonville Secondary Plan area will be an exceptionally designed, high density, mixed-use urban neighbourhood, with convenient access to quality public transit and community gathering spaces. Through infill and redevelopment, the Masonville area will become an exciting complete community that is balanced with places to live, work, shop, and recreate.

1.5 Principles

To realize the unique vision for the Masonville area, the development of this Secondary Plan has been guided by the following principles:

- i) Principle 1: Build a connected community that encourages transit use and active transportation.
 - a) Create a connected system of pathways and sidewalks that increase pedestrian and cycling permeability through the plan area and connect to transit and key destinations.
 - b) Break up large commercial blocks during site development to create a more fine-grain connectivity network and improve walkability throughout the area.
 - c) Prioritize pedestrian and active transportation movement through the plan area.



- ii) Principle 2: Green the community through a network of public spaces.
 - a) Create new public parks and open spaces within the plan area that are publicly accessible, functional and exciting.
 - b) Create a variety of public spaces including plazas, parks and open spaces that cater to many different needs and preferences and provide opportunities for diverse activities.
 - c) Reduce the amount of hard surfaced parking area in the plan area and introduce soft landscaping and other forms of greening to beautify the area, improve pedestrian comfort and aid in stormwater management in the area.
 - d) Enhance new and existing streets with the addition of trees, soft landscape areas and green infrastructure.
- iii) Principle 3: Develop a pedestrian-oriented environment that is safe, comfortable, and animated at street level.
 - a) Shift the primary mode of transportation in the plan area from the current dependency on the automobile to pedestrian movements.
 - b) Locate active uses at grade that provide a better environment for pedestrians and encourage walking throughout the plan area.
 - c) Delineate pedestrian connections and minimize the potential of pedestrian and vehicular conflicts.
 - d) Strategically locate and screen blank building facades, loading and utility areas to minimize impacts and ensure they do not detract from a positive streetscape environment.

- iv) Principle 4: Promote exceptional design.
 - a) Ensure a high standard of architectural quality and composition for new development throughout the plan area that reflects the character of Masonville.
 - b) Construct functional and attractive built forms and public spaces that people want to use.
 - c) Encourage pedestrian-oriented development that includes human-scale interest, texture, articulation, a mix of materials and ground floor activation in to the base of buildings.
- v) Principle 5: Identify opportunities for intensification
 - a) Encourage infill and redevelopment of underutilized land to support an efficient use of land and transit ridership.
 - b) Support intense forms of mixed-use development to create vibrancy in the area while providing an effective transition to existing lower density areas, cultural heritage resources and sensitive land uses.
 - c) Transition to more vertically-integrated mixed-use forms as opposed to segregating residential and non-residential uses.
- vi) Principle 6: Create a complete community that supports a mix of uses, housing types and affordability.
 - a) Provide a mix of residential dwelling types that cater to the needs of all ages, stages of life, socio-economic groups and household structures.
 - b) Ensure residential dwellings are designed and delivered in a compact form.
 - c) Provide a variety of employment, shopping, dining and service opportunities, including live/work opportunities.
 - d) Design housing options to encourage social interaction, and a sense of community amongst residents.





2.0 Community Structure

The Community Structure Plan, illustrated in Schedule 2 of this Secondary Plan and described on the following page, focuses on establishing connectivity, providing an appropriate transition to the surrounding mature neighbourhoods and concentrating areas of intensification. The elements identified in the Community Structure Plan are intended to assist with implementing the vision for the area.

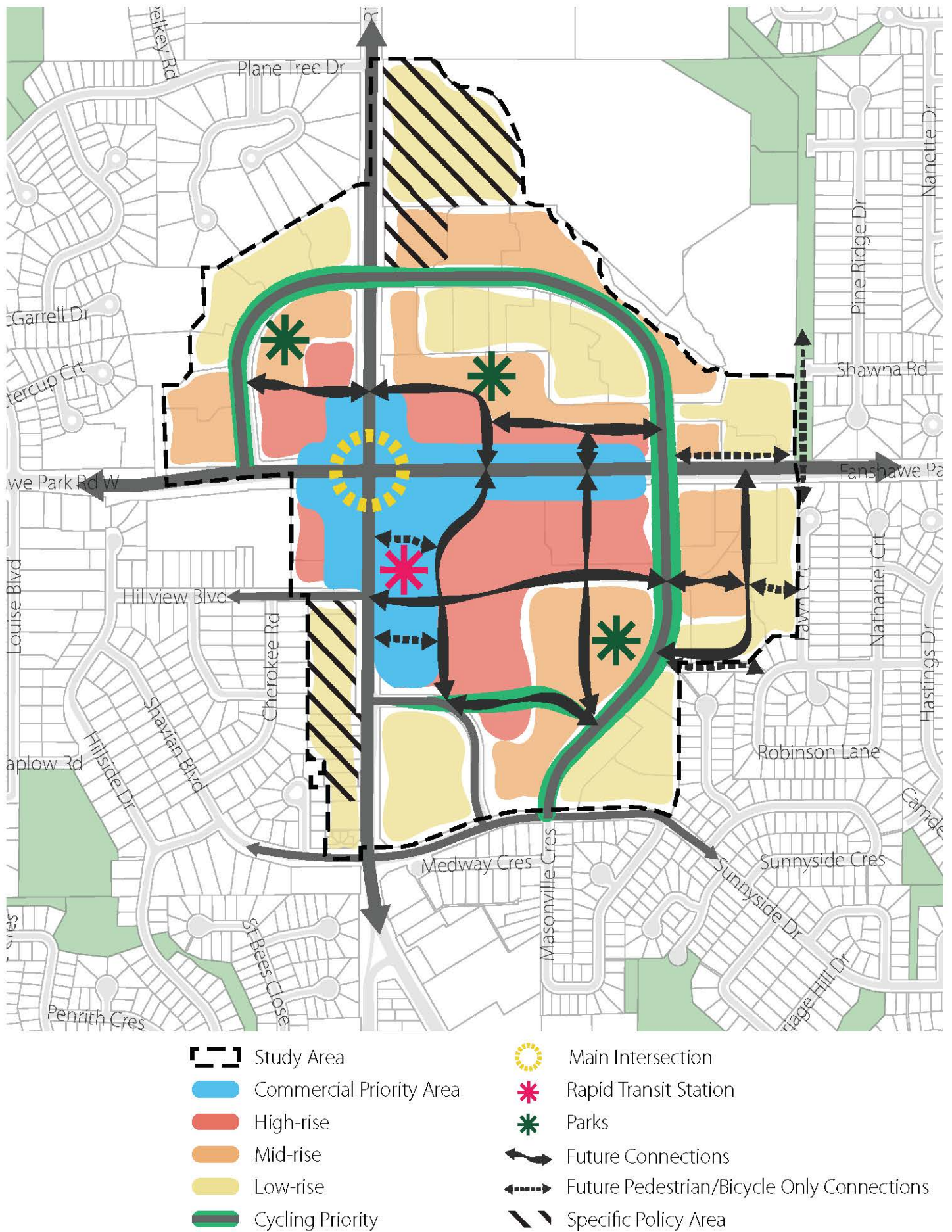


Figure 2: Community Structure Plan

2.1 Areas of Intensity

The two main transportation corridors of Richmond Street and Fanshawe Park Road intersect in the plan area which forms a major central point of convergence. Lands surrounding this intersection have excellent access to the transit interchange and are well separated from existing lower density neighbourhoods. The most intensive land uses and forms are directed to these arteries to transform the intersection into a vibrant, transit-oriented, mixed-use focal point for the area. New development along these frontages will have active commercial ground floors to create interest and animation along the street and support a walkable main street environment.

2.2 Areas of Sensitivity

Surrounding the high-rises at the Richmond and Fanshawe intersection is an area where mid-rise developments are permitted to provide a transition from the higher heights to sensitive land uses like lower forms of development and cultural heritage resources. The majority of the plan area will feature a wide variety of uses and intensities, though the plan recognizes the existing low density mature neighbourhoods that are intended to be preserved. Land use for existing lower density residential areas is limited to a range of low-rise, residential uses that are compatible with the existing neighbourhoods. New development in proximity to these areas of sensitivity will provide effective transition in built form and massing to ensure a sympathetic transition.

Cultural heritage resources within and adjacent to the Masonville Secondary Plan area are intended to be conserved. New development adjacent to cultural heritage resources will be sensitively designed to achieve a compatible relationship to the cultural heritage resource.

2.3 Gathering Spaces

New green spaces and public parks are planned to provide outdoor amenity spaces to new and existing residents in the 3 major quadrants of the plan area. These new parks will create focal points for community gathering, recreation and activities, and are equitably distributed throughout the plan area so users won't have to cross major roads to access them.

2.4 Transit Station

The transit station will be featured as a comfortable and attractive gathering space that connects Masonville to the rest of the City. The station will provide enhanced facilities for pedestrians and cyclists and be celebrated as a major destination and focal point. A distinct sense of place will be established around the station using decorative design features, unique street furniture, lighting and public art. The Transit Station will benefit from close proximity to the mixed-use hub at Fanshawe Park Road and Richmond Street and easy access to a diverse mix of commercial and service offerings.

2.4 Moving Around

The creation of new connections through a system of public or private streets will decrease block sizes and increase the permeability of the area and create a more walkable environment. These connections will provide new opportunities to green the corridors with tree plantings to provide shade for pedestrian comfort and manage stormwater. Active transportation will be improved through the new connections and will become a more appealing method of moving around. The new routes will provide connections to new open spaces, community facilities, the Rapid Transit Station and other points of destination.





3.0 General Policies

3.1 Mobility and Public Realm

Mobility in the plan area is based on all movements and infrastructure required for pedestrians, cyclists, motorists, and transit users. The street network within the Masonville Secondary Plan area consists of existing public streets such as: Main Streets (Fanshawe Park Road and Richmond Street North), Rapid Transit Boulevard, Neighbourhood Connectors and Neighbourhood Streets as well as new planned streets, that may be either public or private. For the purpose of this plan, the term 'private street' shall refer to privately-owned, publicly-accessible streets that connect and contribute to the street network to create an integrated system for enhanced pedestrian, cycling and vehicular connectivity. The mobility and public realm policies include:

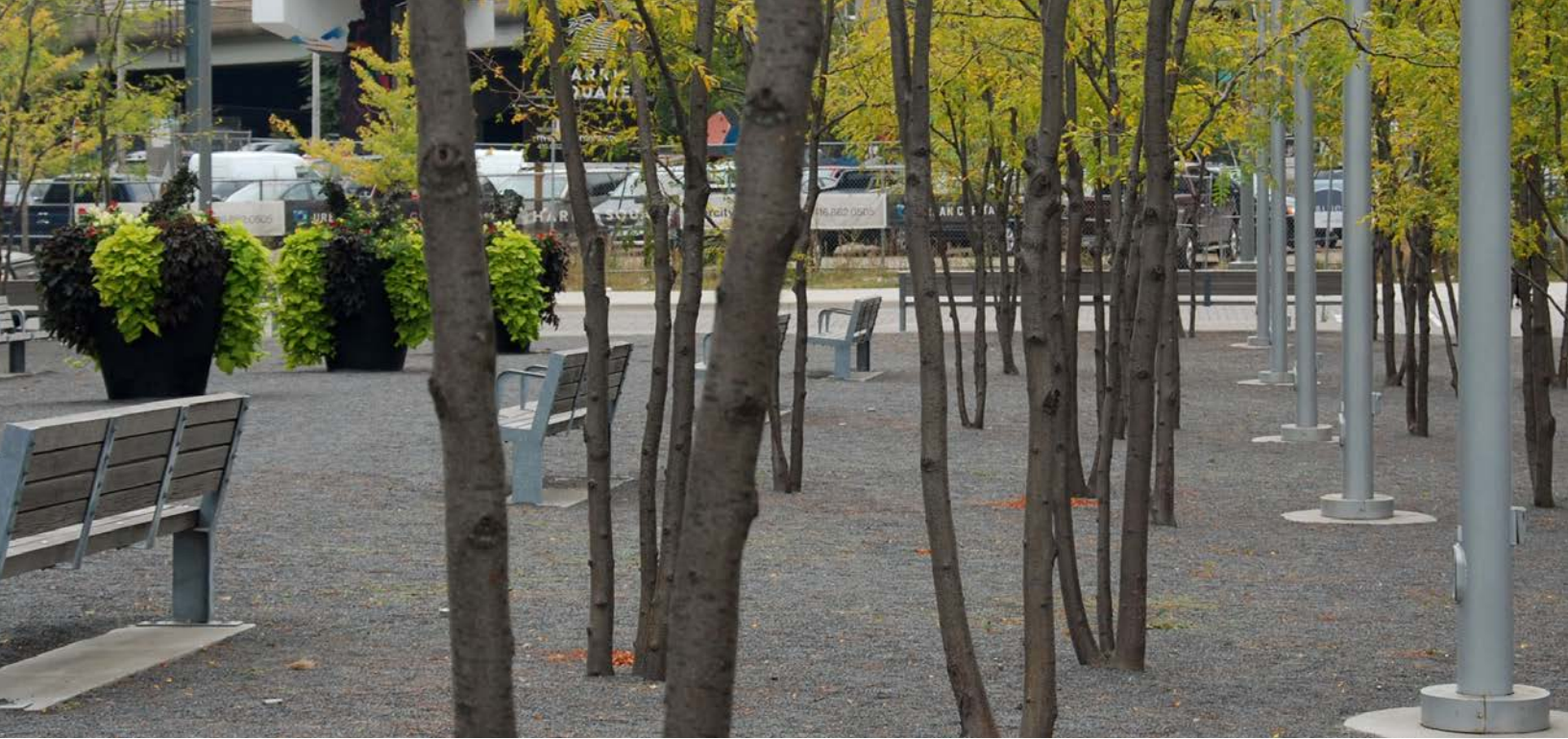
- i) Street Network
- ii) Streetscape and Public Realm
- iii) Private Streets
- iv) Parking



3.1.1 Street Network

The connections shown on Schedule 5 represent a conceptual street network in a modified grid pattern that supports walking, cycling, access to transit and efficient delivery of emergency services. New connections within the plan area will be created as public roads or as private roads that are publicly accessible. Additional connections not identified on Schedule 5 may also be provided. The street network is based on the following policies:

- i) The design of streets will prioritize pedestrian movement through provision of wide sidewalks, benches, trees, landscaping, lighting and other streetscape elements that improve pedestrian comfort.
- ii) Transit and active transportation will be supported through the design of the street network to connect to key destinations, open spaces and transit.
- iii) Connections shown on Schedule 5 are intended to break up large commercial blocks to create smaller development blocks that promote pedestrian movement by allowing for variation in routes and making walking easier and more efficient.
- iv) The provision and construction of Connections in Schedule 5 shall be determined at the time of planning and development applications such as Zoning by-law amendments, plans of subdivision and site plans.
- v) Future Active Transportation connections identified on Schedule 5 will provide additional pedestrian and cycling linkages to the existing recreational pathway network as well as providing better access surrounding the transit station.



- vi) All new connections surrounding the Rapid Transit Station shall be designed to provide enhanced pedestrian infrastructure such as two (2) metre minimum sidewalk widths, tree plantings and landscaping, benches and seating areas, and other features to accommodate high levels of pedestrian traffic from people using transit.
- vii) All new connections should be designed to be landscaped with tree planting and stormwater management controls to serve as greened corridors connecting park spaces, open spaces and community facilities.
- viii) The use of common elements condominiums should be considered for the ownership, use and maintenance of common laneways and private roads between multiple property owners.
- ix) Variations to Schedule 5 may be considered by the City by exception based on circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the *Transportation Master Plan*, the *Cycling Master Plan*, the Rapid Transit Environmental Assessment, and this Secondary Plan.
- x) All street typologies within the plan area shall be constructed in accordance with the Complete Street Design Manual and *The London Plan* to ensure that streets provide a variety of features to support a broad range of different users.
- xi) The creation of private streets shall be in accordance with the policies in section 3.1.3.



3.1.2 Streetscape and Public Realm

The public realm in the Masonville Secondary Plan area will develop into a pedestrian and bicycle-friendly environment that will prioritize walking, cycling, and transit use based on the following policies:

- i) Pedestrian and cyclist comfort and safety will be prioritized in the streetscape design for all public and private streets and the design of the public realm.
- ii) All portions of North Centre Road are identified as priority cycling routes and shall provide cyclist infrastructure in any future public works, lifecycle renewal, or offsite improvements associated with development.
- iii) Future public works projects or offsite improvements associated with development along Fanshawe Park Road and Richmond Street shall incorporate vegetative features to minimize the visual and auditory impacts of vehicular traffic on pedestrians.
- iv) Future public works projects in the Masonville Secondary Plan area will incorporate soft landscaping, where feasible, to improve stormwater management.
- v) Utilities should be located within the vehicle portion of the street or under the sidewalk to optimize growing space for trees, and utility boxes should be located underground where possible.
- vi) Street furniture such as lighting, signage, parking meters, bicycle parking, utilities and garbage receptacles shall be designed and placed in a coordinated manner to enhance pedestrian comfort, maintain a direct clearway and minimize obstacles.

- vii) Street tree planting and landscaping is encouraged along all public and private streets to provide shade for pedestrians, retain stormwater for ground water recharge, reduce the heat-island effect and enhance the aesthetic of the plan area.
- viii) Patio spaces, small plazas, and courtyards are encouraged to be integrated into new development and should be oriented to the street for visibility and access.
- ix) New high-rise multi-unit residential developments shall include indoor and outdoor communal amenity spaces for residents.
- x) Pedestrian-scale lighting and decorative light standards distinctive to the Secondary Plan area may be used to enhance the vibrancy and sense of place.
- xi) The Rapid Transit Station shall be designed as a landmark facility and community focal point with high quality treatments and decorative features.
- ii) Where new private streets are created and retained in private ownership, they shall complement the road pattern, and connect to the established grade of public roads and public sidewalks with an appropriate design that achieves minimum separation requirements for intersections and other City standards.
- iii) The private streets should provide for a streetscape and sidewalk environment designed for pedestrians, with features that include wide sidewalks, trees and feature plantings, decorative paving, and low impact development.
- iv) Sidewalks shall be provided on both sides of new private streets.
- v) Sidewalks should be separated from the travelled portion of private streets by a buffer area comprised of landscaping, on-street parking areas and/or cycle lanes.
- vi) Lighting, signage and street furniture should be included where appropriate without detracting from the function or design of the space.

3.1.3 Private Streets

Private streets within the plan area are intended to function as public streets for pedestrians, cyclists and motorists, while providing flexibility and efficient use of land for private owners. An easement and agreement with the City shall be entered into to secure public access over private streets. The design and function of private roads shall implement the following:

- i) Private streets shall be designed to provide the same function as public streets for pedestrians, cyclists and motorists and implement the concepts of 'complete streets'.
- vii) Private streets are permitted to utilize the space above and below the street for such uses as underground parking, aerial art fixtures or decorative lighting, as long as there is no conflict for the use of the space by vehicles, pedestrians and cyclists.
- viii) Private streets may utilize alternative paving and surface materials to be flexibly designed (ie. a woonerf) and used for festivals, events and gatherings.
- ix) Plantings shall be installed in permanent landscaped areas, and should include tree planting where adequate soil volumes exist.

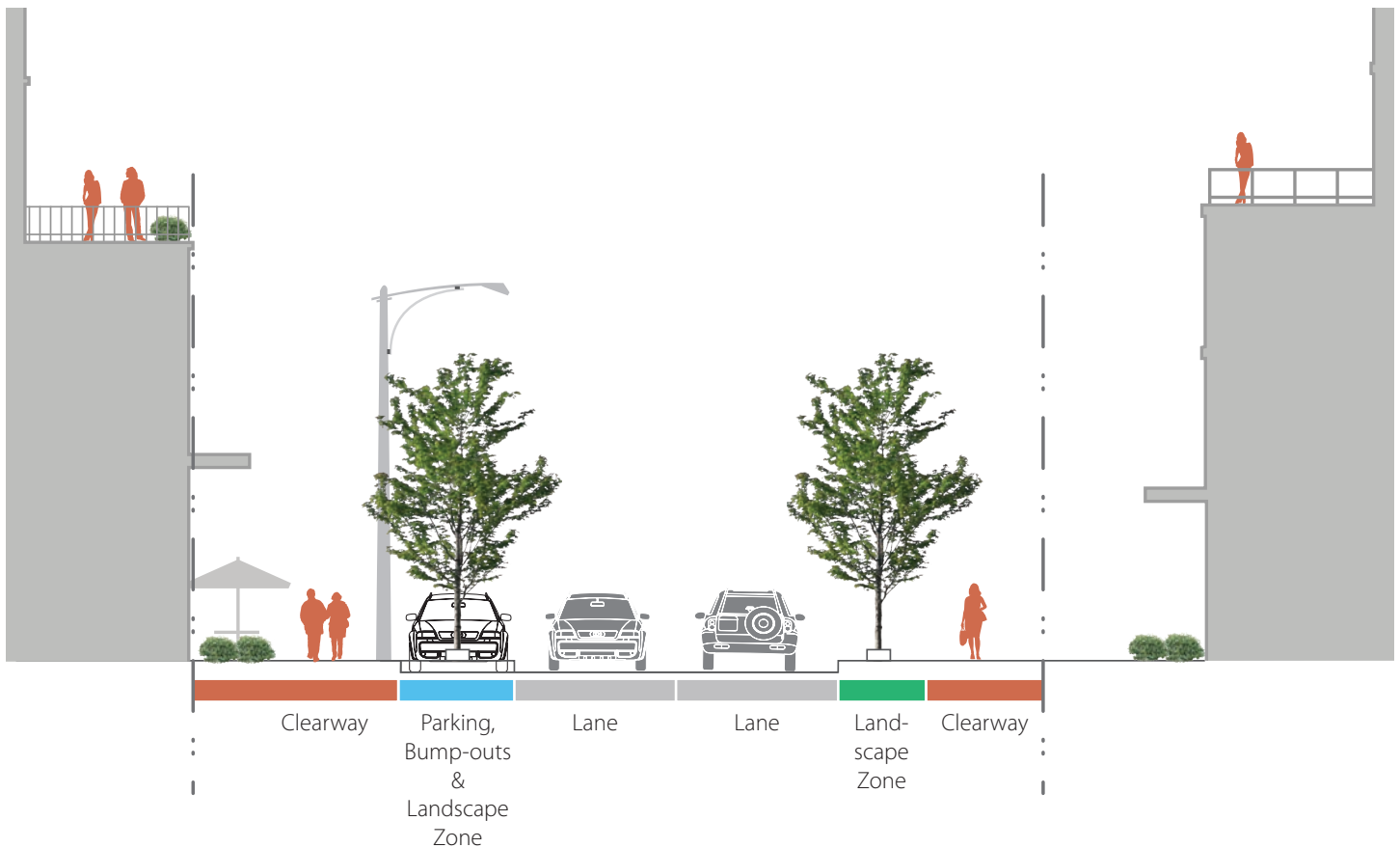


Figure 3: Cross-section of Private Street

- x) Plantings may be in alternative forms such as landscape planters or containers where underground constraints exist, such as underground parking or utilities.
- xi) Where a private street is providing on-street parking, landscape bump-outs should be provided at all new intersections and mid-block for street segments longer than 6 spaces, to break up large stretches of parking areas and provide opportunities for trees and other streetscape furniture and amenities.
- xii) Landscape bump-outs should be a minimum of 25m² to provide adequate space to incorporate multiple tree planting, low-impact development and rain gardens.
- xiii) The East-west extension of Jacksway Crescent shall be designed at a higher standard as a major east west connector from the transit station to the surrounding area, and as a major cycling connection to planned cycle lanes along North Centre Road.
- xiv) The East-west connection of Hillview Boulevard to the Masonville Mall Entry at North Centre Road is prioritized as a future public road.
- xv) The boundary of private streets will be established at the outer edge from one sidewalk to another, to define the public versus private realm. Streetscape elements outside of this boundary will be considered part of the private buffer zone.

3.1.4 Parking

- i) On-street parking may be provided along public and private streets within the plan area to support street-level commercial uses, where it does not conflict with pedestrian priority or constrain transit operation.
- ii) Off-street parking shall be designed to reduce the visual impact of the parking from the public realm and should be provided as underground parking or structured parking integrated into the building and wrapped in active uses along all facades facing streets or public spaces.
- iii) Structured parking should be designed in a flexible manner with an appropriate floor to ceiling height so that it may be converted into alternative active uses in the future. Structured parking ramps should not have parking located on them.
- iv) Where surface parking is provided, these surface parking lots shall be environmentally responsible and well-designed to address the following:
 - a) Reduce the visual impact of surface parking lots through the use of landscaping.
 - b) Incorporate sustainable materials and technologies.
 - c) Create direct, comfortable, and safe pedestrian routes from parking to streets and buildings.
 - d) Mitigate the urban heat island effect through shade tree planting and landscaping.
 - e) Manage stormwater quality and quantity on-site.
 - f) Landscape islands within parking areas should be a minimum of 25m² to provide adequate space for multiple tree plantings, low-impact development, and rain gardens.
 - g) Enhance the safety and attractiveness of the public realm.
 - v) Establish joint access to parking lots (above or below ground) on adjoining properties where feasible.
 - vi) With the exception of purpose-designed on-street parking spaces, parking should not be located between a building and a public or private street.
 - vii) Locate access to parking areas on lower order streets, where possible, and consolidate driveway/laneway access points to minimize curb cuts and pedestrian conflicts.
 - viii) Reduced parking standards may be considered for new developments that demonstrate offset measures such as integrated vehicle share programs for residents.
 - ix) Bicycle parking and supportive facilities such as change rooms and showers should be provided for all new development and are encouraged to be publicly accessible.



3.2 Green Development and Sustainable Design

The Secondary Plan addresses the climate emergency by providing a compact form of development that reduces urban sprawl and encourages the use of public transit. The use of green spaces and building technologies will also help to contribute to sustainability and addressing the climate emergency. Development in the plan area is encouraged to achieve a high standard of environmental sustainability through incorporation of the following policies:

3.2.1 Green Spaces

- i) Reduce private automobile dependency through provision of new pedestrian and cycling connections that encourage active transportation options and provide convenient links to transit facilities.
- ii) Create a more green and livable community through the provision of new parks, green spaces, and gathering places.
- iii) Existing healthy trees should be protected where possible and new treescapes shall be integrated into the design of streetscape, public spaces and within development sites to contribute to the character of the area, build a sustainable tree canopy, reduce the heat island effect, moderate sun and wind, and improve ground filtration.
- iv) Urban agriculture and food production opportunities will be encouraged to be integrated into building and landscapes through elements such as community gardens, private gardens, greenhouses, roof-top gardens, and edible landscaping.

3.2.2 Green Buildings

- i) Dedicate areas within buildings for the collection and storage of recycling and organic waste that is equally as convenient as the garbage facility.
- ii) Reduce impacts on the environment through best practices such as LEED principles and certification.
- iii) Achieve net-zero or net-positive greenhouse gas emissions for buildings through efficient design and energy usage.
- iv) Minimize the waste of materials, water and other limited resources, and utilize recycled and reclaimed materials.
- v) Use durable materials that help to conserve energy by lowering maintenance and replacement costs.
- vi) Use locally harvested, recovered, manufactured or extracted building materials.
- vii) Install green roofs or cool roofs on all new mid-rise and high-rise developments that include surface materials with high solar and thermal reflectivity to help reduce the impact of buildings on the climate.
- viii) Orient buildings to maximize opportunities for passive solar gain, and utilize green building technologies such as solar devices.
- ix) Install electric vehicle charging stations in all new mid-rise and high-rise developments.
- x) Utilize alternative green energy sources such as district energy where available.



3.3 Stormwater Management

Currently, the Masonville Secondary Plan area is highly impervious. New development and redevelopment within the area will provide opportunities to substantially improve stormwater management through the implementation of water quality controls and integration of Low Impact Development (LID). Stormwater controls should be integrated along corridors, parks and linkages to not only provide an aesthetically appealing and cohesive path network but also improve sustainability within the area. The following policies apply to stormwater management within the Masonville Secondary Plan:

- i) Stormwater will be considered as a resource to be utilized and not as a waste product for disposal.
- ii) Stormwater management facilities and LIDs should be incorporated as focal points and design features within the community and should be delivered in a way that is compatible with, and enhances the vibrant, urban character of the area.
- iii) Use of irrigation systems are discouraged. Efforts to utilize stormwater as a resource and/or selection of native, drought tolerant plants is preferred.
- iv) Stormwater management shall be incorporated into all new development or redevelopment sites, surface parking areas and other hard surface development.
- v) Utilize sustainable stormwater management techniques such as enhanced use of organic cover, and/or reduced vehicle lane width to reduce the runoff and impervious area coverage and to relieve stormwater management demands.
- vi) Promote and showcase Low Impact Development (LID) principles and practices to improve water quality and reduce runoff volumes through infiltration or filtration including the use of: bioretention in surface parking landscape islands, free-draining garden planters, grassed swales (depressed areas), underground infiltration systems such as third pipe-systems or infiltration galleries, green roofs, rain gardens and rain harvesting vessels/barrels.
- vii) Locate pathways or other public spaces adjacent to naturalized and/or greened LIDs, on both public and private lands where possible.
- viii) Above ground stormwater management facilities and features will be designed to fulfill their planned function while also contributing positively to the aesthetic of the area.

3.4 Community Facilities

At the time this Secondary Plan was developed, the Masonville Secondary Plan area had very limited spaces for community use or gathering. In accordance with the City of London Parks and Recreation Master Plan, a future neighbourhood scale community centre is planned to serve the London North area and the Masonville area could be an ideal location. Council will undertake a separate site selection process to determine the appropriate location for the facility.

As the Masonville Secondary Plan area grows and develops, the need for community spaces will continue to increase. Future community spaces within the Masonville Secondary Plan area will be guided by the following policies:

- i) Community spaces such as community centres and libraries should be designed to meet the needs of current and future residents as the area grows.
- ii) Community centres and libraries are permitted in all land use areas within the Secondary Plan area.
- iii) Community centres and libraries may be designed as separate stand-alone buildings or as part of an integrated multi-use building. The creation of a community hub with multiple community facilities is encouraged.
- iv) The possibility of including a new community centre within a mixed-use development with residential or commercial uses will be explored, as opportunities arise.
- v) Community facilities will be designed as landmark buildings. The ground floor of any community facility use will be designed to contribute to the vibrancy and animation of the public or private street.
- vi) The integration of community spaces with affordable housing is encouraged.
- vii) Community spaces should be designed with some planned open space to create a hub and extend complementary uses and services.





3.5 Rapid Transit Station

The City-wide Rapid Transit system includes two Rapid Transit routes, operating in north-east and south-west alignments. The 'north leg' extends to the Masonville Place (mall) terminus within the Secondary Plan area. Rapid Transit will improve frequency and reliability, increase the passenger capacity of the network and improve the quality of service for transit passengers.

The Rapid Transit Station shall be designed to be functional, accessible and attractive to serve as a focal point and landmark for the Masonville Secondary Plan area. The following policies apply to the Rapid Transit Station:

- i) The built form may be either of a stand-alone Rapid Transit Station or may be incorporated into a building.
- ii) Pedestrian connections to and from the station shall include wider sidewalks with a minimum width of two (2) metres and designed to enhance pedestrian comfort.
- iii) Pedestrians and transit vehicle movements will have priority in and around the station area.
- iv) Land uses surrounding the station shall be active and oriented to the station with building entrances, and direct pedestrian connections.
- v) Decorative design features, public art, unique street furniture, and lighting will be used to highlight the station to establish a distinct sense of place.

3.6 Parks

At the time this Secondary Plan was developed, there were no public parks within the Masonville Secondary Plan area, which totals approximately 89ha. It is anticipated that the plan area will accommodate a high growth rate and substantially add to the existing population upon plan build-out. Open space is a necessary component of a thriving community and a vital feature to create a complete community.

The intent of the plan is to establish parkland within the plan area to support existing and future residents and complement the parks in the nearby area. The Masonville Secondary Plan area will be highly urban environment that will be based entirely on infill and redevelopment. In recognition of this unique situation, the parkland provision will be based on modified standards from those set out in the Parks and Recreation Masterplan and Deign Manual to reflect the intent for this area. Smaller, more intense urban parks will be utilized in this highly urbanized plan area in place of traditional larger neighbourhood parks. Future parks and open spaces within the Masonville Secondary Plan area will be guided by the following policies:

- i) As development occurs, the provision of new public parks and privately-owned, public spaces (POPS) is identified as a priority.
- ii) The provision of land for future public parks is prioritized over the collection of cash-in-lieu to establish locations for new open spaces within the Secondary Plan area.
- iii) The identification and consideration of land for future public park dedication shall be undertaken through all planning and development applications. Parkland dedication from development will be encouraged to consolidate and assemble to create a larger park space.



- iv) New public parks will be required for the northwest, northeast and southeast quadrants of the intersection of Fanshawe Park Road and Richmond Street as identified in schedule 2 the Community Structure Plan, including:
 - A new park is required in the southeast quadrant of the study area at the classification level of 'urban park' with a minimum size of 1.75ha.
 - A new park is required in the northeast quadrant of the study area at the classification level of 'urban park' with a minimum size of 0.5ha.
 - A new park is required in the northwest quadrant of the study area at the classification level of 'urban park' with a minimum size of 0.5ha.
- v) New public parks and/or POPS will be encouraged for the southwest quadrant of the intersection of Fanshawe Park Road and Richmond Street.
- vi) New parks should be designed to be buffered from vehicular traffic on Fanshawe Park Road and Richmond Street where possible.
- vii) Publicly-owned parkland is preferred, however in instances where this may not be possible, or where retaining private ownership may provide additional community benefits, such as activities and programming, POPS may be acceptable alternative to the satisfaction of the City.
- viii) Where POPS are provided in private ownership they shall be publicly accessible as established through an easement and agreement entered into with the City.
- ix) An expanded range of activities, programming, events and uses may be permitted on POPS as established through an agreement with the City.
- x) Enhanced pedestrian space or public plazas are encouraged for the lands at the intersection of Richmond Street and Fanshawe Park Road.
- xi) New POPS such as seating areas, plazas and forecourts should be provided in high-traffic pedestrian areas such as at intersections and primary building entrances, to increase pedestrian comfort, enhance wayfinding and build character.
- xii) Safe and convenient pedestrian and cycling connections will be established to the Uplands Trail from North Centre Road.
- xiii) Additional pedestrian and cycling connections will be established as identified on Schedule 5: Connections through future redevelopment.



3.7 Housing Mix and Affordability

The Masonville Secondary Plan represents an opportunity to provide a wide range of housing options, including affordable housing for the plan area and the City as a whole. Development within the plan area will provide accessible, affordable, and quality housing options that people will want to live in. The City will work with other government agencies, the not-for-profit, and private sectors to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing. The following policies shall apply to all lands within the Masonville Secondary Plan:

- i) Provide for a range and mix of housing types, including affordable forms of housing, to achieve a balanced residential community.
- ii) Provide live/work opportunities for people to live near current or future jobs in the plan area.
- iii) New mid-rise and high-rise developments shall include a mixture of unit sizes and configurations including a mix of bachelor, 1, 2, and 3-bedroom units.
- iv) Grade-related multi-level, townhouse-style and live/work units should be incorporated into the base of mixed-use and high-rise development along appropriate street-frontages to promote walkability and social interaction.
- v) It is the objective of this Plan that a minimum 25% of all new residential development meet the Provincial definition of affordable housing.
- vi) Each site-specific development proposal will be assessed on its ability to contribute to affordable housing.



- vii) Affordable housing units within market housing buildings shall be integrated with shared lobbies and amenities.
- viii) The indoor and outdoor communal amenity spaces included in new developments should support a variety of age groups, including children, adults, seniors and families.
- ix) Secure and convenient storage areas are encouraged for strollers, mobility aids and other equipment to support the needs of a diverse population.
- x) The provision of affordable housing will be secured through *Planning Act* and other tools such as inclusionary zoning available at the time of development applications.
- xi) Utilize innovative design features, construction techniques, or other tenure arrangements for residential developments, to broaden the provision of affordable housing.



3.8 Community Benefits

Community benefits are the facilities, services and matters that enhance the area with desirable attributes to be provided through new development and redevelopments. Council may deliver community benefits through the use of, but not limited to such tools as Bonusing, a Community Benefits Charge, and/or a Community Planning Permit System. The provision of community benefits in return for greater height or density does not have to be provided on the same site as the proposed development. Community benefits that will be prioritized for the Masonville Secondary Plan area include:

- i) Provision of affordable housing that meets the Provincial definition established through an agreement with the City.
- ii) Additional dedication of parkland above and beyond the minimum requirements specified in the Parkland conveyance by-law.
- iii) Development of privately-owned public spaces (POPS) and community elements such as publicly accessible promenades, parks, gardens, plazas, or seating areas.
- iv) Advanced provision of Development Charge (DC) and Community Benefits Charge (CBC) planned and identified facilities, works or matters.
- v) Contribution to the development of transit amenities, features, commuter parking, and/or other facilities.





4.0 Land Use

The Masonville Secondary Plan area is intended to develop as a high-density, mixed-use, urban neighbourhood. The following policies will facilitate the development of a thriving mixed-use community with a diversity of uses, while recognizing existing mature neighbourhoods that are intended to be maintained. Permitted land uses are shown on Schedule 3 and described in the following policies:

4.1 General

- i) The following uses are permitted anywhere within the plan area: community facilities such as community centres and libraries; transit facilities, public and private parks, and private roads.
- ii) New single detached dwellings, semi-detached dwellings and duplexes are not permitted.
- iii) New auto-oriented, restricted automotive uses and service stations are not permitted.
- iv) Auto-oriented, restricted automotive uses and service stations that are existing on the date of the passing of this plan may continue to operate and are encouraged to transition to other permitted uses.
- v) No more than 20,000m² of office space will be permitted in the plan area, and no more than 5,000m² of office space will be permitted in any individual building.

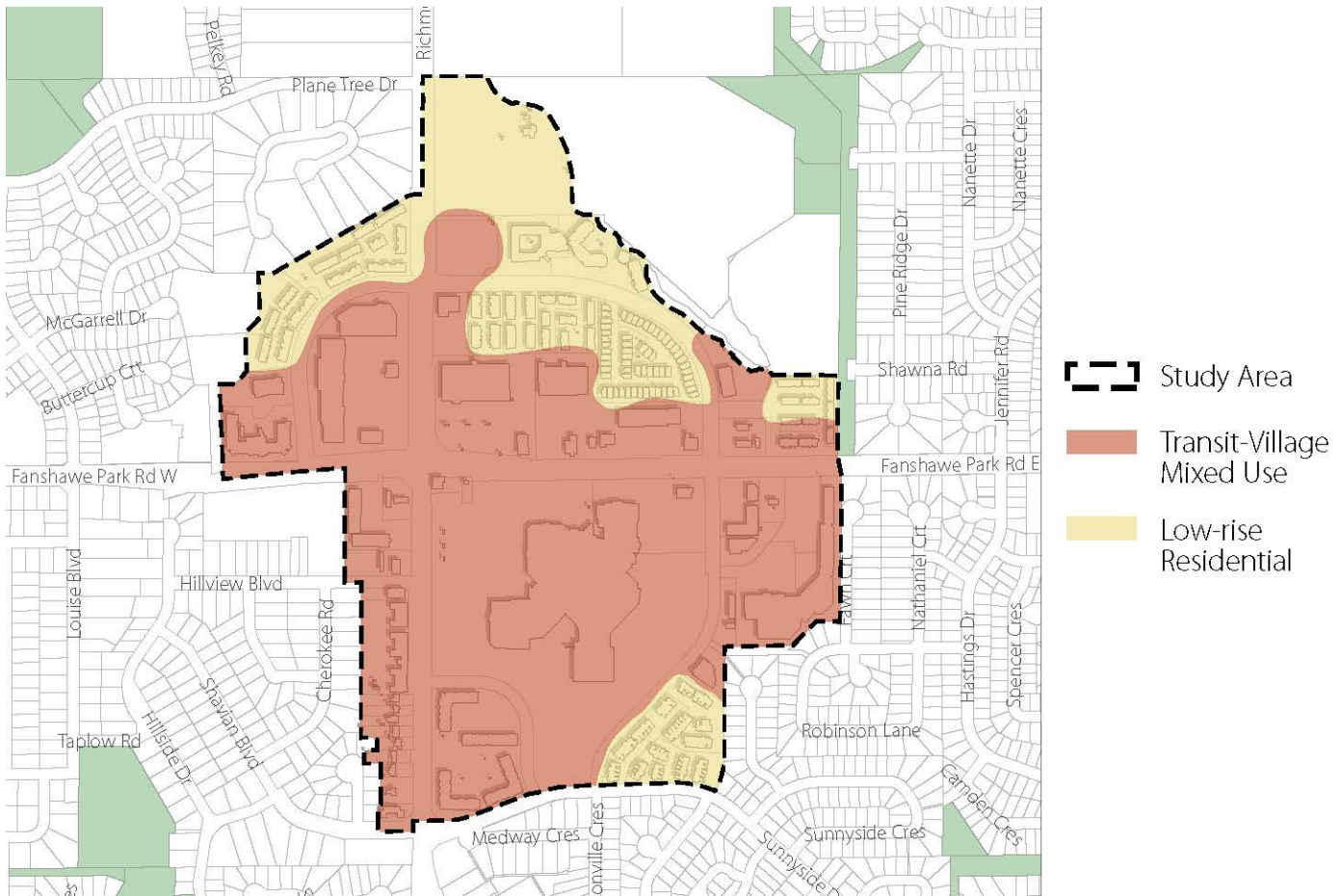


Figure 4: Land Use Areas

4.2 Transit Village Mixed-Use Area

The Transit Village Mixed-Use Area encompasses most of the plan area and includes a wide variety of uses to support the development of a vibrant, mixed-use transit supportive village.

4.2.1 Permitted Uses

- i) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- ii) Mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above, unless otherwise specified in Schedule 6.
- iii) New stand-alone, single-tenant commercial buildings are not permitted.

4.3 Low-Rise Residential Area

The Low-Rise Residential Area generally encompasses the outer edges of the Secondary Plan and includes a variety of existing low-rise and low-density residential developments. There is opportunity for a limited amount of compatible intensification within the Low-Rise Residential area

4.3.1 Permitted Uses

- i) A range of low-rise residential uses including triplexes, fourplexes, townhouses, stacked townhouses, and low-rise apartment buildings may be permitted.
- ii) Within low-rise apartment buildings, small-scale convenience uses, such as convenience stores and cafes are permitted up to a maximum gross floor area of 300m².



5.0 Commercial And Residential Character Streets

5.1 Ground Floor Design

Improving the pedestrian experience is a priority of the Masonville Secondary Plan which requires thoughtful attention to the design of the ground floor. Creating active building façades increases activity and encourages passive surveillance which will in turn, help the Masonville Secondary Plan area evolve into a walkable, pedestrian-friendly neighbourhood.

- i) New residential development will be located close to public and private streets, while maintaining a modest setback to accommodate building elements, such as landscape buffers, porches, canopies, courtyards and steps.
- ii) New non-residential (commercial) development will be located close to public and private streets, while maintaining a modest setback to building elements, such as canopies, patios, plazas, public or private forecourts, doors and steps. Greater building setbacks are permitted to accommodate patios spaces, publicly-accessible plazas, and courtyards.



- iii) Buildings and main entrances shall be oriented toward and front onto public and private streets, public parks and open spaces. Main building entrances shall not front onto surface parking lots.
- iv) Private streets will be treated and considered as street frontages or exterior side yards for the purpose of this plan.
- v) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.
- vi) Buildings with frontages along Fanshawe Park Road and Richmond Street shall have their massing, siting and principal entrances oriented to the street(s) to establish an animated pedestrian-scale environment. 'Back of house' activities such as loading areas are not permitted along the Fanshawe Park Road and Richmond Street frontages.
- vii) Entrances to retail and commercial units, and lobbies that provide access to uses above the ground floor, will be at grade (flush) and accessible directly from the public or private road in order to activate the sidewalk.
- viii) Non-residential ground floors should be designed to be tall enough to avoid conflicts with overhead elements such as signage, canopies and awnings, and to increase visual connection from interior spaces to the outdoors.
- ix) Glazing should be transparent and maximized for non-residential uses located on the ground floor.
- x) The ground floor of residential buildings within the Transit Village Mixed-Use area should be designed with the flexibility to accommodate future conversion to non-residential uses, such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.
- xi) Where residential units are provided at-grade, the setback will be sufficient to accommodate direct entryways and private amenity spaces for residential units, including any walkways, steps, porches, private courtyards and landscaping areas.

5.2 Priority Streets

To direct the clustering of commercial uses and provide for more intimate residential streets, Schedule 6 identifies where Commercial Character Streets and Residential Character Streets are required, and where they can be mixed. These streetscape characters are generally in line with the land uses on Schedule 3.

The lands fronting the intersection of Richmond Street and Fanshawe Park Road, and the future streets surrounding the transit station are identified in Schedule 6 as Commercial Character Streets, that require mandatory commercial uses at grade to promote pedestrian movements and create vibrancy at a focal point in the plan area. Active ground floor commercial are those uses that encourage regular and frequent movement to and from building entrances that activate the streetscape with high volumes of people. Active commercial uses include, but are not limited to:

- i) Retail
- ii) Restaurant
- iii) Service
- iv) Recreational
- v) Cultural
- vi) Entertainment
- vii) Institutional
- viii) Community Facilities

Portions of North Centre Road where there are existing mature residential neighbourhoods, are identified as Residential Character Streets on Schedule 6. These Residential Character Streets require a minimum number of residential units to be directly accessible from the sidewalk to enhance the residential streetscape and promote pedestrian movements that activate the sidewalk.



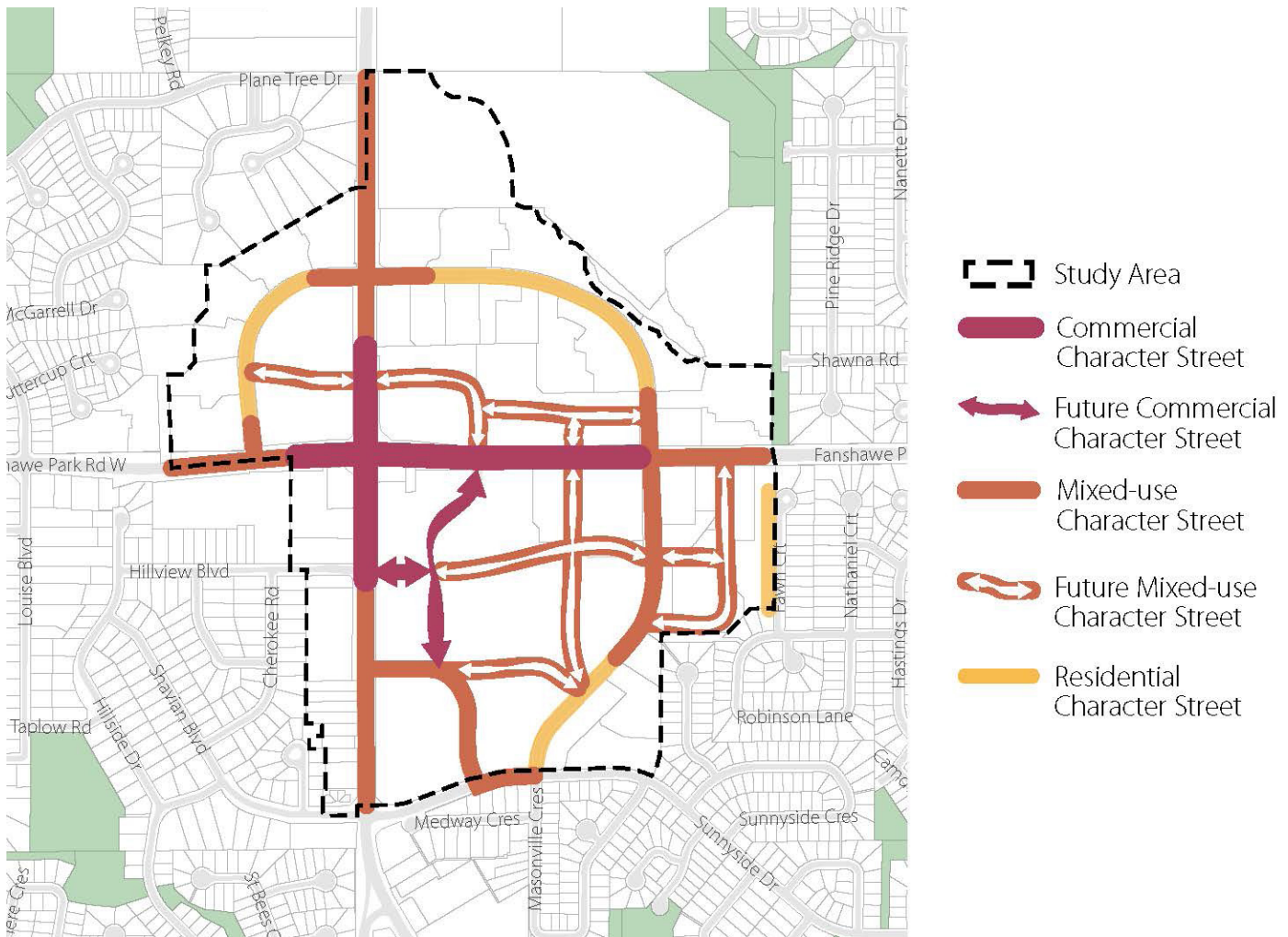


Figure 5: Priority Streets

5.2.1 Commercial Character Street

Within a Commercial Character Street where a non-residential ground floor is required, a minimum of 50% of the building frontage should include active uses. Non-active uses, such as residential lobbies and offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower-order street frontages.

5.2.2 Residential Character Street

Within a Residential Character Street where a residential ground floor is required, a minimum of 50% of the building frontage should include direct access to individual units from the adjacent sidewalks. Residential lobbies, and small-scale, non-residential uses may be permitted for the remaining building frontage.

5.2.3 Mixed Character Street

Schedule 6 identifies Commercial Character Streets where non-residential ground floors are required, as well as Mixed Character Streets where non-residential ground floors are encouraged, but not required. Mixed Character Streets may have ground floor uses that are in the format of either Commercial or Residential Character Street, or a combination of both.



6.0 Intensity

Transit Villages like the Masonville Transit Village are designated as Protected Major Transit Station Areas (PMTSA) in *The London Plan*, and second only to the downtown for permitted intensity. A high-level of intensity is envisioned for development in this plan area to achieve the vision and support the provision of higher-order transit. The following minimum intensity policies apply to the entire plan area:

- i) A minimum of 150 residents and jobs combined per hectare within the plan area is required.
- ii) The minimum density for residential development is 45 units per hectare.
- iii) The minimum floor area ratio for non-residential uses is 0.50.





7.0 Height

The range of permitted heights identified on Schedule 4 will vary throughout the area to focus areas of intensity and ensure transitions in height to existing sensitive uses. Within the plan area buildings are based on High-Rise, Mid-Rise and Low-Rise permitted heights. The following policies apply to the entire plan area, unless otherwise specified:

7.1 High-Rise

High-Rise forms are permitted along Richmond Street and Fanshawe Park Road, which is the main intersection and focal point for development within the plan area. There is significant opportunity for intensification due to the high availability of surface parking lots, and the separation distance to the Low-Rise Residential areas and existing neighbourhoods. There is strategic proximity to the Rapid Transit Station, and this area will feature the tallest building heights and greatest intensity in the plan area to support public transit.

- i) High-Rise buildings shall be a minimum height of three (3) storeys.
- ii) The maximum permitted heights for High-Rise buildings shall be up to 15 storeys.
- iii) Heights exceeding 15 storeys up to 22 storeys may be permitted in accordance with the Transit Village intensity policies of *The London Plan*.

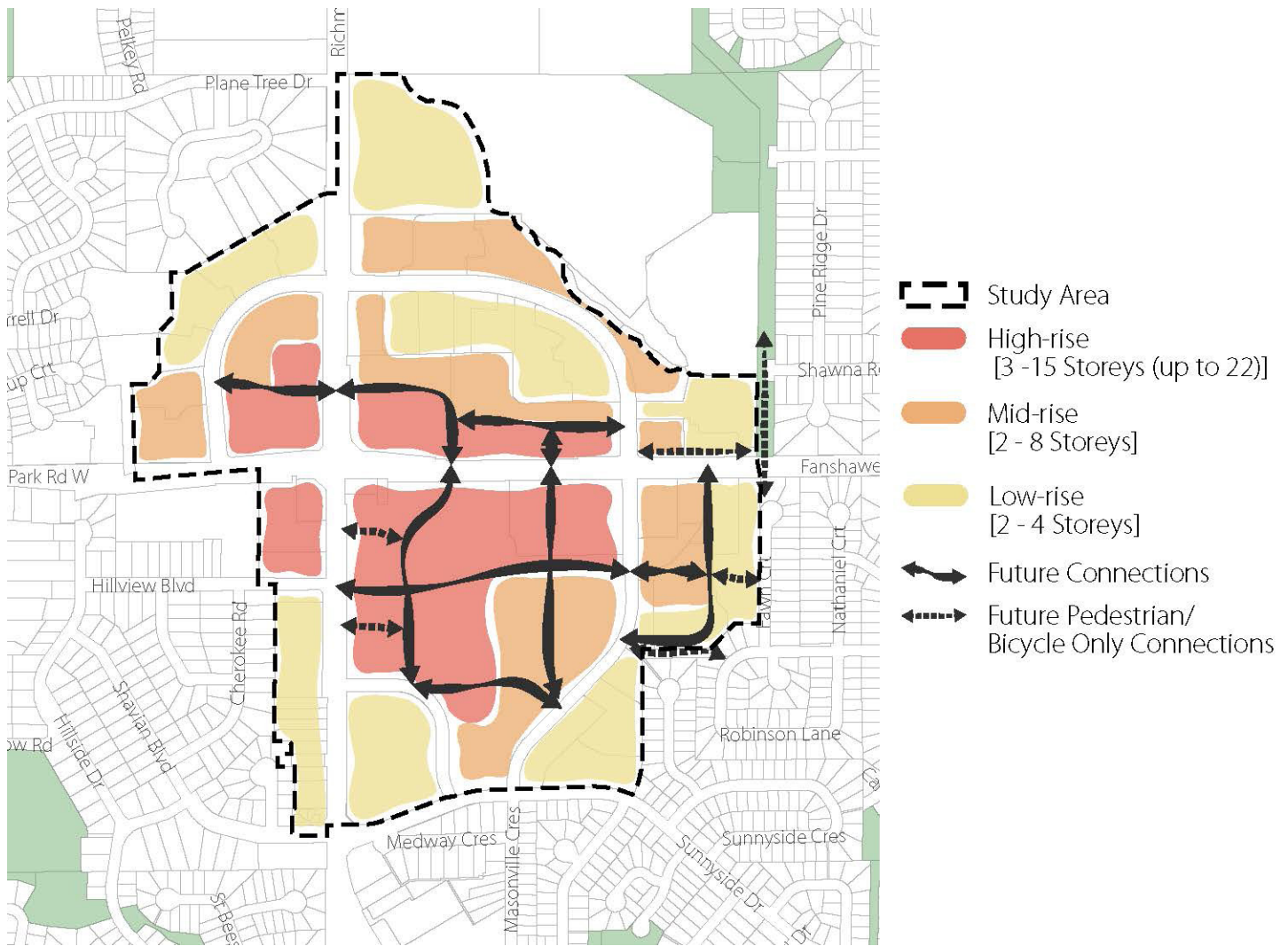


Figure 6: Permitted Heights

7.2 Mid-Rise

Mid-Rise forms are permitted surrounding the High-Rise area and will provide development options at a mid-rise scale. Mid-Rise buildings will provide an important transition for building heights from High-Rise buildings to Low-Rise buildings and existing neighbourhoods. New development will be designed to provide transitions in building height and massing, and utilize screening and buffering to provide a sensitive interface with lower forms of development.

- i) Mid-Rise buildings shall be a minimum height of two (2) storeys.
- ii) The maximum permitted heights for Mid-Rise buildings will be up to eight (8) storeys.

7.3 Low-Rise

Low-Rise forms are permitted in areas generally comprised of existing mature residential neighbourhoods, or areas located in proximity to low-rise residential uses. New development within these areas will be based on low-rise development forms to ensure compatible scale and building heights.

- i) Low-Rise buildings shall be a minimum height of two (2) storeys or eight metres for new development.
- ii) The maximum permitted heights for Low-Rise buildings will be up to four (4) storeys.



8.0 Built Form

The Built Form policies guide the development of new buildings in the Secondary Plan area. These policies provide policy direction on building typologies and design as a framework for how the area will develop into an exceptionally-designed, high-density urban neighbourhood. Neighbourhood transition policies establish requirements to ensure development is an appropriate fit to existing low-rise residential uses.

8.1 General

The following built form policies apply to all new development in the Masonville Secondary Plan area:

- i) The height, setbacks and stepbacks of new mid-rise and high-rise development shall fit within a 45 degree angular plane measured above 7m height from the property boundary of lands in the Neighbourhoods Place Type and/or any lands in the Low-Rise Residential Land Use Area in the Masonville Secondary Plan area as shown on Schedule 3. This is intended to provide a sympathetic transition from lower to higher development forms. All elements of fit and transition must be accommodated within the development site.

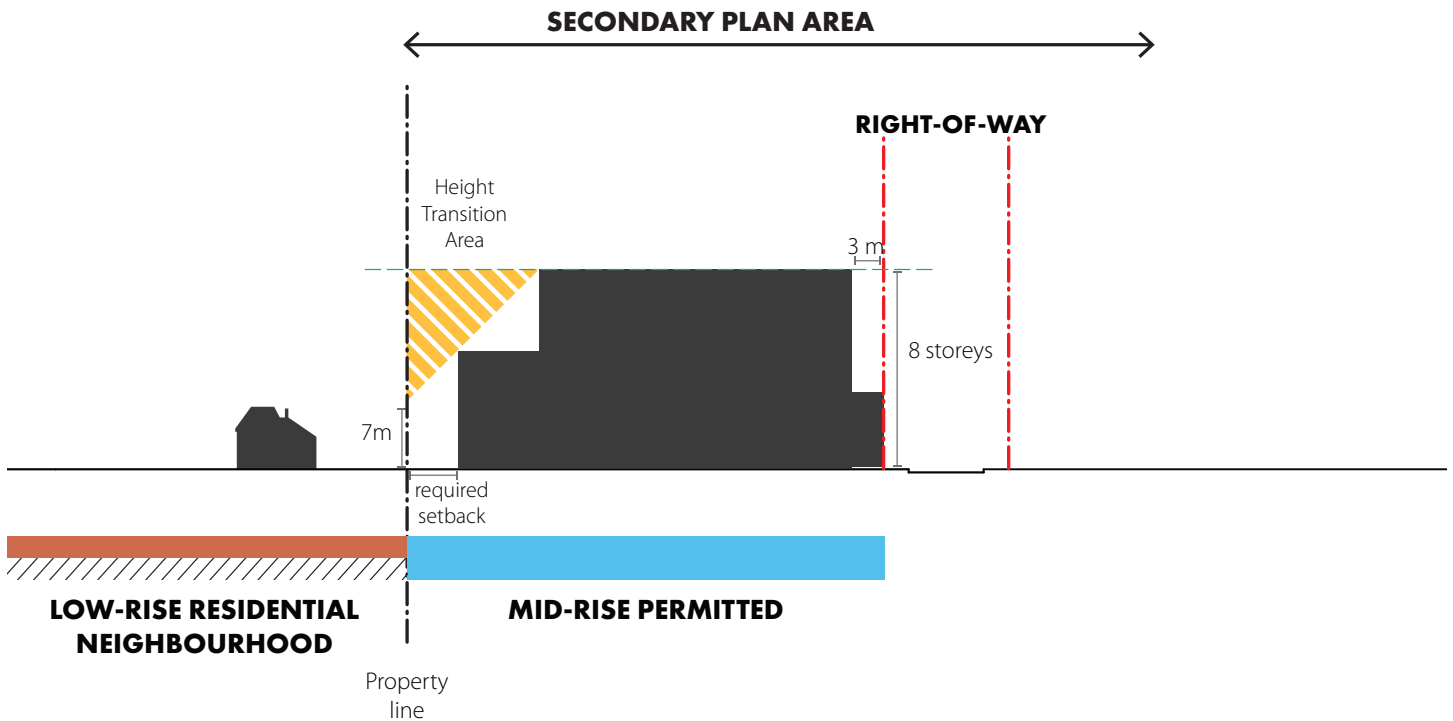


Figure 7: Neighbourhood Transition

- ii) All buildings shall be designed to express three defined components: a base, middle and top. Alternative design solutions that address the following intentions may be permitted:
 - a) the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
 - b) the middle shall be visually cohesive with, but distinct from, the base and top.
 - c) the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
- iii) New development will be designed and massed to minimize the impacts of shadows on parks, POPS, the public realm, and outdoor communal and private amenity spaces.
- iv) Buildings should have articulated façades that create a human-scale rhythm along streetscapes. No extensive blank walls should be visible from the public or private street.
- v) Usable outdoor amenity spaces that activate the front yard setback, including porches, stoops, courtyards and plazas are encouraged.
- vi) Buildings located at the terminus of vistas or view corridors should incorporate architectural design elements and massing that enhances the terminal view.
- vii) The design of buildings should form a well-defined and continuous street edge to support a pedestrian-oriented environment.
- viii) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.
- ix) Mid-block pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.

8.2 High-Rise Buildings

The following policies apply to new high-rise development in the Masonville Secondary Plan area:

- i) High-rise buildings are buildings that are nine (9) storeys in height or taller.
- ii) A high-rise building consists of a podium and a tower on top to support a pedestrian-scale environment at street level.
- iii) Podiums for high-rise buildings should have a minimum 5 metre setback above the third or fourth storey, and should be a maximum of five storeys tall, to provide a pedestrian-scale environment, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iv) Notwithstanding policy 8.2.iii, portions of high-rise buildings located along Fanshawe Park Road and Richmond Street frontages do not require a podium setback at the third or fourth storey.
- v) The tower portion of high-rise buildings shall be setback a minimum of 5 metres from the podium along all street frontages.
- vi) High-rise buildings should be designed with slender towers to reduce shadow impacts, minimize the obstruction of views and limit the massing on nearby properties. Tall buildings should have a maximum tower floor plate of 1,000 square metres above the fifth storey, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.
- vii) Towers shall not have any blank façades.





- viii) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.
- ix) High-rise buildings should have a minimum separation distance of 30 metres between towers. This separation distance is intended to:
 - a) Minimize the impacts of shadows and loss of sunlight on surrounding streets, open spaces, and nearby properties.
 - b) Provide access to natural light and a reasonable level of privacy for occupants of high-rise buildings.
 - c) Enhance the ability to provide pedestrian-level views of the sky between tall buildings particularly as experienced from adjacent streets, pedestrian connections, and open spaces.
 - d) Minimize the impacts of uncomfortable wind conditions on streets, pedestrian connections, open spaces, and surrounding properties.
- x) All portions of high-rise buildings above the podium shall be setback a minimum of 15 metres from the interior property line of any adjacent site that could accommodate high-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.
- xi) The top portion of the tower shall be designed to create an integrated and attractive finish to the building and contribute to the quality and character of the Masonville skyline. The top portion of the tower shall integrate the mechanical penthouse and be architecturally distinct from the rest of the building through the use of stepbacks, articulation, materials or other architectural features.

8.3 Mid-Rise Buildings

The following policies apply to new mid-rise development in the Masonville Secondary Plan area:

- i) Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.
- ii) Mid-rise buildings should provide a minimum of three (3) metres setback above the third storey or fourth storey to provide a consistent pedestrian-scale environment, limit the visual impact of the building at street level and minimize the impacts of downward wind shear.
- iii) Notwithstanding policy 8.3.ii, mid-rise buildings located along Fanshawe Park Road and Richmond Street shall provide a minimum of five (5) metres setback above the fifth storey for portions of the building along those frontages.
- iv) Mid-rise buildings, particularly those on the south side of a public or private street should incorporate additional setbacks, or terracing, above the fifth storey to mitigate shadow impacts and provide better sunlight penetration at street level.



8.4 Low Rise Buildings

The following policies apply to new low-rise development in the Masonville Secondary Plan area:

- i) Low-rise buildings are buildings up to and including four (4) storeys in height.
- ii) Low-rise built form and front entrances shall be oriented to public and private roads, parks and open spaces.
- iii) Garages for new low-rise development forms should be located at the rear of buildings and accessed off of a private street or driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building.
- iv) Multi-unit forms of development shall be limited to no more than six (6) attached units for townhouses and eight (8) attached units for stacked townhouses to ensure breaks in the street wall for connectivity.
- v) Cluster developments will only be permitted where buildings are oriented with active street frontages along public and private streets as a first priority.

8.5 Back of House and Loading Areas

Loading areas are a necessary component of existing and future commercial uses which are an integral part of this Secondary Plan. The following policies are required for back of house and loading areas:

- i) Loading docks and back of house activities will be located away from public and private streets.
- ii) Loading areas shall be screened from public and private streets, and neighbouring uses by the combined use of building massing and landscaping.
- iii) Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed and screened with landscaping.



9.0 Our Tools

9.1 Implementation of the Plan

The Masonville Secondary Plan shall be implemented through the following implementation mechanisms:

- i) This Secondary Plan shall be implemented according to the provisions of the *Planning Act*, the *Provincial Policy Statement*, other applicable Provincial legislation, and the provisions of the City of London Official Plan; *The London Plan*.
- ii) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- iii) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.
- iv) All municipal works shall be consistent with the policies of this Plan.
- v) All planning and development applications shall be consistent with the policies of this Plan.

9.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this Secondary Plan.

- i) The policies and principles contained in the Masonville Secondary Plan are intended to implement this Secondary Plan, as described in (Section 1). It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:
- ii) The boundaries between land use areas as shown on Schedule 3 are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this Secondary Plan is maintained and that departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan amendment to this plan.
- iii) Minor variations from numerical requirements in this Secondary Plan may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this Secondary Plan and Official Plan are maintained.

- iv) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this Secondary Plan, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

9.3 Municipal Works

Municipal works shall be consistent with the policies of this Plan. Such works include:

- i) Road development or reconstruction.
- ii) Sewer, water, stormwater and wastewater infrastructure.
- iii) Parks.
- iv) Public facilities.

9.4 Official Plan

- i) Any amendments to the text or schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan – *The London Plan*.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of the City of London Official Plan – *The London Plan*.



9.5 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to a Planning Impact Analysis as described in the Our Tools section of The City of London Official Plan. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights which may not include the full range of heights identified in this Secondary Plan.

9.6 Plans of Subdivision, Plans of Condominium, and Consents to Sever

Any application for subdivision, condominium or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

9.7 Site Plan Approval

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

9.8 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan.

9.9 Street Creation

New public and private streets will be created through the following processes:

- i) Plan of Subdivision.
- ii) Plan of Condominium.
- iii) Site Plan.
- iv) Consent.
- v) Land Dedication.
- vi) Land Purchase.

Schedule 5 shows the Conceptual Street Network. This Secondary Plan establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this Secondary Plan provided that the general intent and objectives of this Secondary Plan and the Official Plan are maintained. The street network may need to be modestly realigned to address constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this Secondary Plan.

At the subdivision and/or site plan application stage traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application.

Private Streets may utilize street names to assist with way-finding and establish a sense of place. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements may be considered as part of the street design.

9.10 New Parkland

To ensure that new parkland is delivered concurrently with new development, staff are directed to utilize parkland cash in lieu funding, supplied from this immediate growth area (parkland reserve fund), to support park construction costs that may not be fully covered under future development charge studies and/or future parkland development charge standard rates.

9.11 Stormwater Management

Planning and development applications shall address the following stormwater management policies:

- i) All efforts should be made for new and redevelopment site plans within the area to capture and infiltrate the first 25mm of stormwater onsite during all storm events.
- ii) All overland flows from 250-year flow events in new and redevelopment areas are required to be safely conveyed offsite and are not to impact neighbouring properties.
- iii) In areas that LID cannot be accommodated (i.e., where underground parking exists), the use of oil/grit separators should be used to achieve required total suspended solids (TSS) removal to improve water quality to the satisfaction of the City

- iv) In accordance with established policies, the stormwater drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Where permitted, Permanent Private Systems (PPS) will provide water quality and/or quantity control for storm drainage. Stormwater servicing works for the subject lands will be required to be designed to the satisfaction of the City Engineer.
- v) The implementation of Best Management Practices (BMPs) is encouraged where possible, subject to favourable geotechnical conditions and land development within the plan area, all to the satisfaction of the City Engineer.
- vi) A Stormwater Management Plan may include but not be limited to conceptual stormwater plan, an Environmental Assessment, a functional Stormwater Management Plan, as determined by the City.





9.12 Required Studies

This Secondary Plan identifies the following studies, plans, reports and assessments that may be required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan Area. The City shall determine on an application by application basis the need for supporting studies, plans and assessments, and when in the approvals process they may be required:

- Archaeological Assessments
- Affordable Housing Strategy or Statement demonstrating response to policies in 3.7
- Conceptual Master Development Plan or Development Phasing Plan
- Conceptual Site Design Plan/Building Elevations
- Construction Impact Mitigation Study
- Cultural Heritage Evaluation Report
- D-6 Guideline Compatibility Study
- Environmental Impact Studies
- Functional Servicing Plans (sewer and water)

- Geotechnical Report and/or hydrogeological investigations to support Low Impact Development features
- Green Development Statement demonstrating response to policies in Section 3.2
- Heritage Impact Assessment
- Shadow Study
- Stormwater Management Plan
- Storm/Drainage Servicing Report demonstrating reasonable measures to include LID and other traditional stormwater control measures.
- Traffic Impact Assessment
- Tree Inventory, Preservation, Protection and Edge Management Plans
- Urban Design Brief
- Wind Impact Assessment

Additional studies beyond those described above may be required by the City for individual sites at the time of pre-application consultation.

Any study that requires a peer review shall be carried out at no cost to the City and subject to approval by the City or any other authority having jurisdiction.





EDA RICHMOND MEDICAL PHARMACY



Richmond Medical Centre
Children's Allergy & Asthma Clinic
Richmond Medical Centre





10.0 Specific Policy Areas

The following policies relate to specific sites or areas within the Masonville Secondary Plan area. These policies serve to augment the more general policies in the Masonville Secondary Plan. Where there is a conflict between the following policies and the more general Masonville Secondary Plan policies, these more specific policies shall prevail. Specific Policy Areas are identified in Schedule 1.

10.1 Richmond Street-Old Masonville

- a) The Richmond Street-Old Masonville Area is located on the west sides of Richmond Street between Shavian and Hillview Boulevards on lands that are municipally known as 1607, 1609, 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along an important transit corridor, and are adjacent to Masonville Mall, a regional activity centre and major node. Given the prominent location, it is desirable to increase the net residential density of these lands to facilitate the development of an aesthetically pleasing, functional, and transit-supportive residential development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south, and providing for a limited amount of accessory commercial space intended to service the day-to-day convenience needs of the future residents and immediate neighbourhood. Future development of these lands shall be in accordance with the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines.

- b) In addition to the requirements identified in the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines, the key principles to be implemented through the development of these lands include the following:
- i. Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
 - ii. Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
 - iii. Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
 - iv. Mitigation of impacts on the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above-grade height of basements through the use of zoning regulations.
 - v. Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Above-grade parking decks shall not be permitted. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the event that parking requirements cannot be provided at grade without an accompanying reduction in the lot coverage and/ or landscaped open space coverage regulations.
 - vi. Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
 - vii. Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
 - viii. Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
 - ix. Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
 - x. Limiting the number of townhouse dwellings to four per block to break up the visual massing.
 - xi. Requiring the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.
- c) In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands: For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and

west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.

- i. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this specific policy.
- ii. For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.
- iii. For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings, cluster townhouses, and limited convenience commercial uses on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a "stand-alone" commercial structure. The exact range of permitted convenience commercial uses shall





be specified in the Zoning By-law. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 200 units per hectare and a maximum height of six storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.

- d) Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this specific policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space coverage requirements specified in the Zoning By-law.

10.2 1643, 1649, 1653 Richmond Street

- a) The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian-oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a zoning by-law amendment application which meets the Intensification policies in the Our City part, and City Design chapter of this Plan, as well as the following site-specific policies:
- i. For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the



eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.

- ii. Notwithstanding the general Transit Village Place Type policies, a maximum density of 200 units per hectare and a maximum height of up to six storeys shall be permitted subject to the regulations of the Zoning By-law.
- iii. The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this specific policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
- iv. Applications for zoning by-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this section. Holding

provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be in accordance with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.

- v. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - 1. Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - 2. The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space requirements specified in the Zoning By-law.
 - 3. The maximum height of townhouse dwellings and restrictions regarding the above-grade height of basements shall be implemented through the zoning provisions to ensure the visual impacts on adjacent low density properties to the west are minimized.

4. Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
5. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
6. Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.
7. The number of townhouse dwellings shall be limited to four per block to break up the visual massing.

10.3 230 North Centre Road

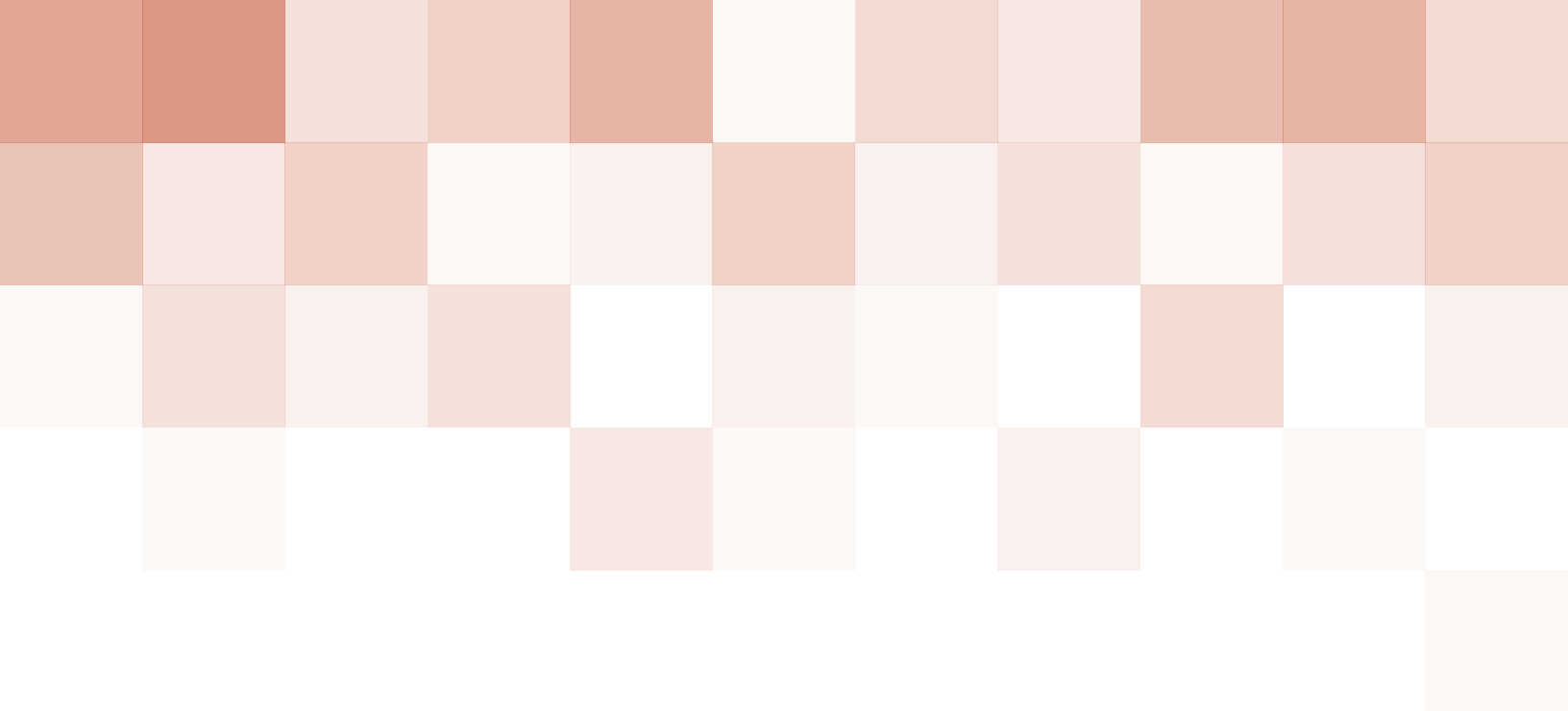
- a) A maximum density of 192 units per hectare and a maximum height of 15 storeys shall be permitted subject to the regulations of the Zoning By-law.

10.4 1836 Richmond Street

- a) Low-rise development is permitted on the western portion of this property, subject to the regulations of the Zoning By-law including the removal of holding provisions.

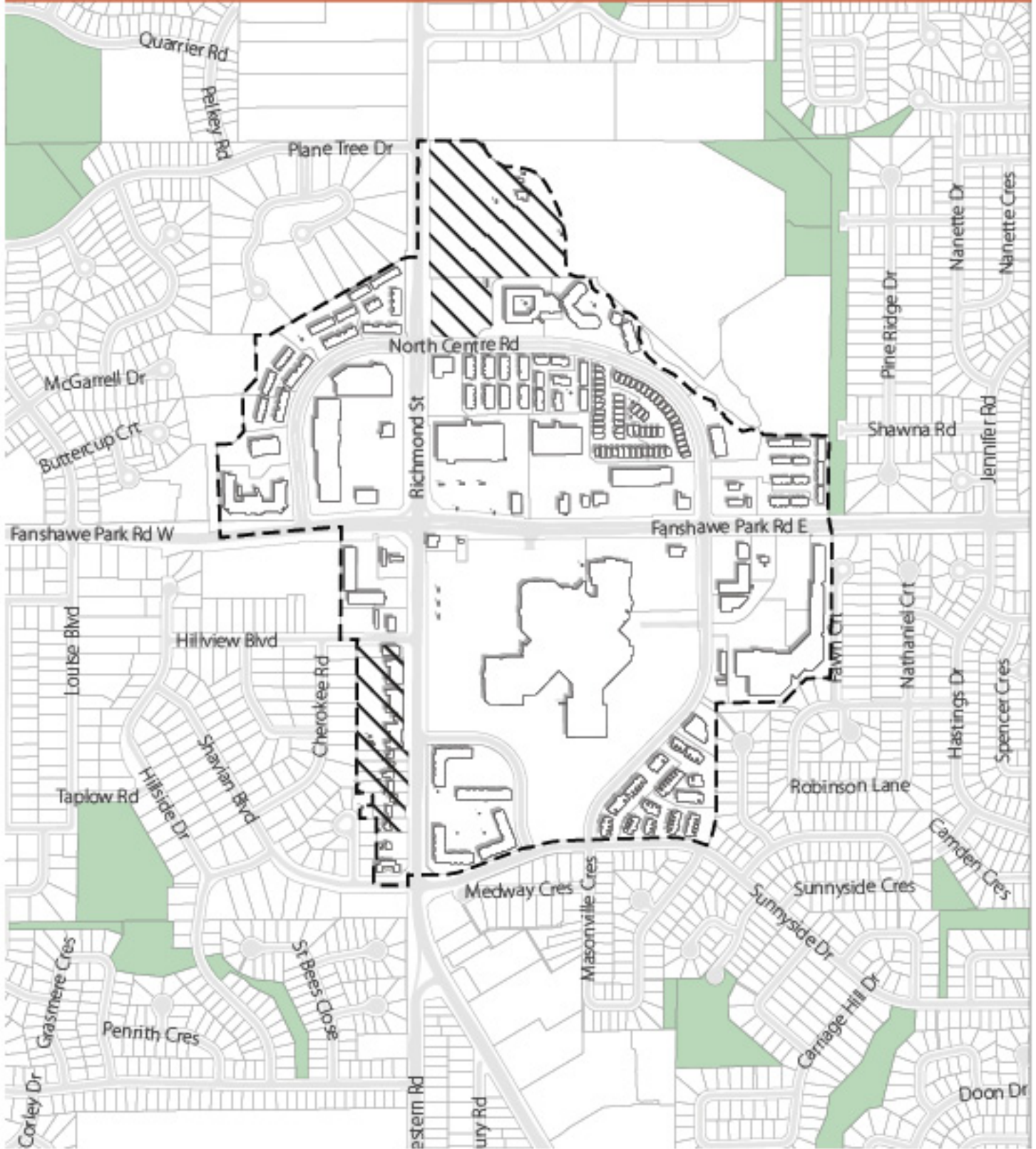






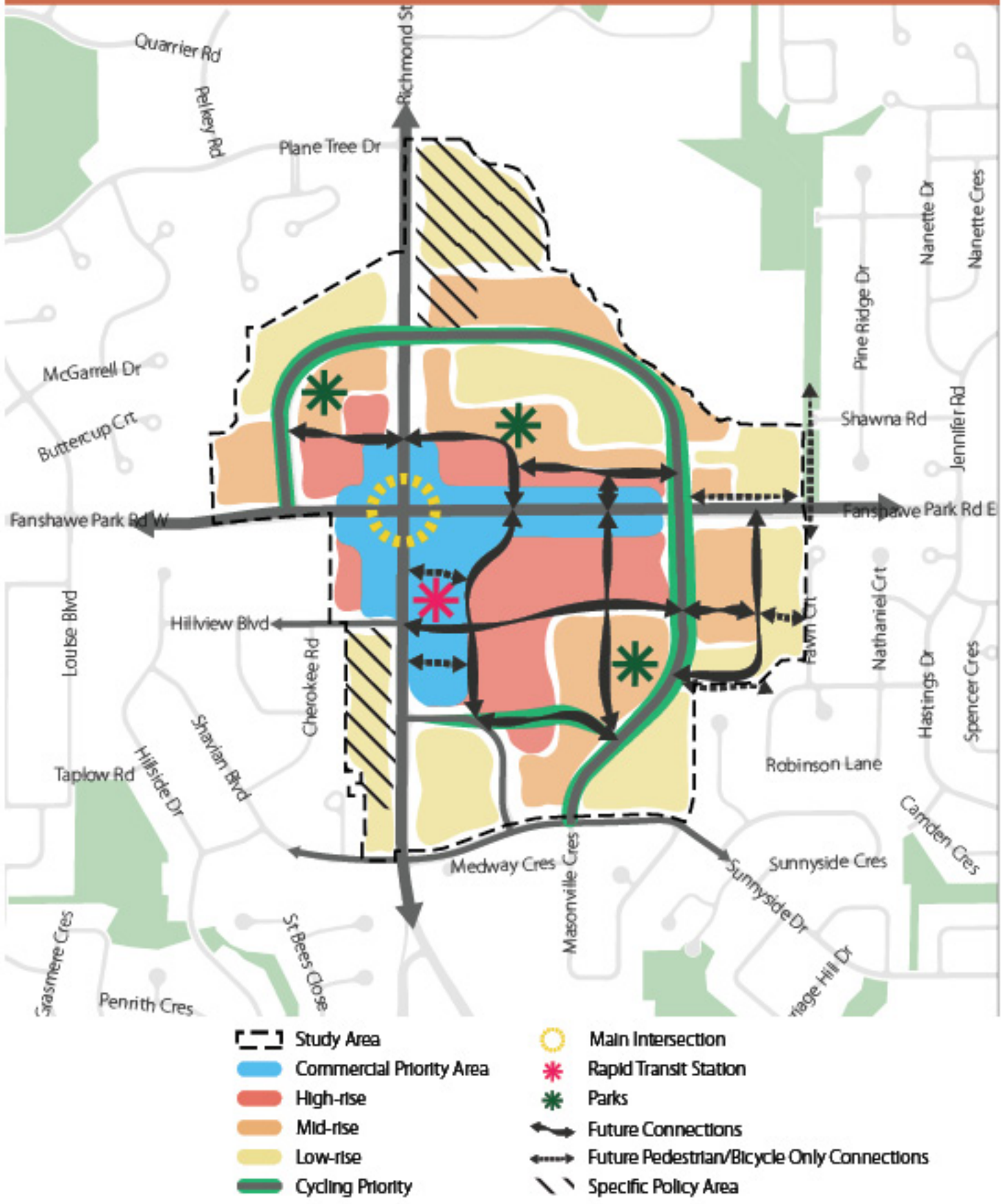
11.0 Schedules

SCHEDULE 1 - PLAN BOUNDARY

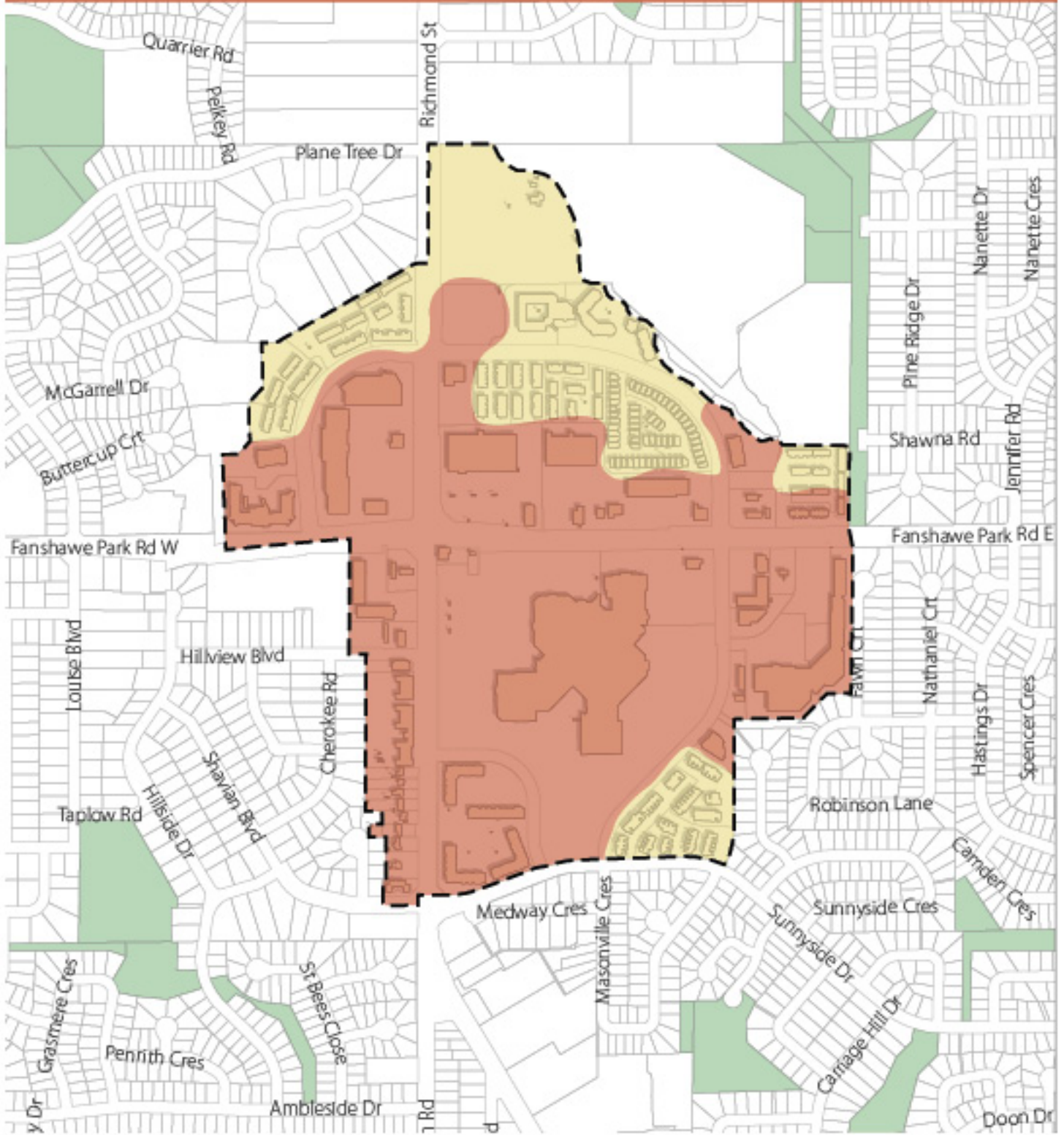


- Study Area
- Specific Policy Area

SCHEDULE 2 - COMMUNITY STRUCTURE PLAN

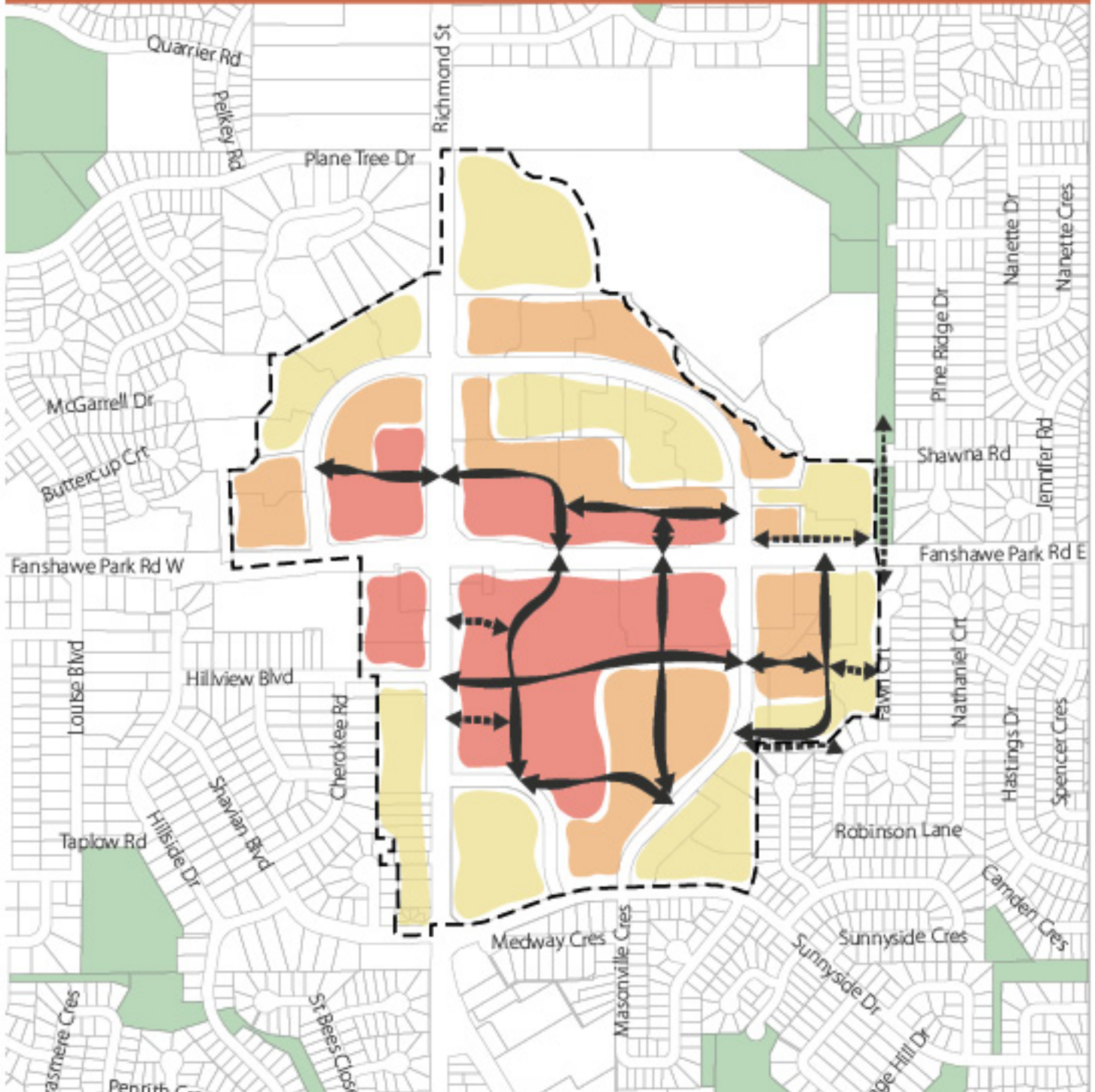








SCHEDULE 3 - LAND USE



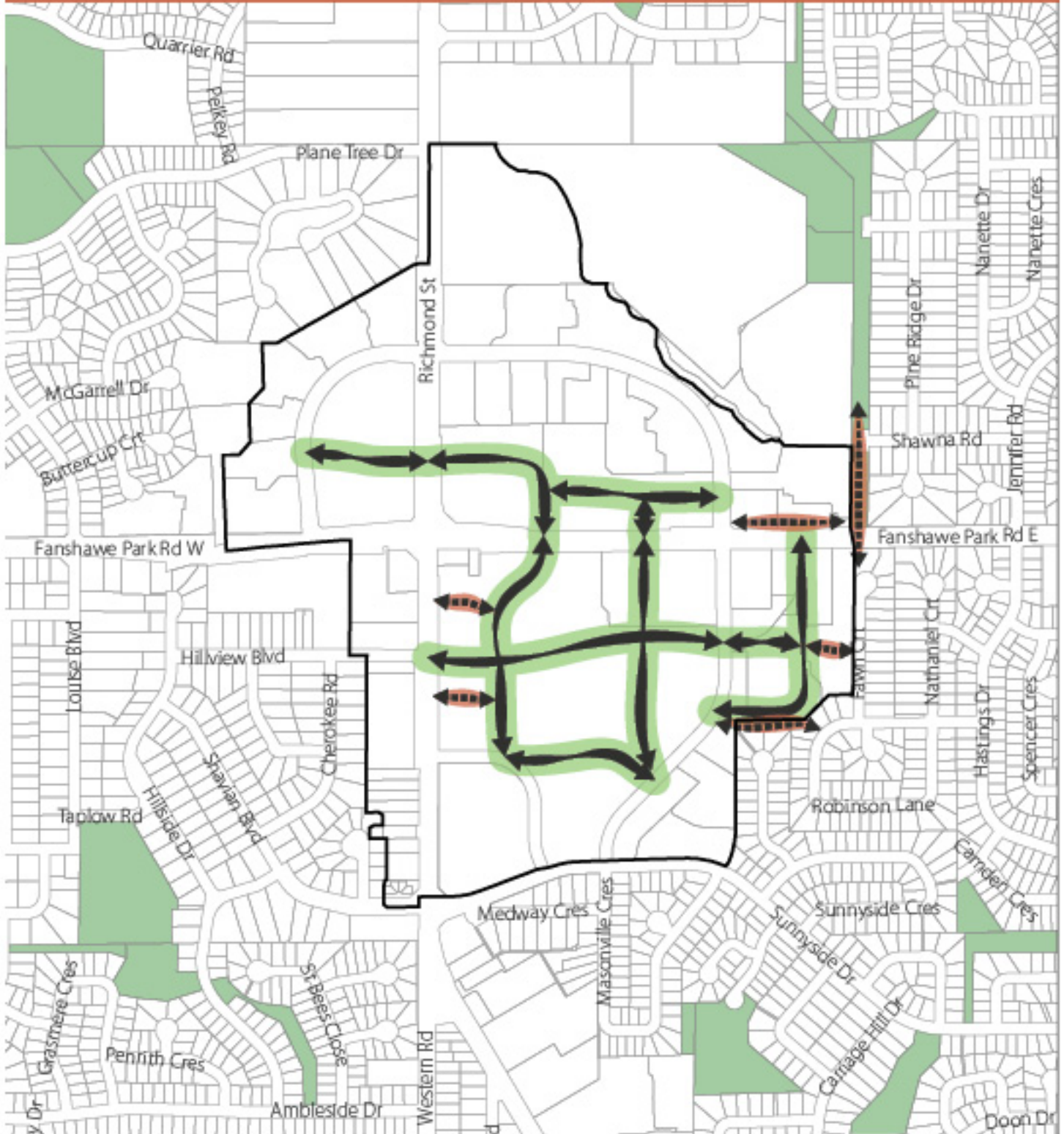
-  Study Area
-  Transit-Village Mixed Use
-  Low-rise Residential

SCHEDULE 4 - HEIGHTS



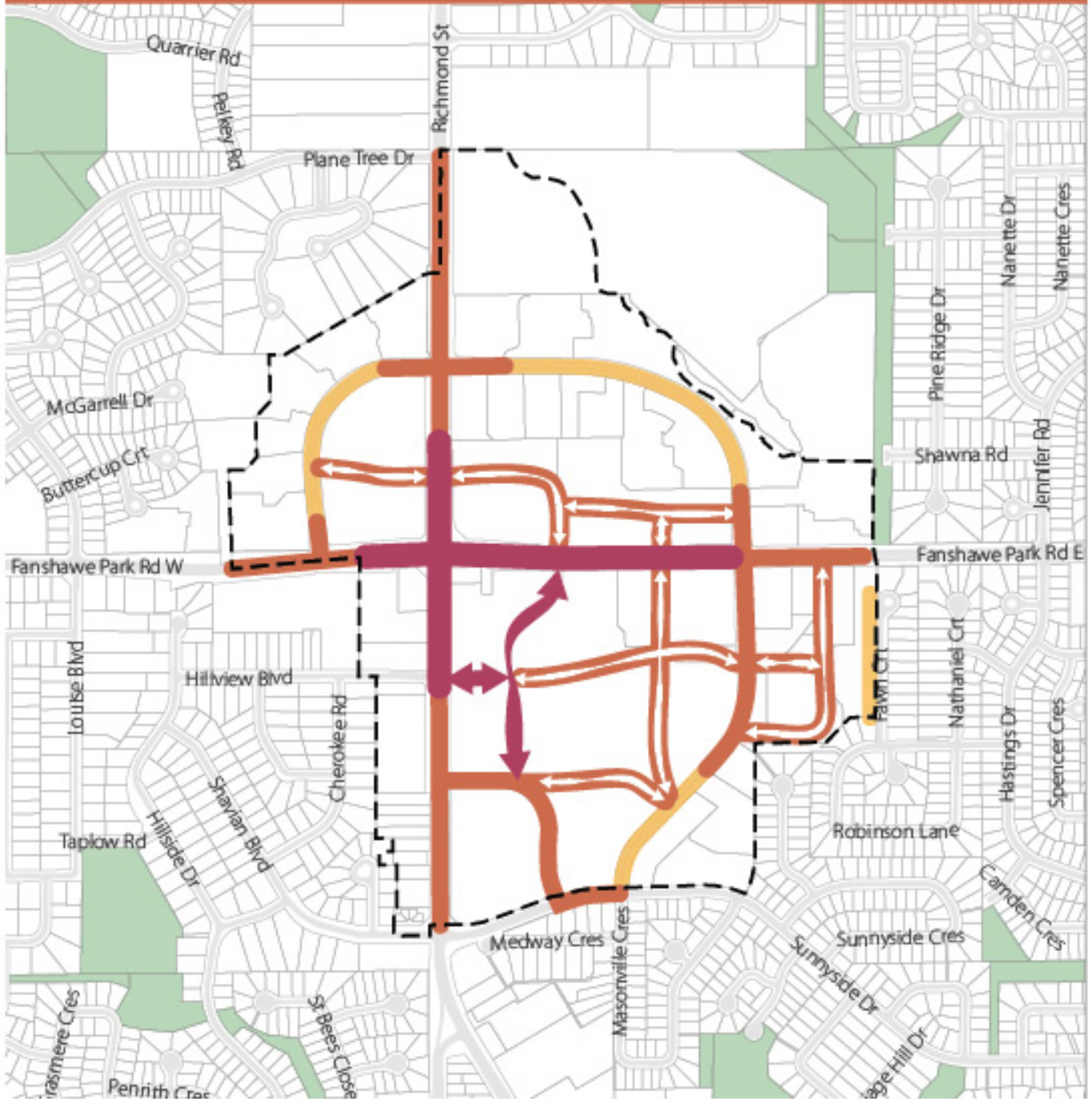
-  Study Area
-  High-rise [3 -15 Storeys (up to 22)]
-  Mid-rise [2 - 8 Storeys]
-  Low-rise [2 - 4 Storeys]
-  Future Connections
-  Future Pedestrian/Bicycle Only Connections







SCHEDULE 5 - CONNECTIONS



-  Study Area
-  Future Connections
-  Future Pedestrian/Bicycle Only Connections

SCHEDULE 6 - PRIORITY STREETS



-  Study Area
-  Commercial Character Street
-  Future Commercial Character Street
-  Mixed-use Character Street
-  Future Mixed-use Character Street
-  Residential Character Street





O-8991 – Draft Masonville Secondary Plan



Planning and Environment Committee
March 29, 2021

Slide 1 – Plan Boundary

Specific policy areas that have recent planning approvals will be carried forward in the Secondary Plan





Slide 2 – Community Engagement

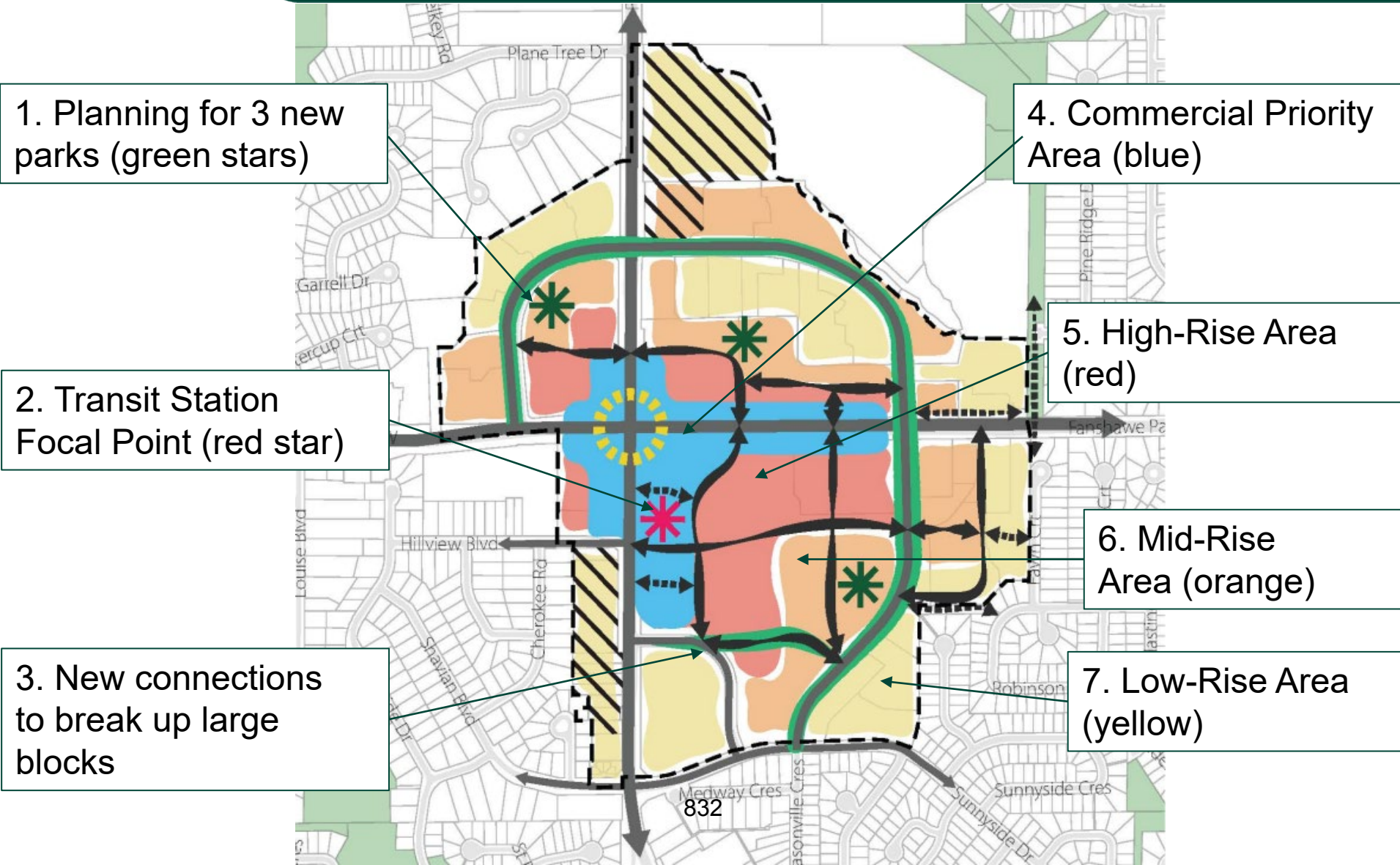
Engagement Events

- March, 2019 – Community Information Meeting #1
- May, 2019 – Walking Tour
- September, 2019 – Community Information Meeting #2
- April – August 2019 – Office hours and various community events
- August, 2019 – Bus Stop Survey
- December, 2020 – Masonville Public School Engagement

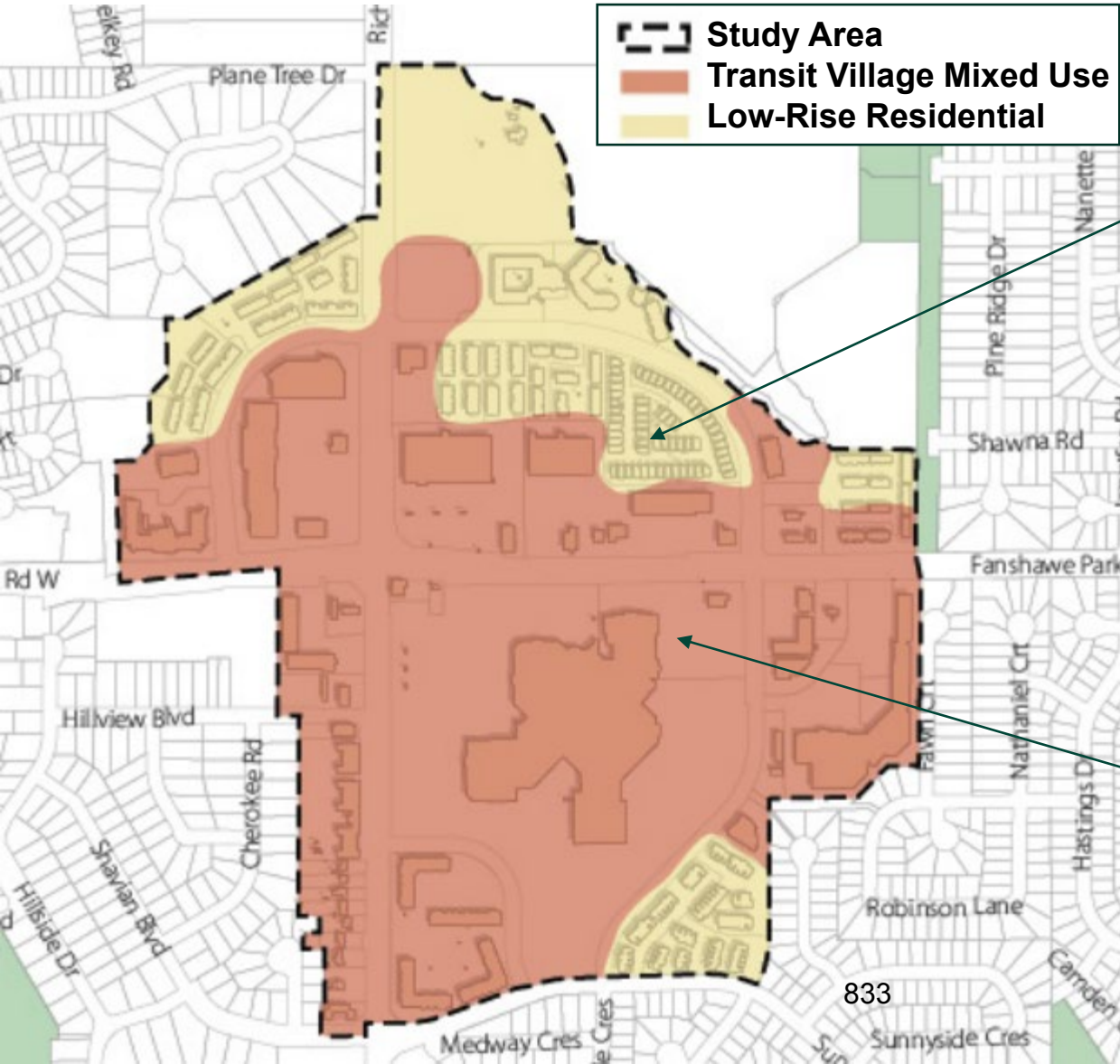
Planning and Environment Committee

- March 1, 2021 – Introduce Draft Secondary Plan
- October, 2019 – Update Report & Principles PEC Report
- January, 2019 – Terms of Reference PEC Report

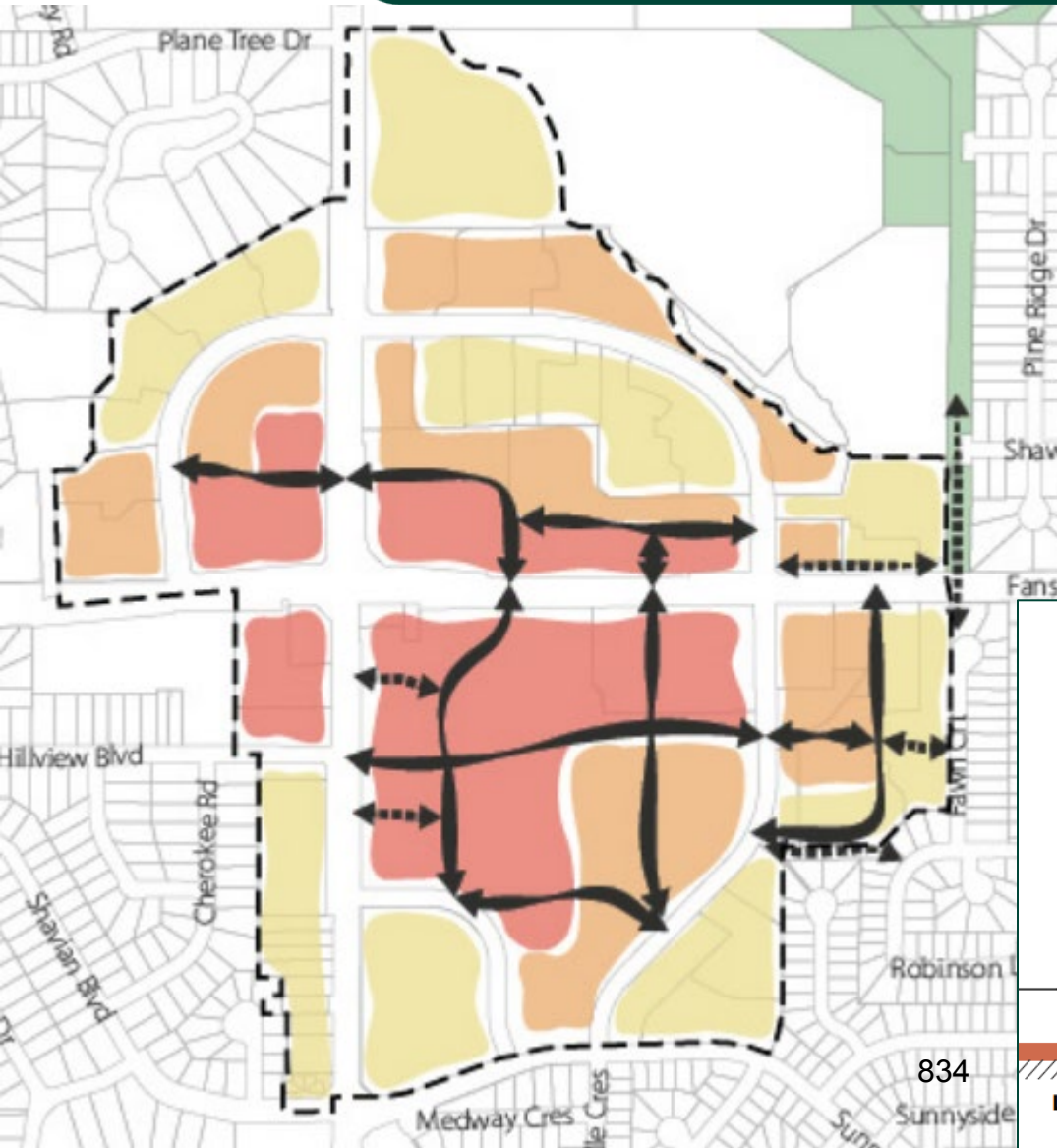
Slide 3 – Community Structure



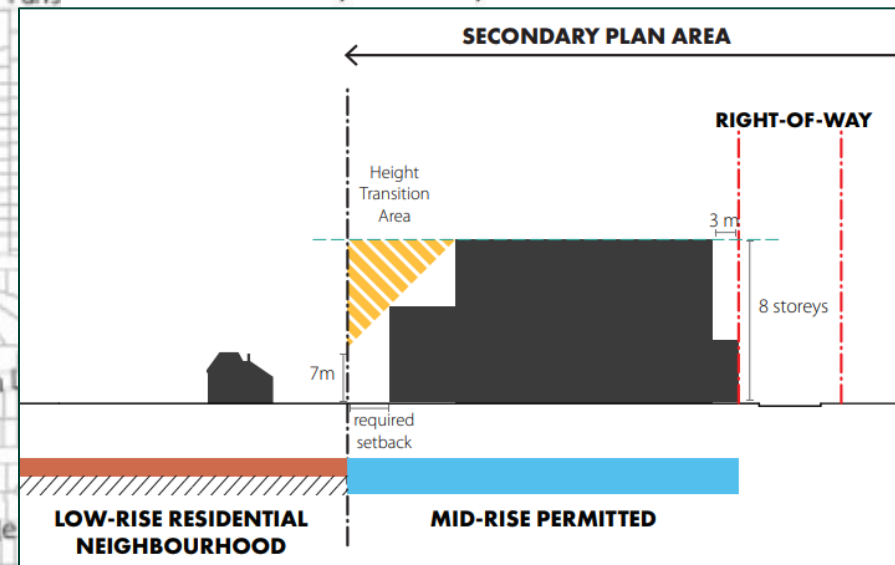
Slide 4 – Land Use



Slide 5 – Building Heights



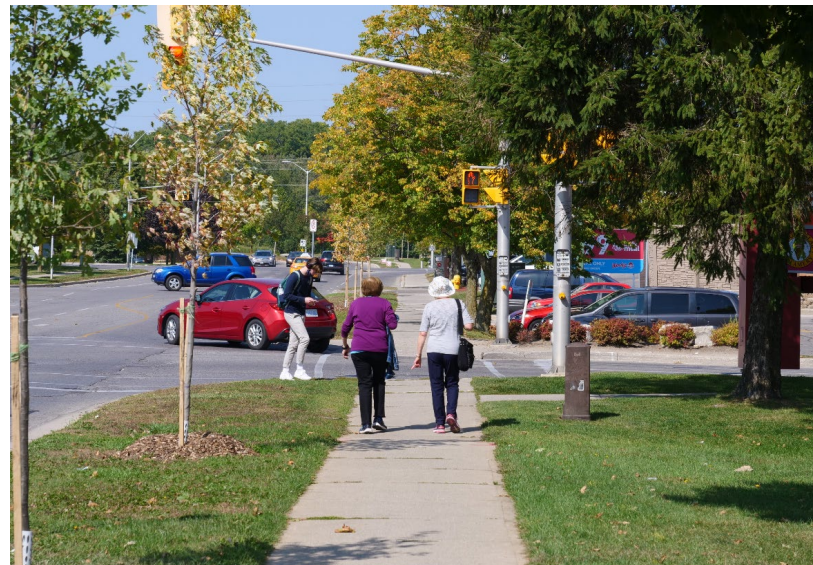
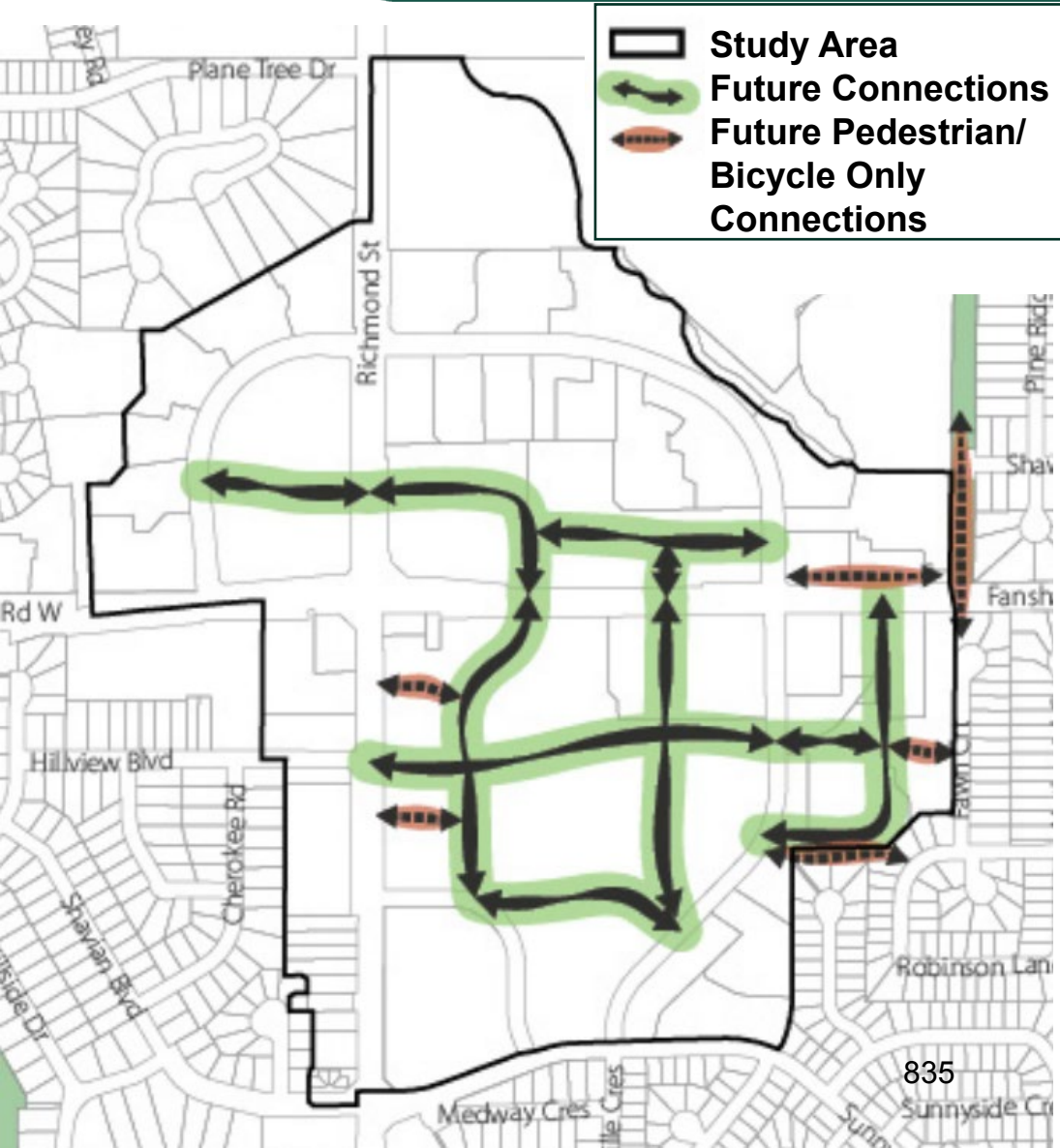
-  Study Area
-  High-rise
[3 - 15 Storeys (up to 22)]
-  Mid-rise
[2 - 8 Storeys]
-  Low-rise
[2 - 4 Storeys]
-  Future Connections
-  Future Pedestrian/
Bicycle Only Connections





London
CANADA

Slide 6 – Connections



Slide 7 – Character Streets



Commercial Character Street





Slide 8 – Next Steps

- Provide comments on the draft Masonville Secondary Plan
- Contact the planner: Sonia Wise at swise@london.ca
- Virtual engagement events coming in April
- Stay up to date on the project website
- A future Public Participation Meeting will be held in Q2 for the draft plan adoption



VIA EMAIL

March 23, 2021

City Planning
City of London
206 Dundas Street
London, ON
N6A 1G7

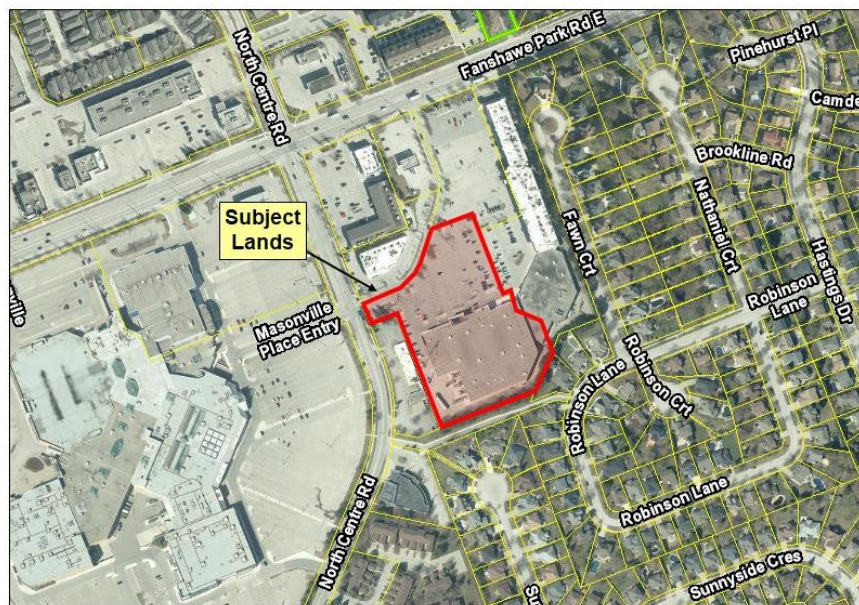
Attention: Ms. Sonia Wise, Planner

Dear Ms. Wise:

**Re: Draft Masonville Secondary Plan (File O-9881)
Preliminary Comments on Behalf of Rock Developments
50 North Centre Road
London, Ontario
Our File: ROD/LON/20-01**

We are the planning consultants for Rock Developments as it relates to the City of London Masonville Secondary Plan process. Rock Developments is the owner of lands within the area subject to the Masonville Secondary Plan, including lands municipally known as North Centre Road, and generally located south of Fanshawe Park Road East, and east of North Centre Road (“Rock Lands”). The Rock Lands are built for single storey commercial retail uses and associated parking, and are currently occupied by a variety of uses, including a Jysk, Winners, and Bulk Barn, amongst others. The Rock Lands are shown below for reference:

50 North Centre Road – Rock Lands



Location and boundaries are approximate

On behalf of Rock Developments, we have been monitoring the Masonville Secondary Plan. We have reviewed the Draft Secondary Plan dated March, 2021 and the March 1, 2021 Staff Report in the context of the Rock Lands.

Based on our review of the Masonville Secondary Plan:

- Schedule 2: Community Structure identifies the Rock Lands as “Low-Rise” and “Mid-Rise”. A “Future Connection” is identified through the Rock Lands, as is a “Future Pedestrian/Bicycle Only Connection”;
- Schedule 3: Land Use identifies the Rock Lands as “Transit-Village Mixed Use”;
- Schedule 4: Heights identifies the Rock Lands as “Mid-Rise [2-8 Storeys]”, and “Low-Rise [2-4 Storeys]” and with a “Future Connection” through the lands, as well as a “Future Pedestrian/Bicycle Only Connection”;
- Schedule 5: Connections identifies a “Future Connection” and “Future Pedestrian/Bicycle Only Connection” through the Rock Lands; and
- Schedule 6: Priority Streets identifies both Rich Fanshawe Park Road East and North Centre Road as “Commercial Character Streets” where they align with the Rock Lands. A “Future Mixed-use Character Street” is identified within the Rock Lands.

PRELIMINARY COMMENTS ON DRAFT MASONVILLE SECONDARY PLAN

The Masonville Secondary Plan Area is a Protected Major Transit Station Area, where significant growth through intensification is anticipated. The Secondary Plan seeks to direct growth to this area, while ensuring a transition to existing established neighbourhoods, which surround this node. Based on our review, the draft Secondary Plan establishes maximum building heights to apply throughout the study area, including establishing High-Rise, Mid-Rise, and Low-Rise areas. In addition, the draft Secondary Plan proposes numerous site design/built form policies, which would also contribute towards ensuring appropriate transition to existing residential areas. In our submission, the building height maximums proposed for Low-Rise and Mid-Rise areas as they relate to the Rock Lands are less than what could be achieved on site while maintaining appropriate transition through site design. The maximum heights imposed do not provide sufficient intensification opportunity that would persuade the redevelopment of an existing successful commercial plaza. The Rock Lands have the opportunity to achieve the growth objectives of the plan, while continuing to provide appropriate transition to surrounding areas.

As noted, the draft Secondary Plan proposes policies that would seek to protect existing residential lands from the impact of intensification of the Masonville Plan Area. Those policies include, but are not limited to Policy 8.1i), which seeks to apply an angular plane as follows:

“The height, setbacks and stepbacks of new mid-rise and high-rise development shall fit within a 45 degree angular plane measured above 7m height from the property boundary of lands in the Neighbourhoods Place Type and/or any lands in in the Low-

Rise Residential Land Use Area in the Masonville Secondary Plan area as shown on Schedule 3. This is intended to provide a sympathetic transition from lower to higher development forms. All elements of fit and transition must be accommodated within the development site.”

We note that the Rock Lands are adjacent to existing low rise residential uses to the south and east. The Rock Lands are irregular in shape, however at the furthest points the parcel is approximately 183m deep, and approximately 130m wide. The Rock Lands are set back from adjacent residential areas to the east by approximately 95m (noting that an additional parcel and road separates the Rock Lands from existing residential). The Rock Lands are of a sufficient depth so as to apply appropriately transition to surrounding residential lands. Using the draft policy 8.1i) as a guide, the potential building heights on the Rock Lands far exceed what is proposed as the upper maximum on the lands, while being within a 45 degree angular plane. It is therefore unclear as to how maximum building heights of 4 and 8 storeys were calculated as the maximum permitted for the Rock Lands. We are of the opinion that the policy framework can and will guide what building heights are appropriate in certain locations, including appropriate transitions and setbacks, without the need to prescribe rigid building heights that would otherwise restrict intensification opportunity on lands within the intensification area.

We would encourage the City to reconsider the proposed designations and building heights on the Rock Lands as shown on draft Schedules 2 and 4.

Separately, and in considering that existing conditions of the Masonville Secondary Plan Area, we propose that it is essential that the draft Secondary Plan consider policies for interim development, to allow for modest growth or expansion to existing developed lands, in advance of comprehensive redevelopment. The redevelopment of lands within the Secondary Plan Area will likely take years or decades to fully realize the vision presented by the plan. In the interim and until redevelopment occurs, the viability of existing lands and buildings should be protected. We suggest Staff consider implementing interim development policies, which would recognize existing uses and permit expansion or infill development that is in accordance with the existing policy framework, and that does not necessarily realize the vision for comprehensive redevelopment. At this time, the Secondary Plan is silent with respect to the existing uses within the plan area, and interim development.

Further to the above comments, at this time our specific preliminary comments for the Draft Secondary Plan are as follows:

- Draft Policy 1.5i)b) indicates a key principle of the Plan as follows: “Break up large commercial blocks during site development to create a more fine-grain connectivity network and improve walkability throughout the area.” We suggest revised language as follows: “create a finer grained road network through the acquisition of lands within larger commercial blocks, as lands seek to comprehensively redevelop”;

-
- Draft Policy 3.1.1iii) states: “Connections shown on Schedule 5 are intended to break up large commercial blocks...” In our submission, revised language should be considered, which does not rely on the phrase “break up large commercial blocks”. We suggest alternative language such as, “creating a finer grained street network”. The policy as written, inappropriately targets a specific use;
 - Draft Policy 3.1.1ix) indicates that variations to Schedule 5 may be considered by exception based on circumstances. We suggest that the phrase “circumstances such as” be replaced with “circumstances including but not limited to”, so as to not be restrictive in potential exceptions;
 - Draft Policy 3.1.2ix) requires all new multi-unit residential developments include indoor and outdoor communal amenity spaces. In our submission, flexibility is important for site design and we suggest that “shall” be replaced with “should”;
 - Draft Policy 3.2.2iii) states “Achieve net-zero or net-positive greenhouse gas emissions for buildings through efficient design and energy usage.” In our submission, flexibility should be introduced and we suggest revised language as follows “development should seek to achieve net...”;
 - Draft Policy 3.2.2ix) would require all new mid and high rise development to include electric vehicle charging stations. In our submission, flexibility should be introduced to the draft policy, so as to best allow development to respond to demand. We suggest revised language as follows: “Opportunities for electric vehicle charging stations should be provided in new mid-rise and high-rise developments”
 - Draft Policy 3.7i) would require a range of housing types to be provided on every site. In our submission, flexibility should be introduced to best respond to market demand;
 - Draft Policy 3.7ii) would require all properties to provide for live-work opportunities. In our submission, flexibility should be introduced to best respond to market demand;
 - Draft Policy 3.7iii) requires a range and mix of unit sizes and types. In our submission, flexibility should be introduced to best respond to market demand, and suggest “shall” be replaced with “should”;
 - Draft Policy 4.1v) caps office use for the Secondary Plan area at 20,000sq.m. We request clarification if this cap site wide, or on a per property basis is based on recommendations of a market analysis. We are concerned with a cap that would apply to multiple properties throughout the study area, and would suggest the overall cap on office space be removed, so that development can best respond to market demand in the future, and make use of the transit opportunity in the area;
 - Draft Policy 4.2.1iii) would restrict any new stand-alone single tenant commercial buildings. We encourage Staff to consider interim development opportunities that are reflective of the existing commercial nature of the Secondary Plan area;
 - Draft Policy 5.1iii) requires buildings and main entrances to be located and oriented towards public streets. We suggest flexibility be introduced to accommodate site specific circumstances, and suggest replacing “shall” with “should”;

- Draft Policy 5.1vii) requires building entrances at grade. We suggest removing the word “(flush)”, to allow for a degree of flexibility to accommodate site specific circumstances;
- Draft Policy 7.2ii) prescribes the maximum building height for mid-rise areas as eight (8) storeys, whereas Draft Policy 7.2i) applying to high-rise buildings allows for additional height beyond the allowable maximum. In our submission, lands identified for Mid-rise should be extended the opportunity to go beyond the maximum identified building height, subject to other criteria of the plan to ensure compatibility surrounding lands. As noted previously, we believe that the identification of the Rock Lands as a mixed Mid-Rise and Low-Rise area, is not reflective of the intensification potential afforded by this site;
- Draft Policy 8.5i) states “Loading docks and back of house activities will be located away from public and private streets” and Draft Policy 8.5ii) states “Loading areas shall be screened from public and private streets, and neighbouring uses by the combined use of building massing and landscaping.” We suggest flexibility be incorporated within these draft policies, in order to respond to site specific circumstances and site design; and
- Draft Policy 9.9 states: “New public and private streets will be created through the following processes: i) Plan of Subdivision. ii) Plan of Condominium. iii) Site Plan. iv) Consent. v) Land Dedication. vi) Land Purchase.” We suggest that “only” be added between “streets will” and “be created”. In addition, any approvals for interim development or minor expansions to existing buildings shall not be subject to this policy.

We will continue to review the Masonville Secondary Plan in more detail, will monitor the implementation, and may provide additional comments as required.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.



Rob MacFarlane, MPL, MCIP, RPP
Planner

cc. Rock Developments (via email)



VIA EMAIL

March 24, 2021

City Planning
City of London
206 Dundas Street
London, ON
N6A 1G7

Attention: Ms. Sonia Wise, Planner

Dear Ms. Wise:

**Re: Draft Masonville Secondary Plan (File O-9881)
Preliminary Comments on Behalf of Choice Properties REIT
1740 Richmond Street
London, Ontario
Our File: CHO/LON/20-02**

We are the planning consultants for Choice Properties REIT (“Choice”) as it relates to the City of London Masonville Secondary Plan process. Choice is the owner of lands within the area subject to the Masonville Secondary Plan, including lands municipally known as 1740 Richmond Street, and generally located at the northeast intersection of Richmond Street and Fanshawe Park Road East (“Choice Lands”). The Choice Lands are built for single storey commercial retail uses and associated parking, and are currently anchored by a Loblaws food store. The existing tenant (Loblaws) occupying the site has occupied these lands for several years, and continues to maintain a long-term lease agreement for ongoing operations.

On behalf of Choice, we have been monitoring the Masonville Secondary Plan. We have reviewed the Draft Secondary Plan dated March, 2021 and the March 1, 2021 Staff Report in the context of the Choice Lands.

Based on our review of the Masonville Secondary Plan:

- Schedule 2: Community Structure identifies the Choice Lands as “Commercial Priority Area”, “High-Rise”, and “Mid-Rise”. The Choice Lands are located at the only identified “Main Intersection”, and a “Future Connection” is identified through the Choice Lands;
- Schedule 3: Land Use identifies the Choice Lands as “Transit-Village Mixed Use”;
- Schedule 4: Heights identifies the Choice Lands as “High-Rise [3-15 Storeys (up to 22)]”, “Mid-Rise [2-8 Storeys]”, and with a “Future Connection” through the lands;
- Schedule 5: Connections identifies a “Future Connection” through the Choice Lands, generally where the existing food store is located; and
- Schedule 6: Priority Streets identifies both Richmond Street and Fanshawe Park Road East as “Commercial Character Streets” where they align with the Choice Lands. A “Future Mixed-use Character Street” is identified within the Choice Lands, where there is an existing food store.

We note that the London Plan is subject to ongoing appeal, and is not yet in full force. As several policies in the proposed Secondary Plan are derived from the London Plan, in our submission, it would be premature to adopt a Secondary Plan until such time as the London Plan is in full force and effect. The Secondary Plan should be consistent with and based upon the overarching direction provided by the London Plan. While the London Plan remains under appeal, the policy direction remains unclear.

PRELIMINARY COMMENTS ON DRAFT MASONVILLE SECONDARY PLAN

In general, at this time Choice does not have specific plans for the redevelopment of 1740 Richmond Street, and are seeking to maintain existing operations while allowing for short and medium term modest infill or expansion to respond to the market demand. Further, it is also our intent to consider and protect for potential redevelopment scenarios, should this be contemplated in the future.

On this basis and in considering that existing conditions of the Masonville Secondary Plan Area, we propose that it is essential that the draft Secondary Plan consider policies for interim development, to allow for modest growth or expansion to existing developed lands, in advance of comprehensive redevelopment. The redevelopment of lands within the Secondary Plan Area will likely take years or decades to fully realize the vision presented by the plan. In the interim and until redevelopment occurs, the viability of existing lands and buildings should be protected. We suggest Staff consider implementing interim development policies, which would recognize existing uses and permit expansion or infill development that is in accordance with the existing policy framework, and that does not necessarily realize the vision for comprehensive redevelopment. At this time, the Secondary Plan is silent with respect to the existing uses within the plan area, and interim development.

Further to the above, we are concerned with the identification of a new road through the Choice Lands, in direct conflict with the existing food store building. Food stores require a significant amount of parking in front of the store to allow for safe and efficient customer access and navigation of shopping carts. A new road in this location would compromise the viability of continued operations of the food store, which as noted is the intent for the lands. We are seeking to ensure any new road system does not compromise ongoing operations of the Choice Lands, and that should a new road be created, that it is done at an appropriate time (when comprehensive redevelopment is contemplated), and that flexibility be maintained in the interim.

We understand that draft Policy 9.9 in the Secondary Plan would guide any new street creation, stating:

“New public and private streets will be created through the following processes: i) Plan of Subdivision. ii) Plan of Condominium. iii) Site Plan. iv) Consent. v) Land Dedication. vi) Land Purchase.

Schedule 5 shows the Conceptual Street Network. This Secondary Plan establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this Secondary Plan provided that the general intent and objectives of this Secondary Plan and the Official Plan are maintained. The street network may need to be modestly realigned to address

constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this Secondary Plan...

We note Policy 813 of the London Plan, which is applicable to the Transit Village and has been appealed to the LPAT: “The following intensity policies apply within the Transit Village Place Type: 4. For larger-scale projects on deep lots, a grid-based internal road network *should* [emphasis added] be established to facilitate further development/redevelopment over time.” The London Plan allows for flexibility in road creation, whereas the draft Secondary Plan would require new roads. We suggest the London Plan flexibility be maintained.

Further, draft guiding principle 1 (Section 1.5i) indicates that large commercial blocks would be fragmented through site development. We understand that Masonville presents significant redevelopment opportunity to make use of higher order transit, and act as a growth node. We are concerned with the abundance of new roads that are identified as *required*, and the implications that this has for achieving the growth objectives for the area, and that the prospect of significant road dedications will potentially dissuade redevelopment opportunities within the area. Interim development policies should be clear so as to not dissuade expansion due to a new road requirement, and we suggest that interim development policies clearly direct that the road network identified would not be implemented until comprehensive redevelopment is contemplated in accordance with the Secondary Plan. We are encouraged that new roads may be established as private roads, which may be publically accessible. We seek confirmation that the Choice Lands will not be required to dedicate lands for a new road, while the existing site operations remain, including if interim development such as an expansion or new retail pad is contemplated.

Further to the above comments, at this time our preliminary comments for the Draft Secondary Plan are as follows:

- Draft Policy 1.5i)b) indicates a key principle of the Plan as follows: “Break up large commercial blocks during site development to create a more fine-grain connectivity network and improve walkability throughout the area.” We suggest revised language as follows: “create a finer grained road network through the acquisition of lands within larger commercial blocks, as lands seek to comprehensively redevelop”;
- Draft Policy 3.1.1iii) states: “Connections shown on Schedule 5 are intended to break up large commercial blocks...” In our submission, revised language should be considered, which does not rely on the phrase “break up large commercial blocks”. We suggest alternative language such as, “creating a finer grained street network”. The policy as written, inappropriately targets a specific use;
- Draft Policy 3.1.1ix) indicates that variations to Schedule 5 may be considered by exception based on circumstances. We suggest that the phrase “circumstances such as” be replaced with “circumstances including but not limited to”, so as to not be restrictive in potential exceptions;
- Draft Policy 3.1.2ix) requires all new multi-unit residential developments include indoor and outdoor communal amenity spaces. In our submission, flexibility is important for site design and we suggest that “shall” be replaced with “should”;

- Draft Policy 3.2.2iii) states “Achieve net-zero or net-positive greenhouse gas emissions for buildings through efficient design and energy usage.” In our submission, flexibility should be introduced and we suggest revised language as follows “development should seek to achieve net...”;
- Draft Policy 3.2.2ix) would require all new mid and high rise development to include electric vehicle charging stations. In our submission, flexibility should be introduced to the draft policy, so as to best allow development to respond to demand. We suggest revised language as follows: “Opportunities for electric vehicle charging stations should be provided in new mid-rise and high-rise developments”
- Draft Policy 3.7i) would require a range of housing types to be provided on every site. In our submission, flexibility should be introduced to best respond to market demand;
- Draft Policy 3.7ii) would require all properties to provide for live-work opportunities. In our submission, flexibility should be introduced to best respond to market demand;
- Draft Policy 3.7iii) requires a range and mix of unit sizes and types. In our submission, flexibility should be introduced to best respond to market demand, and suggest “shall” be replaced with “should”;
- Draft Policy 4.1v) caps office use for the Secondary Plan area at 20,000sq.m. We request clarification if this cap site wide, or on a per property basis is based on recommendations of a market analysis. We are concerned with a cap that would apply to multiple properties throughout the study area, and would suggest the overall cap on office space be removed, so that development can best respond to market demand in the future, and make use of the transit opportunity in the area;
- Draft Policy 4.2.1iii) would restrict any new stand-alone single tenant commercial buildings. We encourage Staff to consider interim development opportunities that are reflective of the existing commercial nature of the Secondary Plan area;
- Draft Policy 5.1iii) requires buildings and main entrances to be located and oriented towards public streets. We suggest flexibility be introduced to accommodate site specific circumstances, and suggest replacing “shall” with “should”;
- Draft Policy 5.1vii) requires building entrances at grade. We suggest removing the word “(flush)”, to allow for a degree of flexibility to accommodate site specific circumstances;
- Schedule 4 Heights identifies the Choice Lands as in part permitted up to 15 storeys in height, and up to 22 storeys in height. The accompanying draft Policy 7.1iii) states “Heights exceeding 15 storeys up to 22 storeys may be permitted in accordance with the Transit Village intensity policies of The London Plan.” We note a recent Official Plan Amendment relating to Protected Major Transit Station Areas (PMTSA’s), which introduced policy applicable to the Secondary Plan Area as follows: “Within the Transit Village Protected Major Transit Station Areas, the minimum building height is either two storeys or eight metres and the maximum building height is 22 storeys” (Policy 815C). We suggest the Secondary Plan be updated to be consistent with the heights permitted by the London Plan, and that the reference to a 15 storey max be removed;
- Draft Policy 7.2ii) prescribes the maximum building height for mid-rise areas as eight (8) storeys, whereas Draft Policy 7.2i) applying to high-rise buildings allows for additional height beyond the allowable maximum. In our submission, lands identified for Mid-rise should be extended the opportunity to go beyond the

- maximum identified building height, subject to other criteria of the plan to ensure compatibility surrounding lands;
- We note that the lands north of the Choice Lands (230 Centre Road), which interface with established residential areas, are approved to accommodate 15 storey buildings. In our submission, adequate transition can be realized to existing residential areas on the Choice Lands, beyond 8 storeys in height, and contribute towards achieving the growth objectives of the Plan Area;
 - Draft Policy 8.5i) states “Loading docks and back of house activities will be located away from public and private streets” and Draft Policy 8.5ii) states “Loading areas shall be screened from public and private streets, and neighbouring uses by the combined use of building massing and landscaping.” We suggest flexibility be incorporated within these draft policies, in order to respond to site specific circumstances and site design. In particular, the Choice Lands are proposed to be surrounded on all 4 sides by the road network; and
 - Draft Policy 9.9 states: “New public and private streets will be created through the following processes: i) Plan of Subdivision. ii) Plan of Condominium. iii) Site Plan. iv) Consent. v) Land Dedication. vi) Land Purchase.” Clarity is required regarding “Land Purchase” and whether or not that applies to the sale of land between two private landowners. We suggest that “only” be added between “streets will” and “be created”. In addition, any approvals for interim development or minor expansions to existing buildings shall not be subject to this policy by adding the term “Major” before “Site Plan”.

We will continue to review the Masonville Secondary Plan in more detail, will monitor the implementation, and may provide additional comments as required.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.



Rob MacFarlane, MPL, MCIP, RPP
Planner

cc. Choice Properties REIT (via email)

London Advisory Committee on Heritage

Report

3rd Meeting of the London Advisory Committee on Heritage
March 10, 2021

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: D. Dudek (Chair), M. Bloxam, J. Dent, S. Gibson, T. Jenkins, S. Jory, J. Manness, E. Rath, M. Rice, K. Waud and M. Whalley and J. Bunn (Committee Clerk)
ABSENT: S. Bergman and L. Fischer

ALSO PRESENT: R. Armistead, L. Dent, K. Gonyou, M. Greguol, L. Jones and M. Schulthess

The meeting was called to order at 5:31 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

L. Jones discloses a pecuniary interest in Item 3.2 of the 3rd Report of the London Advisory Committee on Heritage, having to do with a Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West, by indicating that her employer is involved in this matter.

2. Scheduled Items

None.

3. Consent

3.1 2nd Report of the London Advisory Committee on Heritage

That it BE NOTED that the 2nd Report of the London Advisory Committee on Heritage, from its meeting held on February 10, 2021, was received.

3.2 Notice of Planning Application - Draft Plan of Subdivision Official Plan and Zoning By-law Amendment - 14 Gideon Drive and 2012 Oxford Street West

That it BE NOTED that the Notice of Planning Application, dated February 10, 2021, from S. Meksula, Senior Planner, with respect to a Draft Plan of Subdivision Official Plan and Zoning By-law Amendment related to the properties located at 14 Gideon Drive and 2012 Oxford Street West, was received.

4. Sub-Committees and Working Groups

4.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on February 24, 2021, was received.

4.2 Education Sub-Committee

That it BE NOTED that the London Advisory Committee on Heritage (LACH) held a general discussion with respect to the Education Sub-Committee of the LACH.

4.3 101 Meadowlily Road South Working Group Report

That the following actions be taken with respect to the 101 Meadowlily Road South Working Group Report, from its meeting held on February 23, 2021 related to the Revised Notice of Application, dated December 17, 2020, from M. Corby, Senior Planner, with respect to a Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments related to the property located at 101 Meadowlily Road South:

- a) the Heritage Impact Assessment (HIA), dated December 13, 2019, from T. Dingman BE RECEIVED and the recommendations, contained therein, BE ACCEPTED;
- b) the attached revised Conceptual Development Plan, dated November 11, 2020, from Dillon Consulting BE RECEIVED and the revisions made in keeping with the mitigation measures in the HIA BE SUPPORTED as follows:
 - removal of all direct access from Meadowlily Road from the townhouse blocks;
 - a minimum of 6 metre setbacks from the road widening, together with internal block in front of townhouse blocks, on the west side of Meadowlily Road; and,
 - a maximum building height of 2.5 metres;
- c) the following matters BE REFERRED to the Civic Administration for further review during the Site Plan Approval process:
 - a Landscape Plan for a naturalized buffer to be located on the proposed block within the condominium plan on the west side of Meadowlily Road;
 - entrance feature design and location; and,
 - fencing, walls and stormwater facilities, if any, along the west side of Meadowlily Road;
- d) the developer BE ENCOURAGED to revisit the townhouse block elevation for the units facing Meadowlily Road in order to achieve a design more harmonious with the rural setting as recommended by the HIA; it being noted that this appears to have been achieved by the conceptual elevation facing Meadowlily Road for the single units (units 1 and 36);
- e) the above-noted Working Group Report BE FORWARDED to M. Corby, Senior Planner; and,
- f) the Civic Administration BE REQUESTED to include the London Advisory Committee on Heritage (LACH) on future approvals for this matter and to consult with the LACH on HIA related matters.

5. Items for Discussion

5.1 Heritage Alteration Permit Application for the Property Located at 181 Dundas Street, Downtown Heritage Conservation District, by M. Bangash

That, on the recommendation of the Director, City Planning and City Planner, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking approval for alterations to the heritage designated property located at 181 Dundas Street, in the Downtown Heritage Conservation District, BE APPROVED with the following terms and conditions:

- the porcelain tile previously installed on the storefront be replaced with the brick veneer used elsewhere on the storefront of the façade; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

5.2 Heritage Easement Agreement for the Property Located at 39 Carfrae Street

That, on the recommendation of the Director, City Planning and City Planner with the advice of the Heritage Planner, the proposed by-law, as appended to the staff report dated March 10, 2021, BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2021, to:

- a) approve the Heritage Easement Agreement, as appended to the above-noted by-law, between The Corporation of the City of London and the property owner of 39 Carfrae Street, relating to the heritage designated property known as “Carfrae Cottage”; and,
- b) authorize the Mayor and the City Clerk to execute the above-noted Heritage Easement Agreement;

it being noted that a verbal delegation from H. Beck, was received with respect to this matter.

5.3 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated March 10, 2021, from the Heritage Planners, was received.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application - Zoning By-law Amendment - 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street

That it BE NOTED that the Notice of Planning Application, dated March 3, 2021, from C. Maton, Senior Planner, with respect to a Zoning By-law Amendment related to the properties located at 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street, was received; it being noted that the London Advisory Committee on Heritage cautions against the serial renewal of temporary parking lots in light of the fact that some heritage buildings downtown are threatened while these surface parking lots remain.

7. Adjournment

The meeting adjourned at 6:08 PM.

Requested Draft Plan of Vacant Land Condominium



The above image represents the applicant’s proposal as submitted and may change.

Environmental and Ecological Planning Advisory Committee

Report

The 2nd Meeting of the Environmental and Ecological Planning Advisory Committee
March 18, 2021
Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance PRESENT: S. Levin (Chair), L. Banks, A. Bilson Darko, A. Boyer, S. Esan, P. Ferguson, L. Grieves, S. Hall, S. Heuchan, B. Krichker, K. Moser, B. Samuels, S. Sivakumar, R. Trudeau, M. Wallace and I. Whiteside and H. Lysynski (Committee Clerk)

ABSENT: E. Arellano, I. Arturo, A. Cleaver, J. Khan and I. Mohamed.

ALSO PRESENT: G. Barrett, C. Creighton, M. Fabro, J. MacKay, L. McDougall, M. McKillop, K. Oudekerk, B. Page, C. Saunders and E. Williamson

The meeting was called to order at 5:02 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that M. Wallace disclosed a pecuniary interest in clauses 4.2 and 5.1, having to do with the properties located at 1934 Commissioners Road East and 3095 and 3105 Bostwick Road, by indicating that the proponents of the above-noted applications are members of the London Development Institute, his employer.

2. Scheduled Items

2.1 Wastewater Treatment Operations Master Plan; Biosolids Management Master Plan; Greenway WWTP Flood Protection; Adelaide WWTP Flood Protection

That, the following actions be taken with respect to the Wastewater Treatment Operations Master Plan; Biosolids Management Master Plan; Greenway WWTP Flood Protection; Adelaide WWTP Flood Protection:

- a) the presentation appended to the agenda by Marcy McKillop, Environmental Services Engineer, BE RECEIVED for information;
- b) the Notice of Study Commencement and Public Information Centre for the Wastewater Treatment Operations Master Plan, BE RECEIVED for information; and,
- c) the Notice of Study Commencement for the Biosolids Management Master Plan, BE RECEIVED for information.

3. Consent

3.1 1st Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 1st Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on February 18, 2020, was received.

3.2 Notice of Public Meeting - 3080 Bostwick Road

That it BE NOTED that the Notice of Planning Application, dated March 11, 2021, from L. Mottram, Senior Planner, with respect to a Draft Plan of Subdivision and Zoning By-law Amendment related to the property located at 3080 Bostwick Road, was received

3.3 Notice of Revised Application and Public Meeting - 1153-1155 Dundas Street

That it BE NOTED that the Notice of Planning Application, dated March 11, 2021, from L. Davies Snyder, Urban Regeneration Planner II, with respect to an Official Plan and Zoning By-law Amendment related to the properties located at 1153-1155 Dundas Street, was received

4. Sub-Committees and Working Groups

4.1 14 Gideon Drive and 2012 Oxford Street West

That the 14 Gideon Drive and 2012 Oxford Street West Working Group comments, appended to the Environmental and Ecological Planning Advisory Committee Agenda, BE FORWARDED to the Civic Administration for consideration.

4.2 Victoria on the River, Phase 6 - 1934 Commissioners Road East

That the Victoria on the River, Phase 6 (1934 Commissioners Road East) Working Group comments, appended to the Environmental and Ecological Planning Advisory Committee Agenda, BE FORWARDED to the Civic Administration for consideration.

4.3 435-451 Ridout Street

That the 435-451 Ridout Street Working Group comments, appended to the Environmental and Ecological Planning Advisory Committee Agenda, BE FORWARDED to the Civic Administration for consideration.

4.4 A Wetland Conservation Strategy for London: A Discussion Paper on Best Practices

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee held a general discussion on the Wetland Conservation Strategy Discussion Paper and Lessons Learned.

4.5 Kelly Stanton ESA Ecological Restoration Plan

That, the following actions be taken with respect to the Kelly Stanton Environmentally Significant Area Ecological Restoration Plan Working Group comments:

a) the Civic Administration BE ADVISED that the Environmental and Ecological Planning Advisory Committee (EEPAC) commends both the City of London and the report authors for their liaising with and involvement of local naturalists in the initial field work and community groups as part of follow-up plans; and,

b) the Working Group comments, appended to the Environmental and Ecological Planning Advisory Committee Agenda, BE FORWARDED to the Civic Administration for consideration.

5. Items for Discussion

5.1 Notice of Application - 3095 and 3105 Bostwick Road

That a Working Group BE ESTABLISHED consisting of R. Trudeau (lead), L. Banks and S. Levin, with respect to the properties located at 3095 and 3105 Bostwick Road; it being noted that the Environmental and Ecological Planning Advisory Committee reviewed and received a Notice of Draft Plan of Subdivision Official Plan and Zoning By-law Amendment dated March 10, 2021 from M. Corby, Senior Planner and the associated Environmental Impact Study.

5.2 2021 Work Plan

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee 2021 Work Plan, as of March 18, 2021, was received.

5.3 Medway Valley CMP Phase 2 Mapping

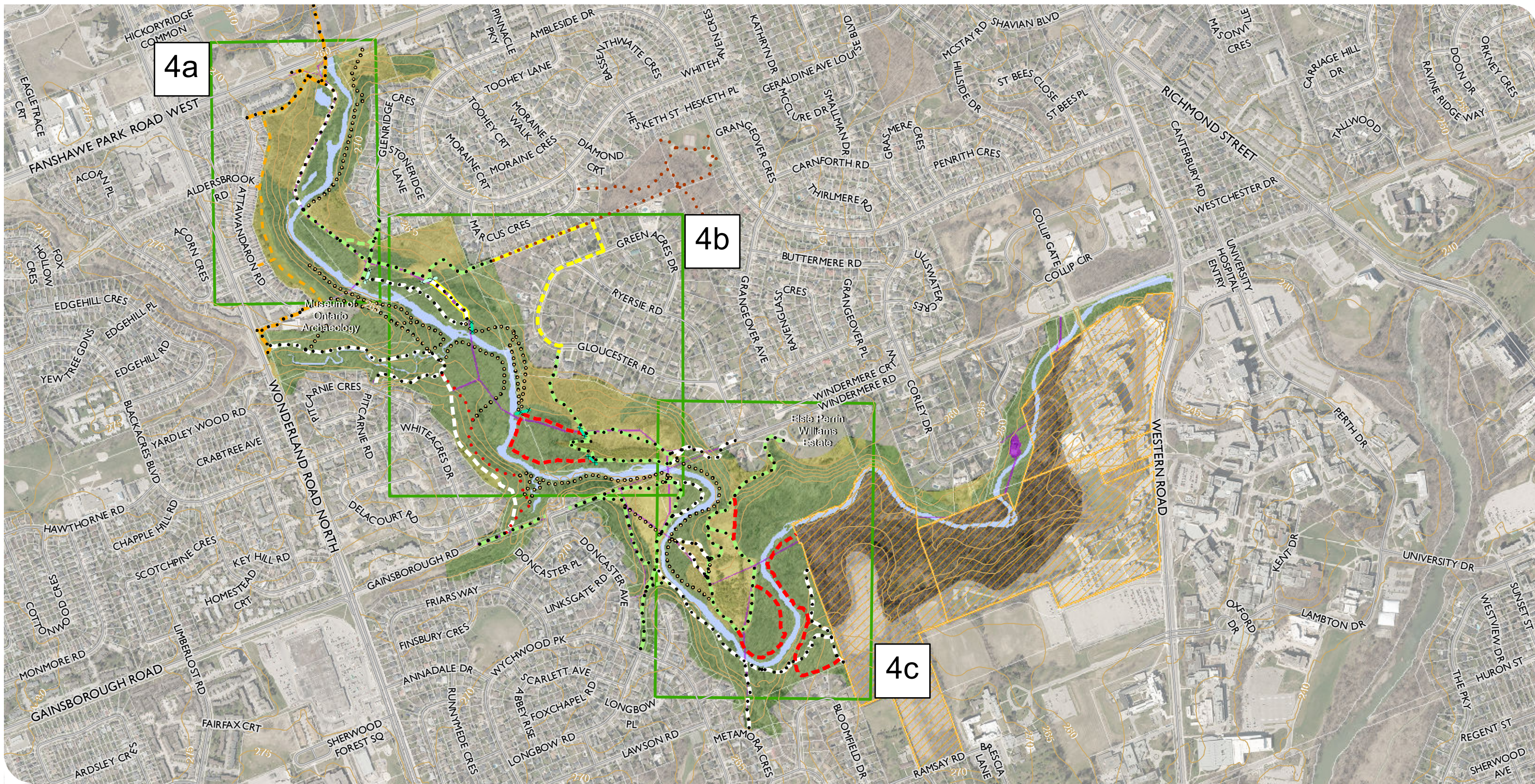
That the Civic Administration BE ADVISED that the Environmental and Ecological Planning Advisory Committee is supportive of the attached, revised, Medway Valley Conservation Master Plan Phase 2 mapping.

5.4 Nature is Reeling Article

That it BE NOTED that a TVOntario article entitled "Nature is Reeling" was received for information.

6. Adjournment

The meeting adjourned at 7:18 PM.



CITY OF LONDON
 CONSERVATION MASTER PLAN
 MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

FIGURE 4
 ENVIRONMENTAL MANAGEMENT STRATEGY:
 PROPOSED SUSTAINABLE TRAIL
 CONCEPT PLAN



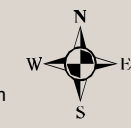
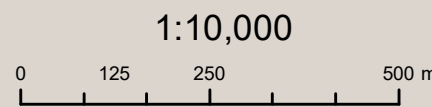
THE PROPOSED CONCEPT PLAN COMPLIES WITH THE
 COUNCIL APPROVED GUIDELINES FOR MANAGEMENT
 ZONES AND TRAILS IN ESAS (2016) AND AODA LEGISLATION

MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNRF (2017) &
 CITY OF LONDON (2016)

MAP CREATED BY: GM/JLK
 MAP CHECKED BY: JLP
 MAP PROJECTION: NAD 1983 UTM Zone 17N

- Trail Closed Barricade
- Seasonal Barrier / Access Gate
- Existing Trails
 - City Trail Outside of ESA
 - Closed Trail¹
 - Informal Trail¹
 - Managed Trail
 - Temporarily Closed Trail²
- Managed Trails
 - Future Connection Outside the ESA
 - Level One Trail
 - Level Two Trail
 - Level Three Trail
 - Improved Trail Surface
- Contour (5 metre Elevation)
- Property Boundaries
- Utility Overlay (4 m)
- Western/Huron Properties
- Watercourse (also Nature Reserve)

- Management Zone
 - Nature Reserve
 - Natural Environment



¹INFORMAL AND CLOSED EXISTING TRAILS DOCUMENTED DURING PHASE I ARE TO BE CLOSED AND RESTORED (SEE RO16 ON FIGURE 2).
²TEMPORARILY CLOSED TRAIL TO BE REOPENED/ REALIGNED. SECTIONS NOT REALIGNED WILL BE CLOSED AND RESTORED



CITY OF LONDON
 CONSERVATION MASTER PLAN
 MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

FIGURE 4a
 ENVIRONMENTAL MANAGEMENT STRATEGY:
 PROPOSED SUSTAINABLE
 TRAIL CONCEPT PLAN

Seasonal Barrier / Access Gate
 Contour (5 metre Elevation)

Existing Trails
 City Trail Outside of ESA
 Informal Trail¹
 Managed Trail

Managed Trails
 Future Connection Outside the ESA
 Level One Trail
 Level Two Trail
 Level Three Trail
 Improved Trail Surface

Butternut
 False Rue Anemone

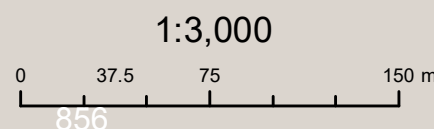
Amphibian Breeding Habitat
 Habitat for Rare Species (American Gromwell)
 Habitat for Rare Species (Cream Violet)
 Habitat for Rare Species (Shrubby St. John's Wort)
 Habitat for Special Concern Species (Green Dragon)
 Seeps and Springs Area

Management Zone
 Nature Reserve
 Natural Environment
 Utility Overlay (4 m)
 Watercourse (also Nature Reserve)



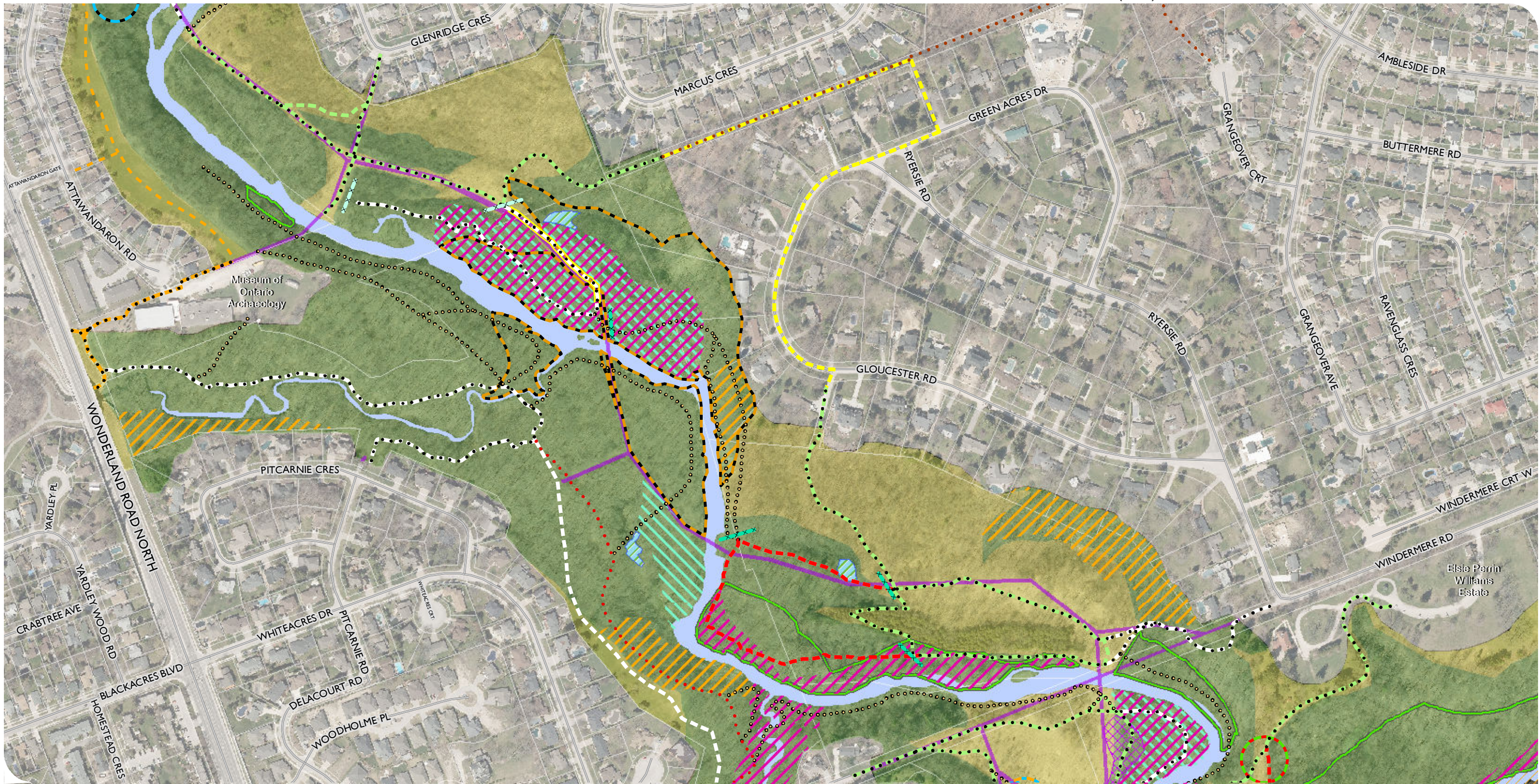
MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNRF (2017) &
 CITY OF LONDON (2016)

MAP CREATED BY: GMLK
 MAP CHECKED BY: JLP
 MAP PROJECTION: NAD 1983 UTM Zone 17N



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CITY OF LONDON
 CONSERVATION MASTER PLAN
 MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

FIGURE 4b
 ENVIRONMENTAL MANAGEMENT STRATEGY:
 PROPOSED SUSTAINABLE
 TRAIL CONCEPT PLAN

- Western/Huron Properties
- Trail Closed Barricade
- Seasonal Barrier / Access Gate
- Contour (5 metre Elevation)

- Existing Trails**
- City Trail Outside of ESA
 - Closed Trail¹
 - Informal Trail¹
 - Managed Trail
 - Temporarily Closed Trail²

- Managed Trails**
- Future Connection Outside the ESA
 - Level One Trail
 - Level Two Trail
 - Level Three Trail
 - Improved Trail Surface

- Butternut
- Cucumber Magnolia
- False Rue Anemone
- Kentucky Coffee-tree

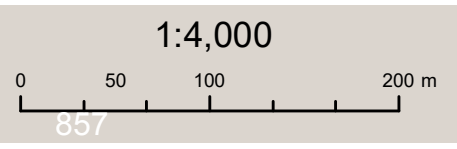
- Amphibian Breeding Habitat
- Habitat for Rare Species (American Gromwell)
- Habitat for Rare Species (Cream Violet)
- Habitat for Rare Species (Slender Satin Grass)
- Habitat for Special Concern Species (Green Dragon)
- Seeps and Springs Area

- Management Zone**
- Nature Reserve
 - Natural Environment
 - Utility Overlay (4 m)
 - Watercourse (also Nature Reserve)



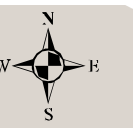
MAP DRAWING INFORMATION:
 DATA PROVIDED BY MNRF (2017) &
 CITY OF LONDON (2016)

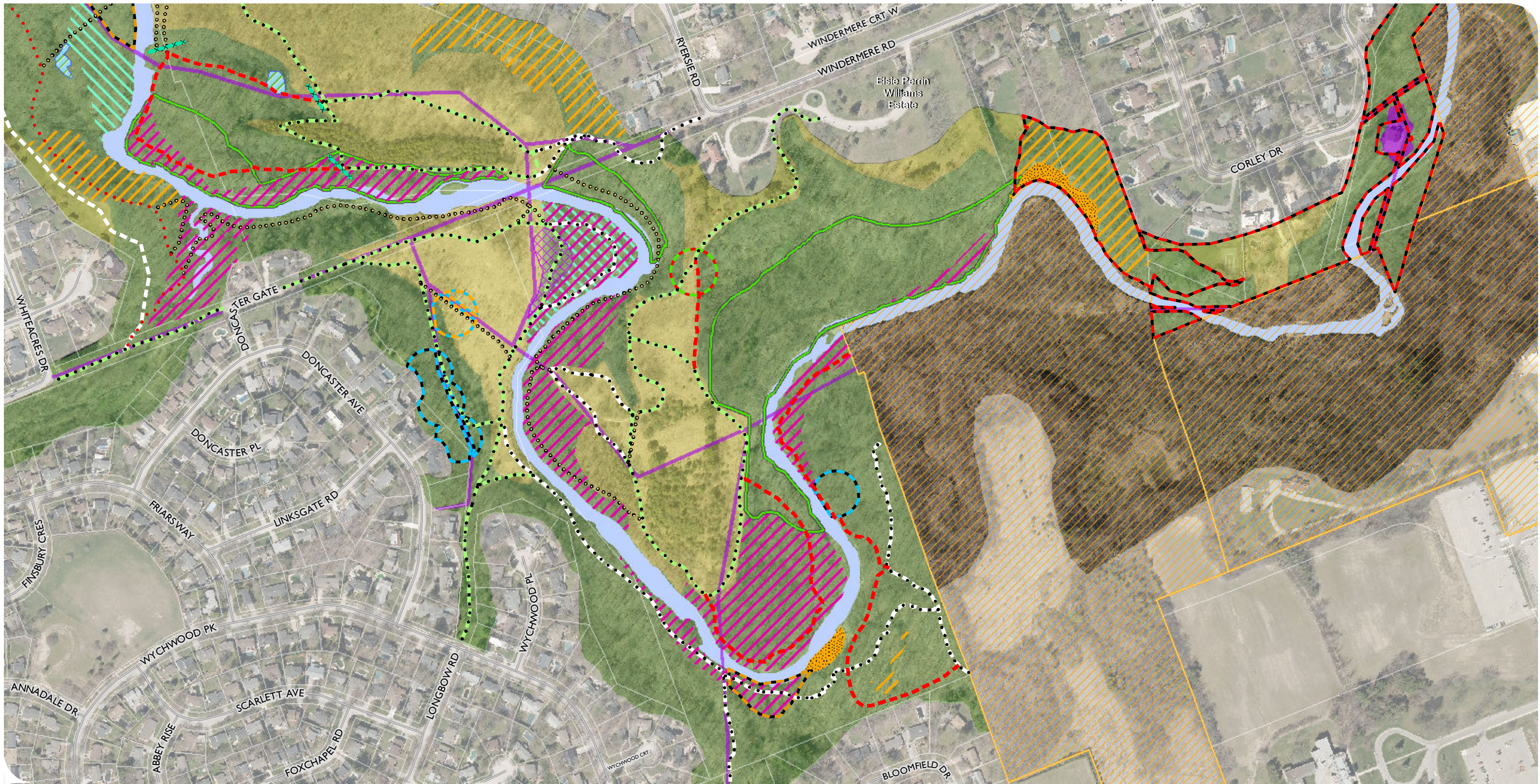
MAP CREATED BY: GMLK
 MAP CHECKED BY: JLP
 MAP PROJECTION: NAD 1983 UTM Zone 17N



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PROJECT: 17-5428 STATUS: DRAFT DATE: 2021-03-19





CITY OF LONDON
 CONSERVATION MASTER PLAN
 MEDWAY VALLEY HERITAGE FOREST ESA (SOUTH)

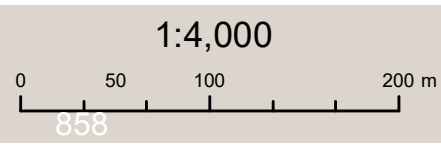
FIGURE 4c
 ENVIRONMENTAL MANAGEMENT STRATEGY:
 PROPOSED SUSTAINABLE
 TRAIL CONCEPT PLAN

<ul style="list-style-type: none"> Western/Huron Properties Trail Closed Barricade Contour (5 metre Elevation) 	<p>Existing Trails</p> <ul style="list-style-type: none"> Closed Trail¹ Informal Trail¹ Managed Trail Temporarily Closed Trail² 	<p>Managed Trails</p> <ul style="list-style-type: none"> Level One Trail Level Two Trail Butternut Cucumber Magnolia False Rue Anemone Kentucky Coffee-tree Queensnake 	<ul style="list-style-type: none"> Amphibian Breeding Habitat Colonially-Nesting Bird Breeding Habitat (Bank and Cliff) Habitat for Rare Species (American Gromwell) Habitat for Rare Species (Cream Violet) Habitat for Rare Species (Slender Satin Grass) Habitat for Special Concern Species (Green Dragon) Seeps and Springs Area 	<p>Management Zone</p> <ul style="list-style-type: none"> Nature Reserve Natural Environment Utility Overlay (4 m) Watercourse (also Nature Reserve)
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MAP DRAWING INFORMATION:
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