Planning and Environment Committee

Report

12th Meeting of the Planning and Environment Committee
August 30, 2021

PRESENT: Councillors P. Squire (Chair), S. Lewis, S. Lehman, A. Hopkins, S. Hillier, J. Morgan, Acting Mayor

ABSENT: Mayor E. Holder

ALSO PRESENT: PRESENT: Councillor M. Cassidy; H. Lysynski and J.W. Taylor

REMOTE ATTENDANCE: Councillor J. Helmer; J. Adema, G. Barrett, S. Corman, I. de Ceuster, K. Dawtrey, M. Fabro, S. Grady, P. Kokkoros, G. Kotsifas, H. McNeely, B. O'Hagan, M. Morris, B. Page, M. Schulthess, B. Somers, J. Stanford, B. Westlake-Power and S. Wise

The meeting was called to order at 4:10 PM, with Councillor P. Squire in the Chair, Councillors S. Lehman and S. Lewis present and all other Members participating by remote attendance.

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

Moved by: S. Lewis
Seconded by: A. Hopkins

That Items 2.1, 2.3 to 2.7, inclusive, BE APPROVED.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

2.1 6th Report of the Advisory Committee on the Environment

Moved by: S. Lewis
Seconded by: A. Hopkins

That the 6th Report of the Advisory Committee on the Environment, from its meeting held on August 4, 2021, BE RECEIVED.

Motion Passed

2.3 Strategic Plan Variance Report

Moved by: S. Lewis
Seconded by: A. Hopkins

That, on the recommendation of the Deputy City Manager, Planning and

Economic Development, the staff report dated August 30, 2021 entitled "Strategic Plan Variance Report" BE RECEIVED for information. (2021-C08)

Motion Passed

2.4 1196 Sunningdale Road West - Removal of Holding Provisions

Moved by: S. Lewis
Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, based on the application by Landea Developments Inc., relating to the property located at 1196 Sunningdale Road West, the proposed by-law appended to teh staff report dated August 30, 20201 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 14, 2021, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject property FROM a Holding Residential R1 (h*h*-100*R1-4/R1-3(8)) Zone, TO a Residential R1 (R1-4/R1-3(8)) Zone to remove the “h” and “h-100” holding provisions. (2021-D09)

Motion Passed

2.5 1284 Sunningdale Road West - Request for Extension of Draft Plan Approval (39T-04510)

Moved by: S. Lewis
Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, based on the application by Auburn Developments Inc., relating to the property located at 1284 Sunningdale Road West, the Approval Authority BE REQUESTED to approve a three (3) year extension to Draft Plan Approval for the residential plan of subdivision File No. 39T-04510, SUBJECT TO the revised conditions contained in the staff report dated August 30, 2021 as Schedule “A” 39T-04510. (2021-D09)

Motion Passed

2.6 3557 Colonel Talbot Road - Removal of Holding Provisions

Moved by: S. Lewis
Seconded by: A. Hopkins

That, on the recommendation of the Director, Planning and Development, based on the application by 1423197 Ontario Inc. (Royal Premier Homes), relating to the property located at 3557 Colonel Talbot Road, the proposed by-law appended to the staff report dated August 30, 2021 as Appendix “A” BE INTRODUCED at the Municipal Council meeting to be held on September 14, 2021 to amend Zoning By-law Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands FROM a Holding Residential R5 Special Provision (h-5*R5-6(14)) Zone TO a Residential R5 Special Provision (R5-6(14)) Zone to remove the “h-5” holding provision. (2021-D09)

Motion Passed

2.7 Building Division Monthly Report for May 2021

Moved by: S. Lewis
Seconded by: A. Hopkins

That the Building Division Monthly Report for May, 2021 BE RECEIVED for information. (2021-A23)

Motion Passed

2.2 Draft Masonville Secondary Plan

Moved by: S. Lewis
Seconded by: A. Hopkins

That, the following actions be taken with respect to the draft Masonville Secondary Plan:

a) the draft Masonville Secondary Plan BE REVISED as follows:

i) any future redevelopment of 109 Fanshawe park Road should provide enhanced buffering, screening and landscaping along the western boundary of the site at Fawn Court; and,

ii) the pedestrian/cycling connection proposed at the eastern boundary of the Masonville Area Secondary Plan area to Fanshawe Park Road BE REMOVED in its entirety, as it would not lead to any destination place and may create Crime Prevention Through Environmental Design issues; and,

b) the revised as noted in part a) above, draft Masonville Secondary Plan BE CIRCULATED for further public engagement with the community and stakeholders; it being noted that a public participation meeting will be held on October 18th, 2021 at the Planning and Environment Committee for the consideration of the Masonville Secondary Plan. (2021-D08)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

3. Scheduled Items

3.1 6th Report of the Environmental and Ecological Planning Advisory Committee

Moved by: A. Hopkins
Seconded by: S. Hillier

That the following actions be taken with respect to the 6th Report of the Environmental and Ecological Planning Advisory Committee (EEPAC), from its meeting held on August 19, 2021:

a) the following Climate Emergency Action Plan Working Group recommendations BE FORWARDED to the Civic Administration to report back at a future Strategic Priorities and Policy Committee meeting:

i) a special advisory committee should be created to actively participate in the Climate Emergency Action Plan development and implementation. The committee should consist of representation from the City's Climate Emergency Action Plan team, representatives from advisory committees including EEPAC, First Nations and politicians.

The committee structure will facilitate continuous, long-term consultation with key stakeholders and involvement of expertise available to the City through its advisory committees;

ii) the impacts of climate change to the Natural Heritage System should be prioritized and considered holistically, not as an add-on to anthropocentric objectives; plans to protect and enhance the Natural Heritage System under climate change conditions should be explicitly included in the Climate Emergency Action Plan;

iii) the Natural Heritage System should be fully harnessed as part of the City's approach to climate change mitigation, such as the sequestration of carbon by existing green spaces including wetlands, prairies, meadows, forests and mature woodlots, etc. (not only via tree plantings), management of stormwater under extreme weather events and vegetative cover to provide evapotranspiration, reduced temperatures and reductions in runoff and flooding;

iv) to recognize the potential utility of the Natural Heritage System for climate change mitigation, we must better understand current baseline conditions. To begin, EEPAC recommends that the City assemble and present existing baseline data to EEPAC to support the quantification of carbon sequestration by the Natural Heritage System, as well as inventory of the amounts and quality of wetlands, woodlots and other natural lands currently remaining within the City of London. Only with baseline data can an effective and successful Climate Emergency Action Plan with specific targets and accountability be achieved. Using this baseline data, the impacts of climate change on the Natural Heritage System should be modeled under various warming scenarios (e.g., using Global Circulation Models). Further, models could be used to predict the extent to which local climate change effects can be mitigated by Natural Heritage features (e.g., quantifying carbon sequestration and stormwater absorption by green spaces);

v) a framework should be developed to systematically monitor the impacts of climate change on the Natural Heritage System over time, with checkpoints to assess whether the City is on track to meet its climate targets and determine if further measures are warranted; and,

vi) the role of EEPAC in the further development and implementation of the Climate Emergency Action Plan should be clarified. EEPAC wishes to remain involved in consulting with and supporting the City on the implications of the Climate Emergency;

b) clauses 1.1, 2.1, 3.1, 5.1 to 5.3, inclusive, BE RECEIVED for information;

it being noted that the Planning and Environment Committee heard a verbal delegation from S. Levin, Chair, EEPAC, relating to these matters.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

3.2 496 Dundas Street

Moved by: A. Hopkins
Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, with respect to the application by Amiraco Properties Inc., relating to the

property located at 496 Dundas Street, the proposed by-law appended to the staff report dated August 30, 20201 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 14, 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 Office

Residential/Business District Commercial (OR*D250*H46/BDC) Zone TO a Business District Commercial Special Provision (BDC(_)*D530*H57) Zone;

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;

it being noted that the Planning and Environment Committee reviewed and received a staff presentation with respect to this matter;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment to Zoning By-law Z.-1 is consistent with the Provincial Policy Statement (PPS) which encourages the following: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; promoting the vitality and regeneration of settlement areas; supporting transit-supportive development and active transportation; promoting energy efficiency and minimizing negative impacts to air quality and climate change; promoting intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety; and, conserving built heritage resources and cultural heritage landscapes;
- the recommended amendment to Zoning By-law Z.-1 conforms to the Main Street Commercial Corridor policies of the 1989 Official Plan; the recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of the London Plan, including but not limited to the Key Directions and the Urban Corridor Place Type policies;
- the recommended amendment to Zoning By-law Z.-1 supports the in-force policies of the City Design polices of the London Plan as the project design aligns with the intent of character, streetscape, public space, site layout and building form policies of the Plan;
- the recommended amendment to Zoning By-law Z.-1 conforms with the policy direction and site-specific permissions in the Old East Village Dundas Street Corridor Secondary Plan; and,
- the subject lands are well-suited for the proposed mixed-use development, given its size, location within a commercial corridor, and its proximity to arterial roads, public transit, active transportation routes and community amenities. Overall, the proposed development would support diversification, intensification and the vitality of the Dundas Street corridor. (2021-D09)

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

Additional Votes:

Moved by: A. Hopkins
Seconded by: S. Hillier

Motion to open the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

Moved by: A. Hopkins
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

4. Items for Direction

4.1 6th Report of the Trees and Forests Advisory Committee

That the following actions be taken with respect to the 6th Report of the Trees and Forests Advisory Committee from its meeting held on July 28, 2021:

a) the following actions be taken with respect to the Education and Outreach Sub-Committee update:

i) the documents appended to the 6th Report of the Trees and Forests Advisory Committee from the Education and Outreach Sub-Committee BE FORWARDED to the Civic Administration; and,

ii) the above-noted documents BE RECEIVED for information;

b) clauses 1.1, 2.1 and 2.2, inclusive, 4.1 to 4.4, inclusive, BE RECEIVED for information.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

4.2 8th Report of the London Advisory Committee on Heritage

Moved by: A. Hopkins
Seconded by: J. Morgan, Acting Mayor

That the following actions be taken with respect to the 8th Report of the London Advisory Committee on Heritage, from its meeting held on August 11, 2021:

a) on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the application under Section 42 of the *Ontario Heritage Act* seeking retroactive approval for the removal and replacement of the windows on the heritage designated properties at 40 and 42 Askin Street, By-law No. L.S.P.-2740-36 and Wortley Village- Old South Heritage Conservation District, BE APPROVED with the following terms and conditions:

- the installation of the proposed exterior grilles be installed in a manner that replicates the muntins of the former wood windows;
- the installation of the proposed exterior grilles be completed within six months of Municipal Council's decision on this Heritage Alteration Permit; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed

b) on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the following actions be taken with respect to the request for designation of the property located at 46 Bruce Street:

i) notice BE GIVEN under the provisions of Section 29(3) of the *Ontario Heritage Act, R.S.O. 1990, c. O. 18*, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix E of the associated staff report; and,
ii) should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 46 Bruce Street to be of cultural heritage value or interest for the reasons outlined in Appendix E of this report BE INTRODUCED at a future meeting of Municipal Council within 90 days of the end of the objection period;

it being noted that should an objection to Municipal Council's notice of intention to designate be received, a subsequent staff report will be prepared;

it being further noted that should an appeal to the passage of the by-law be received, the City Clerk will refer the appeal to the Ontario Land Tribunal;

c) on the recommendation of the Director, Planning and Development, 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 228-230 Dundas Street, in the Downtown Heritage Conservation District, BE APPROVED with the following terms and conditions:

- the development is consistent with the submitted plans as shown in the drawings included with the Heritage Alteration Permit application;
- the work is completed on the exterior of the addition by end of year 2021; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

it being noted that the London Advisory Committee on Heritage is supportive of the adaptive reuse of the building for residential purposes; and,

d) clauses 1.1, 2.1 and 2.2, inclusive, 3.1, 4.4 and 4.5, inclusive, BE RECEIVED for information.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

5. Deferred Matters/Additional Business

5.1 Deferred Matters List

Moved by: S. Lehman
Seconded by: S. Lewis

That the Deputy City Manager, Planning and Economic Development, BE DIRECTED to update the Deferred Matters List to remove any items that have been addressed by the Civic Administration.

Yeas: (6): P. Squire, S. Lewis, S. Lehman, A. Hopkins, S. Hillier, and J. Morgan, Acting Mayor

Absent: (1): E. Holder

Motion Passed (6 to 0)

6. Adjournment

The meeting adjourned at 5:30 PM.

Advisory Committee on the Environment

Report

6th Meeting of the Advisory Committee on the Environment
August 4, 2021
Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance	PRESENT: N. Beauregard, J. Howell, M.T. Ross, J. Santarelli D. Szoller, and B. Vogel and J. Bunn (Committee Clerk)
	ABSENT: M. Bloxam, K. May, R. Pate, M.D. Ross, A. Thompson and A. Tipping
	ALSO PRESENT: T. Arnos, J. Stanford and B. Westlake-Power
	The meeting stood adjourned at 12:45 PM due to lack of quorum.

Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **George Kotsifas, Deputy City Manager, Planning and Economic Development**
Subject: **Draft Masonville Secondary Plan**
Date: **August 30, 2021**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the draft Masonville Secondary Plan:

(a) The Masonville Secondary Plan, as attached in Appendix "A", **BE RECEIVED** for information and **BE CIRCULATED** for further public engagement with the community and stakeholders.

IT BEING NOTED that a public participation meeting will be held on October 18th, 2021 at the Planning and Environment Committee for the adoption of the Masonville Secondary Plan.

Executive Summary

The purpose and effect of the recommended action is for Municipal Council to receive the final Masonville Secondary Plan for consideration and information prior to adoption. The Masonville Secondary Plan will be brought forward for adoption at a public participation meeting scheduled for October 18th, 2021.

Linkage to the Corporate Strategic Plan

The 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 Masonville Secondary Plan coordinates growth and development in a well-planned and sustainable manner over the long term. The Secondary Plan will promote pedestrian safety and active transportation connections and ensure that new development will fit within and enhance the surrounding community.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The Masonville Secondary Plan supports the City's commitment to reducing and mitigating climate change by providing compact development forms that will encourage land use intensification and 'inward and upward' residential growth at an appropriate location. It also aligns land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation. The Masonville Secondary Plan supports an efficient use of existing urban lands to manage growth and reduce the demand for sprawl.

Analysis

1.0 Background Information

1.2 Previous Reports Related to this Matter

March 29, 2021 – Planning and Environment Committee: Public Participation Meeting for the Draft Secondary Plan

March 1, 2021 – Planning and Environment Committee: Masonville Secondary Plan – Introduction of the Draft Secondary Plan

October 7, 2019 – Planning and Environment Committee: Masonville Transit Village Secondary Plan – Principles Update Report

January 7, 2019 – Planning and Environment Committee: Masonville Transit Village Secondary Plan – Terms of Reference Report

1.3 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 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 storeys (or 8m) up 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 for the future development of a Transit Village 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.

At its meeting of January 15, 2019, Municipal Council approved the Terms of Reference for the Masonville Transit Village Secondary Plan study, thereby directing Staff to undertake the development of a new Secondary Plan to guide future development in the Masonville area. At its meeting October 15, 2019, Municipal Council endorsed the draft principles that would shape the development of the draft plan. At its meeting of March 23, 2021, Municipal Council received the draft Masonville Secondary Plan and staff were directed to circulate the draft plan to gather feedback and comments.

1.4 Study Area

The study area that will be subject to the policies in the Masonville Transit Village Secondary Plan, 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. A map detailing the study area can be found in Figure 1 below.

Select properties have been subject to recent Official Plan and/or Zoning By-law Amendments that have involved significant public consultation. These properties are also identified in Figure 1 as the hatched area. The intention of the existing policy framework and zoning permissions that apply to these sites will not be reconsidered through the Secondary Plan study, but will be recognized as existing policy and incorporated into this Secondary Plan.

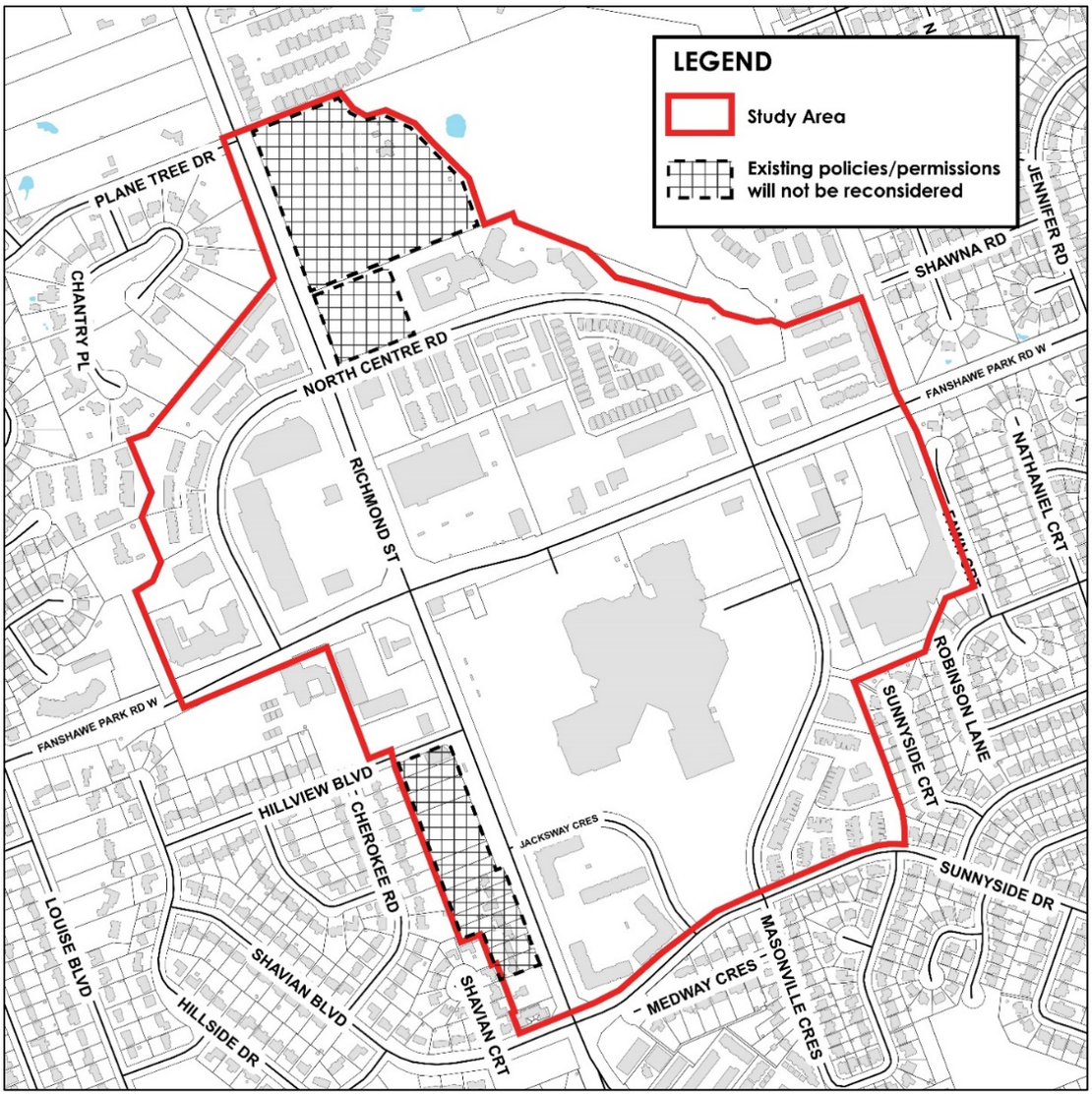


Figure 1 - Map of Study Area

2.0 Community Engagement

2.1 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, over 130 interested parties have provided their contact information to stay updated about the study. In addition to the interested parties, over 150 other Londoners have informally engaged with staff about the study through Planner "Office Hours". The following describes the study outreach to date.

2.2 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 for 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.

2.3 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.

2.4 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.

2.5 Planner “Office Hours”

Planning staff held “Office Hours” for individuals to find out more about the Masonville Secondary Plan. These “Office Hours” provide an informal opportunity for community members to learn about the study 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

2.6 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.

2.7 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.

2.8 Planner “Virtual Office Hours”

During the weeks of April 12 – 16, 2021 and April 26 – 30, 2021 there were a series of daily virtual office hours available for the public or interested parties to drop-in and speak to a planner through an active zoom call.

2.9 Virtual Community Information Meeting

On April 22, 2021, Planning staff held a virtual Community Information Meeting to present the draft Masonville Secondary Plan and respond to questions and comments from the public. The local councillors were in attendance, as well as City transportation staff and the City’s consultant retained to complete the Transportation Impact Assessment. The Community Information Meeting had over 50 viewers and participants.

2.10 Green in the City Seminar – The Future of Masonville: Planning for Sustainable Growth

On March 30, 2021 the draft Masonville Secondary Plan was featured as part of a virtual seminar series called ‘Green in the City’ that explored local issues through a sustainability lens. The series is a collaborative effort between the London Public Library, London Environmental Network, City of London and City Symposium. Upwards of 50 local and city-wide residents attended the event virtually which focused on the Masonville area and featured the draft Masonville Secondary Plan, local stormwater management improvements and the TD Green Energy Park.

2.11 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.

2.12 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 locations, 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

The feedback received from the public and interested parties since the beginning of the project has informed and shaped the development of the Secondary Plan. The overarching themes that have arisen from the circulation of the draft Secondary Plan include the following:

- Increase intensity and height for mid-rise areas to allow for bonusing
- Concern with connections, increased activity, loss of screening and residential priority street for Fawn Court
- Concern with new park and road creation
- Concern with minimum heights
- No allowance for ‘interim’ development
- Reconsider existing specific policy areas
- Recognize existing back of house facility areas
- Redeveloping parking areas will still need parking
- More people in the area will increase the amount of traffic and cars
- Various minor policy and wording changes and suggestions

The feedback and comments received during the circulation of the draft Secondary Plan have led to revisions and refinements during the production of the final Masonville Secondary Plan. Items that have resulted in more substantive changes to the plan, or have been raised as major concerns are outlined in section 4.0 - Discussion and Considerations of this report.

3.0 Policy Framework

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 policies support the integration of land use planning, growth management, transit-supportive development and optimization of transit investments to minimize land consumption and servicing costs (1.1.1.e)). The final Masonville Secondary Plan effectively integrates land use and transit to create a transit-oriented node.

The PPS identifies that settlement areas shall be the focus of growth and development and that densities should efficiently use land and be transit-supportive where transit is planned, exists or may be developed (1.1.3.2.f)). There is an existing transit station and bus interchange within the Masonville Plan area as well as higher-order 'express' transit routes. A higher level of intensity and a broader range of land uses are planned for the Masonville area to capitalize on the transit opportunities and promote a development pattern that has convenient access to these connections. The PPS promotes the supply of housing in proximity to transit corridors and stations to facilitate compact form and minimize the cost of housing (1.4.3.e)&f)). A broad range of residential uses will be permitted and encouraged in the plan area to best utilize and benefit from transit.

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future uses of transit and active transportation (1.6.7.4). A development pattern that encourages development in close proximity to transit services will provide convenient access for residents and employees to use transit and reduce single vehicle trips. New green connections will encourage more active transportation options like walking and cycling within and to the plan area.

The PPS prepares for the impacts of a changing climate by supporting major commercial land uses that are well served by transit where it exists or is to be developed (1.8.c). The existing Masonville Plan area is a popular and well-established commercial shopping precinct. The final Masonville Secondary Plan will build on this character and diversify the uses to create a more complete community where people can readily access transit, services, shopping and green spaces within a walkable community.

A well-designed built form and sense of place is promoted by the PPS (1.7.1.e)). The design policies of the final Masonville Secondary Plan focus on creating an active and engaging walkable, pedestrian-oriented environment. Areas of intensification will be designed to create vibrancy and activity, and will be buffered from lower density residential areas to create effective transitions.

3.2 The London Plan

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

The Masonville Plan area is within the Transit Village Place Type in *The London Plan* which is intended to be an exceptionally designed, high-density mixed-use urban neighbourhood connected by rapid transit (806). Transit Villages are intended to support the rapid transit system, by providing a higher density of people living, working and shopping in close proximity to high-quality transit service (808). The Masonville Transit Village is one of four Transit Villages in the City and is planned to be a major destination and development area for the north, to create a vibrant and diverse complete neighbourhood.

Policy 1556 of *The London Plan* provides the direction to prepare a Secondary Plan to elaborate on the policies of *The London Plan*. Policy 1557 identifies instances that may warrant the preparation and adoption of a Secondary Plan, including areas within the Transit Village Place Type that may require vision and more specific policy guidance for transitioning from their existing form to the form envisioned by *The London Plan*. Policy 810 identifies that secondary plans for transit villages may be prepared to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies. The final Masonville Secondary Plan provides a framework for growth and development as well as direction for new connections, parks, community and transit facilities.

3.3 1989 Official Plan

The lands within the study area have a variety of designations including: Enclosed Regional Commercial Node (ERCN), Office Area (OA), Multi-Family, High Density Residential (MFHDR), Multi-Family, Medium Density Residential (MFMDR), Low Density Residential (LDR), and Open Space (OS). The various designations permit a wide range of commercial, retail, shopping, office, mid-rise and high-rise residential forms. The final Masonville Secondary Plan will build on the planning direction from the *1989 Official Plan* and provide additional details for the type and location of development, as well as a vision for the overall node.

4.0 Discussion and Considerations

4.1 Transit

As the name suggests, the Masonville Transit Village is a major mixed-use destination with a centrally located transit station. A major characteristic of the transit village is to strategically integrate land use and both existing and planned transit services. Transit is a powerful opportunity for this area that can be a catalyst for new development to transform an area dominated by surface parking lots into an exciting and active transit-oriented community.

There is an existing transit station in the form of a bus interchange operated by the London Transit Commission (LTC) in the northwest portion of the CF Masonville Place parking lot, which provides a high standard of service and connectivity to the various parts of the City and the rest of the transit network. The existing transit station serves as a terminal and layover with 6 bus stops, servicing 8 bus routes across the City. There are services to the Natural Science Building, White Oaks Mall, Pond Mills, Stoney Creek, Fanshawe College, and the Downtown, with half of the routes operating frequent service (every 15 minutes) on weekdays.

The transit station could be enhanced or extended in the existing location, incorporated within a new building or provided at an alternative centrally located space within the Secondary Plan area. There are significant opportunities for residential intensification within the Secondary Plan which will support transit service by efficiently utilizing existing transit services and growing ridership. New and existing residents and workers within the plan area will benefit from the connectivity which provides access for a wide range of socio-economic groups. Lands surrounding the transit station also have the potential to provide park and ride facilities for commuters to transfer from private automobile trips to public transit.

The Masonville Transit Village is also a potential terminus for future rapid transit. A completed Environmental Assessment for a full Rapid Transit system has been prepared for the City of London which includes two Rapid Transit routes, operating in north-east and south-west alignments. The ‘north leg’ terminus extends into the Masonville Secondary Plan area.

In May of 2017 City Council approved the Bus Rapid Transit (BRT) network, and in July of 2017, the Rapid Transit Initiative Master Plan was approved by Council to develop a bus rapid transit network to achieve the mobility goals of *The London Plan*. The Environmental Project Report (EPR) for London’s Bus Rapid Transit was approved by Municipal Council on May 8, 2018. This report identified lands within the Masonville Secondary Plan boundary as the north extent of the north-east rapid transit route.

In March of 2019, Municipal Council voted not to fund the north leg of the rapid transit system. The detailed design and construction of the north leg of the rapid transit system will not move forward at this time, though the EPR still identifies the Masonville Secondary Plan boundary as the north extent of the north-east rapid transit route. Further enhancements to transit services will continue to enhance the viability and development interest for the Masonville Secondary Plan.

4.2 Protected Major Transit Station Area (PMTSA) Intensity

The *Planning Act* defines Protected Major Transit Station Areas (PMTSA) as areas "surrounding and including an existing or planned higher order transit station or stops" (S.16(15)). Municipal Council approved the designation of PMTSAs in the City of London on December 8, 2020, which was Ministry approved without any changes on May 28, 2021. The Masonville PMTSA aligns with the Transit Village Place Type, which surrounds the existing interchange and includes planned higher order transit. This area is intended to accommodate increased residential and employment growth with highly urban, mixed-use, transit-supportive forms of development.

Planning and development applications within the Masonville PMTSA will be evaluated to ensure that they provide for an adequate level of intensity to support minimum targets established. A higher level of intensity is envisioned to support transit, utilize infrastructure and services, and ensure that the limited amount of land within this secondary plan is most efficiently utilized. The intensity targets are intended to apply to the entire PMTSA and are established in *The London Plan*, including:

i) A minimum of 150 residents and jobs combined per hectare.

ii) A minimum density for residential development of 45 units per hectare.

iii) A minimum floor area ratio for non-residential uses of 0.50.

The City retained consultant DTAH at the draft plan stage to undertake modelling based on the anticipated amount of people and jobs per hectare (PPJ/Ha) that could achieve the intention of a PMTSA. These projections provide a detailed forecast on the eventual build-out of the plan area, and a measurement to ensure that the anticipated population is able to be well supported by infrastructure and parks.

The modelling and projections prepared at the time of the draft Secondary Plan identified a total of 193PPJ/Ha based on the ultimate development over a horizon of at least the next 25 years. The projections demonstrated there is sufficient development potential planned to achieve a minimum of 150PPJ/Ha for the PMTSA, while also maintaining existing residential neighbourhoods. The revisions of the draft plan to the final plan are considered minor in nature and generally consistent with the modelling completed during the draft plan stage.

4.3 Inclusionary Zoning

As a designated PMTSA, the Masonville Secondary Plan area is eligible for the future consideration of Inclusionary Zoning. Inclusionary Zoning could require that a certain number of units or gross floor area within residential development be set aside as affordable housing for a set period of time. The Terms of Reference for Inclusionary Zoning were brought forward in January of 2021, and work is underway to develop the Draft Assessment Report as per Provincial requirements.

The Masonville PMTSA is anticipated to experience high residential growth during the planning horizon, which makes it an appropriate and desirable area to integrate Inclusionary Zoning. Inclusionary Zoning within the Masonville Secondary Plan area will be implemented through the Official Plan policies within *The London Plan* or through the development of a Community Planning Permit System (CPPS). Inclusionary Zoning has the potential to deliver a level of affordable housing that will create housing choice and diversity, and serve to replace units previously secured through bonusing. The Secondary Plan sets out an overall objective that 25% of the total number of residential units meet the Provincial definition of affordable housing and identifies a range of tools such as Inclusionary Zoning to help achieve this objective.

4.4 Bonusing

Bonusing under section 37 of the *Planning Act* contemplates greater heights and densities for developments in exchange for the provision of certain services, facilities or matters provided as community benefits. Recent changes under Bill 108 to the *Planning Act* removed section 37 Bonusing and replaced the mechanism with a Community Benefit Charge. The City is transitioning away from using Bonus Zoning; however while

the permissions exist, planning and development applications can be made under the existing framework for site-specific bonus zones. Eventually other tools such as a Community Benefits Charge By-law or Inclusionary Zoning may provide certain community benefits that were formerly achieved through Bonus Zoning. The final Secondary Plan policies utilize bonusing in the interim by referring back to the existing policies of *The London Plan* for certain areas that would qualify for bonus zoning. When the parent policies of *The London Plan* are updated to transition away from bonusing, the policies applicable within the Secondary Plan area will therefore be updated automatically.

4.5 Richmond and Fanshawe Intersection

Fanshawe Park Road and Richmond Street are two major transportation corridors within the city and the Fanshawe Park Road/Richmond Street intersection is a focal point for development within the plan area. The City completed a Municipal Class Environmental Assessment (EA) for the Fanshawe Park Road/Richmond Street intersection in 2018. Improvements to the intersection were identified to address existing traffic volumes, future traffic volumes, intersection safety, pedestrian and cyclist movements, access management issues, existing transit movements, and future Bus Rapid Transit needs.

The preferred intersection design includes westbound dual left turn lanes, northbound dual left turn lanes, a southbound slotted left turn lane, an eastbound slotted left turn lane and northbound and eastbound right turn lanes as well as additional through lanes westbound and eastbound in the vicinity of the intersection. Other design features include improved pedestrian and cycling facilities, landscaping and urban design elements. The improvements will better accommodate pedestrian and vehicle traffic passing through and will support the additional population associated with the Secondary Plan in the future.

4.6 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. A ‘Future Background Scenario’ assessed the street network operations based on traffic growth until 2045 based on the assumption that no changes are made to the study area land uses and a ‘Future Total Traffic Scenario’ assessed the estimated site trips generated by anticipated development in the plan area. Improvement and mitigation measures for both scenarios were modelled and evaluated. This work assessed the existing traffic in the area and evaluated anticipated impacts for the projected growth in the area. Some of the notable findings include:

- Less than 10% of peak period trips to and/or from the Masonville study area are internal to Masonville, meaning that 90% of the trips during peak period originate from areas beyond the study area.

- The existing conditions assessment found that all movements operate within capacity during the AM peak hour, except for the northbound left at the Richmond Street and Fanshawe Park Road intersection. During the PM peak hour, various movements operate over capacity and with a level of service of ‘F’, primarily at the Richmond Street and Fanshawe Park Road intersection, and at the Fashawe Park Road West and North Centre Road Intersection.

- Operational constraints continue to be experienced at the intersection of Richmond Street and Fanshawe Park Road in the Future background Scenario in the AM peak hour, and many new capacity issues emerge in the Future Background scenario during the PM peak hour. This finding indicates that growth in the study area to 2045 will create capacity issues even without redevelopment of Masonville and its new anticipated site trips.

- An improved Future Background Scenario was developed to address the capacity issues expected based on the Future Background Scenario and

anticipated development. Recommended mitigation measures such as intersection improvements and storage lanes reduce movements and delays of concern.

- The Future Total Traffic Conditions Scenario assessed trip generation based on the land use and build-out scenario contemplated by the plan. During the AM peak hour, the existing capacity issues at the Richmond and Fanshawe intersection are exacerbated and various new movements operate over capacity compared to the Future Background Scenario. During the PM peak hour, almost all of the study area intersections have movements that operate at a Level of Service (LOS) F over capacity due to the background increase in traffic volumes and the additional proposed development volumes.

- An improved Future Total Scenario was developed to offset both the capacity issues already present and the capacity issues caused by the anticipated developments. Mitigation measures are mostly based on the measures tested in the Improved Future Background Scenario with a number of additional improvements. During the AM peak hour, the mitigation measures at the signalized intersections reduce the delays on movements of concern, and during the PM peak hour with the exception of the Richmond and Fanshawe intersection, and the West Masonville Place entrance and Fanshawe intersection, the mitigation measures reduce delays on movements of concern to 100s or less and volume to capacity (V/C) values to mostly below or slightly over 1.0.

- The review of parking supplies in comparable cities located in proximity to higher-order transit showed that reductions near major transit stations were typically 20%-30% below general city requirements, with up to 50% reduction for more urban areas. The reductions for parking requirements for areas that are located in close proximity to rapid transit reflect the multi-modal travel behaviour that is typical of a transit-oriented development.

The Transportation Impact Assessment and Parking Study that was completed for the Masonville Secondary Plan provides a high-level overview of the anticipated trends based on the projected growth as well as the existing situation. Development and redevelopment is expected to occur gradually over the next 25+ years, and as individual future developments are proposed, Transportation Impact Assessments will be required for site specific applications to review projected impacts.

4.7 Parkland and Community Facilities

The Masonville Secondary Plan area totals approximately 89ha and does not have any public parks within it. There are a few parks and open spaces in the surrounding area including: Plane Tree Park to the northwest; Virginia Park and the Gibbons wetland to the northeast; Carriage Hill Park and Camden Crescent Park to the southeast; and Helen Mott Shaw Park to the southwest. The intent of the plan is to provide additional parkland within the plan area to support existing and future residents and complement other parks in the surrounding area.

The Masonville Secondary Plan area is a highly urban, developed environment that will transition based entirely on infill and redevelopment. In recognition of this unique situation, the parkland provision will be based on modified standards to reflect the intent for this area. Parkland within the study area will recognize the highly urban setting and have features and facilities that provide a wide range of activities in smaller footprints than more traditional suburban park examples. There are three new parks identified within the Secondary Plan area in the northeast, northwest, and southeast quadrants of the intersection of Fanshawe Park Road and Richmond Street. The size and future function of these parks relates to the amount of development potential in the area.

There have been some concerns raised about the amount of parkland dedication identified for new park space and how the City will acquire the land. Under the existing parkland dedication policies, the City is entitled to receive 5% land dedication for

residential lands or the alternative calculation of 1 hectare per 300 residential units, whichever is greater. For commercial lands, the rate is 2% for land dedication. Creating new public open spaces to support new residents and employees in the area is an important feature of the Secondary Plan to provide functional green space, usable recreation areas and support a more balanced community to accommodate anticipated growth. In most cases, the amount of future parkland identified is less than the total requirement set out in the Parkland Dedication By-law and additional dedication will be collected as cash-in-lieu payments for parkland.

There is an existing identified need for a neighbourhood-scale Community Centre for London North as per the *Parks and Recreation Master Plan*. The Masonville Secondary Plan area is potentially an ideal location based on planned levels of intensification. The Secondary Plan policies permit such a use in any location within the plan boundary. The Masonville branch of the London Public Library is currently located within the plan area. The library serves as a community facility and would benefit from the clustering of future similar facilities nearby.

4.8 Land Use

The London Plan contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality, entertainment, recreational and other related uses within the Transit Village Place Type (811). The final Masonville Secondary Plan will continue to permit a wide range of uses for the majority of the study area to encourage activity and a broad range of land uses. The Plan also identifies strategic transition areas comprised of and/or near existing neighbourhoods where a scoped range of uses are appropriate to be located. The uses proposed within the final Secondary Plan area are consistent with the vision for the Masonville Transit Village, provide effective areas of transition, and will support the transformation of the area into a vibrant, exciting, transit-oriented hub.

4.9 Permitted Heights

Within the Transit Village Place Type in *The London Plan*, all new buildings will be a minimum height of two storeys to encourage efficient use of land, mixed-use developments and to shift the development pattern away from single occupant, single storey developments going forward.

The Transit Village Place Type policies in *The London Plan* contemplate up to high-rise forms in the area with a wide range of two storeys up to a maximum of 22 storeys as per the intensity policies of *The London Plan*. Those policies require that any developments greater than 15 storeys in height, utilize site-specific bonusing to achieve the maximum contemplated of 22 storeys (813*). The permitted heights in the plan area refine those heights permitted for the entire Transit Village and designate areas of low, mid and high-rise development forms where they are appropriately situated and buffered. Individual sites may not allow for the full range of heights permitted and will be determined at the time of a Zoning By-law Amendment application. The greatest heights of up to 22 storeys with bonusing are oriented to the lands that front on Richmond Street and Fanshawe Park Road within the High-rise area.

The designated Mid-rise areas contemplate a range of two (2) storeys up to eight (8) storeys and surround the highest intensity development areas, and provide a more moderate development potential to transition towards lower rise forms. Requests have been received to allow for greater heights within the mid-rise areas through tools such as bonusing and the use of an angular plane. The mid-rise areas provide an important buffer to ensure transition occurs between low-rise areas and high-rise areas, while still providing adequate development potential to achieve the minimum intensity targets and meet the vision of the Secondary Plan. Further, the boundary between various height areas is not intended to be rigid and depending on the development forms proposed, there could be some flexibility in the interpretation of the boundaries where appropriate.

The designated Low-rise areas permit between two (2) storeys to four (4) storeys, and encompass lands located in or near existing low-rise uses. It is anticipated that there would be fewer and more moderate redevelopment opportunities in the Low-rise areas.

4.10 Built Form

The built form policies in the final Masonville Secondary Plan provide detailed guidance for low-, mid- and high-rise buildings to facilitate well-designed built forms that contribute to the transit village character while providing sympathetic transitions and minimizing any adverse impacts. The greatest heights in the plan area are contemplated along Fanshawe Park Road and Richmond Street where there is strategic proximity to the transit station and adequate separation distance from lower density residential areas. Orienting higher development forms to these main streets provides an opportunity for an enhanced ground floor that is activated with commercial spaces and pedestrian movements, and consistent with *The London Plan* policy that the base of all buildings will be designed to establish and support a high-quality pedestrian environment (814_7). The Secondary Plan also prioritizes certain streets to provide minimum amounts of active commercial uses at grade to cluster commercial areas and promote pedestrian movements.

The Urban Design Peer Review Panel expressed some concerns with the level of specificity for design elements such as required podium creation for high-rise forms through discussion and review of the plan. Certain design aspects have been revisited to provide for more flexibility, design creativity and architectural choice regarding building features, while also ensuring important features, such as a comfortable pedestrian street level, are provided.

4.11 Fawn Court

One of the boundaries of the Secondary Plan area is Fawn Court which forms the east edge of the study area. There have been specific concerns raised by residents for this area of the plan and the direction contained in the draft Secondary Plan. The draft plan previously identified the western edge of Fawn Court as a residential priority street to direct that any future redevelopment of the properties contained within the plan area present an active residential interface with this street. This policy direction has been removed from the final Masonville Secondary Plan in response to the objections raised and new redevelopments will not be required to have an active frontage along Fawn Court.

In the draft plan there were two future active transportation connections for pedestrians/cyclists identified as an east-west connection and a north-south connection to Fawn Court. The east-west connection has been removed to respond to residents' concerns raised, though the north-south connection has been retained as it provides a convenient and desirable link to Fanshawe Park Road to reach transit services. The Uplands Trail is also located on the north side of Fanshawe Park Road in this location, which could provide a future connection to the neighbourhoods to the north of Masonville if the requirements for a protected crossing are satisfied.

4.12 Interim Development

Concern has been raised that there would be little flexibility for 'interim' development to occur in the area prior to more comprehensive, large-scale redevelopment. Interim development in this instance was described as the continued development of single-storey commercial building forms. The Masonville Secondary Plan represents a new direction forward for how the area will grow and change which is a departure from the previous policies and permissions, but is consistent with the vision set out in *The London Plan*. One notable change is that the plan requires a minimum of two storeys for new built forms to encourage mixed-use developments and a more efficient use of land. Allowing for the continued development form of single storey and single tenant commercial development does not contribute to the creation of a more balanced, mixed-use, high intensity urban area.

The interim development the City considers appropriate in this area consists of minor additions to existing buildings that does not trigger the need for Site Plan Approval. This approach provides flexibility to existing owners and affords businesses with the opportunity for minor growth or expansion. New development and redevelopments will

be required to achieve the vision and principles of the Secondary Plan and conform to the new direction set out in the land use and built form policies.

5.0 Masonville Secondary Plan Structure

The Masonville Secondary Plan is comprised of eight sections and six schedules. The Masonville Secondary Plan aims to achieve the following vision:

The Masonvillle 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 and play.

The Secondary Plan is based upon the following over-arching principles:

- Build a connected community that encourages transit use and active transportation.
- Green the community through a network of public spaces.
- Develop a pedestrian-oriented environment that is safe, comfortable, and animated at street level.
- Promote exceptional design.
- Identify opportunities for intensification
- Create a complete community that provides a mix of uses, housing types and affordability.

The policies and principles of the Masonville Secondary Plan provide a greater level of detail and more specific guidance for the Masonville Area than the general Transit Village Place Type policies of *The London Plan*. The Masonville Secondary Plan is based on the local context and provides a refinement for the anticipated growth and development that is unique to the Masonville community. The Masonville Secondary Plan is being brought forward prior to the Public Participation Meeting to allow adequate review time for the public and interested parties prior to being recommended for adoption.

Conclusion

The Masonville Secondary Plan is based on the parent policies of *The London Plan* and has been developed with community and stakeholder input. The final Masonville Secondary Plan refines the policies and direction established in the draft plan to help shape and transform the Masonville area. The Masonville Secondary Plan will be brought forward for adoption at a future date of the Planning and Environment Committee at the same time as a Public Participation Meeting will be scheduled.

Prepared by:	**Sonia Wise, MCIP, RPP** **Senior Planner, Site Plans**
Reviewed by:	**Britt O'Hagan, MCIP, RPP** **Manager, Community Building, Urban Design and Heritage**
Recommended by:	**Gregg Barrett, AICP** **Director, Planning and Development**
Submitted by:	**George Kotsifas, P.Eng.** **Deputy City Manager, Planning and Economic Development**

Appendix A

Masonville

Secondary Plan

August 2021

London
CANADA

Contents

1.0 Introduction

1.1 Background

The name "Masonville" was originally attributed to a tavern named "Mason House" built in 1858 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 currently occupied by primarily low-rise commercial buildings, multi-unit residential uses, and large expanses of surface parking. The Masonville Transit Village Place Type is identified as an area for growth in *The London Plan*, and is beginning to see redevelopment interest with the addition of new apartment buildings and infill commercial development.

Masonville is an existing hub for transit services and was part of an Environmental Assessment to evaluate city-wide rapid transit options. The area is designated as 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.

Photo Credit: City of London, 1950

1.2 Location

The Masonville Secondary Plan includes approximately 89 hectares (219 acres) of land within the Urban Growth Boundary and Built Area Boundary in north 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.

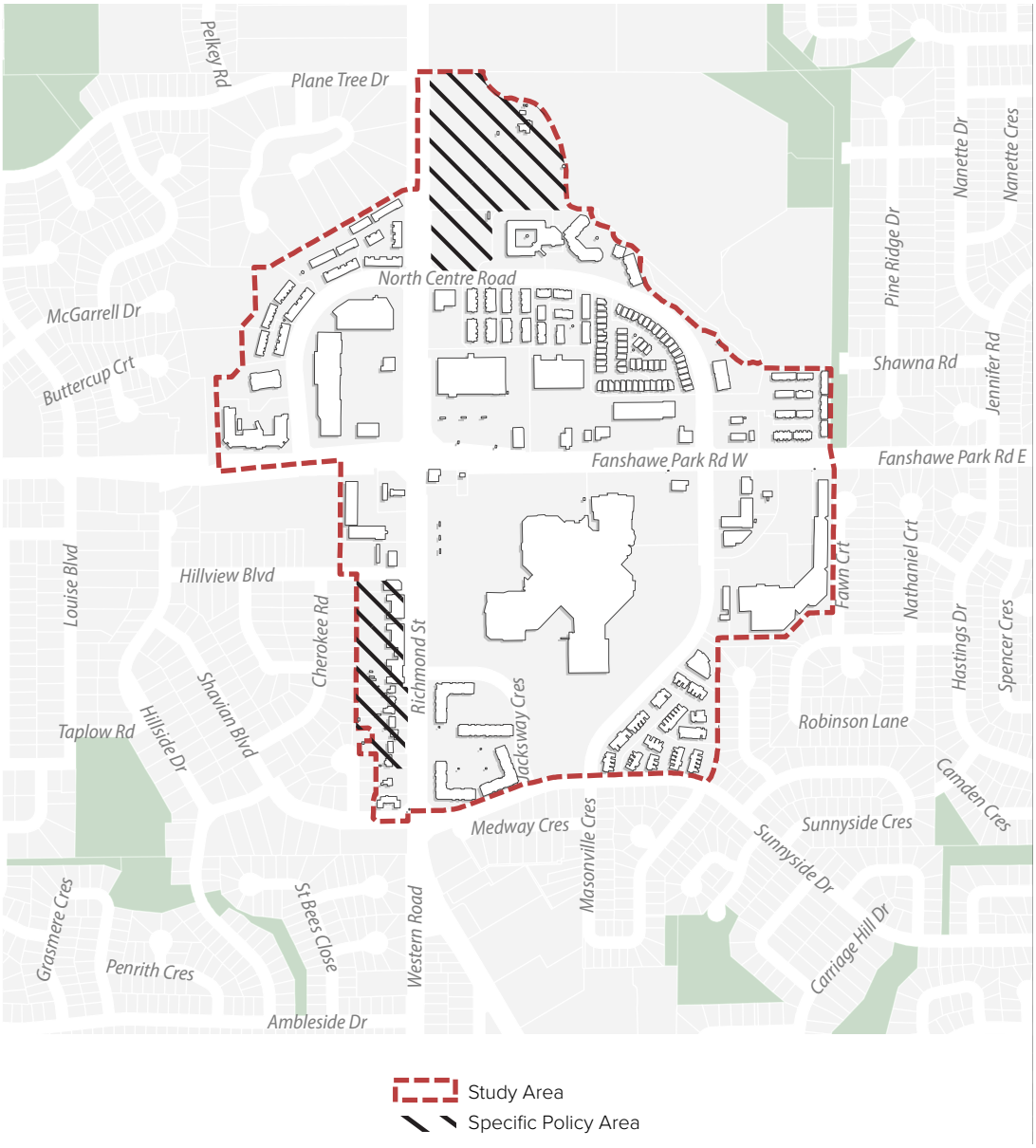


Figure 1: Boundary of Study Area

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 provide a consistent framework to evaluate future developments 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, and play.

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) Increase permeability through large commercial blocks during site development by creating a more fine-grain street network to improve connectivity and walkability throughout the area.

   c) Prioritize pedestrian and active transportation movements 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.

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 for 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 into 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 below, 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 will assist with implementing the vision for the area.

2.1 Areas of Intensity

The two main transportation corridors of Richmond Street and Fanshawe Park Road intersect in the plan area forming a major central point of convergence. Lands surrounding this intersection have excellent access to the existing transit station and are well separated from existing lower density neighbourhoods. The most intensive land uses and built 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 area of intensity at the Richmond and Fanshawe intersection is a transition area where mid-rise developments are permitted to step down the higher heights to more sensitive land uses like low-rise residential 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 generally limited to a range of low-rise, residential uses and small-scale commercial 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 shall 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 public parks are planned to provide outdoor amenity spaces to new and existing residents in the three major quadrants of the plan area. These new parks are equitably distributed throughout the plan area so users will have convenient access without having to cross major roads to access them, and will create focal points for community gathering, recreation and activities.

2.4 Transit Station

The existing Transit Station consists of a bus interchange which provides an important hub of connectivity from Masonville to the rest of the City. The Transit Station will serve as a focal point for development in the area and may be enhanced or expanded over time through public and private investment and service improvements. Pedestrian and cyclist movements and facilities will be prioritized in and around the station to increase the convenience and comfort of transit users. A diverse mix of commercial and service offerings will increase activity along the street, and the proximity to higher intensity uses along Fanshawe and Richmond will provide convenient access for residents.

2.5 Moving Around

The creation of new connections through a system of public and/or private streets will decrease block sizes and increase the permeability of the area to 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 better manage stormwater runoff. Active transportation will be improved through the new connections and will become a more appealing method of moving around. The new connections will provide alternative routes to new open spaces, community facilities, the Transit Station and other destinations of interest.

Fanshawe Park Road, Richmond Street and North Centre Road connecting into the east-west portion of Jacksway Crescent will be prioritized for enhanced cycling facilities to promote safe and inclusive recreation and travel for all abilities. These active transportation connections or 'greenways' will provide routes throughout the plan area to destinations of interest and existing multi-use pathways.

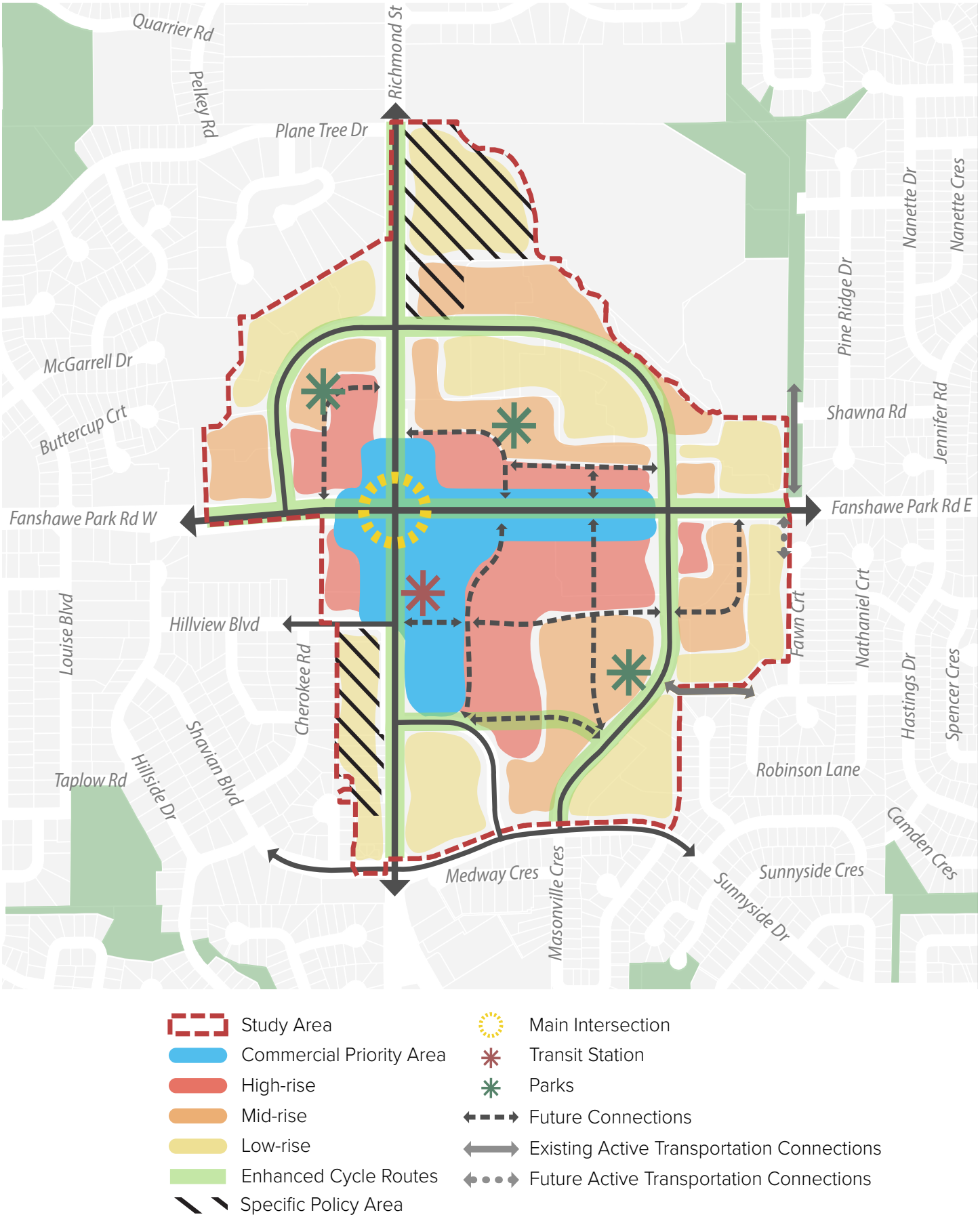


Figure 2: Community Structure Plan

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 with the street network to create an integrated system for enhanced pedestrian, cycling and vehicular connectivity. The mobility policies are based on:

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 movement 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:

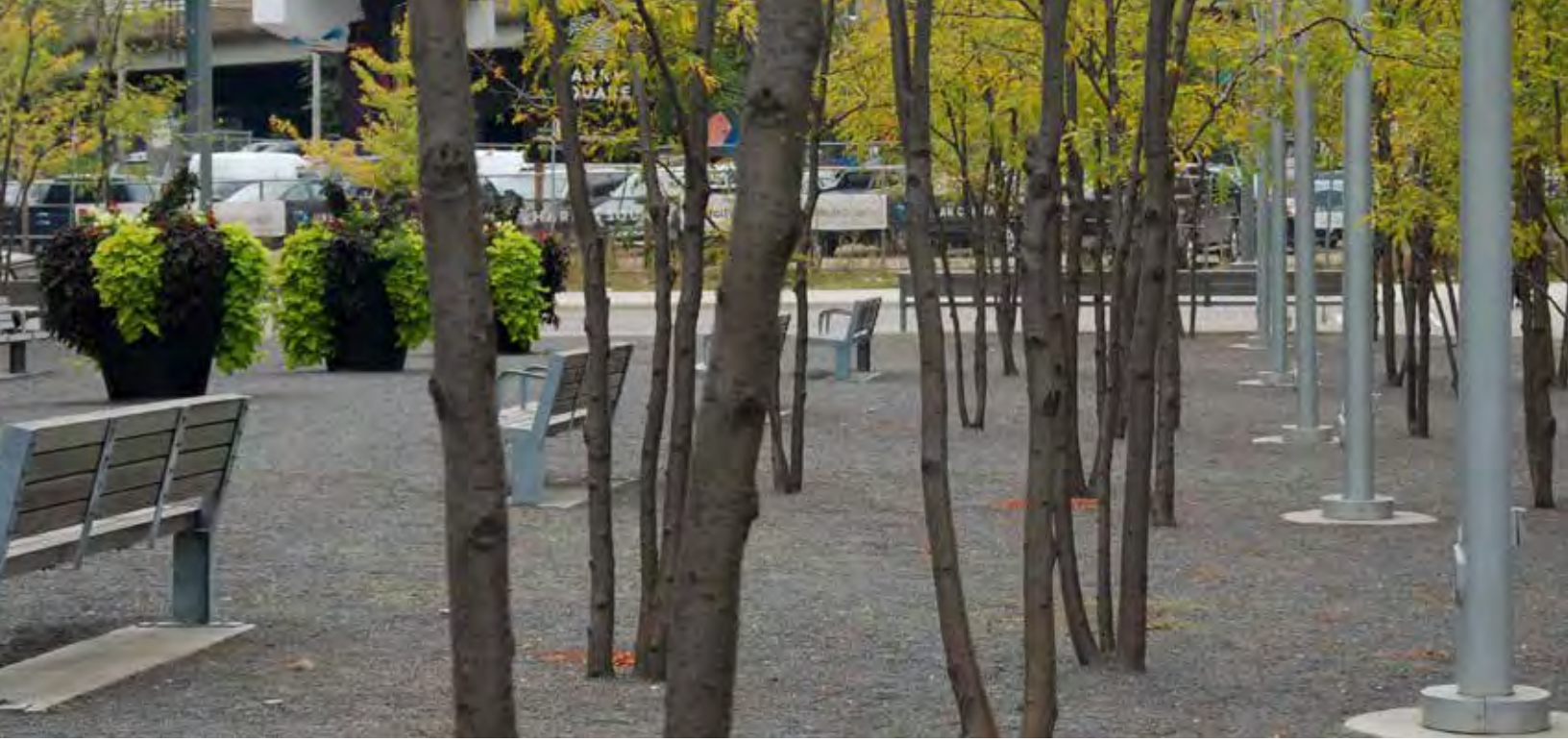
i) The design of streets will prioritize pedestrian movement through the provision of wide sidewalks, benches, trees, landscaping, lighting, safe crossings and other streetscape elements that improve pedestrian comfort.

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 increase permeability through large commercial blocks to create smaller development blocks and a more fine-grain street network that promotes 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 are required where a development parcel fronts on, is adjacent to, or requires the access of a connection, and shall be determined at the time of planning and development applications such as, but not limited to: Zoning by-law amendments, plans of subdivision and site plans.

v) Large development sites and/or sites



that propose partial or phased development shall show new vehicular, pedestrian and cycling connections as part of a Conceptual Master Development Plan.

vi) Future active transportation connections identified on Schedule 5 will provide additional or enhanced pedestrian and cycling linkages as 'greenways' to the existing recreational pathway network as well as providing better access throughout the plan area and surrounding the Transit Station.

vii) All new connections surrounding the 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.

viii) 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.

ix) 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.

x) Variations to Schedule 5 may be considered by the City by exception based on circumstances such as topography, proposed abutting land uses, and opportunities to implement other objectives from the *Transportation Master Plan*, the *Cycling Master Plan*, the future *Mobility Master Plan* and this Secondary Plan, in accordance with the policies in section 7.9 of this Plan.

xi) All street typologies within the plan area should provide a variety of features to support a broad range of different users.

xii) 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) Vertical streetscape elements 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 Transit Station shall be designed as a landmark facility and community focal point with high quality treatments and decorative features.

3.1.3 Private Streets

Private streets within the plan area are intended to function as publicly accessible 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 at the time of partial or full construction. The design and function of private streets shall implement the following:

i) Private streets shall be designed to provide the same function as public streets for pedestrians, cyclists and motorists.

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) Private developments are permitted to utilize the space above and below private streets for such uses as aerial art fixtures, decorative lighting or underground parking, provided there is no conflict for the use of the space by vehicles, pedestrians or cyclists.

v) Private streets may utilize alternative paving and surface materials to be flexibly designed (ie. as a woonerf) and used for festivals, events and gatherings.

vi) The construction of private streets and provision of a public access easement shall occur where a development parcel fronts on, is adjacent to, or requires the access of a private street identified in Schedule 5.

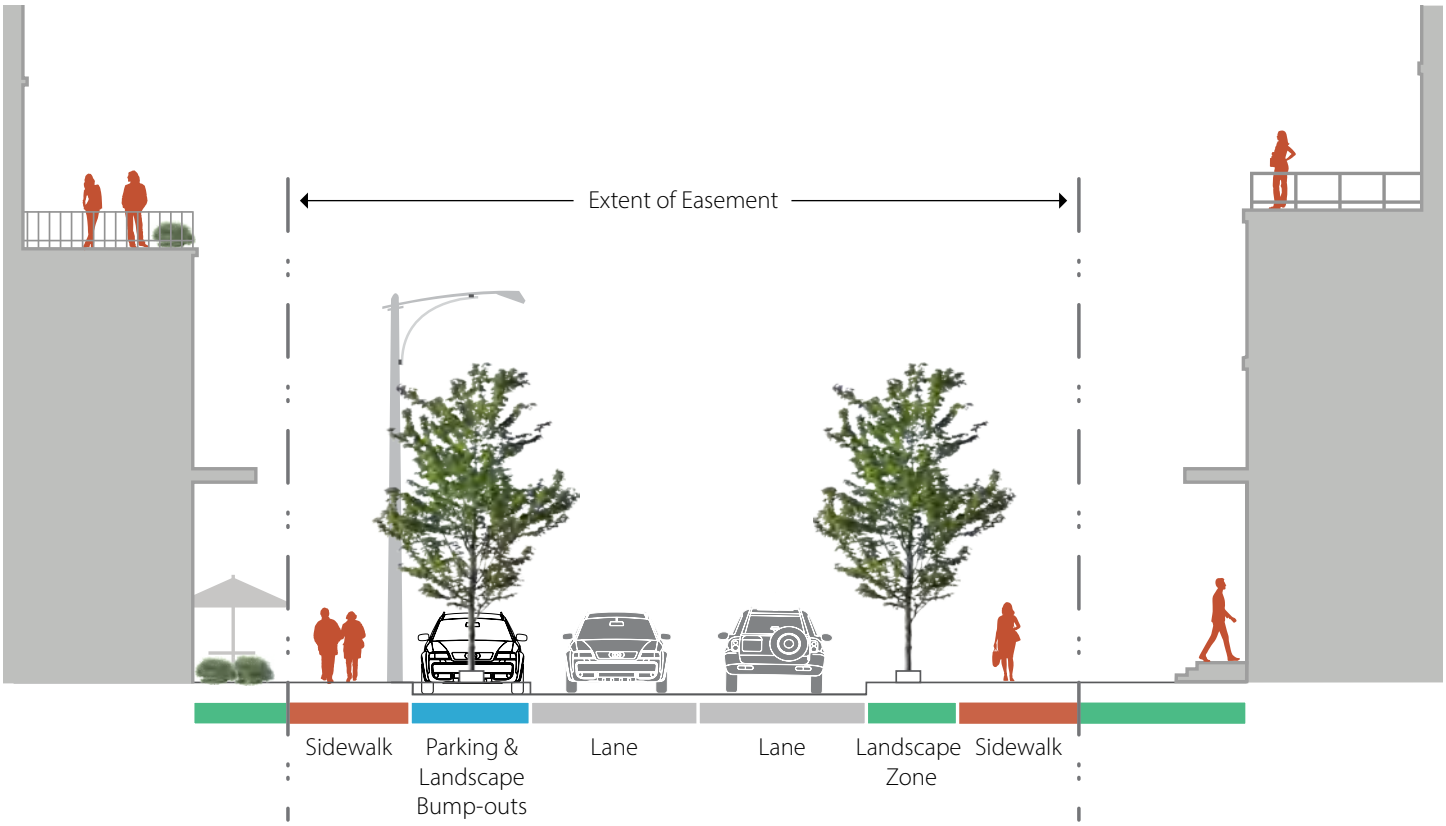


Figure 3: Typical Cross-section of a Private Street with a variety of standard and additional elements shown.

vii) Large development sites and/or sites that have partial development proposed shall show the full extent of private streets, pedestrian connections and any cycling connections as part of a Conceptual Master Development Plan.

viii) The east-west extension of Jacksway Crescent shall be designed at a higher standard as a major east west connector and as a major 'greenway' cycling connection to planned cycle lanes along North Centre Road.

ix) The east-west connection of Hillview Boulevard to the Masonville Mall entry at North Centre Road is prioritized as a future public road, if and when, the existing enclosed shopping centre redevelops.

3.1.3.1 Standard Elements for Private Streets

i) Sidewalks shall be provided on both sides of new private streets and should be designed in accordance with the minimum widths and acceptable gradient as set out in the Design Specifications and Requirements Manual.

ii) Sidewalks should be separated from the travelled portion (lane) of private streets by a buffer area comprised of a minimum of one metre landscape strip zone, or on-street parking area.

iii) The travelled portion (lanes) of the private street shall be provided in accordance with the lane widths set out in the Design Specifications and Requirements Manual.

iv) Private roads that are identified for enhanced cycle facilities shall incorporate bicycle lanes at the minimum width specified by the Design Specifications and Requirements Manual, either within the travelled portion of the street, or within the boulevard. 'Sharrows' are not an acceptable alternative where an enhanced cycling facility is identified.

v) The extent of private streets defined as the publicly-accessible area will be interpreted as the outer edge from one sidewalk to another. An easement over the extent of private streets shall be entered into with the City to provide public access. Streetscape elements such as lighting, street furniture and landscaping located outside of this extent will be considered as part of the landscape open space, amenity space and site design.

vi) Traffic calming measures may be applied to encourage low traffic speeds and volumes, to minimize conflicts between users and to discourage cut-through traffic. Where warranted, traffic calming measures are to be addressed at the time of site plan, and include, but are not limited to such features as: raised crossings, chicanes, speed cushions, and tree planting or other vertical elements located adjacent to the curb.

3.1.3.2 Additional Elements for Private Streets

i) Plantings should be installed in permanent landscaped areas, and should include tree plantings where adequate soil volumes exist.

ii) Plantings may be incorporated in alternative forms such as landscape planters or containers where underground constraints exist, such as underground parking or utilities.

iii) 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 parking spaces, to break up large stretches of parking areas and provide opportunities for trees and other streetscape furniture and amenities.

iv) Landscape bump-outs should be a minimum of $25m^2$ to provide adequate space to incorporate multiple tree planting, low-impact development and rain gardens.

v) Pedestrian-scale lighting, street furniture and signage should be included where appropriate to improve pedestrian safety and comfort, without detracting from the function or design of the space.

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 and residential drop-offs and deliveries, where it does not conflict with pedestrian and cycling priority or constrain transit operation.

ii) On-street parking (parallel, perpendicular or angled) provided within the publicly-accessible extent of private streets will be counted towards any parking requirements on the adjacent development site(s).

iii) 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.

iv) Structured parking should be designed in a flexible manner with an appropriate floor to ceiling height to allow the conversion to alternative active uses in the future. Structured parking ramps should not have parking located on them.

v) 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 $25m^2$ to provide adequate space for multiple tree plantings, low-impact development, and rain gardens.

   g) Enhance the safety and attractiveness of the public realm.

viii) Joint access to adjacent parking lots (above or below ground) on adjoining properties should be established where feasible.

ix) With the exception of purpose-designed on-street parking spaces, parking should not be located between a building and a public or private street.

x) Access to parking areas should be located on lower order streets, where possible, and driveway/laneway access points consolidated to minimize curb cuts and pedestrian conflicts.

xi) Reduced parking standards may be considered for new developments that demonstrate offset measures such as integrated vehicle share programs for residents, shared on-site parking between different land uses, and proximity to transit.

xii) Bicycle parking and supportive facilities such as change rooms and showers should be provided for all new development and are encouraged.

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 active transportation and the use of public transit. The design of green spaces and use of building technologies will also help to achieve sustainability principles and address the climate emergency.

3.2.1 Green Spaces

Development in the plan area is encouraged to achieve a high standard of environmental sustainability by incorporating the following green space policies:

i) Reduce private automobile dependence through the 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 buildings and landscapes through elements such as community gardens, private gardens, greenhouses, roof-top gardens, and edible landscaping.

3.2.2 Green Buildings

Development and building design in the plan area is encouraged to achieve a high standard of environmental sustainability through incorporation of the following green building policies:

i) Dedicated areas should be provided within buildings for the collection and storage of recycling and organic waste that is equally as convenient as the garbage facility.

ii) Development is encouraged to reduce impacts on the environment through achieving green building best practices such as LEED certification, net-zero or net-positive greenhouse gas emissions, and through efficient design and energy usage.

iii) Building construction is encouraged to minimize the waste of materials, water and other limited resources, and utilize recycled and reclaimed materials.

iv) Development should use durable materials that help to conserve energy by lowering maintenance and replacement costs. Development is encouraged to use locally harvested, recovered, manufactured or extracted building materials.

v) Green roofs or cool roofs should be installed on all new mid-rise and high-rise developments, including surface materials with high solar and thermal reflectivity to help reduce the impact of buildings on the climate.

vi) Building orientation should maximize opportunities for passive solar gain where possible, and utilize green building technologies such as solar devices.

vii) Electric vehicle charging stations should be installed in all new mid-rise and high-rise developments.

viii) The use of alternative green energy sources such as district energy and solar is encouraged 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 pedestrian network but also improve sustainability within the area. The following policies apply to stormwater management within the Masonville Secondary Plan area:

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 is discouraged. Efforts to utilize stormwater as a resource and/or the 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) Sustainable stormwater management techniques should be utilized 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) Low Impact Development (LID) principles and practices shall be promoted and showcased 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) Pathways or other public spaces should be located 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, schools and libraries should be designed to meet the needs of current and future residents as the area grows.

ii) Community centres, schools and libraries are permitted in all land use areas within the Secondary Plan area.

iii) Community centres, schools 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 and planned open space is encouraged.

iv) The possibility of including a new community centre within a private mixed-use development with residential and/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.

3.5 Protected Major Transit Station Area

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 higher-level of intensity is envisioned for development in this plan area to support the provision of higher-order transit. The minimum intensities for Transit Villages identified in the PMTSA policies of *The London Plan* shall apply for the entire Masonville Secondary Plan area, with the exception of minimum and maximum heights, where the policies of this plan shall prevail.

Large development sites and/or sites that have partial development proposed shall delineate the extent of the development block(s) as part of a Conceptual Master Development Plan to establish a calculable area to apply the minimum standards identified in the Protected Major Transit Station Area policies for tracking purposes.

3.6 Transit Station

The existing Transit Station consists of a bus interchange which provides an important hub of connectivity from Masonville to the rest of the City. The Transit Station will continue to serve as a focal point for development in the area and may be enhanced, expanded or relocated over time through public and private investment. The 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 Transit Station:

i) Improvements to, or redevelopment of, the Transit Station may be as a stand-along structure or 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) Mid-block pedestrian and active transportation connections should be provided between new and existing buildings in and around the station to facilitate pedestrian and cyclist permeability through the area.

iv) Pedestrian and transit vehicle movements will have priority in and around the station area.

v) Ground floor uses surrounding the station, shown in Schedule 6, shall be active and oriented to the station with building entrances and direct pedestrian connections.

vi) Decorative design features, public art, unique street furniture, and lighting will be encouraged to highlight the station and to establish a distinct sense of place.

3.7 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 this Secondary 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 Master Plan* and the *Design Specifications and Requirements 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 and shown as part of a Conceptual Master Development Plan. Parkland dedication will occur prior to the issuance of a building permit, or may be secured through an easement, holding provision, or agreement entered into with the City, to the City's satisfaction.

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 open space and/or POPS will be encouraged for the southwest quadrant of the intersection of Fanshawe Park Road and Richmond Street.

vi) New public parks shall have at least one public street frontage.

vii) New parks should be located and designed to be buffered from vehicular traffic on Fanshawe Park Road and Richmond Street where possible.

viii) 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.

ix) Where POPS are provided in private ownership they shall be publicly accessible as established through an easement and agreement entered into with the City.

x) An expanded range of activities, programming, events and uses may be permitted on POPS as established through an agreement with the City.

xi) Enhanced pedestrian space or public plazas are encouraged for the lands at the intersection of Richmond Street and Fanshawe Park Road.

xii) 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 contribute to the community character.

xiii) Safe, convenient and enhanced pedestrian and cycling connections will be established within the boulevard along Fanshawe Park Road to the Uplands Trail from North Centre Road.

xiv) Pedestrian and cycling connections identified on Schedule 5 and additional pedestrian and cycling connections that are not shown on Schedule 5 will be determined through site specific development applications.

3.8 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 contribute to providing accessible, affordable, and quality housing options that people will want to live in. It is the objective of this Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The City will work with other government agencies, the not-for-profit sector, and private developers 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 units, townhouse-style units and live/work units should be incorporated into the base of mid-rise and high-rise residential development along appropriate street-frontages to promote walkability, activation and different dwelling style choices.

v) Each site-specific development proposal will be assessed on its ability to contribute to affordable housing.

vi) Affordable housing units within market housing buildings shall be integrated with shared lobbies and amenities.

vii) The indoor and outdoor communal amenity spaces included in new developments should support a variety of age groups, including children, adults, seniors and families.

viii) Secure and convenient storage areas are encouraged for strollers, mobility aids and other equipment to support the needs of a diverse population.

ix) Available tools and provisions under the *Planning Act*, such as bonusing or inclusionary zoning, will be used to secure affordable housing units at the time of development applications.

x) The utilization of innovative design features, construction techniques, or other tenure arrangements for residential developments, to broaden the provision of affordable housing will be encouraged.

3.9 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 broad suite of tools afforded by the *Planning Act*, such as, but not limited to, Bonusing, a Community Benefits Charge, Site Specific Zoning Applications 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 and Levy 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/or Community Benefits Charge (CBC) planned and identified facilities, features or matters.

v) Contribution to the development of transit amenities, features, commuter parking, and/or other facilities.


LIVE

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, schools and libraries; transit facilities, public and private parks, and private streets.

ii) New single detached dwellings, semi-detached dwellings and duplex dwellings 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 20,000m^2 of office space will be permitted in the plan area, and no more than 5,000m^2 of office space will be permitted in any individual building.

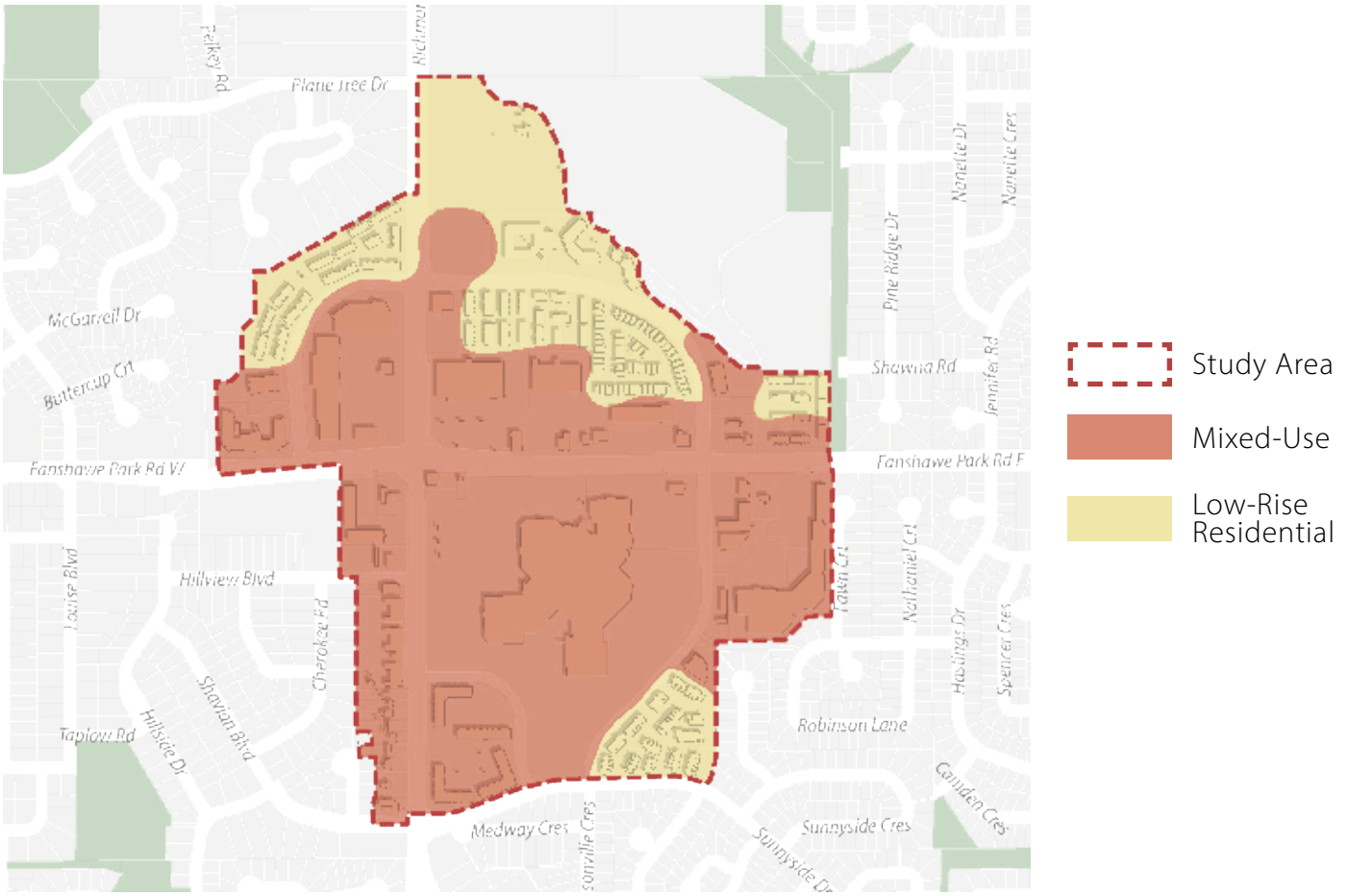


Figure 4: Land Use Areas

4.2 Mixed-Use Area

The 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 single-storey, stand-alone commercial, retail and other non-residential 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 neighbourhoods. The existing mature neighbourhoods are intended to be maintained, though 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 300m^2.

4.4 Priority Ground Floor Uses

4.4.1 Commercial Character Streets

To facilitate 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. These streetscape characters are generally aligned with the land uses on Schedule 3, and further described in section 6.5 Ground Floor Design.

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. These streets require mandatory active ground floor commercial uses at grade to promote pedestrian movements and create vibrancy at a focal point in the plan area. Active ground floor commercial uses are those uses that encourage regular and frequent movement to and from building entrances that activate the streetscape with high volumes of people. For the purpose of this plan, active ground floor 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

4.4.2 Residential Character Streets

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 active ground floor residential uses that provide a residential interface through existing low-rise residential areas to enhance the residential streetscape and promote pedestrian movements.

4.4.3 Flexible Character Streets

For all other streets that are not shown on Schedule 6, non-residential ground floors are encouraged, but not required. All other streets can have either active ground floor commercial uses or active residential ground floor uses, or a combination of both.

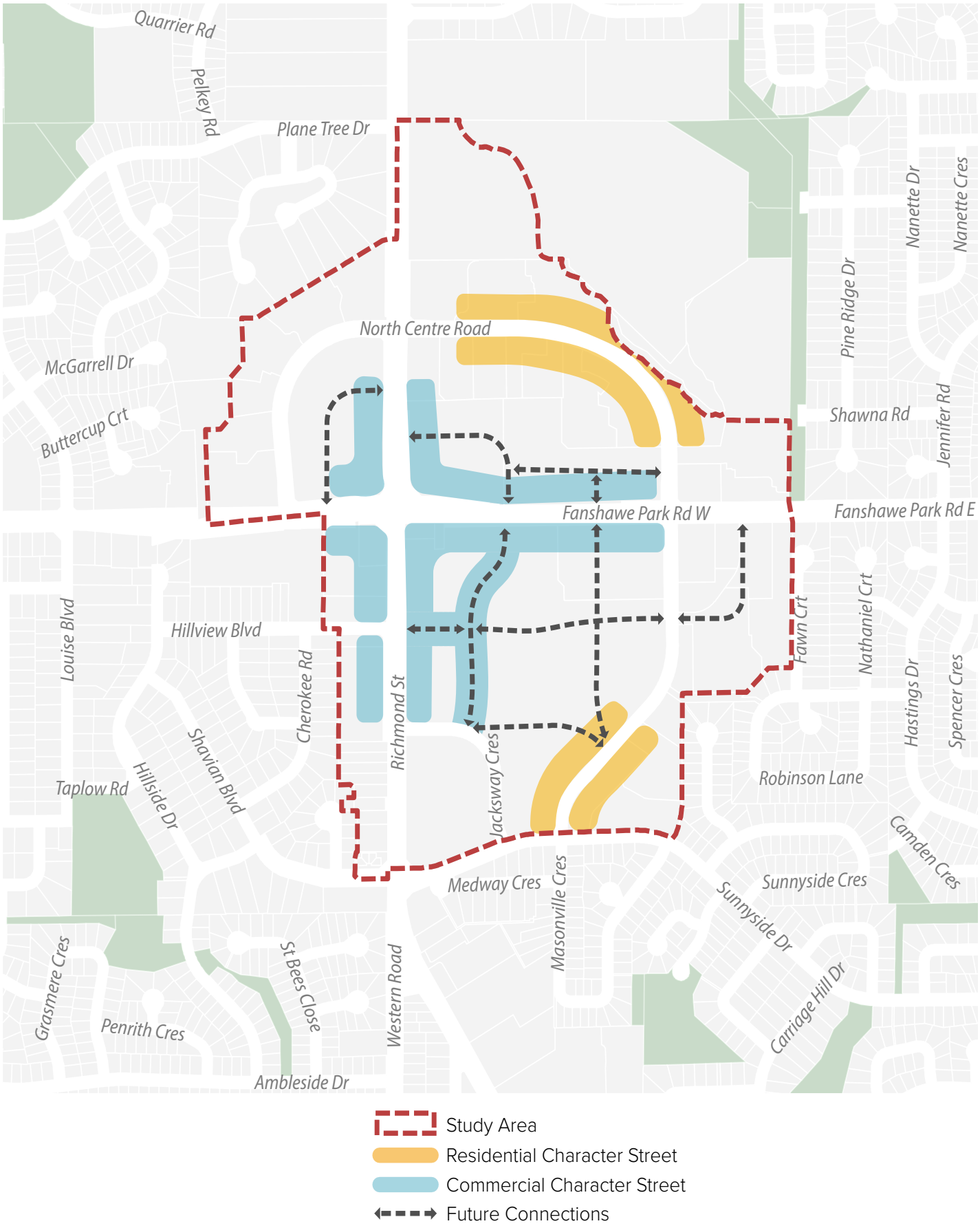


Figure 5: Priority Streets

5.0 Height

The range of permitted heights will vary throughout the Secondary Plan as identified on Schedule 4 to focus areas of intensity and ensure transitions in height to existing sensitive uses. Within the plan area, intensity of development is based on High-Rise, Mid-Rise and Low-Rise permitted height areas. The boundaries between the various areas identified on Schedule 4 are not intended to be rigid and allow some flexibility for creative design solutions, such as the transition of height within a single building. The following policies apply to the entire plan area, unless otherwise specified:

5.1 Minimum Heights

The minimum permitted height for all lands within the Masonville Secondary Plan area shall be no less than two storeys to facilitate an efficient use of land and encourage mixed-use development forms.

5.2 High-Rise Area

The High-Rise Area allows the greatest building height in the plan area and is concentrated along Richmond Street and Fanshawe Park Road, which is the main intersection and focal point for development. There is significant opportunity for intensification due to the high availability of surface parking lots, and the separation distance to the Low-Rise Areas and existing neighbourhoods. There is strategic proximity to the Transit Station, and this area will feature the tallest building heights and greatest intensity in the plan area to support public transit.

Up to high-rise building forms are permitted in the High-Rise Area and the maximum permitted heights shall be up to 22 storeys, in accordance with the Transit Village intensity policies of *The London Plan*.

5.3 Mid-Rise Area

The Mid-Rise Area will provide an important transition for building heights from the High-Rise Areas to the Low-Rise Areas 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.

Up to mid-rise building forms are permitted in the Mid-Rise Area and the maximum permitted heights shall be up to eight (8) storeys.

5.4 Low-Rise Area

The Low-Rise Area is generally comprised of, or located in proximity to, existing mature residential neighbourhoods, or low-rise residential uses. New development within these areas will be based on low-rise development forms to ensure compatible scale and building heights.

Low-rise building forms will be permitted in the Low-Rise Area and the maximum permitted heights shall be up to four (4) storeys.

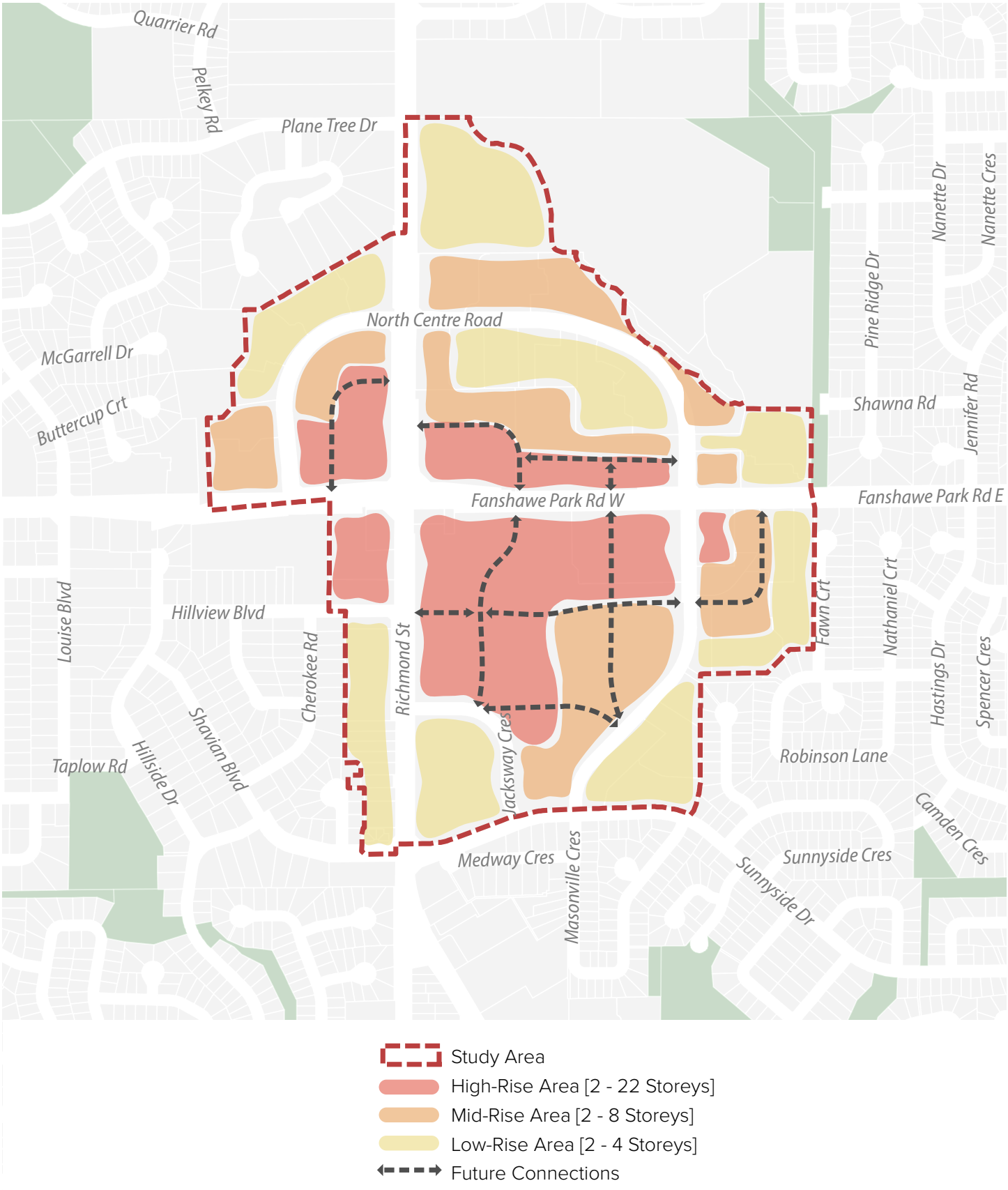


Figure 6: Permitted Heights

6.0 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 and provide effective transition to ensure development is an appropriate fit with existing low-rise residential uses.

6.1 General

The following policies apply to all new development in the Masonville Secondary Plan area, unless otherwise specified:

i) The height and massing of new buildings shall fit within a 45 degree angular plane, starting at 7m above grade and measured 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.

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:

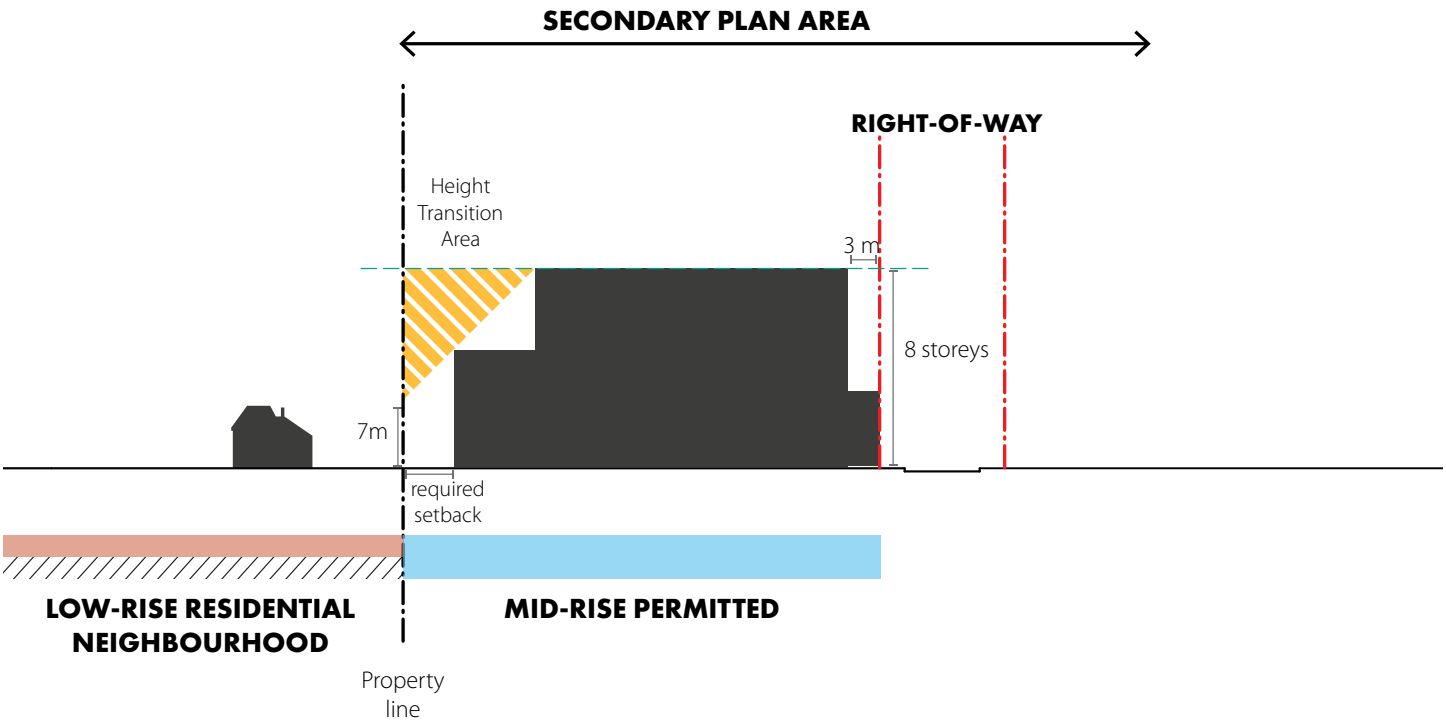


Figure 7: Neighbourhood Transition

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) The design of buildings should form a well-defined and continuous street wall to support a pedestrian-oriented environment.

v) 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.

vi) Usable outdoor amenity spaces that activate the front yard setback, including porches, stoops, courtyards, patios and plazas are encouraged.

vii) Buildings located at the terminus of vistas or view corridors should incorporate architectural design elements and massing that enhances the terminal view.

viii) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.

ix) In addition to the connections shown on Schedule 5, mid-block pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.

x) Building design should minimize privacy and redevelopment impacts adjacent properties through adequate setbacks and massing orientation.

6.2 High-Rise Buildings

The following policies apply to new high-rise development in the Masonville Secondary Plan area:

i) For the purpose of this Secondary Plan, High-rise buildings are buildings that are nine (9) storeys in height or taller.

ii) High-rise buildings should have a minimum 5m stepback at the third storey, fourth storey, or fifth storey, (proportional to the street type), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.

iii) High-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 and provide better sunlight penetration at street level.

iv) High-rise buildings should be designed with slender towers that allow shadows to move quickly, minimize the obstruction of views and limit the visual mass and overlook as experienced from nearby properties and the public realm.

v) High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the eighth storey, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.

vi) Towers shall not have any blank façades.

vii) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.

viii) High-rise buildings should have a minimum separation distance of 25 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 provision of 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.

v) All portions of High-rise buildings above the street wall stepback should be setback a minimum of 12.5 metres from the interior property line of any adjacent site that could accommodate high-rise or mid-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.

vi) 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 distinctive from the rest of the building through the use of stepbacks, articulation, change in materials or other architectural features.

6.3 Mid-Rise Buildings

The following policies apply to new mid-rise development in the Masonville Secondary Plan area:

i) For the purpose of this Secondary Plan, Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.

ii) Mid-rise buildings should have a minimum 3m stepback at the third, fourth, or fifth storey, (proportional to the street type), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.

iii) 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.

6.4 Low Rise Buildings

The following policies apply to new low-rise development in the Masonville Secondary Plan area:

i) For the purpose of this Secondary Plan, Low-rise buildings include forms such as townhouses, stacked townhouses and low-rise apartment buildings up to and including four (4) storeys in height.

ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private 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 façade. Underground parking is preferred where feasible

iii) Townhouse units should be limited to no more than eight (8) horizontally-attached units to ensure adequate breaks in the street wall to provide permeability and access.

iv) Cluster developments will be oriented with active street frontages along public and private streets as a first priority.

6.5 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 providing 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 providing a modest setback for building elements, such as canopies, patios, plazas, public or private forecourts, and doors. 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 those existing 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. Minor grade separations may be considered by exception and accommodated with ramps on constrained sites.

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 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.

6.5.1 Ground Floor Commercial Design

Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower-order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

6.5.2 Ground Floor Residential Design

Where a residential ground floor is provided, 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. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

6.6 Back of House and Loading Areas

Loading areas are a necessary component of existing and future commercial and residential uses which are an integral part of this Secondary Plan. The following policies are required for new back of house and loading areas:

i) Loading docks and back of house areas should be located away from Fanshawe Park Road, Richmond Street, North Centre Road, Jacksway Crescent and the future connections identified in Schedule 5 to not detract from a pedestrian-oriented streetscape.

ii) Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.

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 in materials complementary to the main building and screened with landscaping.

7.0 Our Tools

7.1 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 conform with the policies of this Plan.

7.2 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 and height areas as shown on Schedule 4 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 the 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.

7.3 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.

7.4 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.

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.

7.5 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 Evaluation Criteria for Planning and Development Applications 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.

7.6 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.

7.7 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.

7.8 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.

7.9 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 or opportunities such as: topography; proposed abutting land uses; enhanced site or building design; and to implement other objectives from the *Transportation Master Plan*, the *Mobility Master Plan*, the *Cycling Master Plan*, the *Rapid Transit Environmental Assessment*, and this Secondary Plan. Substantive changes or eliminations of 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.

7.10 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.

7.11 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 Low Impact Development (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 Engineer.

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.

7.12 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 section 3.8
- Conceptual Master Development Plan: which sets out development areas, development phases, new pedestrian, cycling and street connections, the extent of proposed easements for public access, and new park land in accordance with this 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 demonstrating response to policies in section 7.11
- 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 and will be identified 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.


IDA
RICHMOND HILL
PHARMACY

8.0 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.

8.1 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.

8.2 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.

8.3 230 North Centre Road

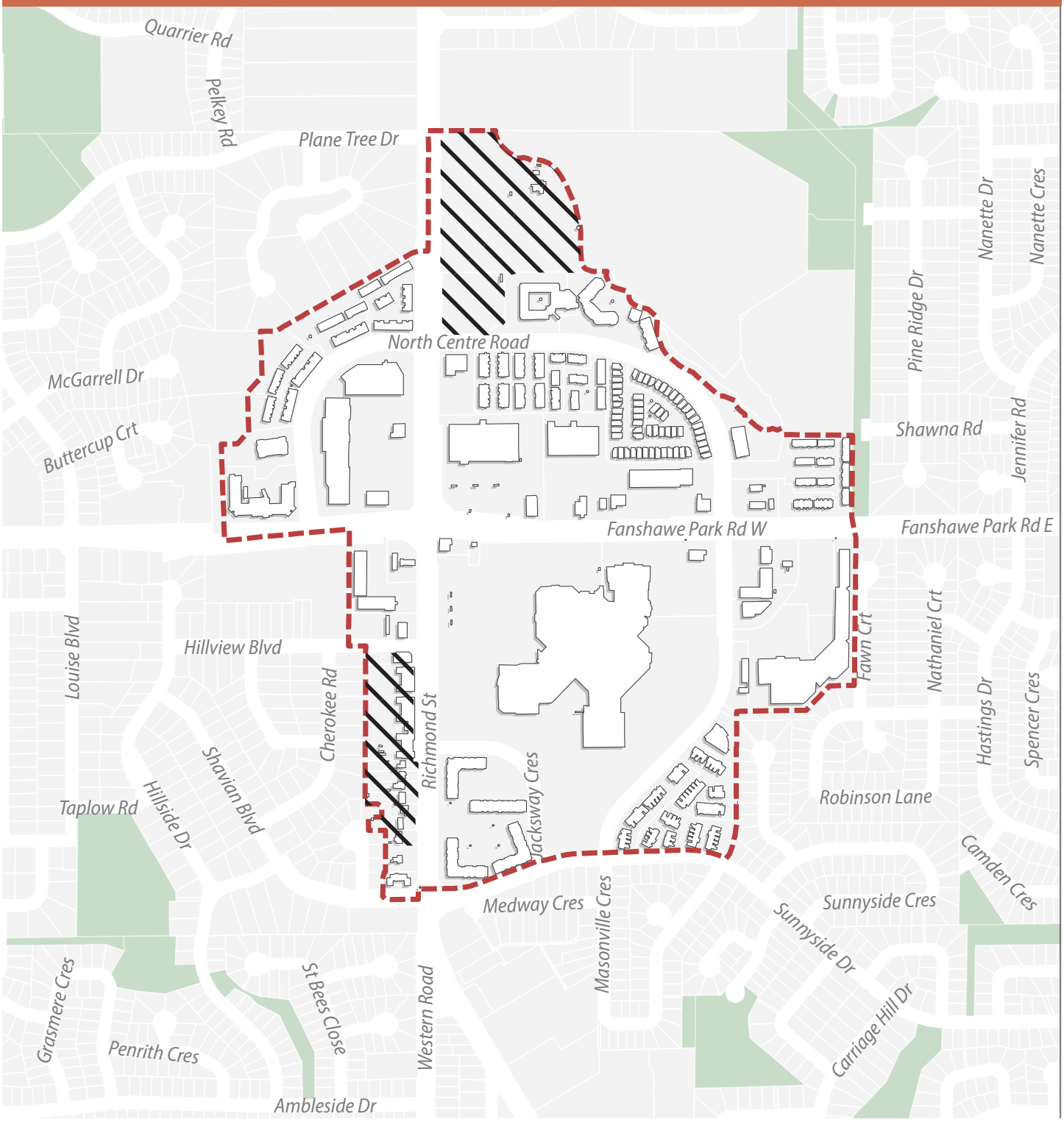
i) A maximum density of 192 units per hectare and a maximum height of 15 storeys shall be permitted subject to the regulations of the Zoning By-law.

8.4 1836 Richmond Street

i) 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.

9.0 Schedules

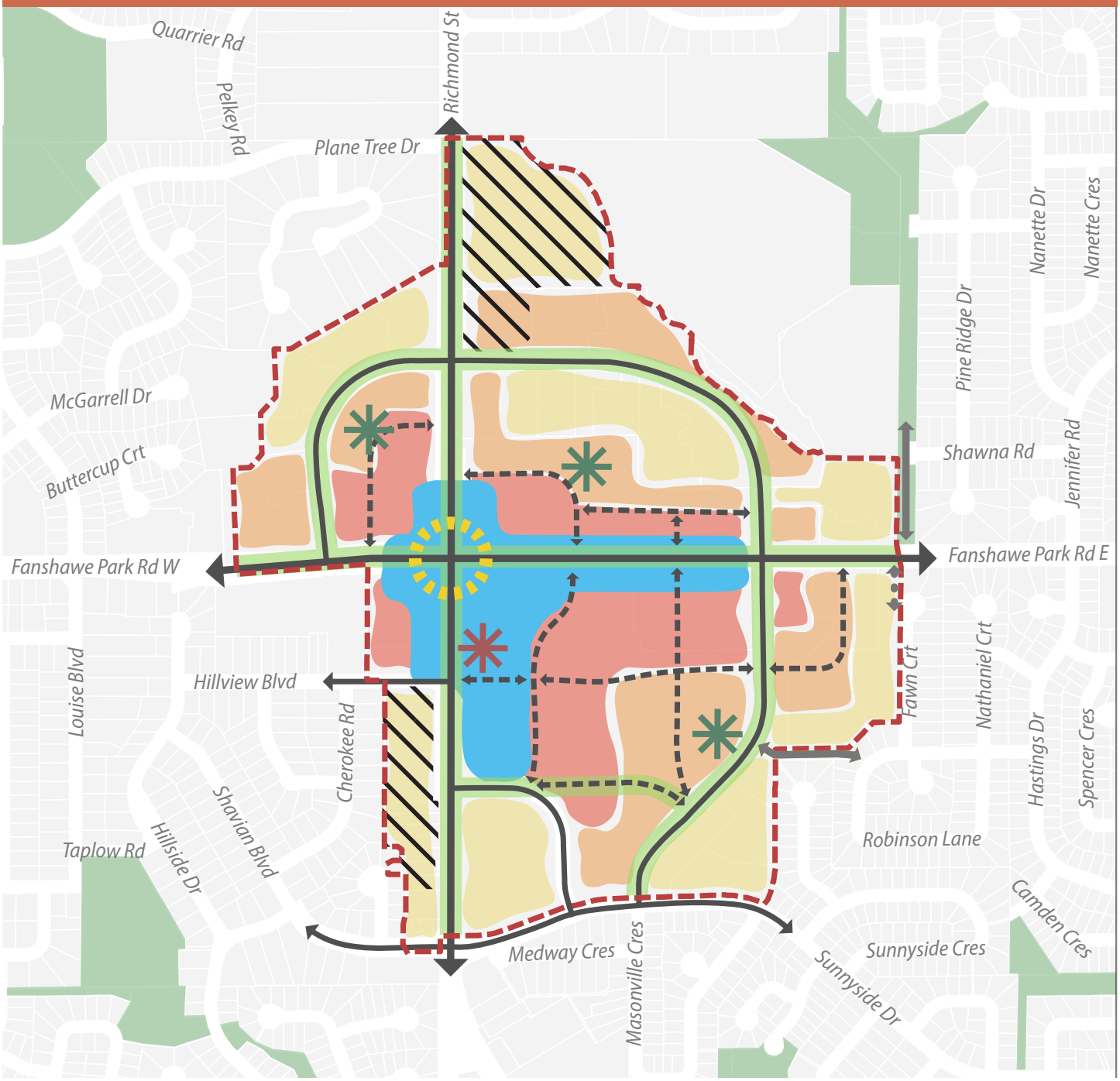
SCHEDULE 1 - PLAN BOUNDARY



Study Area

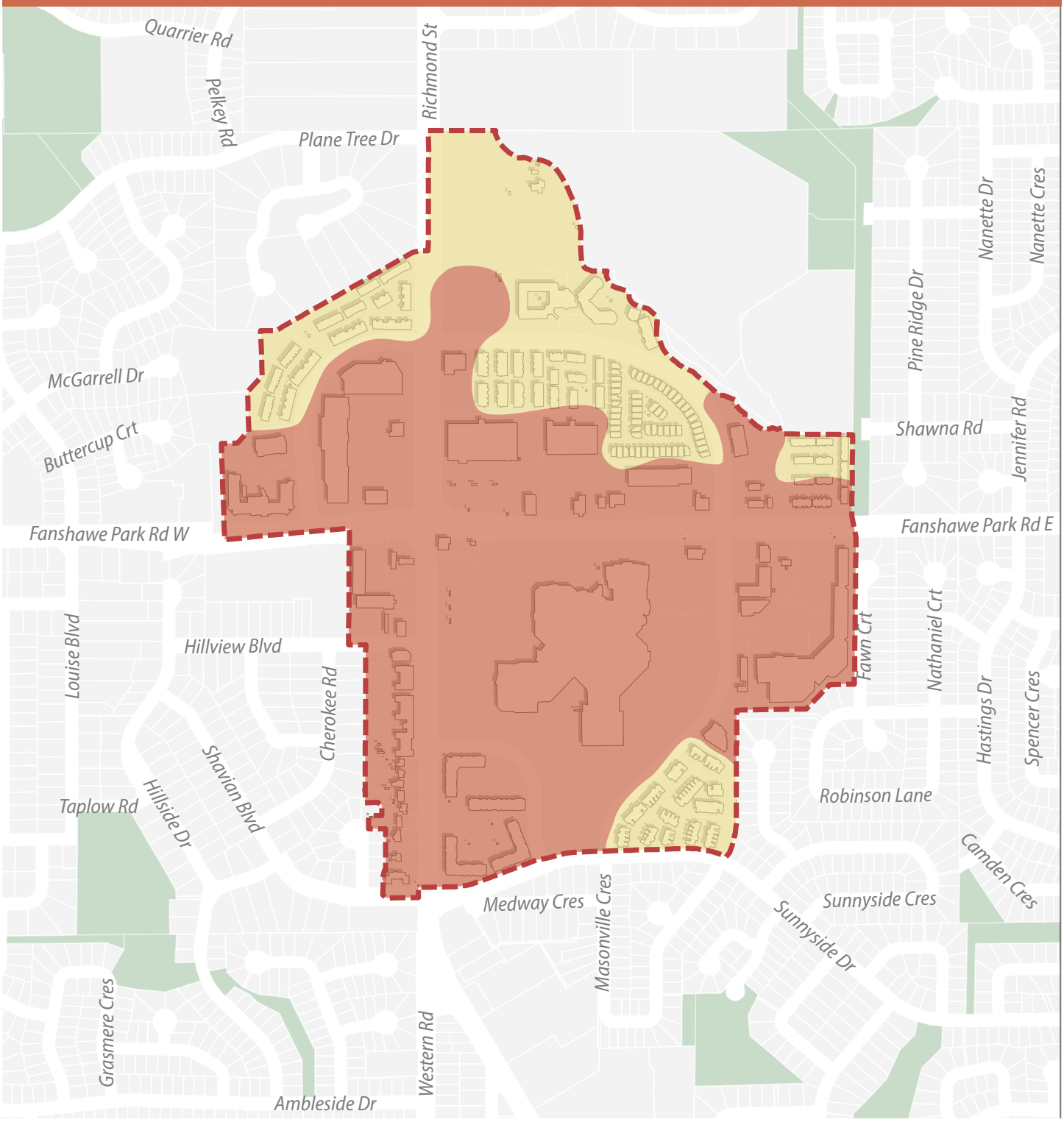
Specific Policy Area

SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



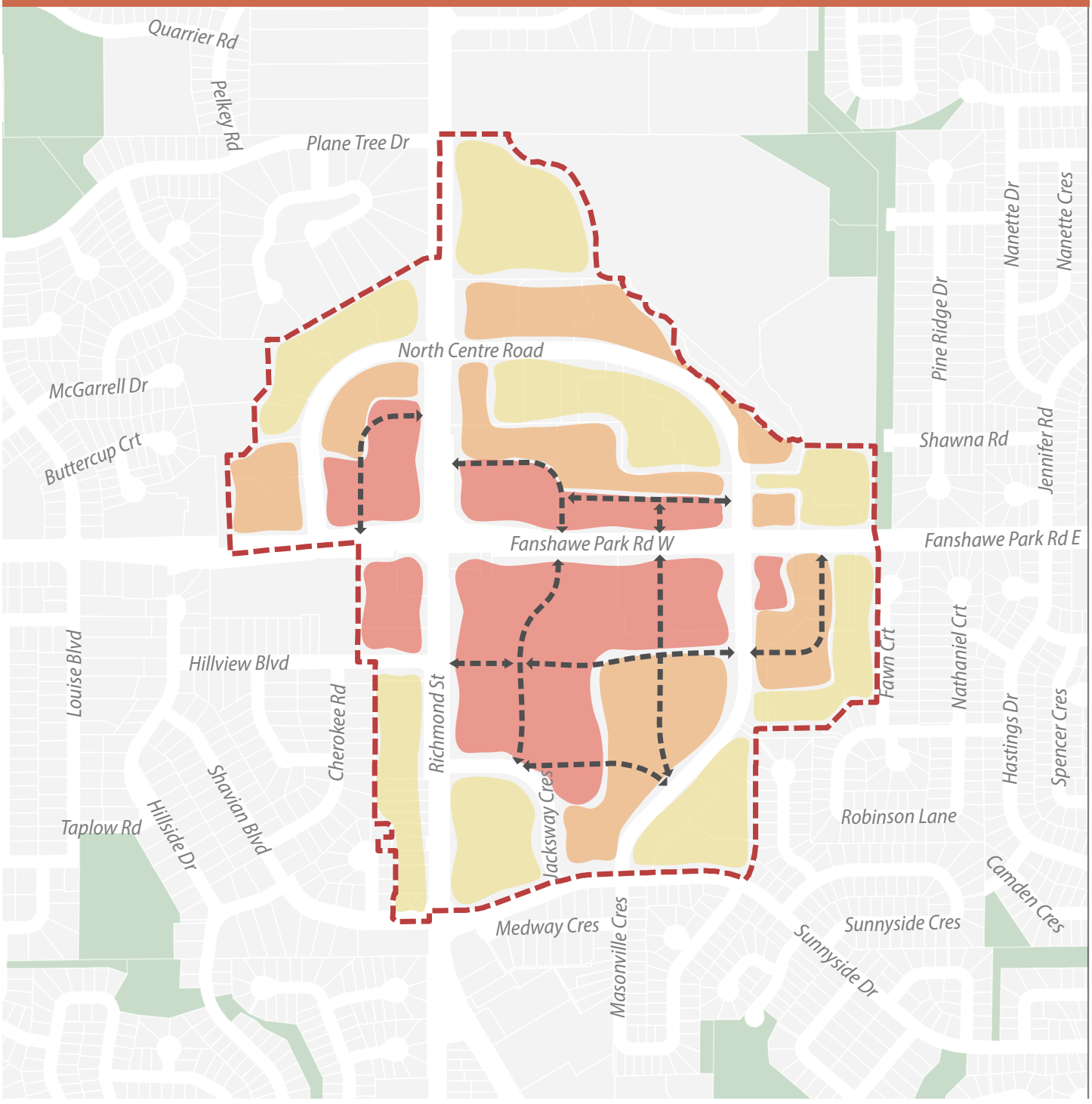
- Study Area
- Commercial Priority Area
- High-rise
- Mid-rise
- Low-rise
- Enhanced Cycle Routes
- Specific Policy Area
- Main Intersection
- Transit Station
- Parks
- Future Connections
- Existing Active Transportation Connections
- Future Active Transportation Connections

SCHEDULE 3 - LAND USE

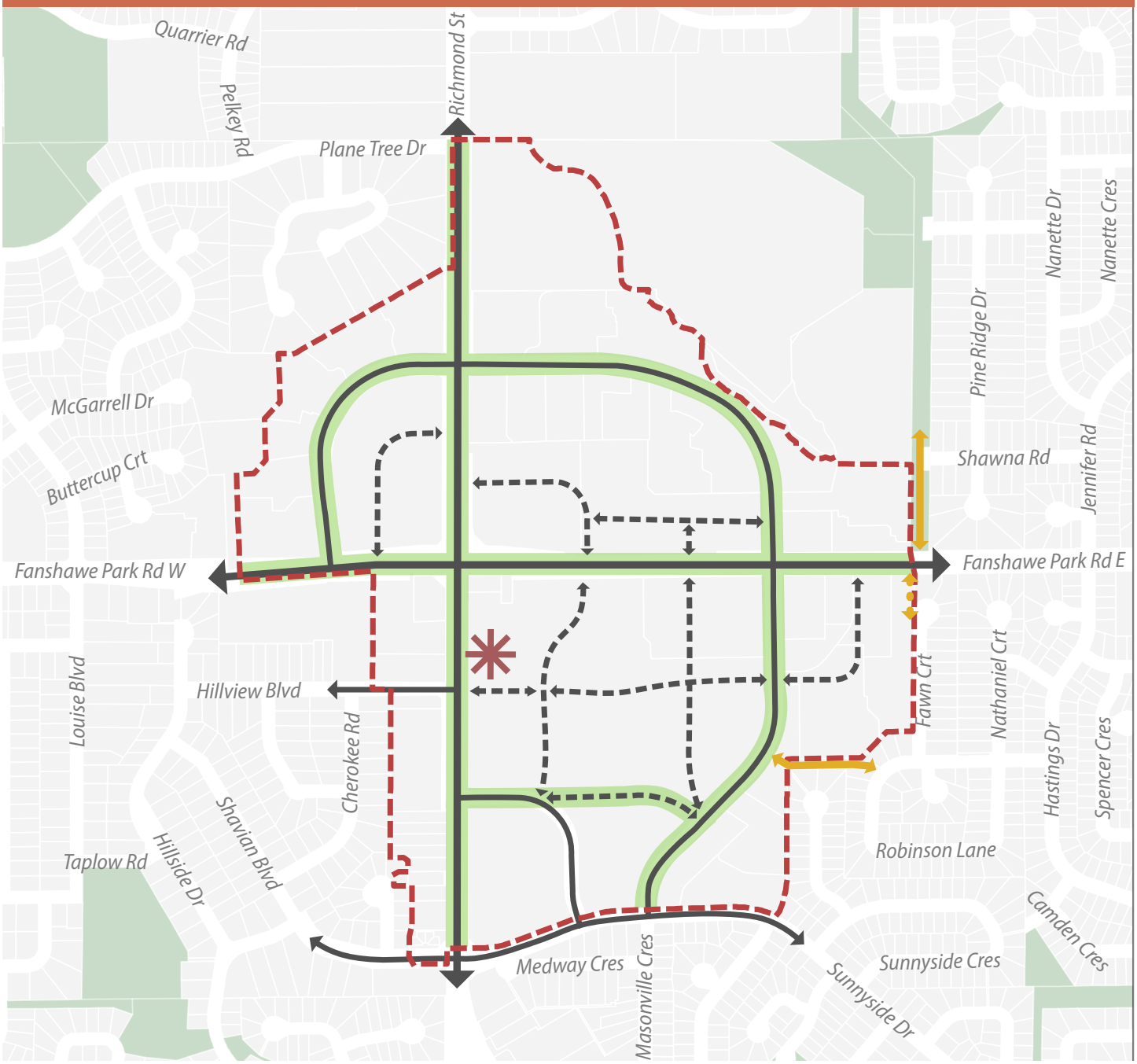


Study Area
Mixed-Use
Low-Rise Residential

SCHEDULE 4 - HEIGHTS

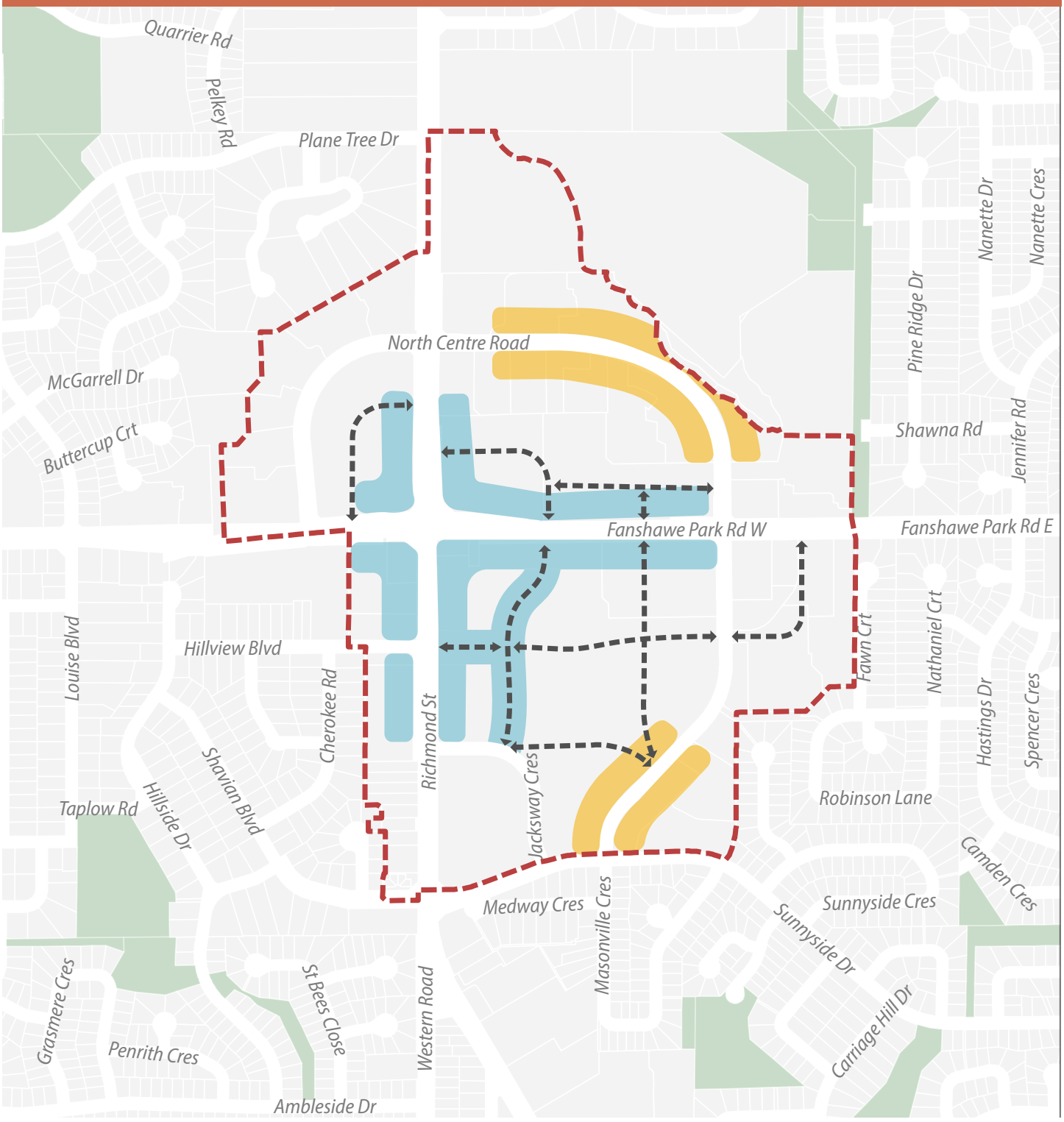


SCHEDULE 5 - CONNECTIONS



- Study Area
- Existing Streets
- Future Connections
- Existing Active Transportation Connections
- Future Active Transportation Connections
- Enhanced Cycle Routes
- Transit Station

SCHEDULE 6 - PRIORITY GROUND FLOOR USES



Planning and Development
August 2021

London
CANADA

Appendix B – Policy Context

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

Provincial Policy Statement, 2020

1.1.1.e – optimize transit investments
1.1.3.2.f – land use and densities support transit where planned or exists
1.4.3.e – supply of housing in proximity to transit
1.6.7.4 – minimize length of vehicle trips and promote active transportation
1.7.1.e – well-designed built form
1.8.c – prepare for impacts of a changing climate

The London Plan

59_8 – mixed-use compact city
61_10 - affordable housing in neighbourhoods
83 - appropriate intensification
91 - built-area boundary intensification target
92_2 - primary transit area intensification target
495 – accessible and affordable housing
806 – exceptionally designed transit villages
808 – higher density close to transit services
810 – secondary plans for transit villages
811 – range of uses
813* - intensity policies
814_7 – high-quality pedestrian environment
1557 – secondary plan policies
1638* - bonusing

1989 Official Plan

Chapter 3 – Residential Land Use Designations
Chapter 4 – Commercial Land Use Designations
Chapter 11 – Urban Design
Chapter 19 – Implementation

Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **George Kotsifas, P. Eng., Deputy City Manager, Planning and Economic Development**
Subject: **Strategic Plan Variance Report**
Date: **August 30, 2021**

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following report on the Strategic Plan Progress Variance **BE RECEIVED** for information.

Executive Summary

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as ‘caution’ or ‘below’ plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports. This report provides an overview of the actions relating to the Planning and Environment Committee.

Linkage to the Corporate Strategic Plan

Council’s 2019-2023 Strategic Plan includes the Strategic Area of Focus ‘Leading in Public Service’. This includes the Expected Result ‘The City of London is trusted, open, and accountable in service of our community’ and the Strategy ‘Improve public accountability and transparency in decision making’.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Strategic Priorities and Policy Committee (SPPC): November 25, 2019, June 23, 2020, November 17, 2020; July 28, 2021.

2.0 Discussion and Considerations

2.1 Background

On April 23, 2019, Council set the 2019-2023 Strategic Plan for the City of London. This is a critical document that identifies Council’s vision, mission, and the strategic areas of focus for 2019-2023. It identifies the specific outcomes, expected results and strategies that Council and Civic Administration will deliver on together over the next four years.

The Strategic Plan also includes a commitment to report regularly to Londoners on the implementation of the Strategic Plan, demonstrating progress being made and how this work is having an impact in the community.

As part of the Strategic Plan reporting cycle, variance reports are completed for any actions identified as ‘caution’ or ‘below’ plan in the Semi-Annual Progress Report. These reports are submitted to the appropriate Standing Committee following the tabling of the May and November Progress Reports.

2.2 Discussion

This report outlines the actions corresponding to the Planning and Environment Committee that, as of May 2021 that were identified as ‘caution’ or ‘below plan’. This report covers five milestones that were flagged as ‘caution’.

Overall Strategic Plan Progress
As of May 2021, 565 (96.1%) of all actions are complete or on target. 17 (2.9%) actions were marked as ‘caution’ (actions behind by one quarter or three months or actions that are in progress or not yet started that are flagged as possibly not being completed by the target end date). There were no actions that were noted as ‘below plan’.

Variance Explanations

1. Strategic Area of Focus: Strengthening our Community
   Outcome: London’s neighbourhoods have a strong character and sense of place.
   Expected Result: Ensure that new development fits within and enhances its surrounding community.
   Strategy: Prepare and implement urban design guidelines.
   Action: Complete City-wide Urban Design Guidelines
   - Current End Date: 3/31/21
   - Revised End Date: 6/30/22.
   - Rationale and Implications: Resources have been redeployed to higher priority initiatives related to business support and pandemic recovery. Additional studies are also being undertaken, including a tree health inventory.

2. Strategic Area of Focus: Building a Sustainable City
   Outcome: London’s growth and development is well planned and sustainable over the long term.
   Expected Result: Improve London’s resiliency to respond to potential future challenges.
   Strategy: Advance sustainability and resiliency strategies.
   Action: Complete Green City Strategy
   - Current End Date: 12/31/20
   - Revised End Date: 9/30/21
   - Rationale and Implications: The Green City Strategy is taking the form of our Climate Emergency Action Plan, however, the limited ability to engage with the public due to COVID-19 has extended the end date to Q3 2021.

3. Strategic Area of Focus: Building a Sustainable City
   Outcome: London’s growth and development is well planned and sustainable over the long term.
   Expected Result: Direct growth and intensification to strategic locations.
   Strategy: Advance the growth and development policies of the London Plan through enhanced implementation tools and investments in infrastructure.
   Action: Update Environmental Management Guidelines
   - Current End Date: 12/31/20
   - Revised End Date: 9/30/21
   - Rationale and Implications: The limited ability to engage with stakeholders as well as resource reallocation due to COVID-19 has pushed this timeline to Q3 2021.

4. Strategic Area of Focus: Building a Sustainable City
   Outcome: London’s growth and development is well planned and sustainable over the long term.
   Expected Result: Direct growth and intensification to strategic locations.
   Strategy: Prepare detailed plans for strategic locations.
   Action: Complete Victoria Park Secondary Plan
   - Current End Date: 12/31/20
   - Revised End Date: 6/30/22

- Rationale and Implications: The Secondary Plan was brought forward for adoption in February 2020 and was referred back to staff for additional study and consultation. Staff are continuing to consult with stakeholders and undertaking important background studies related to shadowing, heritage and tree health, amongst other things. Additionally, resources have been redeployed to higher priority initiatives related to business support and pandemic recovery.

5. Strategic Area of Focus: Building a Sustainable City
   Outcome: London has a strong and healthy environment.
   Expected Result: Protect and enhance waterways, wetlands, and natural areas.
   Strategy: Implement strategies, policies, and programs to conserve natural areas and features.
   Action: Update Environmental Management Guidelines
   - Current End Date: 12/31/20
   - Revised End Date: 9/30/21
   - Rationale and Implications: The limited ability to engage with stakeholders as well as resources reallocation due to COVID-19 has pushed this timeline to Q3 2021.

Conclusion

The Semi-Annual Progress Report is an important tool that allows the community, Council and Administration to track progress and monitor the implementation of Council's Strategic Plan. In some cases actions have been delayed due to shifting priorities or emerging circumstances. The Strategic Plan Variance Reports are intended to provide Council with a more in-depth analysis of these delays. Information included in this report can support Council in strategic decision making and inform the work of Civic Administration.

Recommended by:	**George Kotsifas, P. Eng.** **Deputy City Manager, Planning and Economic Development**
cc.	Lynne Livingstone, City Manager Strategic Leadership Team Strategic Thinkers Table

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas P.Eng.,**
Deputy City Manager, Planning and Economic Development
Subject: **Application by Landea Development Inc. c/o Zelinka Priamo Ltd.**
1196 Sunningdale Road West
Removal of Holding Provisions
Date: **August 30, 2021**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Landea Developments Inc. relating to the property located at 1196 Sunningdale Road West:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 14, 2021, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the, to change the zoning of the subject property **FROM** a Holding Residential R1 (h*h*-100*R1-4/R1-3(8)) Zone, **TO** a Residential R1 (R1-4/R1-3(8)) Zone to remove the “h” and “h-100” holding provisions.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning change is to remove the “h” and “h-100” holding provisions so that the development of Phase 4 of the Creekview Subdivision, comprised of 72 single detached dwellings, can proceed in accordance with the approved zoning.

Rationale and Recommended Action

1. The conditions for removing the “h” and “h-100” have been met and the recommended amendment will allow development of single detached residential dwellings in compliance with the Zoning By-law.

2. A Subdivision Agreement has been entered into and securities have been posted as required by City Policy and the Subdivision Agreement.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London’s growth and development are well planning and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

February 1999 - Report to Planning Committee to recommend approval of Foxhollow Community Plan (O-5604)

December 8, 2008 – Report to Planning and Environment Committee for approval of Draft Plan of Subdivision Application (39T-05511).

July 20, 2009 – Report to Planning and Environment Committee on Draft Plan of Subdivision and associated Official Plan and Zoning By-law Amendments (39T-05511, OZ-6977).

September 24, 2012 – Report to Planning and Environment Committee regarding Request for Extension of Draft Plan of Subdivision (39T-05511).

February 22, 2016 – Report to Planning and Environment Committee regarding Request for Extension of Draft Plan of Subdivision (39T-05511).

March 6, 2017 – Report to City of London Approval Authority on the consolidation of Draft Plans 39T-05511 and 39T-05512 for design study approvals and final subdivision registration (39T-05511, 39T-05512).

September 24, 2018 – Report to Planning and Environment Committee regarding Request for a Three (3) Year Extension of Draft Plan of Subdivision Approval (39T-05512).

May 31, 2021 – Report to Planning and Environment Committee for Special Provisions for Creekview Subdivision Phase 4 (39T-05512_4).

1.2 Planning History

The application for Draft Plan of Subdivision was accepted on August 10, 2005. After a number of modifications, the Draft Plan of Subdivision was approved by the Approval Authority on October 14, 2009. Requests for extensions of Draft Plan Approval were approved by the Approval Authority in 2012 and 2016.

In 2017, a request was made by the applicant (Landea North Developments Inc.) to consolidate Draft Plans 39T-05511 and 39T-05512 as the applicant now owned both subject lands. The consolidation was approved by the Approval Authority March 6, 2017, and another request for a three-year extension of Draft Plan Approval was approved on October 12, 2018. The consolidated Draft Plans of Subdivision represent the Creekview Subdivision. Phase 1 was registered on December 31, 2012, as 33M-652, Phase 2 was registered on November 1, 2017, as 33M-729, and Phase 3 was registered on August 29, 2019, as 33M-767.

This application is to remove holding provisions from Phase 4 of the Creekview Subdivision. The application was accepted as complete on July 8, 2021. The owner has signed the subdivision agreement for the subject lands, which is being circulated for internal execution, and securities have been received. Final registration for Phase 4 of the subdivision is imminent.

1.3 Property Description

The subject lands are located in the northwest quadrant of the City and situated south of Sunningdale Road West and west of Wonderland Road North. The site is Phase 4 of the Creekview Subdivision and is approximately 5.63 hectares (13.9 acres). There are proposed and existing single detached dwellings surrounding the site, as well as a Stormwater Management Facility to the south and a school site to the east.

1.4 Current Planning Information

- The *London Plan* Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential, Low Density Residential and Open Space
- Existing Zoning – Holding Residential R1 (h*h-100*R1-4/R1-3(8))

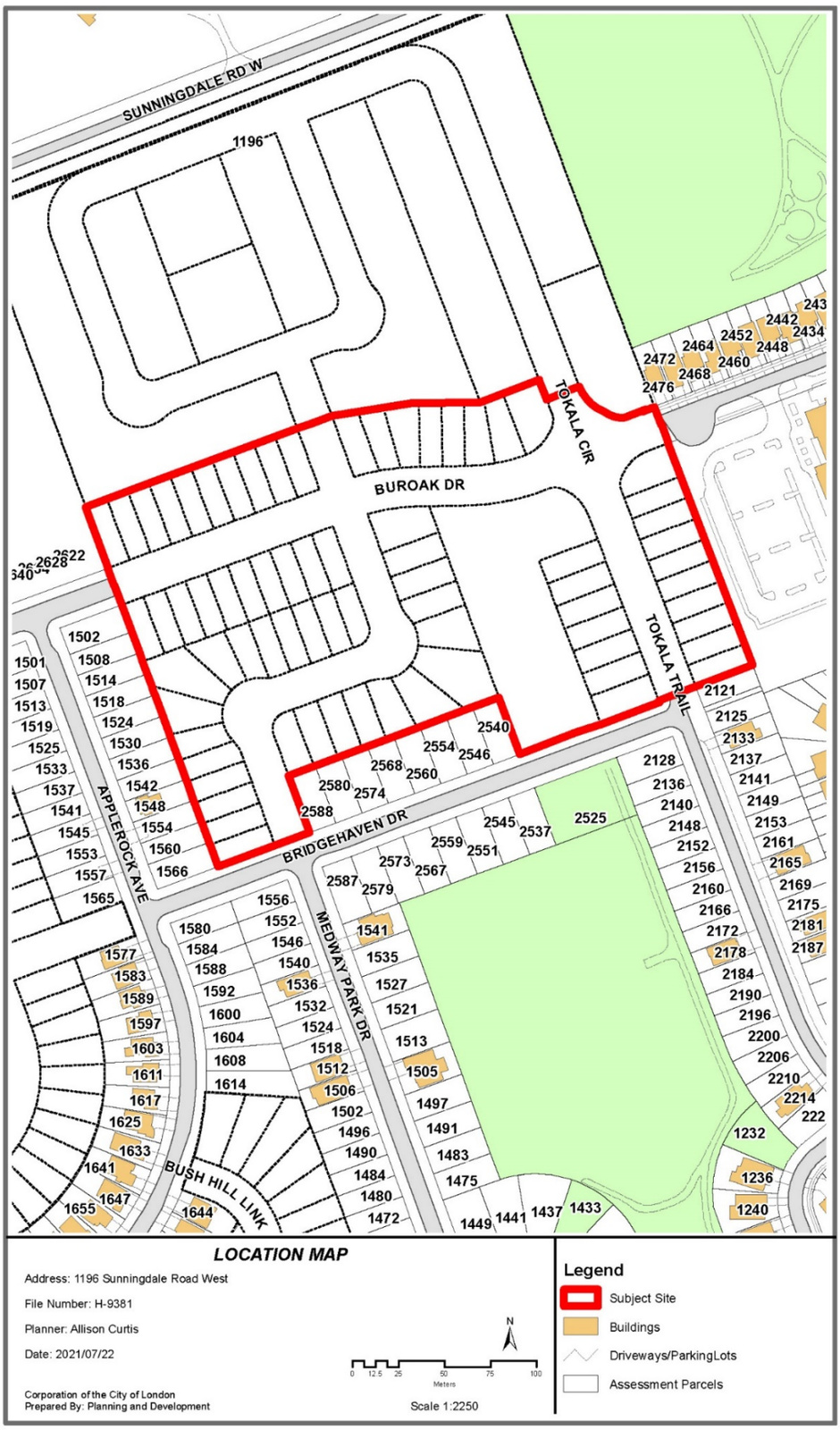
1.5 Site Characteristics

- Current Land Use – Vacant
- Area – 5.63 hectares (13.9 acres)
- Shape – Irregular

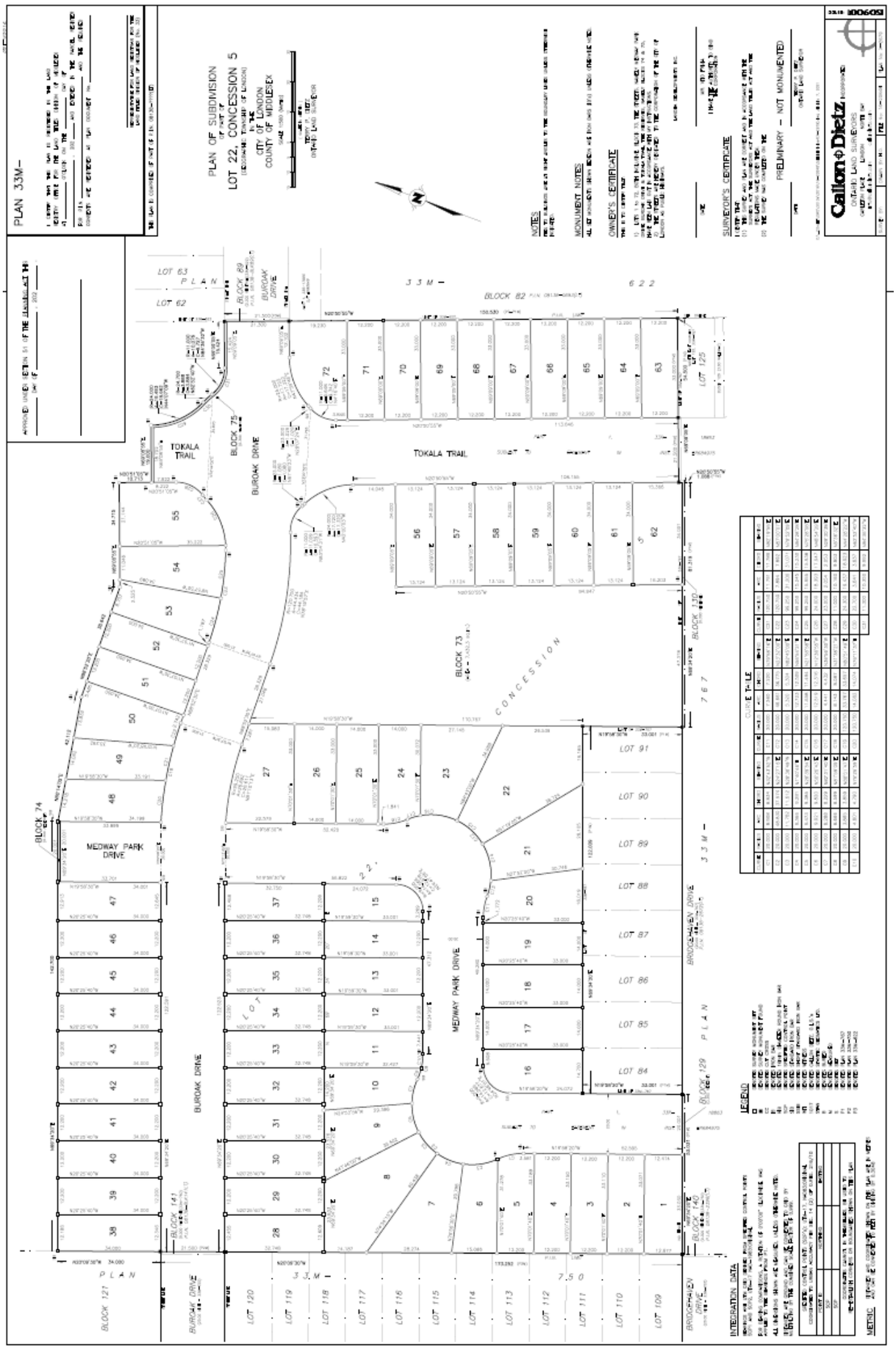
1.6 Surrounding Land Uses

- North – Vacant, proposed single detached dwellings
- East – School site (Sir Arthur Currie Public School)
- South – Single detached dwellings and a Stormwater Management Facility
- West – Single detached dwellings

1.7 Location Map



1.8 Draft Plan of Subdivision



2.0 Discussion and Considerations

The purpose of this amendment application is to remove the h and h-100 holding provisions from the subject lands. The h holding provision requires the orderly development of lands and the adequate provision of municipal services, while the h-100 holding provision requires adequate water service and appropriate access to be provided. The removal of the h and h-100 holding provisions will allow for the future development of 72 lots for single detached dwellings on the subject lands.

2.1 Consultation (see more detail in Appendix B)

Information regarding the application to remove Holding Provisions was provided to the public as follows:

- Notice of Intent to Remove Holding Provisions was published in the Public Notices and Bidding Opportunities section of the Londoner on August 5, 2021.
- Notice of Intent to Remove Holding Provisions was circulated to the relevant internal and external agencies on August 5, 2021.

There was no response from the public.

2.2 Policy Context (see more detail in Appendix C)

Section 36 of the *Planning Act* permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use (Section 36(2) of the *Planning Act*), a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 150 days to remove the holding provision(s).

The *London Plan* and the *1989 Official Plan* contain policies with respect to holding provisions, the process, notification and removal procedures.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1. Why is it appropriate to remove this Holding Provision?

h Holding Provision

The h Holding Provision states that:

> *"h Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.*

The Applicant has provided the necessary securities to the City of London and the subdivision agreement has been executed. This satisfies the requirements for the removal of the "h" holding provision.

h-100 Holding Provision

The “h-100” holding provision states that:

> *“h-100 Purpose: 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 subdivision agreement requires the Owner to construct a looped watermain and deliver confirmation of its construction to the satisfaction of the City, and there is at least two public access points available.

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

Conclusion

It is appropriate to remove the “h” and “h-100” holding provisions from the subject lands at this time as full municipal services are available, the required security has been submitted, and the subdivision agreement has been executed by both the applicant and the City of London. Looped water servicing has been incorporated through the development agreement.

Prepared by:	**Alison Curtis, MA** **Planner 1, Planning and Development**
Reviewed by:	**Bruce Page, MCIP, RPP** **Manager, Planning and Development**
Recommended by:	**Gregg Barrett, RPP, PLE** **Director, Planning and Development**
Submitted by:	**George Kotsifas, P. Eng.** **Deputy City Manager,** **Planning and Economic Development**

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections
cc: Bruce Page, Manager, Development Planning (Subdivisions)
cc: Peter Kokkoros, Director, Building and Chief Building Official
cc: Michael Pease, Manager, Development Planning (Site Plan)

BP/ac

H-9381
A. Curtis

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 provision from the zoning for lands located at 1196 Sunningdale Road West.

WHEREAS Landea Developments Inc. have applied to remove the holding provision from the zoning for the lands located at 1196 Sunningdale 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 provision 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 1196 Sunningdale Road West, as shown on the attached map, to remove the h and h-100 holding provision so that the zoning of the lands as a Residential R1 (R1-4) Zone and Residential Special Provision R1 (R1-3(8)) comes into effect.

2. This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on September 14, 2021

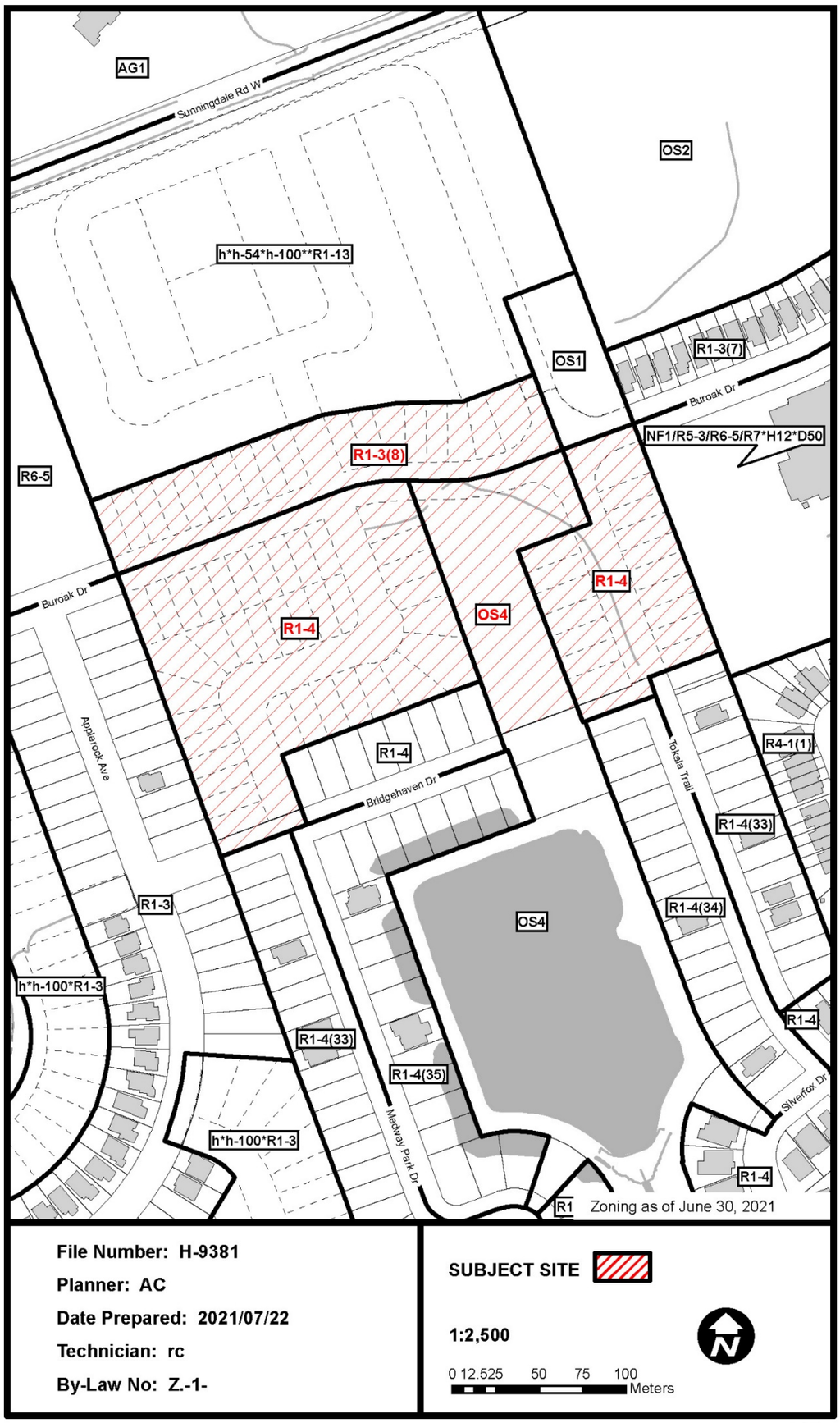
Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading - September 14, 2021
Second Reading - September 14, 2021
Third Reading - September 14, 2021

H-9381
A. Curtis

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



File Number: H-9381
Planner: AC
Date Prepared: 2021/07/22
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE

1:2,500

0 12.525 50 75 100 Meters

Geodatabase

Appendix B – Consultation

Community Engagement

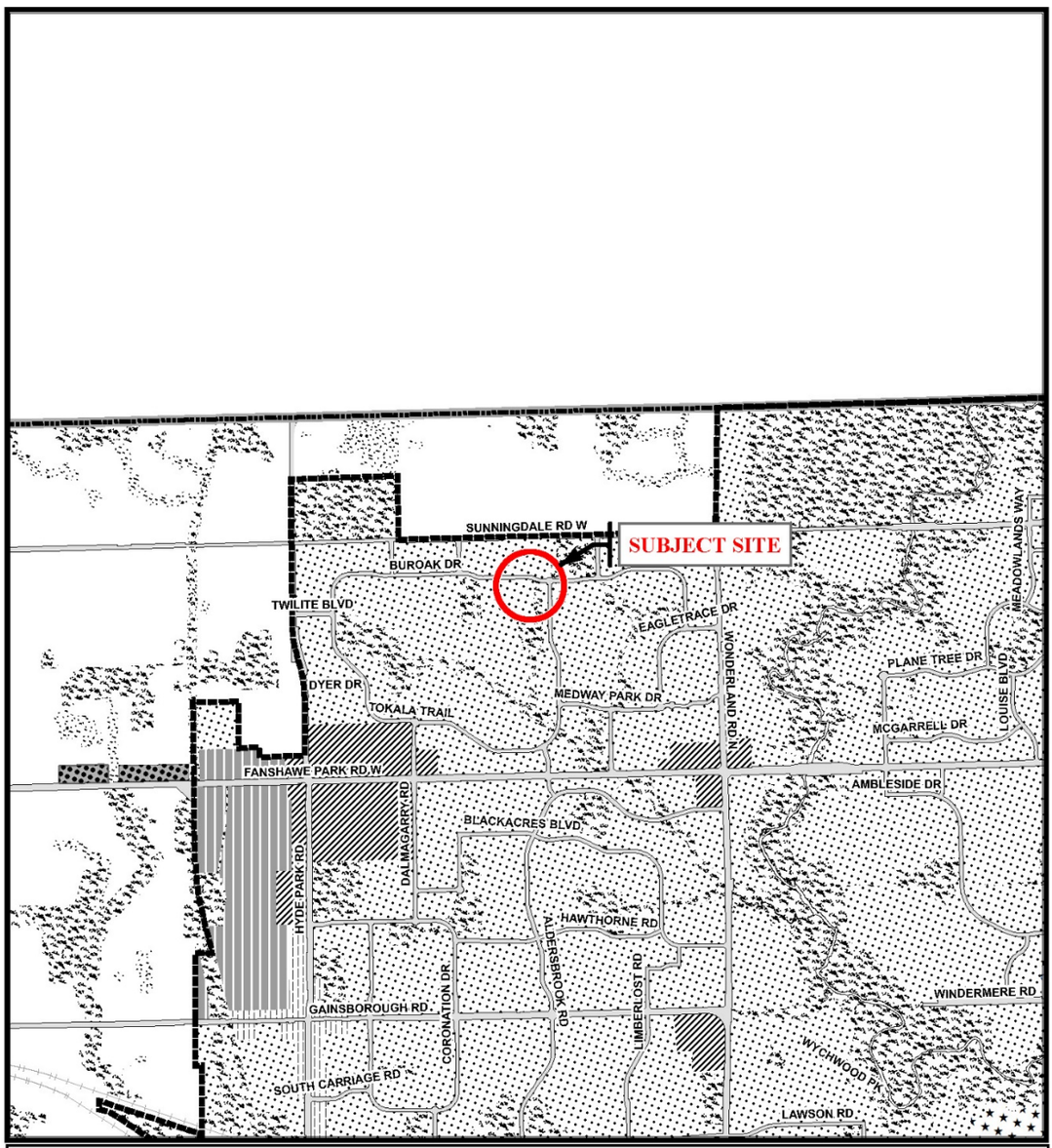
Public Liaison: Notice of the application was published in the Londoner on August 5, 2021, and notice of the application were circulated to the relevant internal and external agencies.

No replies were received.

Londoner Notice: City Council intends to consider removing the h and h-100 holding provisions from the subject lands to allow for the development of Phase 4 of the Creekview Subdivision, which includes 72 single detached lots. The purpose of the “h” provision is to ensure the orderly development of lands and adequate provision of municipal services. The “h” symbol shall not be deleted until the required security has been provided and/or a subdivision agreement has been entered into for the subject lands. Holding Provision “h-100” requires the construction of a looped watermain system and a second public access to be available to the satisfaction of the City Engineer to ensure there is adequate water service and access. Council will consider removing the holding provisions as they apply to these lands no earlier than August 30, 2021. File: H-9381 Planner: A. Curtis x.4497

Appendix C – Relevant Background

London Plan Excerpt



Legend

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

This is an excerpt from 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

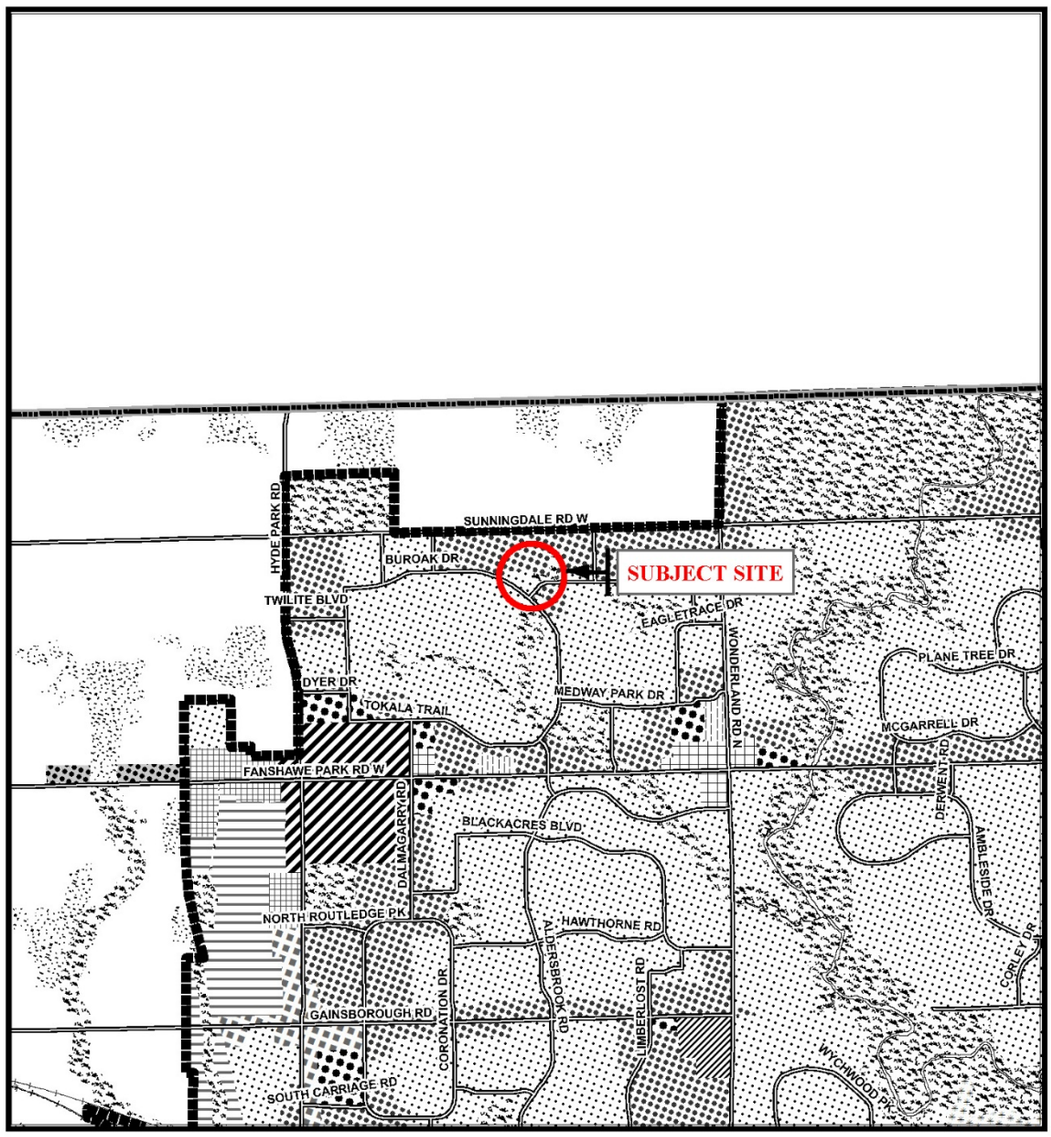
Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	H-9381
Planner:	AC
Technician	RC
Date:	July 22, 2021

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\H-9381-Map1-PlaceTypes.mxd

1989 Official Plan Excerpt



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

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services

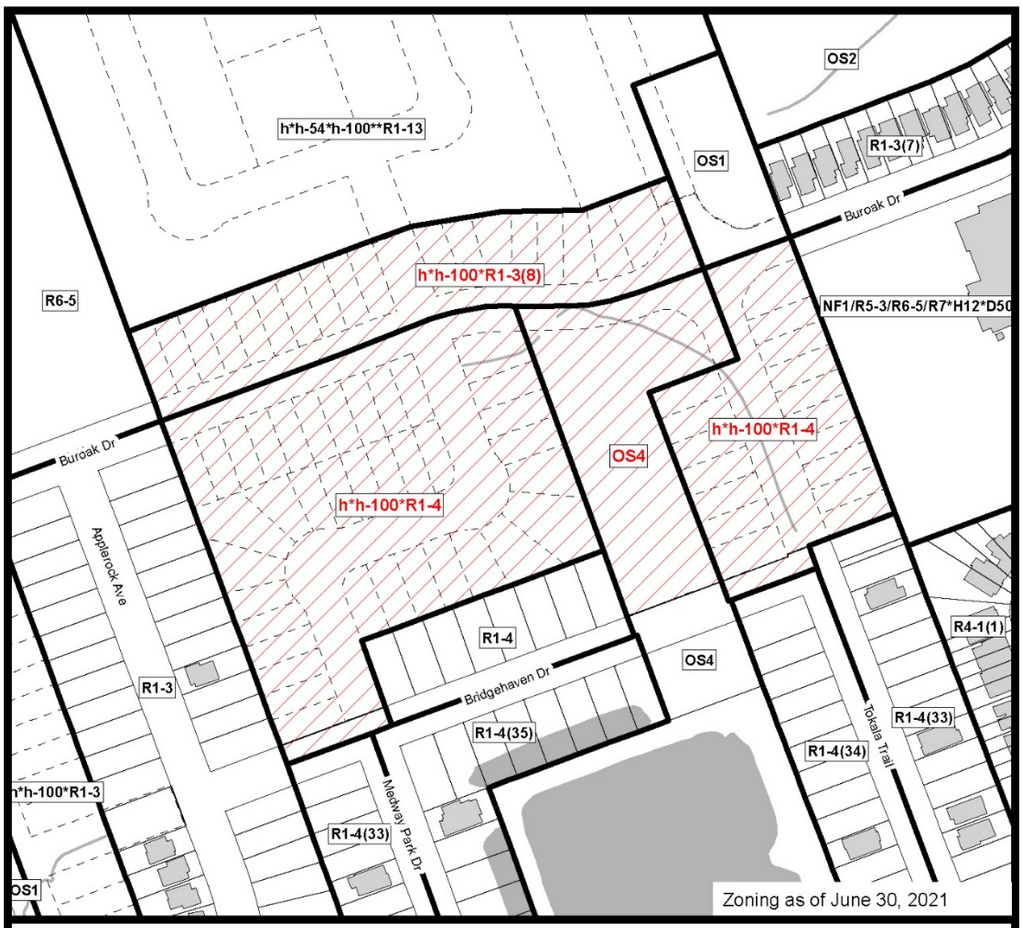
Scale 1:30,000

0 155 310 620 930 1,240 1,550
Meters

FILE NUMBER:	H-9381
PLANNER:	AC
TECHNICIAN:	RC
DATE:	2021/07/22

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Existing Zoning Map



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:
H-9381 AC

MAP PREPARED:
2021/07/22 RC

1:2,500
0 12.525 50 75 100
Meters

39T-04510
M. Clark

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas, P. Eng.**
Deputy City Manager, Planning and Economic Development
Subject: **Application by: Auburn Developments Inc.**
1284 Sunningdale Road West
Request for Extension of Draft Plan Approval (39T-04510)
Meeting on: **August 30, 2021**

Recommendation

That, on the recommendation of the Director, Planning and Development, based on the application of Auburn Developments Inc. relating to the property located at 1284 Sunningdale Road West, the Approval Authority **BE REQUESTED** to approve a three (3) year extension to Draft Plan Approval for the residential plan of subdivision File No. 39T-04510, **SUBJECT TO** the revised conditions contained in the attached Schedule "A" 39T-04510.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to consider a three (3) year extension to Draft Approval for the remaining phases within the residential plan of subdivision File No. 39T-04510.

Rationale of Recommended Action

1. The requested three (3) year extension of Draft Plan Approval is reasonable, and should allow the applicant sufficient time to satisfy revised conditions of draft approval towards the registration of this plan.

2. The land use pattern and road alignments in this subdivision comprise an integral part of the overall subdivision, and supports connectivity with adjacent future development lands. Therefore, an extension should be supported provided the conditions of Draft Approval are updated to reflect current City Standards and regulatory requirements.

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 lands are located in the northwest quadrant of the City and are included in the Foxhollow Community Plan. The lands are on the south side of Sunningdale Road West, and north of Heard Drain. The lands which are included in the requested extension of draft plan approval include Phase 3C centrally located around a woodlot in the subdivision; low density residential blocks within Phase 4 on the north side the Heard Drain; and medium density residential blocks on the south side of Sunningdale Road West.

1.2 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type, Green Space
- 1989 Official Plan Designation – Low Density Residential, Multi-Family Medium Density Residential
- Existing Zoning – h*h-100*R1-5/R1-3/R4-6(14), OS1, h*h-54*h-71*h-95*h-100*R1-1/R4-6(14)/R6-5/R7/R8/H15*D75

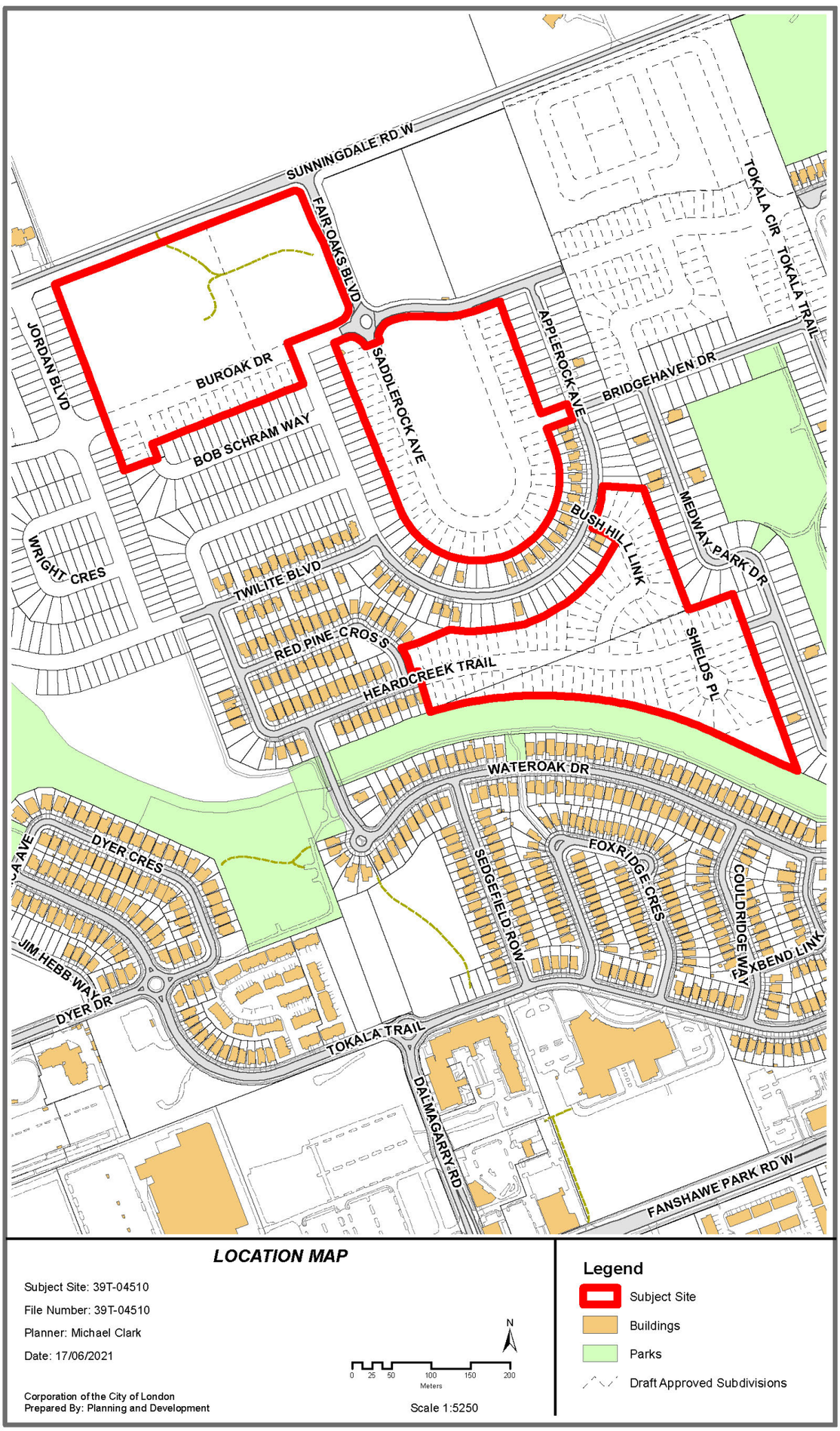
1.3 Site Characteristics

- Current Land Use – Vacant, woodland
- Frontage – approx. 328m on Sunningdale Road. (Civic Boulevard), approx. 220m on Buroak Dr. (Neighbourhood Connector), and 20m Heardcreek Trail, Applerock Avenue, Medway Park Drive and Bob Schram Way (Neighbourhood Streets)
- Area – approx. 20.45 ha
- Shape – Irregular

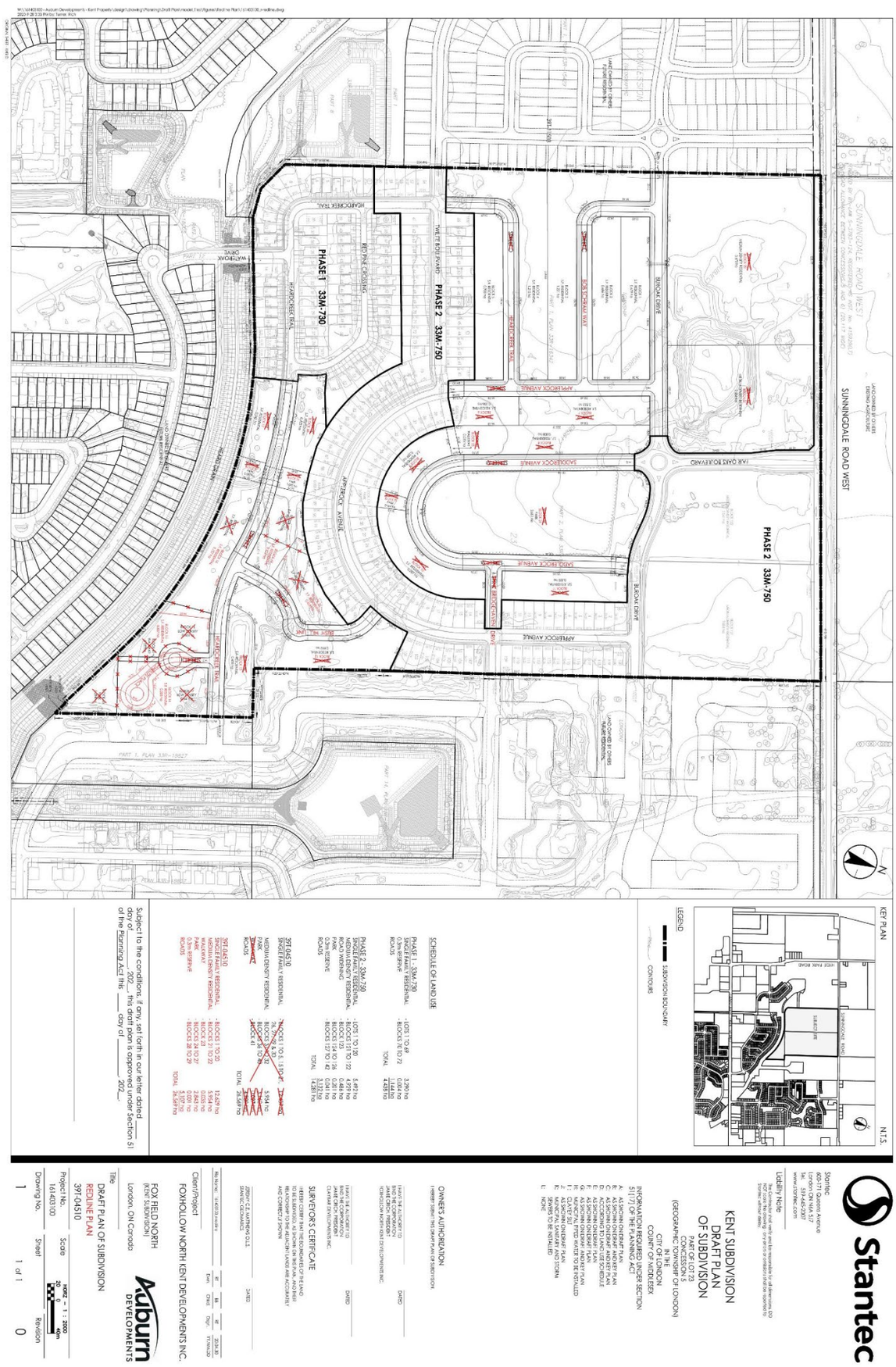
1.4 Surrounding Land Uses

- East – existing and future residential
- South – Heard Drain, open space, existing residential
- West – existing and future residential
- North - farmland

1.5 Location Map



1.6 Draft Approved Subdivision



Note: Phase 3A (33M-784) and Phase 3B (33M-793) have been registered since this plan was prepared.

2.0 Discussion and Considerations

2.1 Previous Reports Related to this Matter

February 1999 - Report to Planning Committee to recommend approval of Foxhollow Community Plan (O-5604)

December 2008 - Report to Planning Committee to recommend approval of the draft plan of subdivision and associated zoning by-law amendments (39T-04510 / Z-6824)

July 20, 2009 - Report to Planning Committee to recommend a revised draft plan of subdivision and associated zoning by-law amendments (39T-04510 / Z-6824)

February 19, 2019 - Report to Planning and Environment Committee to recommend a 3 year extension of draft plan approval until April 21, 2022 (39T-04510)

November 30, 2020 - Report to Planning and Environment Committee to revise Draft Plan of Subdivision and zoning by-law amendments to permit additional uses, including street townhouse dwellings on the lands fronting the south side of Buroak Drive (39T-04510 / Z-9216).

May 10, 2021 - Report to Planning and Environment Committee on Special Provisions for the Subdivision Agreement for Phase 3C (39T-04510-3C).

2.2 Planning History

The application for Draft Plan of Subdivision Approval was originally accepted on November 17, 2004. After a number of modified versions of the plan it was approved by the Approval Authority on October 14, 2009.

A three-year extension to the approval of the Draft Plan of Subdivision was first granted by City of London Approval Authority on October 12, 2012. On September 10, 2018 a six (6) month emergency extension was granted by the Approval Authority. On March 31, 2016, a three-year extension and revision to the approval of the Draft Plan of Subdivision was granted by City of London Approval Authority.

Another draft plan approval three-year extension was granted by City of London Approval Authority on March 11, 2019. The draft approval lapse date is currently April 14, 2022. On April 18, 2021 the City of London Approval Authority approved red-lined revisions to the draft plan of subdivision.

The Phases 1 & 2 of this subdivision have been registered (33M-703). The third phase was broken into three subphases and Phase 3A was registered on June 2nd, 2020 as 33M-784 and Phase 3B was registered on December 17, 2020 as 33M-793. On May 25, 2021 Council approved the Special Provisions for Phase 3C of the Draft Plan of Subdivision which is expected to be registered shortly.

2.3 Requested Action

This request is for a three (3) year extension of Draft Approval for the Kent Draft Plan of Subdivision. The attached amendments to the conditions of draft approval are required to ensure that these lands are developed to today's standards and to address engineering issues. The amendments to the conditions of draft approval are shown as strikeouts (deletions) and bold italic lettering (additions) on the attached Appendix. If granted, the new draft approval lapse date would be September 14, 2024.

An extension of Draft Approval is required in order to have sufficient time to complete the final approval and registration process as the subdivision plan is being developed in multiple phases. The applicant has not proposed any changes to the lotting configuration, road pattern or zoning that applies to these lands. A Draft Approval extension period of three (3) years is being recommended in accordance with standard City practice. If final approval has not been provided within the three year period and the applicant requests an extension, there will be another opportunity to formally review the conditions and

ensure that they are relevant to current planning policies, municipal servicing requirements, and the projects listed in the updated Growth Management Implementation Strategy (GMIS).

2.4 Community Engagement

Notice was not circulated to the public regarding the request for extension of draft approval given that no significant changes are being proposed to the zoning, lotting pattern or roadway alignments in the draft approved plan (39T-06507). In accordance with Section 51(45) of the Planning Act notice will be provided to the applicant, as well as any persons or public bodies who are prescribed under the Act and anyone who previously requested notification.

2.5 Policy Context

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 developable portions of these lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and lowrise apartments, as the main uses. The “Green Space” Place Type has also been applied to a portion of the subject lands to recognize the presence of significant natural heritage features. Proposed land uses are consistent with the Place Types in the London Plan. The Draft-Approved Plan incorporates a high degree of neighbourhood connectivity and a multi-use walking and cycling pathway system identified on the Active Mobility Network mapping.

(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.

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

Draft Conditions

The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies to determine their relevance within the context of current regulatory requirements. As a result, there are minor wording modifications and revisions, as well as a number of new clauses added reflecting current municipal standards and requirements. The proposed modifications and new conditions are briefly highlighted below:

1. All conditions have been modified to reflect the recent reorganization and the new titles for the ‘City Engineer’ and ‘Director, Development and Compliance Division’, and other positions.

2. Condition 2 is updated to reflect the new lapse date of September 14, 2024.

3. Conditions 20, 21, 28, 69, 70, 71, 73 can be deleted as they are standard

conditions in a Subdivision Agreement.

4. Standard draft plan conditions regarding sanitary servicing are added to address the recent rezoning on the subject lands to permit additional medium density residential uses.

5. Conditions 23, 29, 65, 66, 72, 74, and 82 are substantively the same as those of the previous draft approval with some consolidation, minor tweaking and wording modifications.

6. A standard draft plan condition has been added related to storm and stormwater management have been updated to address the requirements for preparation of Storm/Drainage and SWM servicing reports, provision of SWM and stormwater services including an erosion and sediment control plan and monitoring program for the subject lands.

7. A standard draft plan condition has been added to address the servicing requirements of development blocks in the draft plan.

8. Conditions 34, 37, 40, 47, 48, 50, 55, 58, and 83 are being modified to reflect the current block numbering and street names, and remove references to previously registered phases.

9. Standard draft plan conditions regarding barrier curbs, compliance with City standards, the City's Complete Streets Manual, and existing easements are added to reflect the City's current standard practices.

Conclusion

It is appropriate to approve a three (3) year extension to Draft-Approval for this plan of subdivision, subject to the revised conditions as attached. The recommended extension is considered reasonable and appropriate to allow sufficient time for final approval and registration as this subdivision plan that will be developed in multiple phases. The recommended conditions of draft approval are attached to this report as Schedule "A" - 39T-04510.

Prepared by:	**Michael Clark, MA** **Planner, Planning and Development (Subdivisions)**
Reviewed by:	**Bruce Page, RPP** **Manager, Planning and Development (Subdivisions)**
Recommended by:	**Gregg Barrett, RPP, PLE** **Director, Planning and Development**
Submitted by:	**George Kotsifas, P. Eng.** **Deputy City Manager,** **Planning and Economic Development**

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

BP/mc

Schedule "A" – 39T-04510

The Corporation of the City of London's conditions and amendments to final approval for the registration of this subdivision, file number 39T-04510 are as follows:

~~Deleted~~, ***Revised***, or ***New Condition #***

No.	Conditions

1) This draft approval applies to the draft plan submitted by Auburn Developments Inc., prepared by Stantec Consulting Inc., certified by Jeremy C. E. Matthews (Drawing No. DP2, dated March 31, 2009), **as redline revised** which shows 30 low density residential blocks, three (3) medium density residential blocks, three (3) park blocks, one (1) SWM Block, walkway blocks and various reserve blocks served by two (2) new collector roads and ten (10) new local streets.

2) This approval of the draft plan applies until ~~**April 14, 2022**~~ ***September 14, 2024***, 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 road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.

4) The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.

5) 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.

6) Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.

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) The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.

9) In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications (eg. 0.3 metre reserve blocks) 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 Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

10) Phasing of this subdivision (if any) shall be to the satisfaction of the ~~General Manager of Planning and Development~~ ***Deputy City Manager, Planning and Economic Development*** and the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designates***. If phasing is to occur, a Phasing plan must be submitted by the Owner as part of the Design Studies Submission.

11) Prior to the issuance of any Certificate of Conditional Approval, any remedial or other works as recommended in the accepted hydro geological report shall be implemented by the Owner, to the satisfaction of the City, at no cost to the City.

12) Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.

13) The Owner's professional engineer shall provide 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~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

14) 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.

15) 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, and final plans, 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.

16) For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the ~~Director, Development and Compliance Division~~ ***Deputy City Manager, Planning and Development*** and the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designates***. The Owner acknowledges that, in the event that a submission does not include the complete information required by the ~~Director, Development and Compliance Division~~ ***Deputy City Manager, Planning and Development*** and the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designates***, such submission will be returned to the Owner without detailed review by the City.

17) Prior to final approval for the registration of the subdivision the Approval Authority, is to be advised in writing by the City that all financial obligations/encumbrances on the said lands have been paid in full, including property taxes and local improvement charges.

Sanitary

18) The Owner shall install municipal sanitary servicing to the limits of their property, to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, in order to provide for the servicing of external parcels of land adjacent to their draft plan and within the community plan.

19) In accordance with City standards or as otherwise required by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, 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 them to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Buroak Drive, 200 mm diameter sanitary sewer on Twilite Boulevard, 200 mm diameter sanitary sewer on Applerock Avenue, 200 mm diameter sanitary sewer on Bridge Haven Drive, 200 mm diameter sanitary sewer on Heardcreek Trail and the 250 mm diameter sanitary sewer on Applerock Avenue, as per the accepted engineering drawings.

    ii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands~~; and~~***.***

~~20) Prior to registration of this plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway/Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.~~

~~Failure to register the plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect~~

~~into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.~~

~~21) In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:~~

~~i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;~~

~~ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;~~

~~iii) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and~~

~~iv) Implementing any additional measures recommended through the Design Studies stage.~~

In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Report to include a sanitary drainage area plan, and design sheet, that includes the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.

In conjunction with the submission of engineering drawings, the Owner shall submit revised sewer design sheets and area plans as part of the future upstream phase to capture changes made within this Plan. It is noted the NW corner of the subdivision (street including Bob Schram Way) appears to part of a future Phase. It is noted there was a proposed change to the population of this phase (Ext Area 4 on the accepted design sheet) with a new proposed population of 1,323. Please confirm the final population of this area.

SWM

22) Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:

i) For lots and blocks in this plan or as otherwise approved by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;

ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City;

iii) Implement all geotechnical/slope stability recommendations

iv) 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~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

23) 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.

~~Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been 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.~~

24) In accordance with City standards or as otherwise required by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, 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 Medway Creek Subwatershed, and connect them to the existing municipal sewer system, namely, the 600 mm diameter storm sewer on Heardcreek Trail, the 1500 mm diameter storm sewer on Applerock Avenue, the 1800 mm diameter storm sewer on Bridge Haven Drive, the 450 mm diameter storm sewer on Twilite Boulevard, the 750 mm diameter storm sewer on Applerock Avenue, the 900 mm diameter storm sewer on Buroak Avenue and the 375 mm diameter storm sewer on Fair Oaks Boulevard, as per the accepted engineering drawings;

ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;

iii) Grade and drain the south boundary of blocks in this plan to blend in with the abutting Heard Drain, at no cost to the City;

iv) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and

v) Address forthwith any deficiencies of the stormwater works and/or monitoring program.

25) The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirement for Permanent Private Stormwater Systems.

26) All lots/blocks abutting Open Space blocks used primarily for stormwater management facilities and or conveyance systems shall be monumented as per City standards and to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***. Further, the subdivision agreement shall include a clause that should the property owner desire to construct a fence at the interface (on the property line) with the Open Space SWM blocks, fencing shall be in accordance with current City park standards (SPO 4.8) or approved alternate at no cost to City.

In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:

i) Developing a 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 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 identify all interim and long term measures 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 Ministry of the Environment, Conservation and Parks requirements.

Water Mains:

27) In accordance with City standards or as otherwise required by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:

i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the 200 mm diameter watermain on Applerock Avenue, the 200 mm diameter watermain on Heardcreek Trail, the 200 mm diameter watermain on Buroak Drive, the 200 mm diameter watermain on Fair Oaks Boulevard and 250 mm diameter watermain on Twilite Boulevard, as per accepted engineering drawings, satisfactory to the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***. This draft plan of subdivision shall be serviced from the Hyde Park Water Pumping Station;

ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate*** when development is proposed to proceed beyond 80 units; and

~~28) The Owner shall install temporary automatic flushing devices at all dead ends to ensure that water quality is maintained during build out of the subdivision. They are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow settings are to be shown on engineering drawings. The auto flushing devices and meters are to be installed and commissioned prior to the issuance of a Certificate of Conditional Approval. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their removal. Any incidental and/or ongoing maintenance of the auto flushing devices is/are the responsibility of the Owner.~~

29) ***In conjunction with the first submission of engineering drawings*** ~~Prior to the issuance of any Certificate of Conditional Approval~~, the Owner shall implement the accepted recommendations to address the water quality requirements for the watermain system, to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure or designate for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

Streets, Transportation & Surveys

30) The Owner shall construct all roads shown in this plan of subdivision such that alignments match joining roads outside this plan.

31) The Owner shall construct a cul-de-sac on Shields Place in accordance with City of London Standard DWG. SR-5.0. The Owner shall provide a raised circular centre island (R=8.25m) within the cul-de-sac or as otherwise directed by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

32) The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on Shields Place and Bush Hill Link.

33) The Owner shall limit the bulge in the curb line on Bush Hill Link to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots.

34) The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:

i) Buroak Drive have a minimum road pavement with (excluding gutters) of 9.5

metres (31.2') with a minimum road allowance of 21.5 metres (70').

ii) Heardcreek Trail ***(from east limit of Plan 33M-730 to east limit of plan)***, ~~Applerock Avenue~~ ***Saddlerock Avenue and Bridgehaven Drive*** have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66').

iii) Bob Schram Way, Heardcreek Trail and Bush Hill Link have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').

iv) Shields Place have a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').

35) The Owner shall construct Buroak Drive to secondary collector road standards as identified in the Official Plan, to the satisfaction of the City.

36) The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets:

i) Buroak Drive

37) The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:

i) Bob Schram Way – outside (south and west) boulevard

~~ii) Heardcreek Trail – outside boulevard~~

iii) Heardcreek Trail – south boulevard

iv) Shields Place – west boulevard to walkway

 # Saddlerock Avenue – outside boulevard

 # Bridgehaven Drive – south boulevard

~~v) Applerock Avenue– outside boulevard~~

38) The Owner shall ensure that the pedestrian walkways are constructed to the "City Standard for Pedestrian Walkways", including lighting if necessary, in accordance with City requirements and standards.

39) Prior to any work on the site the Owner shall install signage advising construction traffic that loads on Sunningdale Road West are restricted to a maximum weight of five (5) tonnes per axle for any vehicle traveling on this road during the period March 1 to April 30, inclusive, in any year.

40) The Owner shall construct a raised intersection at the following locations, all to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***:

i) Saddlerock Avenue at the intersections of Bridge Haven Drive.

~~ii) Applerock Avenue at the intersections of Bob Schram Way.~~

41) The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Sunningdale Road West or other routes as designated by the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

42) Should lands to the east not be developed, the Owner shall construct a temporary turning facility for vehicles at the following location(s), to the specifications of the City:

i) Heardcreek Trail – east limit

Temporary turning circles for vehicles shall be provided to the City as required by the City, complete with any associated easements. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

43) The Owner shall remove all other existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

44) All through intersection and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City.

45) Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City. Where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.

46) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

Road Allowance	S/L Radius
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m

47) The Owner shall construct Heardcreek Trail ~~Street 'F'~~ at the eastern boundary of the subject property in alignment with the proposed road to the east as shown in the proposed draft plan of subdivision 39T-05512.

48) The Owner shall construct Buroak Drive ~~Street 'B'~~ at the western boundary of the subject property in alignment with the proposed secondary collector road to the west as shown in the proposed draft plan of subdivision 39T-11503.

49) Should the Owner direct any servicing within the walkway or the walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

50) The Owner shall ~~be required to~~ make minor boulevard improvements on Sunningdale Road West 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.

51) The Owner shall construct raised cross-walks on Heardcreek Trail at the midpoint of Block 39 and Block 38, and on Saddlerock Avenue at the midpoint of Block 37 and Block 36, and on Saddlerock Avenue at the midpoint of the redlined Park Block and Block 36, as per the accepted engineering drawings, to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

Planning

52) Within one (1) year of registration of the plan of subdivision, the owner shall fence all lots/blocks abutting park blocks with 1.5meter high chain link fence in accordance with current City park standards (SPO 4.8) or approved alternate. Fencing shall be completed to the satisfaction of the City.

53) All park blocks lands shall be sufficiently protected from sediment throughout the construction period. A sediment barrier shall be established along the Open Space limits to the satisfaction of the City.

54) No grading shall occur within proposed park blocks except where determined to be appropriate by the City.

55) The Owner shall convey Block ~~36, 37, 38, 39 and 40~~ ***24, 25, 26 and 27*** as indicated on the attached draft plan for park purposes to satisfy the parkland dedication requirements.

56) Within one (1) year of registration of the plan, the Owner shall prepare and deliver to all homeowners adjacent to the open space, and 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.

57) As part of the Design Studies submission, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision. 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 ~~Director, Development and Compliance Division~~ ***Deputy City Manager, Planning and Development or designate***. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.

58) As part of the Design Studies submission, the Owner shall submit for approval a concept park plan for Blocks ~~37, 38 and 39~~ ***25, 26 and 27*** delineating the multi-use pathway alignment, roadway and park treatments for the intersection of the pathway blocks and ~~Streets "L" and "F"~~ ***Heardcreek Trail*** and roadway crossing treatments for ~~Streets "L" and "F"~~ ***Heardcreek Trail***.

As part of the Design submission, the Owner shall submit for approval a conceptual park plan for Block 36 to the satisfaction of the City.

59) As part of the Design submission, the Owner shall submit a plan to the Approval Authority proposing the lotting pattern for all residential Blocks, which shall be consistent with the approved zoning for these blocks and acceptable to the City. The proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, minimum centerline radii of curvature of roads in subdivisions, etc., to the satisfaction of the City. The accepted lotting pattern shall be reflected on the final registered plan.

60) Within one (1) year of registration of the plan, the Owner shall prepare and deliver to all homeowners an education package which advises potential purchasers of the ongoing agricultural activities occurring in the vicinity. The educational package shall be prepared to the satisfaction of the City.

61) The Owner shall obtain all necessary permits from the UTRCA prior to the commencement of any soil disturbance within the regulated area under the jurisdiction of the UTRCA.

62) The Owner shall register on title and include in all Purchase and Sale or Lease Agreements the requirement that the homes to be designed and constructed on all corner lots including lots flanking the park corridor blocks in this Plan, are to have design features, such as but not limited to porches, windows or other architectural amenities that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard. Further, the owner shall obtain approval of their proposed design from the City prior to any submission of an application for a building permit for corner lots with an exterior sideyard in this Plan.

General Conditions

63) Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.

64) 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 the sewers as necessary, all to the specifications and satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

65) ***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 Deputy City Manager, Environment and Infrastructure or designate and at no cost to the City.

~~In the event that relotting of the plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City Engineer.~~

66) 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~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

67) In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the plan.

68) The Owner shall have the common property line of Sunningdale Road West graded in accordance with the accepted engineering drawings, at no cost to the City.

~~69) The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.~~

~~Prior to connection being made to an unassumed service, the following will apply:~~

~~i) In the event discharge is to unassumed services, the unassumed services must be completed and Conditionally Accepted by the City;~~

~~ii) The Owner must provide a video inspection on all affected unassumed sewers;~~

~~Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.~~

~~70) The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities, to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City Engineer, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties, shall:~~

~~i) commence upon completion of the Owner's service work connections to the existing unassumed services; and~~

~~ii) continue until the time of assumption of the affected services by the City.~~

~~71) With respect to any services and/or facilities constructed in conjunction with this plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.~~

72) ***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.***

~~If, during the building or constructing of all buildings or works and services within~~

~~this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City Engineer and review for the duration of the approval program.~~

~~73) If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the plan.~~

74) ***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".***

~~The Owner shall have its engineer notify 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, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".~~

75) The Owner shall not commence construction or installations of any services including clearing or servicing of lands 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; (eg. Ministry of the Environment Certificates; City/Ministry/Government permits: Approved Works, water connection, water-taking, crown Land, navigable waterways; approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of Environment, City; etc.)

76) 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~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

77) All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

78) The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***.

79) Should any temporary turning circle exist on the abutting streets 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.

80) The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.

81) Prior to the acceptance 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.

82) ***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.***

~~Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site. The City may require a copy of the report should there be City property adjacent to the contamination. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.~~

83) In the event this plan develops prior to ~~Plan 39T-05511 and~~ Plan 39T-05512, to the east, the Owner shall make all necessary arrangements to construct adequate municipal services, grading, drainage and accesses over the external lands, to develop this plan, all to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

84) The Owner shall incorporate the accepted recommendations of the various accepted servicing reports/studies (eg. sanitary servicing design, storm and SWM design, water servicing, transportation requirements, hydrogeological, geotechnical, etc.) in the accepted engineering drawings to address all servicing issues, to the satisfaction of the ~~City Engineer~~ ***Deputy City Manager, Environment and Infrastructure or designate***, at no cost to the City.

85) The Owner shall have its consulting engineering update the necessary engineering drawings to reflect the red-line revisions to the draft plan of subdivision, to the satisfaction of the City.

86) In conjunction with the submission of engineering drawings, the Owner's shall have its consulting engineer provide a hydraulic grade line analysis to confirm there will be no adverse impact on storm sewers at Saddlerock Avenue off Buroak Drive (existing 375mm storm sewer 35.5m in length) and at Buroak Drive between manhole R93 and R9 (1200mm storm sewer 49.7m in length).

87) In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per SW-7.0 to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.

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 Deputy City Manager, Environment and Infrastructure or designate.

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 Deputy City Manager, Environment and Infrastructure or designate.

The Owner shall comply with the Complete Streets Manual (eg. road widths, lay-bys's, etc.) to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.

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.

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.

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 along Buroak Drive, including parking bays, curb extensions, raised pedestrian crossings, speed cushions, bike lanes and other measures, to the satisfaction of the City.

Report to Planning and Environment Committee

To: **Chair and Members**
Planning & Environment Committee
From: **George Kotsifas P. Eng.,**
Deputy City Manager, Planning and Economic Development
Subject: **Application by: 1423197 Ontario Inc. (Royal Premier Homes)**
c/o Zelinka Priamo Ltd.
3557 Colonel Talbot Road
Removal of Holding Provisions
Meeting on: **August 30, 2021**

Recommendation

That on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 1423197 Ontario Inc. (Royal Premier Homes) relating to the property located at 3557 Colonel Talbot Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 14, 2021 to amend Zoning By-law Z.-1, in conformity with the Official Plan, to change the zoning of the lands **FROM** a Holding Residential R5 Special Provision (h-5*R5-6(14)) Zone **TO** a Residential R5 Special Provision (R5-6(14)) Zone to remove the "h-5" holding provision.

Executive Summary

Summary of Request

The development for consideration is a townhouse development on the west side of Colonel Talbot Road, south of Clayton Walk. The site is to be developed with vehicular access from Colonel Talbot Road. The request is to remove the holding provision from the residential zone on 3557 Colonel Talbot Road.

Purpose and the Effect of Recommended Action

The purpose and effect of this zoning amendment is to remove the holding "h-5" symbol to permit the construction of four (4) 2-storey townhouse blocks consisting of a total of 21-units.

Rationale of Recommended Action

The requirements for removing the holding provision have been met.

1. A public site plan meeting was held before the Planning and Environment Committee on May 10th, 2021. Since that time, staff have worked with applicant to ensure that matters raised through the meeting have been considered.
2. A Development Agreement has been executed and security has been posted for this 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

September 8, 2020 – Planning and Environment Committee - 1423197 Ontario Inc. (Royal Premier Homes). (Royal Premier Homes) regarding the property located at 3557 Colonel Talbot Road - Zoning By-law Amendment Application - Z-9003.

May 10, 2021 - Planning and Environment Committee - 2749282 Ontario Inc. (Royal Premier Homes) regarding the property located at 3557 Colonel Talbot Road – public meeting with for Site Plan Approval - File SPA20-063.

1.2 Planning History

The subject lands were previously occupied by a single detached dwelling until 2016, when the existing dwelling was structurally damaged due to a fire. As a result of the fire, the dwelling was demolished. In 2017, the subject lands were the subject of a Minor Variance Application (A.103/17) for the purpose of constructing a single detached dwelling with a reduced side yard setback. The proposed single detached dwelling was never constructed, and the parcel has been vacant since the fire and demolition of the former single detached dwelling.

On December 21, 2018, a Zoning By-law Amendment Application (Z-9003) was submitted for three (3), 2.5-storey townhouse dwellings for a total of 28 units (41 units per hectare). On May 13, 2019, an information report was brought forward to the Planning and Environment Committee. The intent of the report was to advise the Committee of the received comments and to obtain direction regarding a future public participation meeting.

As previously noted, the southern portion of the site is regulated by the UTRCA. Through the Zoning By-law Amendment, a development limit was agreed to upon reducing the number of units on site from the identified three (3) 2.5-storey townhouse dwellings down to two (2), 2.5-storey townhouse dwellings for a total of 21 units (51 units per hectare).

On September 8, 2020, a Public Participation Meeting was later held before the Planning and Environment Committee, which recommended approval of the proposed Zoning By-law Amendment. On September 15, 2020, Municipal Council passed the Zoning By-law Amendment to permit a Holding Residential R5 Special Provision (h-5*R5-6(14)), Open Space Special Provision (OS4(13)) Zone and an Open Space Special Provision (OS5(17)) Zone. The resolution of Council also noted that the provision of enhanced screening/privacy along the northern property line, including boundary landscaping along the north and west property boundaries, was raised during the application review process as a matter to be addressed at the Site Plan Approval stage. The Council resolution further noted that the h-5 holding provision would allow for a public participation meeting during the site plan stage.

On October 16, 2020, the Zoning By-law Amendment (Z-9003) was appealed to the Local Planning Appeal Tribunal (PL200494). On March 5, 2021 the appeal was withdrawn.

On August 12, 2020, a Site Plan Control Application (file SPA20-063), was received by the City of London. Further submissions are required to address comments provided with the pervious review by staff, and further to address recommendations to Approval Authority as part of the public meeting on the Site Plan. Comments from the second submission that were included in the Council resolution that was considered at the May 10, 2021, public site plan meeting.

1.3 Property Description

The subject property is located north of Lambeth on the west side of Colonel Talbot Road between Pack Road and Kilbourne Road, directly south of Clayton Walk. The subject property is surrounded by low-density residential land uses, and a proposed plan of subdivision (39T-17503) on the east side of Colonel Talbot Road, opposite the subject property. Colonel Talbot Road is classified as a Civic Boulevard in The London Plan and an Arterial Road in the (1989) Official Plan.

1.4 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type/Green Space Place Type
- Official Plan Designation – Multi-Family Medium Density Residential/Open Space
- Existing Zoning - Holding Residential R5 Special Provision/Open Space Special Provision (h-5*R5-6(14)/OS4(13)) Zone

1.5 Site Characteristics

- Current Land Use – Undeveloped
- Frontage – 107 metres (351 feet)

- Depth – 76 metres, average (249 feet)
- Area – 0.808 hectares (2.0 acres)
- Shape – Irregular

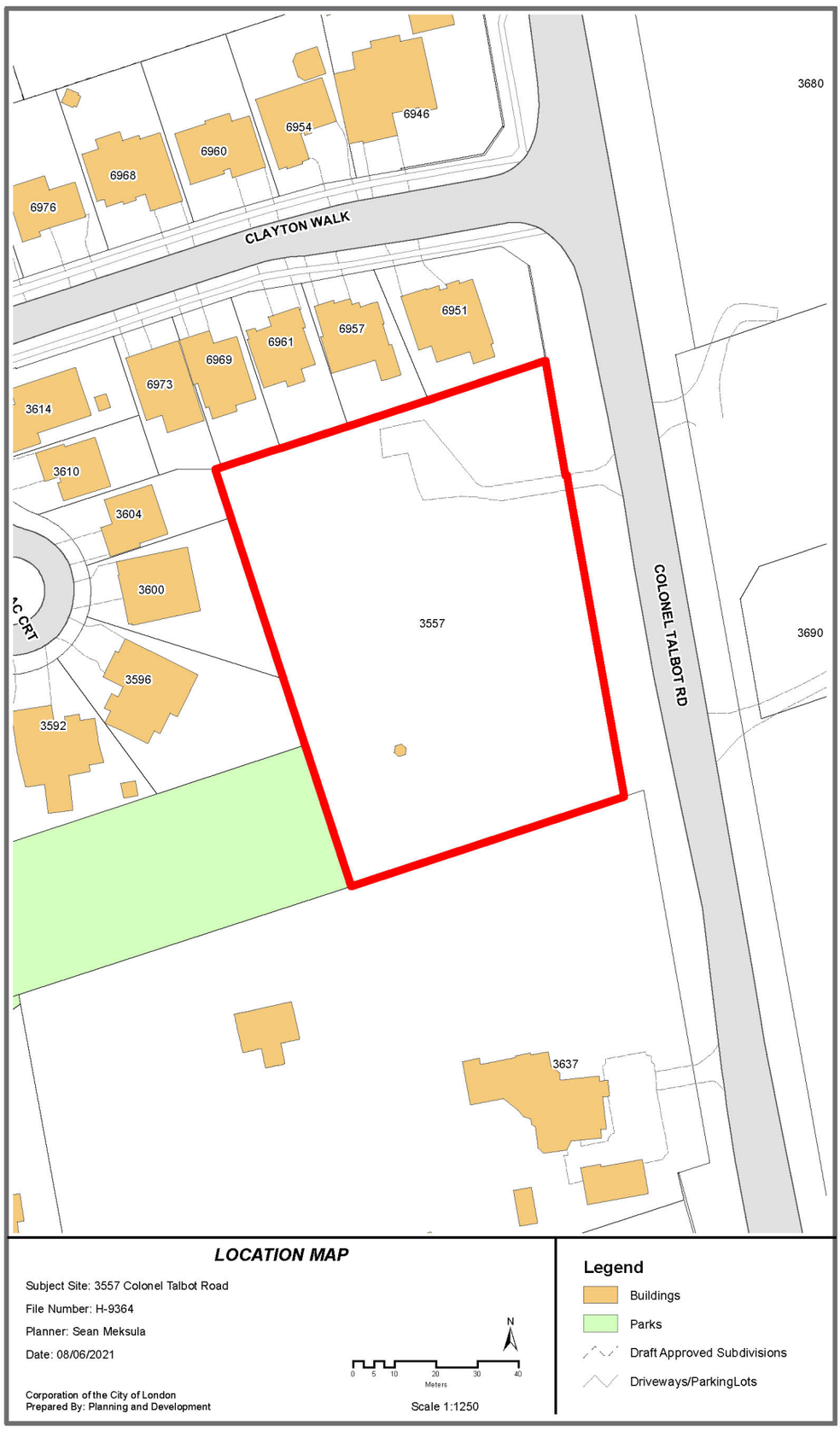
1.6 Surrounding Land Uses

- North – Low Density Residential
- East – Currently used for Agricultural purposes, identified within a proposed Plan of Subdivision application (39T-17503)
- South – Low Density Residential
- West – Low Density Residential

1.7 Intensification

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

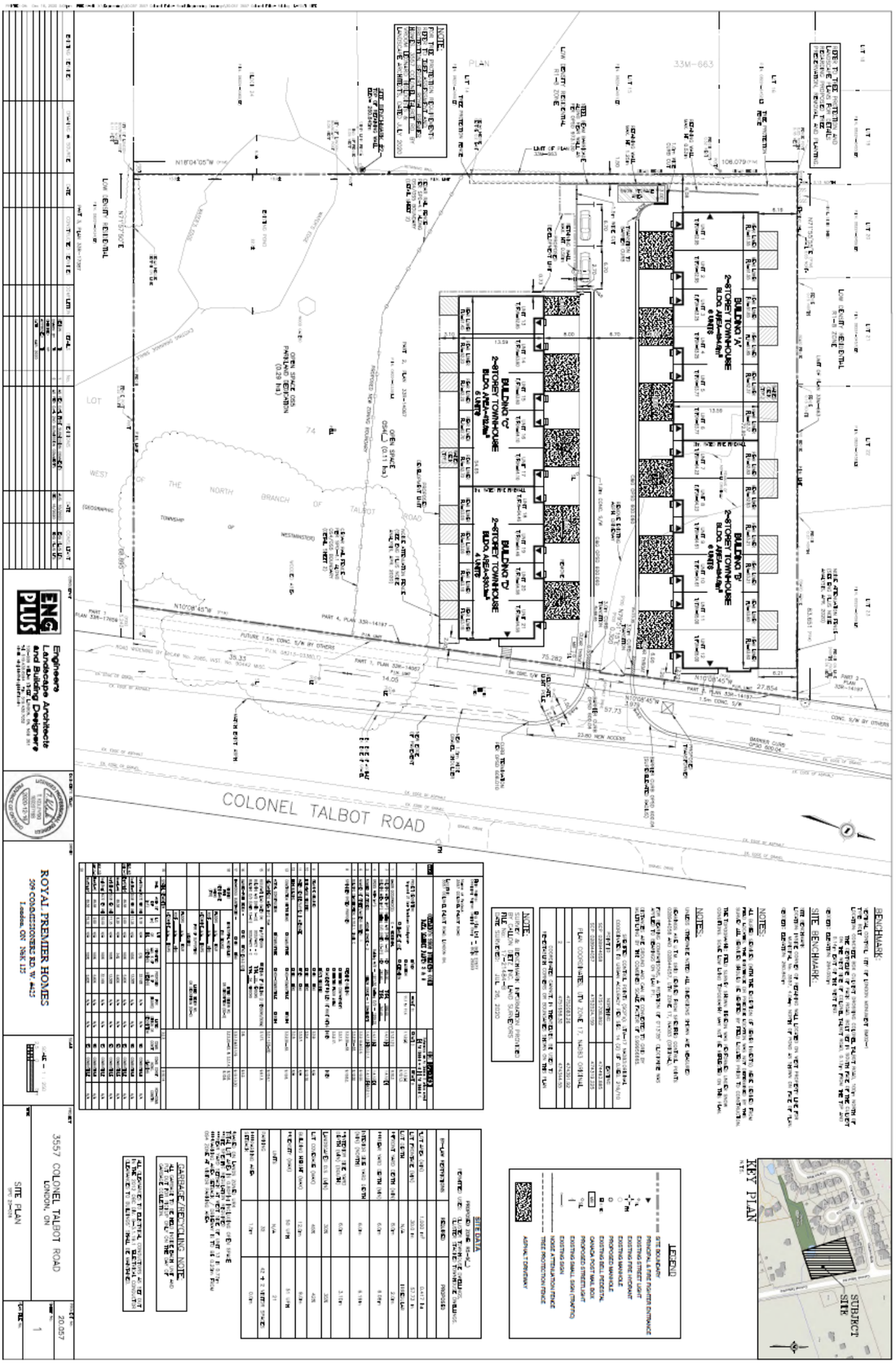
1.8 Location Map



2.0 Discussion and Considerations

The proposed application is to remove the h-5 holding provision from the subject lands. The holding provision was included in the zone to ensure that development takes a form compatible with adjacent land uses and that the site plan be brought back to PEC for public review and comment. The proposed development consists of four (4) 2-storey townhouse blocks consisting of a total of 21-units (51 units per hectare) with access to Colonel Talbot Road. Issues raised through the public meeting have been addressed in the proposal.

Conceptual Site Plan



2.1 Community Engagement (see more detail in Appendix B)

On June 17, 2021 a notice of the application was published in the Public Notices and Bidding Opportunities section of The Londoner. No comments were received in response to the Notice of Application.

2.2 Policy Context (see more detail in Appendix C)

The Planning Act permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use, a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 150 days to remove the holding provision(s).

The London Plan and the 1989 Official Plan contain policies with respect to holding provisions, the process, and notification and removal procedures.

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

What is the purpose of the "h" holding provision and is it appropriate to consider its removal?

h-5 Holding Provision

The "h-5" holding provision states:

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

The required public participation meeting was held on May 10th, 2021. The meeting provided the public an opportunity to review and comment on the proposed site plan. Municipal Council supported the proposed development noting the concerns from the residents on keeping the cedar hedge for privacy, the addition of the retaining wall and stormwater management has been incorporated into the site plan. Staff are of the opinion that the attached site plan and executed development agreement meet the direction of Council and satisfy the requirement of the holding provision.

Conclusion

The requirements for the holding provision on the subject lands has been addressed through the site plan approval process. Removal of the holding provision will allow the development of the proposed four (4) 2-storey townhouse blocks consisting of a total of 21-units. In the opinion of Staff, the holding zone requirements have been satisfied and it is appropriate to proceed to lift the holding symbol from the zoning map.

Prepared by:	**Sean Meksula, MCIP, RPP** **Senior Planner, Subdivision Planning**
Reviewed by:	**Bruce Page, MCIP, RPP** **Manager, Subdivision Planning**
Recommended by:	**Gregg Barrett, AICP** **Director, Planning and Development**
Submitted by:	**George Kotsifas, P. Eng.** **Deputy City Manager,** **Planning and Economic Development**

cc: Matt Feldberg, Manager, Subdivisions and Condominiums
cc: Bruce Page, Manager, Subdivision Planning
cc: Peter Kavcic, Manager, Subdivision Engineering
cc: Michael Pease, Manager, Site Plan

Appendix A

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

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

A by-law to amend By-law No. Z.-1 to remove holding provisions from the zoning for lands located at 3557 Colonel Talbot Road.

WHEREAS 1423197 Ontario Inc. (Royal Premier Homes) has applied to remove the holding provision from the zoning for the lands located at 3557 Colonel Talbot 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 provision from the zoning of the said lands;

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

1. Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3557 Colonel Talbot Road, as shown on the attached map, comprising part of Key Map No. 110 to remove the holding provisions so that the zoning of the lands as a a Residential R5 Special Provision (R5-6(14)) Zone comes into effect.

2. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council on September 14, 2021

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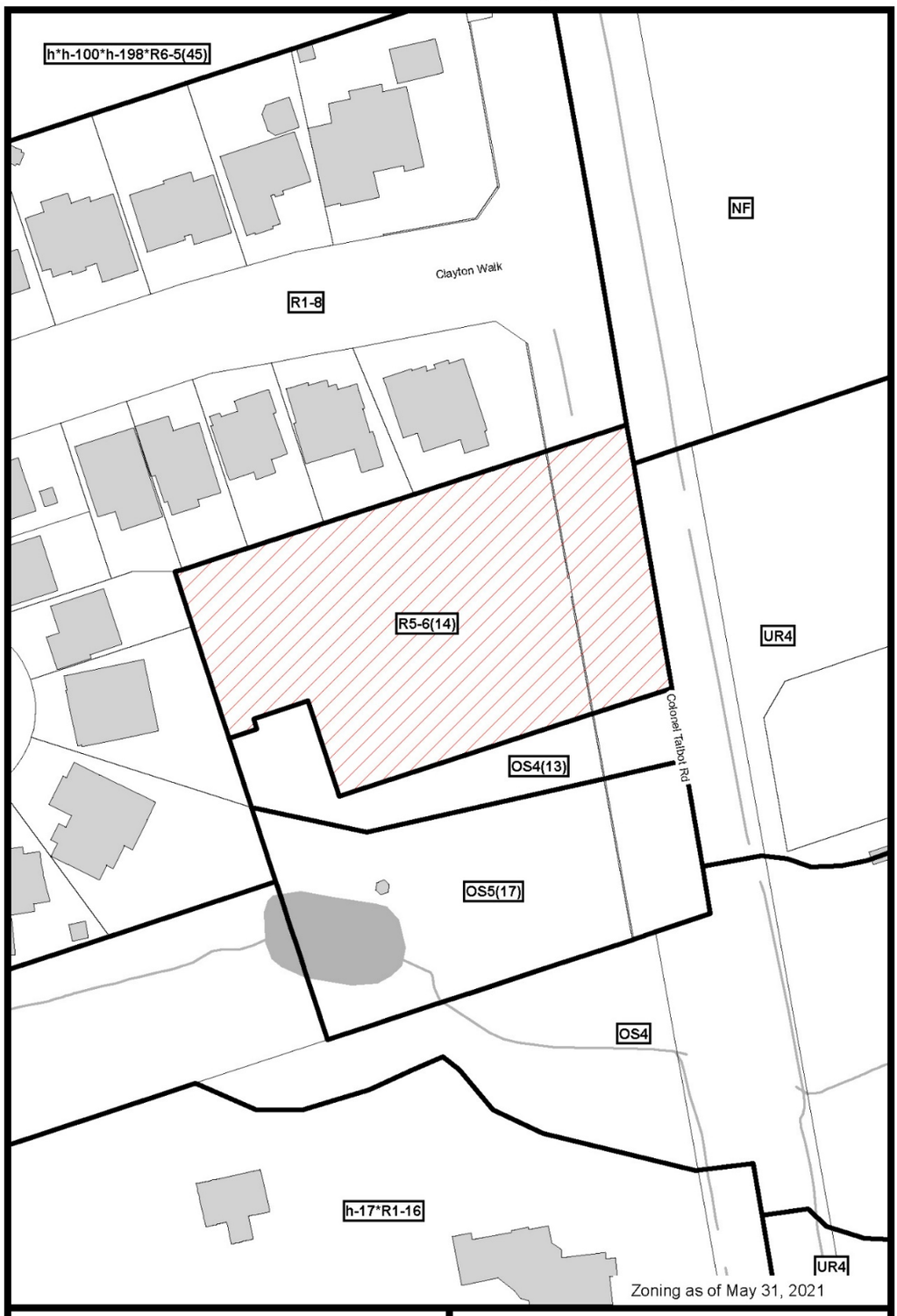
Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 14, 2021
Second Reading – September 14, 2021
Third Reading – September 14, 2021

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



File Number: H-9364
Planner: SM
Date Prepared: 2021/06/07
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE

1:1,000

0 5 10 20 30 40 Meters

Geodatabase

Appendix B – Public Engagement

Community Engagement

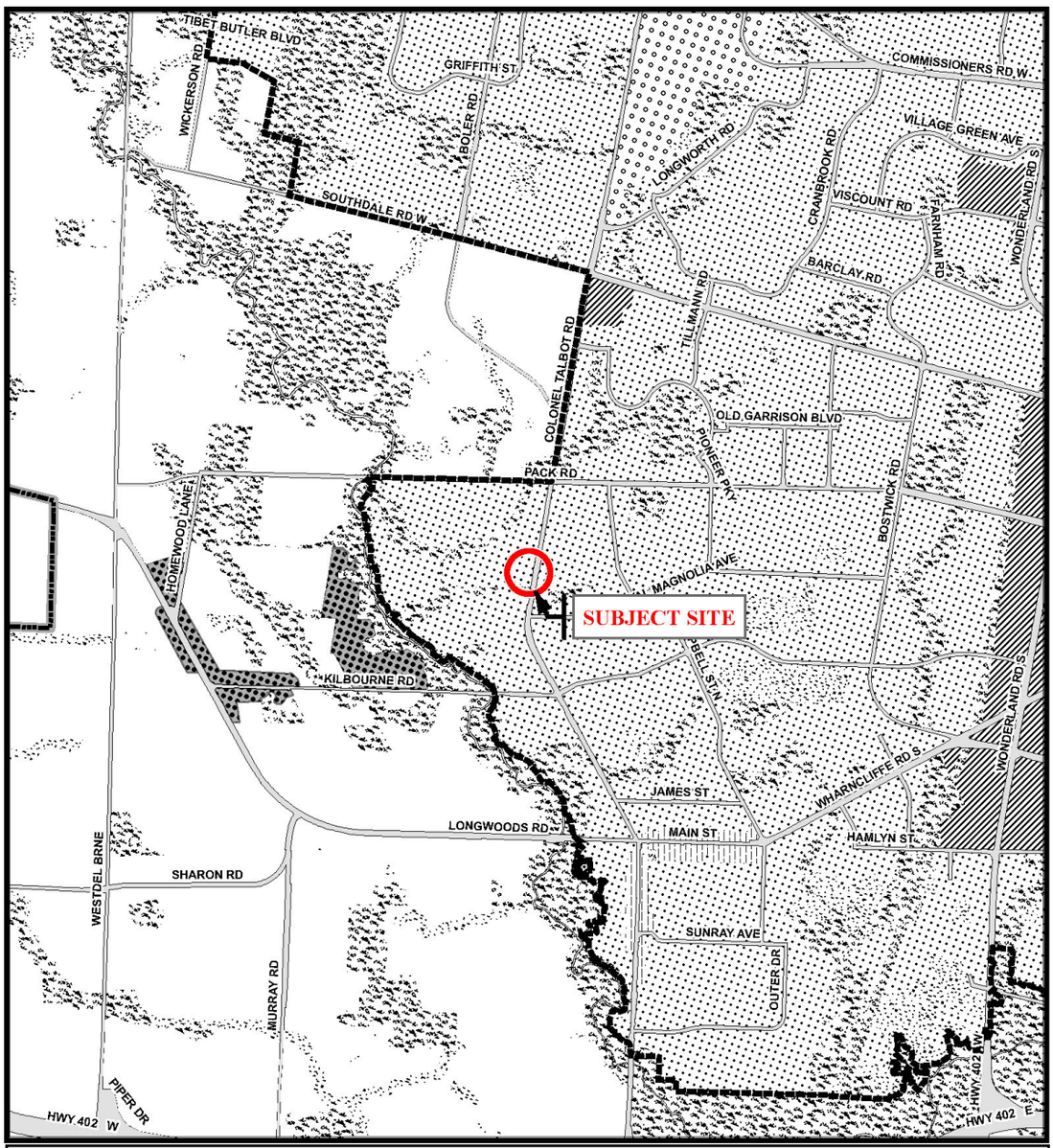
Public liaison: Notice of the application was published in the Londoner on June 17, 2021

0 replies were received

Nature of Liaison City Council intends to consider removing the Holding (h-5) Provision from the zoning of the subject lands to allow the development of a 21 townhouse dwelling units permitted under the Residential R5 Special Provision (R5-6(14)) Zone. The purpose of the “h-5” provision is to ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-5" symbol. Council will consider removing the holding provisions as it applies to these lands no earlier than July 26, 2021.

Appendix C – Relevant Background

London Plan Excerpt



Legend

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

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

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

CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

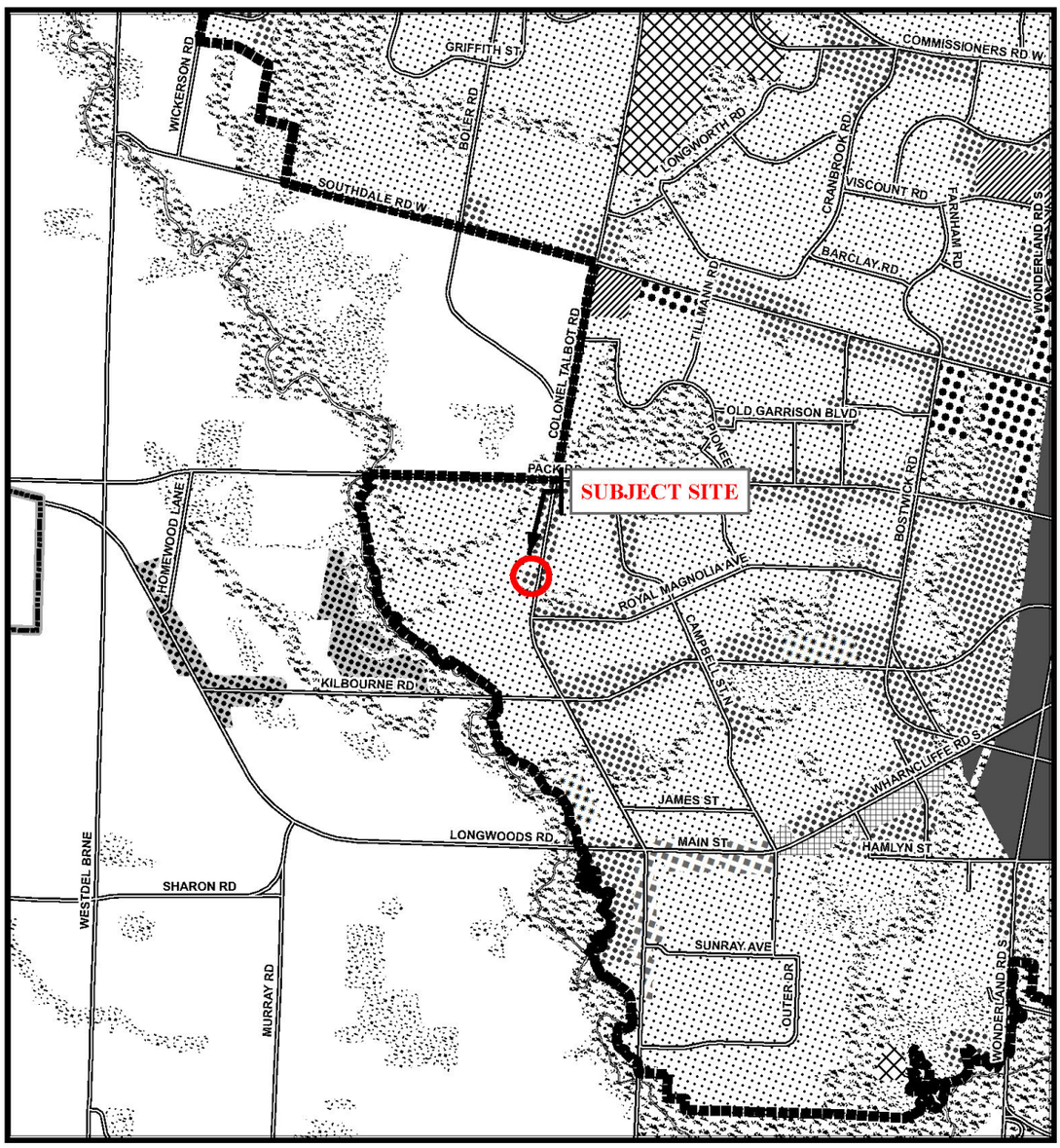
Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	H-9364
Planner:	SM
Technician	RC
Date:	June 8, 2021

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\H-9364-Map1-PlaceTypes.mxd

1989 Official Plan Excerpt



Legend

- Downtown
- Wonderland Road Community Enterprise Corridor
- 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
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Office Business Park
- General Industrial
- Light Industrial
- Commercial Industrial
- Transitional Industrial
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services

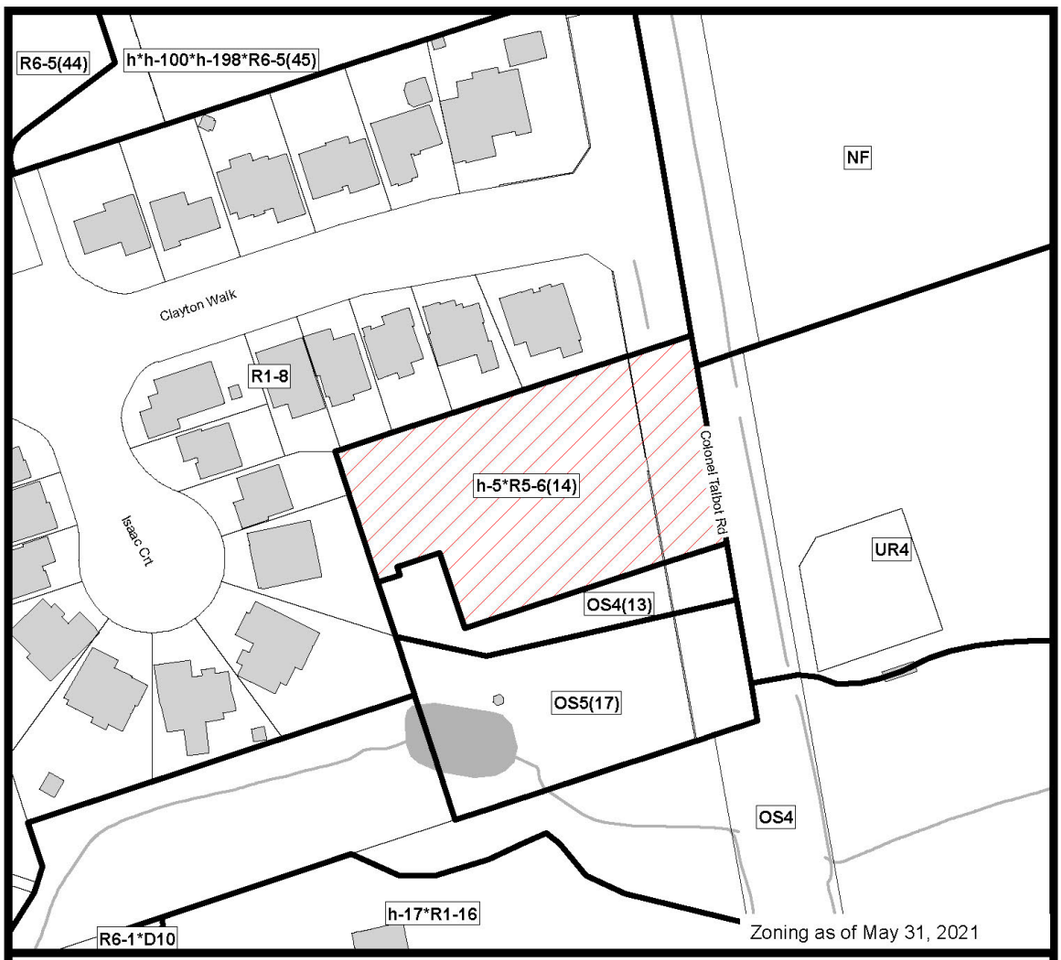
Scale 1:30,000

0 155 310 620 930 1,240 1,559
Meters

FILE NUMBER:	H-9364
PLANNER:	SM
TECHNICIAN:	RC
DATE:	2021/06/08

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Existing Zoning Map



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: H-9364 SM

MAP PREPARED: 2021/06/08 RC

1:1,500

0 5 10 20 30 40 Meters

Report to Planning & Environment Committee

To: **Chair and Members**
Planning & Environment Committee

From: **Peter Kokkoros, P.Eng., B.A. (Econ)**
Director Building & Chief Building Official

Subject: **Building Division Monthly Report**
May 2021

Date: **August 30, 2021**

Recommendation

That the report dated May 2021 entitled “Building Division Monthly Report May 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 May 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 May 2021. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of May 2021”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – May 2021

Permits Issued to the end of the month

As of May 2021, a total of 1,991 permits were issued, with a construction value of $721.7 million, representing 1,985 new dwelling units. Compared to the same period in 2020, this represents a 60.7% increase in the number of building permits, with a 153.3% increase in construction value and an 312.7% increase in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of May 2021, the number of building permits issued for the construction of single and semi-detached dwellings is 532, representing an 82.5% increase over the same period in 2020.

Number of Applications in Process

As of the end of May 2021, 1,136 applications are in process, representing approximately $736 million in construction value and an additional 1,506 dwelling units compared with 819 applications, with a construction value of $824 million and an additional 2026 dwelling units in the same period in 2020.

Rate of Application Submission

Applications received in May 2021 averaged to 25.3 applications per business day, for a total of 505 applications. Of the applications submitted, 93 were for the construction of single detached dwellings and 60 townhouse units.

Permits issued for the month

In May 2021, 467 permits were issued for 300 new dwelling units, totalling a construction value of $128.6 million.

Inspections – Building

A total of 2,666 inspection requests were received with 2,980 inspections being conducted.

In addition, 8 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 2,666 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 677 inspection requests were received, with 620 inspections being conducted.

An additional 96 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 677 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 1,258 inspection requests were received with 1,496 inspections being conducted related to building permit activity.

An additional 3 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,258 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

2019 Permit Data

To the end of May 2019 a total of 1,846 permits were issued, with a construction value of $651.8 million, representing 1,037 new dwelling units. The number of single/semi detached dwelling units was 253.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of May 2021. Attached as Appendix "A" to this report is a "Summary Listing of Building Construction Activity" for the month of May 2021 as well as "Principle Permits Reports".

Prepared by:	**Peter Kokkoros, P.Eng.** **Director, Building and Chief Building Official** **Planning and Economic Development**
Submitted by:	**George Kotsifas, P.Eng.** **Deputy City Manager** **Planning and Economic Development**
Recommended by:	**George Kotsifas, P.Eng.** **Managing Director** **Planning and Economic Development**

APPENDIX "A"

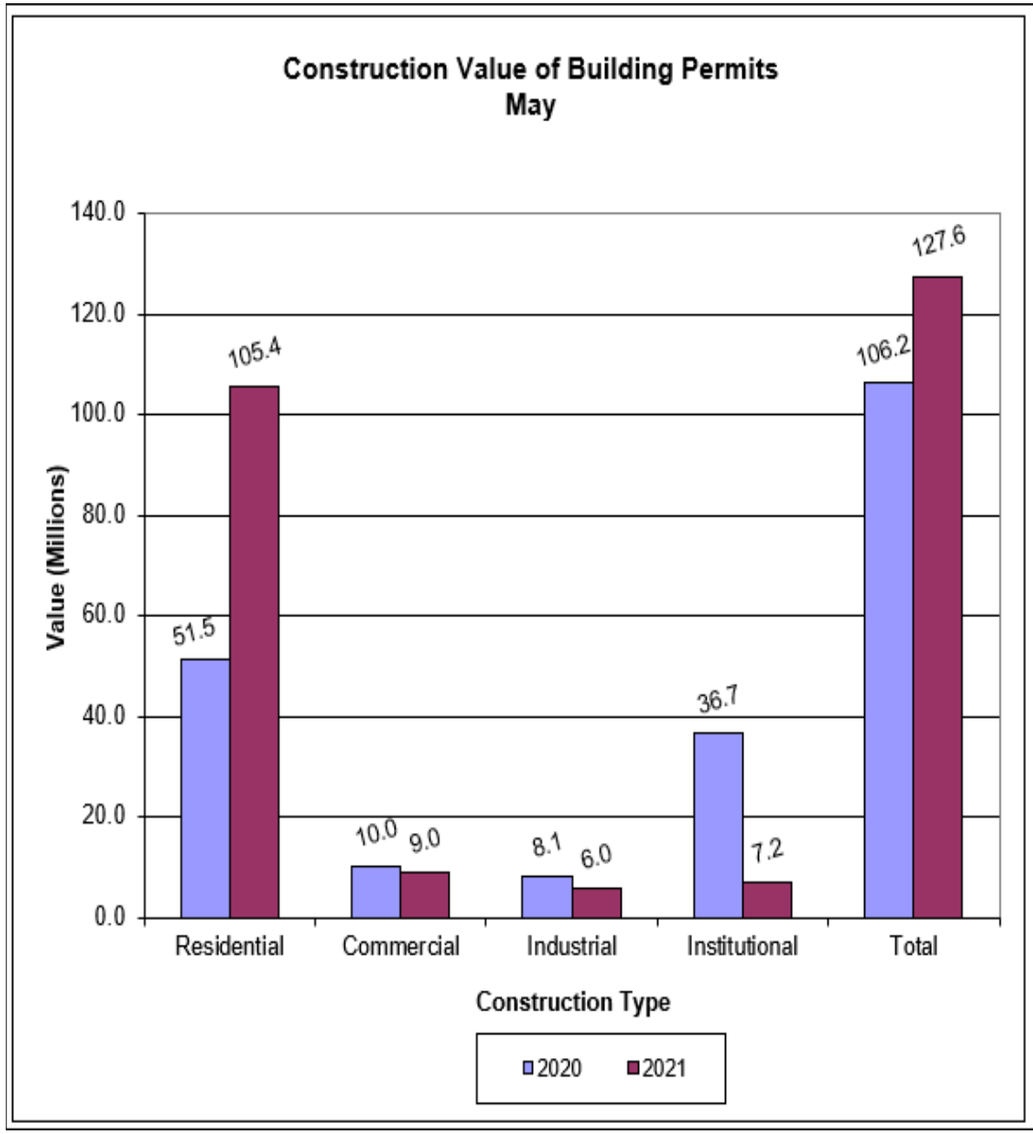
A table showing 2021 and 2020 construction values

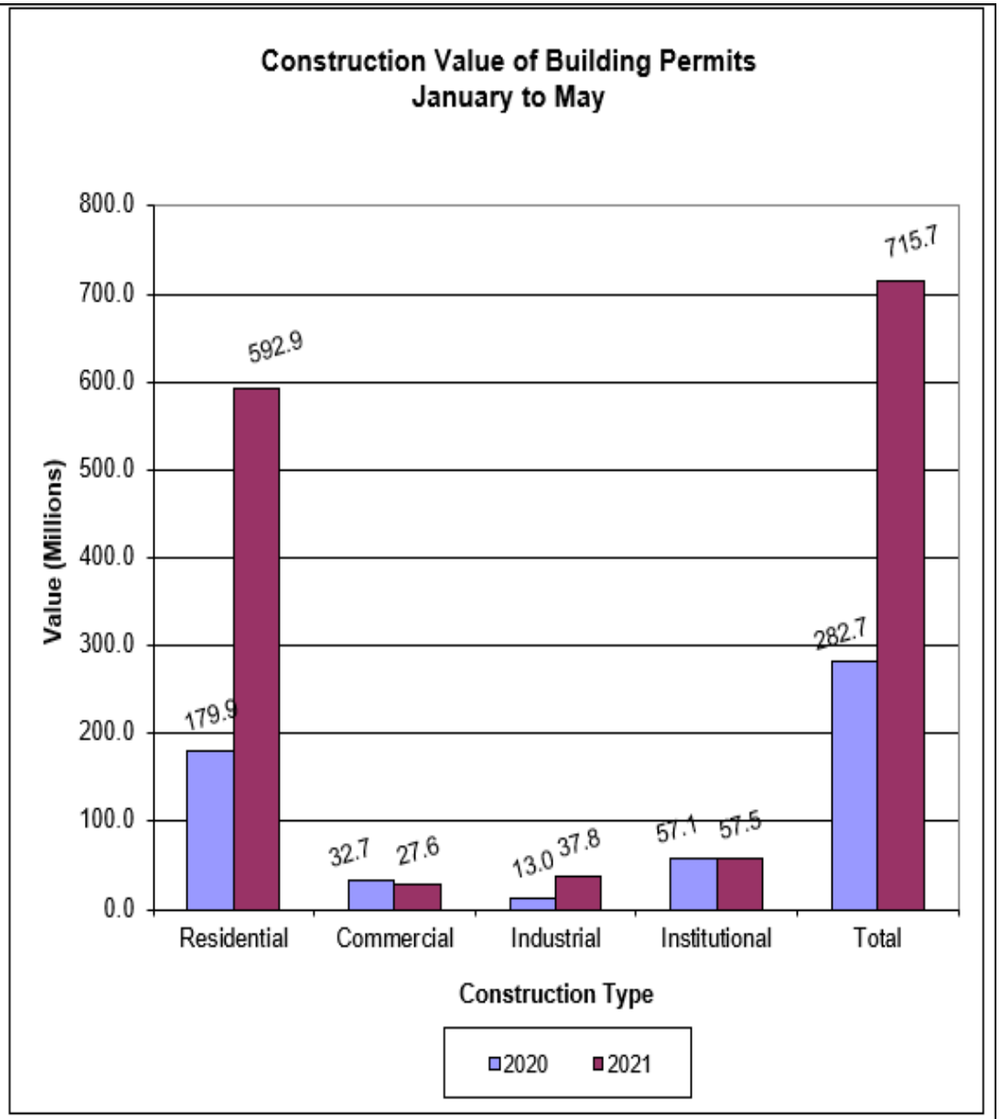
CITY OF LONDON

SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF May 2021

	May 2021			to the end of May 2021			May 2020			to the end of May 2020		
CLASSIFICATION	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	104	48,871,900	104	531	240,681,900	531	90	36,294,400	90	291	122,237,760	291
SEMI DETACHED DWELLINGS	0	0	0	1	223,500	1	0	0	0	0	0	0
TOWNHOUSES	33	30,923,100	126	99	88,858,800	346	4	2,226,600	9	40	26,642,885	105
DUPLEX, TRIPLEX, QUAD, APT BLDG	1	17,000,000	61	7	225,260,000	1,054	2	10,374,000	67	2	10,374,000	67
RES-ALTER & ADDITIONS	197	8,637,735	9	730	37,830,006	53	74	2,563,950	3	434	20,640,373	18
COMMERCIAL -ERECT	3	2,140,000	0	17	5,668,500	0	2	1,500,000	0	4	2,810,500	0
COMMERCIAL - ADDITION	0	0	0	3	310,000	0	0	0	0	2	2,001,800	0
COMMERCIAL - OTHER	31	6,813,050	0	145	21,574,304	0	54	8,516,925	0	161	27,874,231	0
INDUSTRIAL - ERECT	1	3,000,000	0	4	18,792,500	0	0	0	0	2	3,436,700	0
INDUSTRIAL - ADDITION	2	2,540,000	0	4	3,346,560	0	2	7,500,000	0	4	7,918,800	0
INDUSTRIAL - OTHER	2	447,000	0	12	15,691,800	0	2	566,770	0	17	1,685,607	0
INSTITUTIONAL - ERECT	0	0	0	1	12,000,000	0	1	32,000,000	0	2	32,575,000	0
INSTITUTIONAL - ADDITION	0	0	0	3	1,963,386	0	1	1,400,000	0	2	3,400,000	0
INSTITUTIONAL - OTHER	14	7,202,000	0	42	43,500,450	0	3	3,305,001	0	39	21,136,201	0
AGRICULTURE	0	0	0	1	150,000	0	0	0	0	1	100,000	0
SWIMMING POOL FENCES	41	1,020,981	0	202	5,615,510	0	26	596,334	0	67	1,929,040	0
ADMINISTRATIVE	12	15,000	0	37	207,000	0	7	36,000	0	19	88,000	0
DEMOLITION	3	0	2	30	0	21	5	0	4	24	0	18
SIGNS/CANOPY - CITY PROPERTY	1	0	0	5	0	0	0	0	0	1	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	22	0	0	117	0	0	12	0	0	127	0	0
TOTALS	467	128,610,765	300	1,991	721,674,216	1,985	285	106,879,980	169	1,239	284,850,897	481

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


Construction Value of Building Permits
May
Value (Millions)
140.0
120.0
100.0
80.0
60.0
40.0
20.0
0.0
51.5
105.4
10.0
9.0
8.1
6.0
36.7
7.2
106.2
127.6
Residential
Commercial
Industrial
Institutional
Total
Construction Type
2020
2021


Construction Value of Building Permits
January to May
Value (Millions)
800.0
700.0
600.0
500.0
400.0
300.0
200.0
100.0
0.0
179.9
592.9
32.7
27.6
13.0
37.8
57.1
57.5
282.7
715.7
Residential
Commercial
Industrial
Institutional
Total
Construction Type
2020
2021

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
TYLER EMEL URBAN SIGNATURE HOMES INC.	1031 Upperpoint Ave D	Erect-Street Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK BLDG D - DPNs 1051, 1049, 1047, 1045, 1043, 1041	6	1,202,400
SKYLINE RETAIL REAL ESTATE HOLDINGS INC. SKYLINE RETAIL REAL ESTATE HOLDINGS INC.	11 Base Line Rd E	Alter Restaurant <= 30 People Alter interior for restaurant - unit 5. Call City for sprinkler rough-in inspection; sprinkler drawing to be prepared if more than 5 sprinkler heads are modified.	0	110,000
The Board of of Western Ontario The Board Of Governors The University Of Western Ontario	1151 Richmond St	Alter University INTERIOR ALTER TO UCC LOWER LEVEL STARBUCKS + Classroom upgrade. Submit form for the name of Testing Co-Ordinator (ITC). Submit sprinkler system shop drawings to City for review prior to 'Full' permit status.(sprinkler Plan: reviewed on Dec. 21)	0	730,000
STEPHEN GIUSTIZIA HOUSING DEVELOPMENT CORP LONDON	122 Base Line Rd W	Erect-Apartment Building ERECT 4 STOREY, 61 UNIT APARTMENT BUILDING. FOUNDATION PERMIT ONLY. Prior to FULL permit phase: submit sprinkler shop drawings, and the Commitment To Review for Fire Protection. Submit the name of ITC Integrated Testing Co-Ordinator - as per the standard form. Submit Misc Metals Shop Drawings and GRCC. Submit Firestopping Package.	61	17,000,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	1250 Dundas St	Alter Schools Elementary, Kindergarten REPLACEMENT OF AIR HANDLING UNITS, EXHAUST FANS AND MINOR PLUMBING WORK.	0	2,200,000
The Huron University College Corporation	1349 Western Rd	Alter University INTERIOR RENOVATIONS FOR NEW LEARNING AND LAB SPACES	0	210,000
SHERWOOD FOREST SQUARE LTD.	164 Sherwood Forest Sq	Alter Apartment Building ADDING A RETAINING WALL Shell Permit Only – Provide sealed retaining wall guards shop drawings to the Building Division for review prior to work in these areas	1	200,000
RICHMOND HYLAND CENTRE INC. RICHMOND HYLAND CENTRE INC.	1701 Richmond St	Alter Offices INTERIOR FIT UP FOR NEW OFFICE. Submit sprinkler shop drawings prior to Full permit status - - Hydraulic calculations are not required.	0	229,800
DISTINCTIVE HOMES LONDON LTD	171 Cambridge St	Alter Triplex TWO STOREY ADDITION TO EXISTING TRIPLEX. INTERIOR ALTERATIONS TO EXISTING TRIPLEX.	0	200,000
Distinctive Homes London Ltd	171 Cambridge St	Alter Triplex TWO STOREY ADDITION TO EXISTING TRIPLEX. INTERIOR ALTERATIONS TO EXISTING TRIPLEX.	0	200,000
SIFTON PROPERTIES LIMITED SIFTON PROPERTIES LIMITED	171 Queens Ave	Alter Offices INTERIOR ALTERATIONS TO OFFICE SPACE ON 8TH FLOOR TO ACCOMODATE NEW PUBLIC CORRIDOR	0	300,000
The Ridge At Byron Inc	1710 Ironwood Rd 23	Erect-Townhouse - Cluster SDD ERECT SDD, 1 STOREY, 2 CAR GARAGE, 4 BEDROOMS, FINISHED BASEMENT, COVERED DECK, NO A/C, SB12-A5, HRV&DWHR REQUIRED	1	457,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
FOXWOOD (LONDON) INC. FOXWOOD DEVELOPMENTS (LONDON) INC.	1781 Henrica Ave E	Erect-Townhouse - Condo ERECT 5 UNIT TOWNHOUSE BLOCK E, DPNs 88, 90, 92, 94, 96 A/C will install.	5	1,056,000
FOXWOOD (LONDON) INC. FOXWOOD DEVELOPMENTS (LONDON) INC.	1781 Henrica Ave F	Erect-Townhouse - Condo ERECT TOWNHOUSE CONDO BUILDING F - A/C will install. 7 UNITS DPN's 22, 24, 26, 28, 30, 32, 34	7	1,488,000
OXFORD WEST GATEWAY INC. C/O YORK DEVELOPMENTS OXFORD WEST GATEWAY INC. C/O YORK DEVELOPMENTS	1886 Oxford St W	Alter Offices ALTER INTERIOR FOR TENANT, FULL SECOND FLOOR. Submit sprinkler piping plan for review before full permit.	0	827,000
LEGACY HOMES OF LONDON LEGACY HOMES OF LONDON	1965 Upperpoint Gate A	Erect-Townhouse - Condo ERECT 6 UNIT CONDO BLOCK A - DPNs 1995, 1993, 1991, 1989, 1987, 1985. SB-12 A5, Unfinshed basement.	6	2,340,000
SIFTON LIMITED SIFTON PROPERTIES LIMITED	2015 Shore Rd	Install-Townhouse - Condo INSTALL SITE SERVICES		380,000
FOREST PARK (SHERWOOD GLEN) FOREST PARK (SHERWOOD GLEN)	203 Wychwood Pk 18	Erect-Townhouse - Cluster SDD ERECT SDD, 1 STOREY, 2 CAR GARAGE, 2 BEDROOMS, UNFINISHED BASEMENT, DECK INCLUDED, A/C INCLUDED, SB12-A5, DWHR-HRV REQUIRED.	1	316,000
FOREST PARK (SHERWOOD GLEN) FOREST PARK (SHERWOOD GLEN)	203 Wychwood Pk 8	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 2 BEDROOMS, COVERED REAR PORCH, NO A/C, SB-12 A5, UNIT 4 MLVCP DPN 8, HRV & DWHR REQUIRED	1	266,000
Rembrandt Developments (Fanshawe) Inc	2261 Linkway Blvd E	Erect-Townhouse - Condo ERECT 5 UNIT TOWNHOUSE BLOCK E, DPN'S 148, 150, 152, 154, 156. Soils report required.	5	1,096,800
TERRY PARKER LONDON & MIDDLESEX COMMUNITY HOUSING	241 Simcoe St	Alter Apartment Building BALCONY'S CONCRETE AND GUARD RAIL REPAIRS.	0	1,000,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	247 Thompson Rd	Alter Schools Elementary, Kindergarten Replacement of air handling units and required structural modifications to suit new mechanical units	0	300,000
2448622 ONTARIO CORP. 2448622 ONTARIO CORP.	2485 Innovation Dr	Install-Site Services INSTALL SITE SERVICES		442,000
THE CANADA LIFE ASSURANCE COMPANY	255 Dufferin Ave	Alter Offices INTERIOR ALTERATIONS TO EXISTING OFFICE SPACE. (2ND FLOOR)	0	1,600,000
WESTHAVEN HOMES (2008) INC. WESTHAVEN HOMES (2008) INC.	2835 Sheffield Pl 12	Erect-Townhouse - Cluster SDD TOWNHOUSE CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, 4 BEDROOM, UNFINISHED BASEMENT, NO DECK, NO A/C, SB-12 A1, UNIT 6, CONDOMINIUM PLAN NO.949, HRV & DWHR REQUIRED	1	400,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
WESTHAVEN HOMES (2008) INC. WESTHAVEN HOMES (2008) INC.	2835 Sheffield Pl 18	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, FINISHED BASEMENT, 4 BEDROOMS, NO DECK, NO A/C, SB-12 A1, DPN 18 MVLCP No 949 UNIT 9, HRV & DWHR REQUIRED, SOILS REPORT REQUIRED FROM EXP	1	425,000
DOMDAY DEVELOPMENTS INC DOMDAY DEVELOPMENTS INC	2835 Sheffield Pl 34	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, FINISHED BASEMENT, 5 BEDROOMS, NO DECK, NO A/C, SB-12 A1, DPN 34 MVLCP LEVEL 1 UNIT 17, HRV & DWHR REQUIRED	1	447,500
DOMDAY DEVELOPMENTS INC DOMDAY DEVELOPMENTS INC	2835 Sheffield Pl 36	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, FINISHED BASEMENT, 5 BEDROOMS, NO DECK, NO A/C, SB-12 A1, DPN 36 MVLCP LEVEL 1 UNIT 18, HRV & DWHR REQUIRED	1	447,500
DOMDAY DEVELOPMENTS INC DOMDAY DEVELOPMENTS INC	2835 Sheffield Pl 38	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 2 STOREY, 2 CAR GARAGE, FINISHED BASEMENT, 5 BEDROOMS, NO DECK, NO A/C, SB-12 A1, DPN 38 MVLCP LEVEL 1 UNIT 19, HRV & DWHR REQUIRED	1	447,500
BOARDWALK REIT PROPERTIES BOARDWALK REIT PROPERTIES	30 Conway Dr	Install-Apartment Building RA - Alteration to replace an existing generator. For these multiple permits, we assume this file represents Building "A".		127,000
Rkj Storage Ltd	300 Marconi Gate C	Erect-Self-Service Storage (Mini Warehouse) Construct new pre-manufactured self service storage building without plumbing or mechanical servicing.	0	240,000
London Board Of Education School Board	301 Wortley Rd	Alter Schools Elementary, Kindergarten Alter for HVAC Upgrades, Structural Support, Air Handling Units and upgrade Air Conditioning System and additional Floor Drain.	0	907,000
Al ALLENDORF GREENGATE VILLAGE LTD	3015 Turner Cres	Erect-Townhouse - Condo ERECT NEW STREET TOWNHOUSE CONDO BLOCK 51 8 UNIT, 2 SOTREY, 1 CAR, 3 BED, UNFINISHED BASEMENT, NO DECK, W A/C, SB12 PERFORMANCE, DPN 3001, 3005, 3009, 3013, 3017, 3021, 3025, 3029, HRV AND DWHR REQUIRED	8	1,473,600
C6 DEVELOPMENTS INC	3035 Page St	Erect-Warehousing ERECT PRE-ENGINEERED METAL BUILDING	0	3,000,000
OLD DEVELOPMENTS IN OLD OAK DEVELOPMENTS INC	3343 Morgan Ave	Install-Apartment Building Install site services for Tower A, Parking Garage and future townhomes. Separate site servicing permit is required for the rest of the site.		300,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
LHSC LHSC - LONDON HEALTH SCIENCES CENTRE	339 Windermere Rd	Alter Hospitals Alter interior for cart washer room, concrete work, mechanical and electrical. Call for sprinkler and smoke damper inspection at conclusion of the work.	0	550,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	3493 Colonel Talbot Rd	Erect-Convenience Store ERECT NEW CONVENIENCE STORE WITH A & W KIOSK. note: Drawings for this Building 'A' are found with permit file of Car Wash 21-006883. Fire Suppression shop drawings with engineer's seal must be submitted to City for review as soon as practical.	0	1,100,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	3493 Colonel Talbot Rd	Erect-Carwash ERECT NEW CAR WASH	0	800,000
ROCKMOUNT HOMES INC. ROCKMOUNT HOMES INC.	3620 Southbridge Ave A	Erect-Street Townhouse - Condo ERECT 2 STOREY STREET TOWNHOUSE BLOCK, BUILDING A, #3650 #3648 #3646 #3644 #3642 #3640 #3638 #3636, SOILS REPORT REQUIRED.	8	1,600,800
ROCKMOUNT HOMES INC. ROCKMOUNT HOMES INC.	3620 Southbridge Ave B	Erect-Street Townhouse - Condo ERECT 2 STOREY STREET TOWNHOUSE BLOCK, BUILDING B, #3626 #3624 #3622 #3618 #3616 #3614 #3612, SOILS REPORT REQUIRED	7	1,400,400
ROCKMOUNT HOMES INC. ROCKMOUNT HOMES INC.	3620 Southbridge Ave C	Erect-Street Townhouse - Condo ERECT 2 STOREY STREET TOWNHOUSE BLOCK, BUILDING C, #3604 #3602 #3600 #3598 #3596 #3594 #3592 #3590, SOILS REPORT REQUIRED	8	1,600,800
JEFF FUNG PULSE COMMUNITIES (RHYTHM I) INC.	3635 Southbridge Ave B	Erect-Townhouse - Condo ERECT 5 UNIT TOWNHOUSE BLOCK B DPNs 11, 13, 15, 17 and 19, SOILS REPORT BY EXP REQUIRED AT THE TIME OF EXCAVATION.	5	1,000,000
JEFF FUNG PULSE COMMUNITIES (RHYTHM I) INC.	3635 Southbridge Ave C	Erect-Townhouse - Condo ERECT 4 UNIT TOWNHOUSE BLOCK C DPNs 18, 16, 14, and 12, SOILS REPORT BY EXP ENGINEERING REQUIRED AT THE TIME OF EXCAVATION.	4	720,000
THE COURT HOUSE BLOCK INC	397 Clarence St	Alter Retail Store INTERIOR FIT UP FOR RETAIL STORE.	0	140,000
848134 Ontario Limtied	40 Conway Dr	Install-Apartment Building RA - ALTERATION TO REPLACE AN EXISTING GENERATOR. This permit will be assumed to be Building B.		192,000
SIKORSKI SAUSAGES CO LTD	41 Childers St	Add Food Processing Plant ADDITION TO A FOOD PROCESSING FACILITY	0	2,500,000
MILLSTONE INC. MILLSTONE HOMES INC.	4288 Lismer Lane A	Erect-Townhouse - Condo ERECT 4 UNIT TOWNHOUSE BLOCK 4A, DPN'S 4274, 4278, 4282, 4286, SOILS REPORT REQUIRED FROM LDS CONSULTANTS.	4	870,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
MILLSTONE INC. MILLSTONE HOMES INC.	4288 Lismer Lane B	Erect-Townhouse - Condo ERECT 4 UNIT TOWNHOUSE BLOCK 4B, UNITS 27, 28, 29 AND 30. SOILS REPORT BY LDS ENGINEERING REQUIRED.	4	870,000
Corlon Properties Inc.	435 Callaway Rd D	Erect-Street Townhouse - Condo Townhouse Building - Erect new townhouse - Townhouse - Condo BLOCK D - 3 Bedrooms - 2.5 Bathrooms - A/C, 2 Car Garage, No Basement, DPN 377, 373, 369, 365, 361, 357,	6	1,448,400
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd F	Erect-Townhouse - Condo ERECT TOWNHOUSE CONDO BLOCK - BLDG F, 6, DPN's 2561, 2557, 2553, 2549, 2545, 2541 Meadowlands Way, 3 STOREY, 3 BEDROOMS, 2 CAR GARAGE, NO BASEMENT, NO DECK, A/C INCLUDED, SB-12 A5, HRV & DWHR REQUIRED.	6	1,448,400
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd G	Erect-Townhouse - Condo ERECT TOWNHOUSE CONDO BLOCK - BLDG G, 6, DPN's 2537, 2533, 2529, 2525, 2521, 2517 Meadowlands Way, 3 STOREY, 3 BEDROOMS, 2 CAR GARAGE, NO BASEMENT, NO DECK, A/C INCLUDED, SB-12 A5, HRV & DWHR REQUIRED.	6	1,448,400
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd H	Erect-Townhouse - Condo ERECT 6 UNIT TOWNHOUSE BLOCK H - UNIT 36, 37, 38, 39, 40, 41 (DPN 50, 52, 54, 56, 58, 60)	6	1,448,400
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd I	Erect-Townhouse - Condo Townhouse Building - Erect new townhouse - Townhouse - Condo BLOCK I - 3 Bedroom - 2.5 Bathroom - A/C, 2 Car Garage, No Basement	6	1,448,400
WASTELL DEVELOPMENTS INC. WASTELL DEVELOPMENTS INC.	435 Callaway Rd M	Erect-Townhouse - Condo Townhouse Building - Erect new townhouse - Townhouse - Condo - 3 Bedroom - 2.5 Bathroom, Deck, A/C, 2 Car Garage, No Basement	5	1,207,200
MCC 133 MCC 133	45 Pond Mills Rd	Alter Apartment Building REPAIR OF EXTERIOR WALLS AND WINDOWS	0	203,200
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	450 Millbank Dr	Alter Private School - Secondary IS - HVAC renovation including structural alterations.	0	1,549,000
BOARDWALK REIT PROPERTIES BOARDWALK REIT PROPERTIES	50 Conway Dr	Install-Apartment Building RA - Alteration to replace an existing generator. This permit is assumed to represent Building "C" in this series of 4 permits.		127,000
	503 Crestwood Dr 3	Erect-Townhouse - Cluster SDD NEW SDD TOWNHOUSE CONDO, 2 STOREY, 2 CAR GARAGE, 4 BEDROOM, UNFINISHED BASEMENT, COVERED DECK, NO A/C, SB-12 A1, HRV & DWHR REQUIRED	1	1,012,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
BOARDWALK REIT PROPERTIES BOARDWALK REIT PROPERTIES	60 Conway Dr	Install-Apartment Building ALTERATION TO REPLACE EXISTING GENERATOR. This permit no. is assumed to apply to BUILDING "D" of this multi-permit project.		192,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	6990 Clayton Walk 1	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, COVERED REAR DECK, NO A/C, SB-12 A1, UNIT 1 PLAN 33R-XXX, HRV & DWHR REQUIRED	1	312,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	6990 Clayton Walk 29	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, COVERED REAR DECK, NO A/C, SB-12 A1, UNIT 15 PLAN 33R-XXX, HRV & DWHR REQUIRED	1	282,600
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	6990 Clayton Walk 59	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, COVERED REAR DECK, NO A/C, SB-12 A1, UNIT 30 PLAN 33R-XXX, HRV & DWHR REQUIRED	1	314,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	6990 Clayton Walk 7	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, COVERED REAR DECK, NO A/C, SB-12 A1, UNIT 4 PLAN 33R-XXX, HRV & DWHR REQUIRED	1	314,000
ALI SOUFAN 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON	6990 Clayton Walk 9	Erect-Townhouse - Cluster SDD ERECT CLUSTER SDD, 1 STOREY, 2 CAR GARAGE, UNFINISHED BASEMENT, 3 BEDROOMS, COVERED REAR DECK, NO A/C, SB-12 A1, UNIT 5 PLAN 33R-XXX, HRV & DWHR REQUIRED	1	314,000
Dev-Lee Properties Ltd	735 Wonderland Rd N	Alter Restaurant INTERIOR FIT UP FOR RESTAURANT > 30 SEATS. SHELL PERMIT ONLY: Submit the name of the Integrated Testing Co-Ordinator to building department.	0	279,600
2719797 Ontario Inc	781 Richmond St	Alter Medical Offices INTERIOR ALTERATIONS FOR MEDICAL OFFICE	0	441,600
PROVINCE OF ONTARIO INFRASTRUCTURE PROVINCE OF ONTARIO MINISTER OF INFRASTRUCTURE	80 Dundas St	Alter Provincial Buildings INTERIOR ALTERATION FOR JURY ASSEMBLY AND DELIBERATION AND TWO UNIVERSAL WASHROOMS	0	625,000

City of London - Building Division

Principal Permits Issued from May 1, 2021 to May 31, 2021

Owner	Project Location	Proposed Work	No. of Units	Construction Value
CITY LONDON C/O WESTERN FAIR ASSOCIATION	900 King St	Alter Convention Centre/Exhibition Hall Mechanical and electrical upgrades, washroom renovation in Progress Building	0	2,100,000

Total Permits 68 Units 188 Value 72,225,300

** 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. -1551-227

OWNER
Rkj Storage Ltd
SOUFAN ALI 2219008 ONTARIO LIMITED c/o YORK DEVELOPMENTS LONDON
CENTRE INC. RICHMOND HYLAND RICHMOND HYLAND CENTRE INC.

Commercial Permits regardless of construction value

Environmental and Ecological Planning Advisory Committee Report

6th Meeting of the Environmental and Ecological Planning Advisory Committee
August 19, 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, S. Hall, S. Heuchan, B. Krichker, B. Samuels, S. Sivakumar, R. Trudeau and I. Whiteside and H. Lysynski (Committee Clerk)

ABSENT: I. Arturo, L. Grieves, J. Khan, I. Mohamed, K. Moser and M. Wallace

ALSO PRESENT: C. Creighton, J. MacKay, B. Page, M. Pease and M. Schulthess

The meeting was called to order at 5:00 PM

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 Homeowner Information Brochure

That a Working Group BE ESTABLISHED consisting of S. Hall, S. Heuchan, S. Levin (lead), B. Samuels and R. Trudeau, with respect to the homeowner brochure for property owners living near natural areas; it being noted that the Environmental and Ecological Planning Advisory Committee reviewed and received the attached presentation from B. House and J. Irving, students, with respect to this matter.

3. Consent

3.1 5th Report of the Environmental and Ecological Planning Advisory Committee

That it BE NOTED that the 5th Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on June 17, 2021, was received.

4. Sub-Committees and Working Groups

4.1 Climate Emergency Action Plan

That the following Climate Emergency Action Plan Working Group recommendations BE FORWARDED to the Civic Administration for consideration:

a) a special advisory committee should be created to actively participate in the Climate Emergency Action Plan development and implementation. The committee should consist of representation from the City's Climate Emergency Action Plan team, representatives from advisory committees including EEPAC, First Nations and politicians. The committee structure will facilitate continuous, long-term consultation with key

stakeholders and involvement of expertise available to the City through its advisory committees;

b) the impacts of climate change to the Natural Heritage System should be prioritized and considered holistically, not as an add-on to anthropocentric objectives; plans to protect and enhance the Natural Heritage System under climate change conditions should be explicitly included in the Climate Emergency Action Plan;

c) the Natural Heritage System should be fully harnessed as part of the City's approach to climate change mitigation, such as the sequestration of carbon by existing green spaces including wetlands, prairies, meadows, forests and mature woodlots, etc. (not only via tree plantings), management of stormwater under extreme weather events and vegetative cover to provide evapotranspiration, reduced temperatures and reductions in runoff and flooding;

d) to recognize the potential utility of the Natural Heritage System for climate change mitigation, we must better understand current baseline conditions. To begin, EEPAC recommends that the City assemble and present existing baseline data to EEPAC to support the quantification of carbon sequestration by the Natural Heritage System, as well as inventory of the amounts and quality of wetlands, woodlots and other natural lands currently remaining within the City of London. Only with baseline data can an effective and successful Climate Emergency Action Plan with specific targets and accountability be achieved. Using this baseline data, the impacts of climate change on the Natural Heritage System should be modeled under various warming scenarios (e.g., using Global Circulation Models). Further, models could be used to predict the extent to which local climate change effects can be mitigated by Natural Heritage features (e.g., quantifying carbon sequestration and stormwater absorption by green spaces);

e) a framework should be developed to systematically monitor the impacts of climate change on the Natural Heritage System over time, with checkpoints to assess whether the City is on track to meet its climate targets and determine if further measures are warranted; and

f) the role of EEPAC in the further development and implementation of the Climate Emergency Action Plan should be clarified. EEPAC wishes to remain involved in consulting with and supporting the City on the implications of the Climate Emergency.

5. Items for Discussion

5.1 Light Pollution Relating to Bird Friendly Skies

That a Working Group consisting of P. Ferguson, L. Grieves and B. Samuels BE ESTABLISHED to light pollution as it relates to London's Bird Friendly Skies program; it being noted that the Environmental and Ecological Planning Advisory Committee reviewed and received a communication dated August 13, 2021, from B. Samuels, with respect to this matter.

5.2 2331 Kilally Road and 1588 Clarke Road

That it BE NOTED that the Notice of Planning Application to revise the application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments relating to the properties located at 2331 Kilally Road and 1588 Clarke Road, dated July 6, 2021, from L. Mottram, Senior Planner, was received.

5.3 (ADDED) Western Road and Sarnia Road / Philip Aziz Improvements MCEA - Project Restart

That it BE NOTED that the Notice of Study Restart dated August 16, 2021, relating to the Western Road and Sarnia Road/Philip Aziz Avenue Improvements Municipal Class Environmental Assessment, was received.

6. Adjournment

The meeting adjourned at 6:30 PM.

The next meeting of the Environmental and Ecological Planning Advisory Committee will be held on September 23, 2021

LIVING ADJACENT TO NATURAL FEATURES

EEPAC Presentation

August 19th, 2021

OUR CHALLENGE

Reach out to Conservation Authorities, Municipalities, and Developers to understand what is provided to Homeowners Living Adjacent to Natural Heritage Features

WHAT OTHERS ARE DOING

Different priorities for different areas

- Southern Ontario: more emphasis on wetland protection, rarity because of development
- Northern Ontario: still need for protection but more common

Toronto

- concerns with bird collision deterrence
- *An Enduring Wilderness: Toronto's Natural Parklands* coffee table book
  - Neighbourhood association presentations of book and city Natural Heritage regulations
- Ravine and Natural Heritage Regulations

Guelph

- General Environmental policies

Ottawa

- Focus on species at risk native to the area

WHERE LONDON STANDS

Good protection policies, adaptable

New environmental management policies for developers based on new standards: calling for greater buffering/setbacks

Unique priority of targeting homeowners living near Natural Heritage Features

AREAS FOR IMPROVEMENT

When protecting Natural Heritage Areas, often encroachment has already occurred following development, policies are acquired too late

Although homeowners are given brochures with information, research has not been done to measure their effectiveness

No guarantee that original homeowners will pass on information received to next owner

With COVID-19, it is no longer just those living nearby encroaching Natural Heritage Areas

Maintaining the "City's side of the fence", homeowners only able to maintain their side of the fence

SUGGESTIONS FOR THE PUBLIC

Recognizing and targeting groups of concern

- Ex. Teens, best channels to provide information (ex. School, extracurricular organizations, Youth programs)
- Dog and Cat Owners
- Cyclists

Enforcement

- Auditing those who live nearby and abuse ESA

Guided Walks: "you can't appreciate natural areas if you can't go in"

- In-person with guide
- Social media through video
- QR Codes?

Pop-up Events and Booths at Local Events

Interpretive Signage, showing features of ESA rather than simple ‘Don’t do this’ signs

SUGGESTIONS FOR DEVELOPERS

Reinforcement of Guidelines and Monitoring

- Are recommendations made through EISs being followed through?

Restrictions for adjacent properties should be outlined in a purchase agreement and buyers should be informed before purchase

Educating building and real estate community

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EEPAC Presentation

August 19th, 2021

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Educating building and real estate community

File: Z-9347
Planner: I. de Ceuster

Report to Planning and Environment Committee

To: **Chair and Members**
Planning and Environment Committee
From: **George Kotsifas P. Eng.,**
Deputy City Manager, Planning and Economic Development
Subject: **Amiraco Properties Inc.**
496 Dundas Street
Date: **Public Participation Meeting**
August 30, 2021.

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Amiraco Properties Inc. relating to the property located at 496 Dundas Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 14, 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 Office Residential/Business District Commercial (OR*D250*H46/BDC) Zone **TO** a Business District Commercial Special Provision (BDC(_)*D530*H57) Zone;

Executive Summary

Summary of Request

The requested amendment to Zoning By-law Z.-1 is to change the zoning of 496 Dundas Street from a Business District Commercial/Office Residential (OR*D250*H46/BDC) Zone to a site-specific Business District Commercial Special Provision (BDC(_)*D350*H57) Zone, to permit a 16 storey mixed use development including 170 residential units, amenity space and commercial space on the ground floor. The requested amendment includes the following four (4) special provisions:

1. Permit a site-specific maximum building height of 57 metres;
2. Reduce the off-street parking requirement from 173 spaces to 153 spaces;
3. Prescribe a maximum residential density of 530 units per hectare;
4. Reduce the interior side yard setback to 0.0m; and,
5. Maintain all other standard permissions of the BDC Zone.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment is to permit the development of a mixed-use high-rise tower. The proposed tower would integrate a maximum of 170 residential units, with a range of apartment configurations to help meet market demands. Limited commercial space would also be provided on the first floor

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: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; promoting the vitality and regeneration of settlement areas; supporting transit-supportive development and active transportation; promoting energy efficiency and minimizing negative impacts to air quality and climate change; promoting intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety; 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 London Plan*, including but not limited to the Key Directions and the Urban Corridor Place Type policies;

iv. The recommended amendment to Zoning By-law Z.-1 supports the in-force policies of the City Design polices of *the London Plan* as the project design aligns with the intent of character, streetscape, public space, site layout and building form policies of the Plan;

v. The recommended amendment to Zoning By-law Z.-1 conforms with the policy direction and site-specific permissions in the Old East Village Dundas Street Corridor Secondary Plan;

vi. The subject lands are well-suited for the proposed mixed-use development, given its size, location within a commercial corridor, and its proximity to arterial roads, public transit, active transportation routes and community amenities. Overall, the proposed development would support diversification, intensification and the vitality of the Dundas Street corridor.

Climate Emergency

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

Linkage 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 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 the Dundas Street corridor, generally mid-block between Maitland Street and William Street. The subject site is also located within the Old East Village Dundas Street Corridor Secondary Plan, which incorporates lands within the Dundas Street corridor between Colborne Street and Adelaide Street North. The subject site is approximately 0.33 hectares (0.81 acres) in size and currently contains a two-storey commercial/office building.

The subject site includes a vacant two-storey commercial building constructed in 1949. The existing building replaced a brick residence that was on site until circa 1945. The *Fire Insurance Plan 1912* indicates a wood frame building on the subject property located north-west of the property which no longer exists.

Figure 1: Structure at 496 Dundas Street, facing north.


Figure 2: Parking lot behind the structure at 496 Dundas Street, facing south.

The site is a regular rectangular shape with frontage along Dundas Street. The lands immediately surrounding the subject site consist of:

- Medium density residential building to the north (493-499 Queens Avenue);
- A funeral home and surface parking to the east (520 Dundas Street);
- Dundas Street corridor and the two institutional uses Southwest Ontario Aboriginal Health Access Centre (495 Dundas Street) and the Cross-Cultural Learner Centre (505 Dundas Street) to the south; and,
- Dundas Street Centre United Church to the west (482 Dundas Street).

Land uses in the broader area include:

- Low rise residential neighbourhood Woodfield and mid-rise apartment building (498 Queens Avenue) to the north of Dundas Street;
- Variety of commercial, low-rise residential and institutional uses to east along the Dundas Street and King Street corridors including the London Police Headquarters, Unity Homeless Shelter and several midrise residential buildings (430 William Street and 580 Dundas Street);

- Mix of commercial, institutional and residential uses to the south, including H.B. Beal Secondary School and high-rise towers to the south-west.
- Mix of commercial, institutional, cultural and residential uses to the west, including mid-rise apartment (470 Dundas Street) and Catholic Central High School.

Current Planning Information (see more detail in Appendix D)

- 1989 *Official Plan* Designation – Main Street Commercial Corridor
- *The London Plan* Place Type – Urban Corridor
- Existing Zoning – Office Residential/Business District Commercial (OR*D250*H46/BDC)

1.2 Site Characteristics

- Current Land Use - Main Street Commercial Corridor
- Frontage – 40.2 meters (131.9 ft)
- Depth – 82.2 meters (269.7 ft)
- Area – 0.3286 hectares (3,286 m² or 0.81 acres)
- Shape – regular (rectangular)

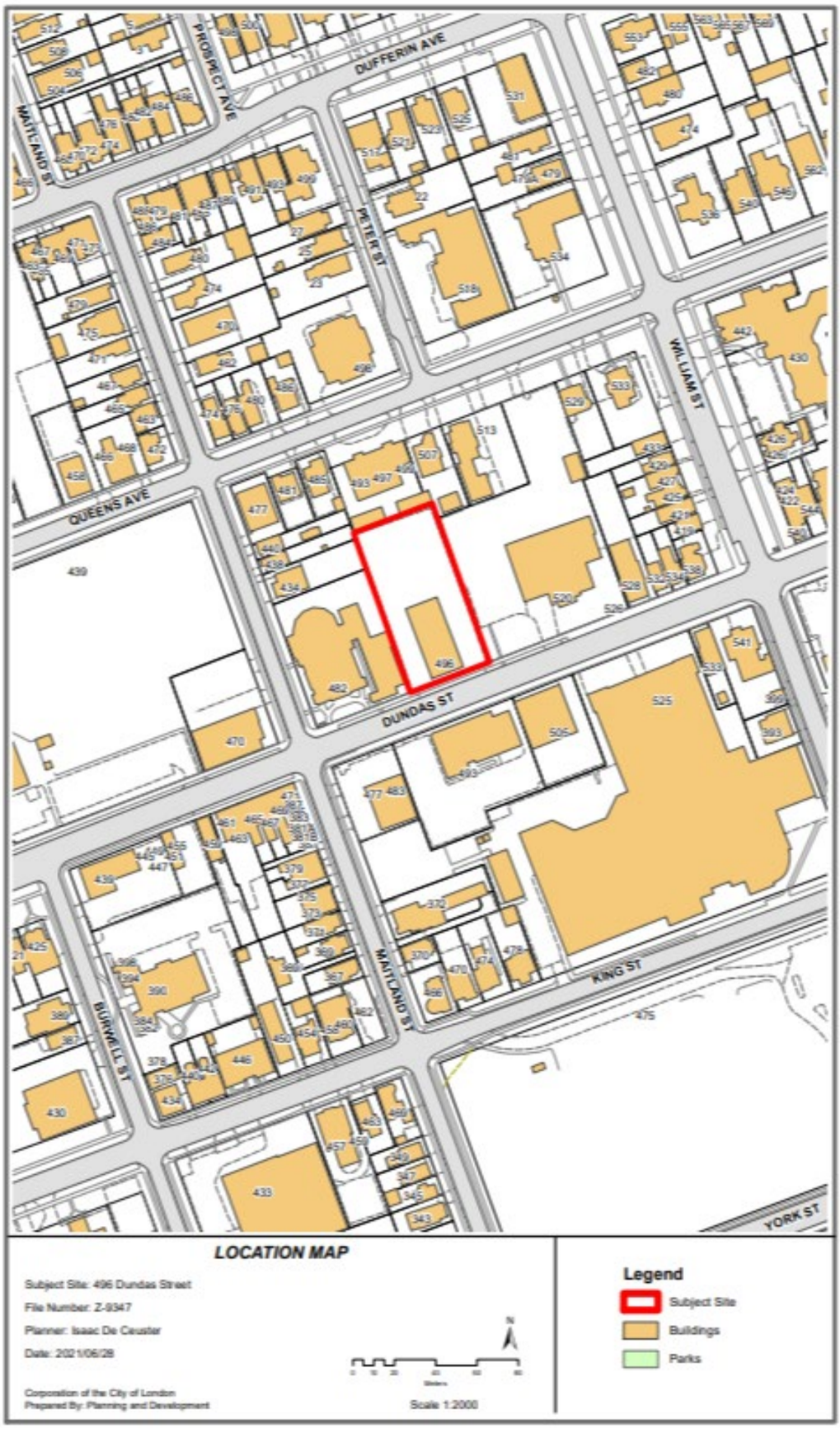
1.3 Surrounding Land Uses

- North – Low Density Residential
- East – Main Street Commercial Corridor
- South – Main Street Commercial Corridor
- West – Main Street Commercial Corridor

1.4 Intensification (identify proposed number of units)

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

1.5 Location Map



1.6 Aerial Perspective

Figure 4: Aerial perspective 496 Dundas Street.

2.0 Description of Proposal

2.1 Development Proposal

The requested zoning amendment is to permit the development of a mixed-use, high-rise apartment building containing 170 units, and a mix of retail space, amenity space, administrative areas, bicycle storage, storage lockers and residential units on the first floor of the subject site. The point tower design has a main floor (first floor) plate of approximately 1,059 m² and a typical floor plate of approximately 997 m². Further proposed are underground and at-grade parking providing a total of 153 vehicle stalls (17 surface; 136 subsurface), indoor bicycle storage and internal loading areas. Three parking spaces would be dedicated for the commercial use.
The application included renderings and conceptual site plan, shown on the following pages as Figures 5, 6, and 7.

Figure 5: Architectural rendering showing proposed building from Dundas Street.

Figure 6: Architectural rendering showing proposed building – bird's eye view looking northwest.

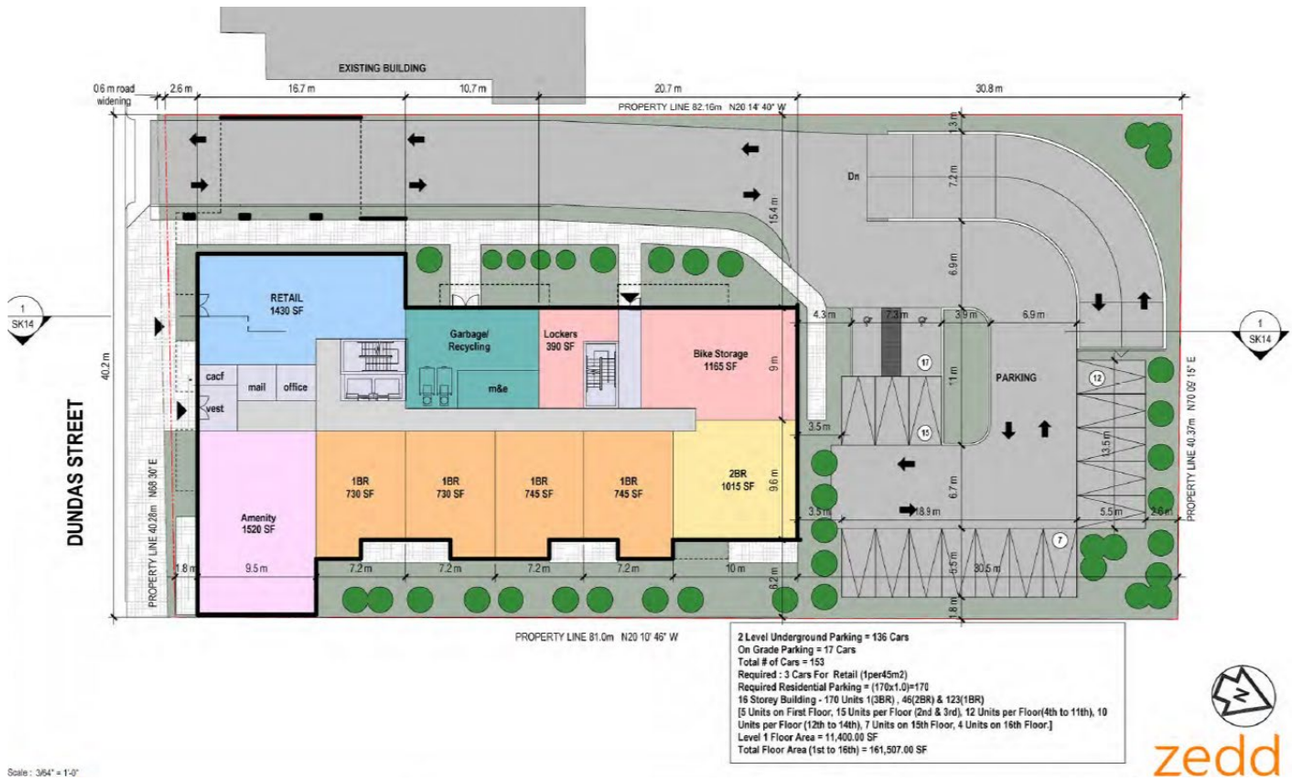


Figure 7: Conceptual site plan depicting first floor layout.

2.2 Requested Amendments

The subject property is designated Main Street Commercial Corridor (MSCC) in the 1989 *Official Plan*. This designation permits residential uses and units created through the conversion of existing buildings, or through the development of mixed-use buildings. In the London Plan the subject property is in the Urban Corridor Place Type and Dundas Street has a Main Street classification. In addition, the subject property is located within the *Old East Village Dundas Street Corridor Secondary Plan* (Map 7- Specific Policy Areas) and therefore constitutes part of *The London Plan* (_1565) and 1989 *Official Plan* (19.2). Secondary Plans allow for the development of Official Plan policies for a specific area that may be more detailed than the general policies of the Plan. Where there is a conflict between the general policies of the *Official Plan* and the Secondary Plan, the policies and Schedules of the Secondary Plan shall prevail.

The requested amendment to the Zoning By-law Z.-1 is to change from an Office Residential/Business District Commercial (OR*D250*H46/BDC) Zone to Business District Commercial Special Provision (BDC(_)*D530*H57) Zone. The applicant is requesting the following special provisions to address the following matters, and to provide flexibility to accommodate minor design modifications that may arise:

1. Permit a site-specific maximum building height of 57 meters or 16 storeys, whichever is lower, to reflect the planned 16 storey high-rise tower in accordance with the permissions of the Old East Village Dundas Street Corridor Secondary Plan;
2. Reduce the off-street parking requirement from 173 spaces to 153 spaces to recognize that demands for parking spaces generated by the proposed mix of uses would be mitigated by the close proximity of the Site to public transit, bike lanes, existing commercial/office uses and established residential neighbourhoods.
3. Prescribe a maximum residential density of 530 units/ha to permit an intensive, mixed-use form on the Site that would support the efficient use of existing infrastructure and public services;
4. Reduce the interior side yard setback to 0.0 meter to support a more contiguous street wall; and,

5. Maintain all other standard permissions of the BDC Zone.

2.3 Community Engagement

On May 19, 2021, Notice of Application was sent to 64 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 20, 2021, 2021. 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, one comment has been received from members of the public, and it is included in Appendix B.

2.4 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in 4.0 of this report. Detailed comments are included in Appendix C of this report. Through this circulation no major issues have been identified.

2.5 Policy Context

The subject site is located in the Main Street Commercial Corridor (MSCC) in the 1989 *Official Plan*. The site is in the Main Street segment of the Urban Corridor Place Type in *the London Plan*. The site is within the Old East Village Dundas Street Corridor Secondary Plan area, where it is subject to a site-specific policy. Note that certain London Plan maps and policies are under appeal before the Local Planning Appeal Tribunal (LPAT).

***Provincial Policy Statement* (PPS), 2020**
The *Provincial Policy Statement, 2020* (PPS) provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario. The *PPS* supports a comprehensive, integrated, and long-term approach to planning, and 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, with no implied priority in the order in which the policies appear. Part IV of the *PPS* sets out a vision that focuses growth and development within settlement areas and encourages efficient development patters to optimize the use of land, resources and public investment in infrastructure and public service facilities. The proposed development is consistent with the *PPS*, the following section summarizes the most relevant policies.

The *PPS* encourages healthy, liveable and safe communities, promoting efficient development and land use patterns; intensification, redevelopment and compact form; accommodating an appropriate range and mix of residential types and other uses to meet long-term social, health, economic and well-being requirements of current and future residents; and requiring transit-supportive development and prioritizing intensification in proximity to transit corridors and stations,(1.1.1 a, b, e, 1.1.1.2, 1.1.3.1, 1.1.3.2, 1.1.3.4, 1.4.3). The *PPS* promotes planning to meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (1.5.1). The PPS promotes efficient use of current and planned infrastructure, ensuring a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support use of transit and active transportation (1.6.1, 1.6.7). The PPS also promotes long-term economic prosperity by providing the necessary housing supply and range of housing options for a diverse workforce; maintaining and enhancing the vitality and viability of downtowns and main streets; supporting energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions; and conserving cultural heritage (1.7.1 b, d, 1.8.1, 2.6).

The intended use of the site aligns with the vision of the *PPS* to achieve healthy, liveable and safe communities by promoting efficient development and land use patterns. The development supports a compact urban form, as it seeks to intensify lands within the Urban Growth Boundary (UGB), in proximity to the downtown core and offices, retail, schools, recreational, entertainment, cultural facilities and residential uses. The redevelopment considers the existing context and character of the surrounding area, encourages active transportation and is in close proximity to transit services and the arterial road network. The intended use of the site integrates a mix of high density residential and commercial uses which will support the vitality of the Dundas Street corridor and Old East Village. Finally, the lands have no significant archaeological, environmental/ natural heritage, mineral or petroleum resources.

***Official Plan*, 1989**

The 1989 *Official Plan* contains the objectives and policies to guide the physical development of all lands within the boundary of the municipality and is consistent with the policy direction prescribed in the *PPS*.

The subject site is designated as Main Street Commercial Corridor (MSCC), Section 4.4 sets out: "*Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas, where, through conversion of 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 wide range of uses to be permitted, their proximity to established neighbourhoods, and the need to minimize disruption to traffic and neighbouring residential uses necessitate controls on site planning and development scale"*.

An objective of the Main Street Commercial Corridor as set out in the 1989 *Official Plan* is to strengthen these areas by encouraging infilling and redevelopment which conforms to the existing form of development and improves the aesthetics of the business area (4.4.1). In addition, encouraging intensification and redevelopment in existing commercial areas within the built-up area of the City will help to meet commercial needs, makes better use of existing City infrastructure and to strengthen the vitality of these areas (4.2.1 iv). The requested mix of uses is consistent with the intent of the Main Street Commercial Corridor to allow for a wide variety of uses, enhance the street edge, create high quality public places and provide for pedestrians and transit-users (4.4.1.2, 4.4.1.4).

The Official Plan indicates that redevelopment or infilling of commercial uses within a MSCC designation shall form a continuous, pedestrian-oriented shopping area and shall maintain a setback and storefront orientation that is consistent with adjacent uses. Further, residential densities within mixed-use buildings should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations in accordance with the Section 3 of the 1989 *Official Plan*. As Main Street Commercial Corridors are pedestrian-oriented, the Zoning By-law may allow new structures to be developed with zero front and side yards to promote a pedestrian streetscape (4.4.1.7). MSCC policies also support commercial and residential uses that promote active street life and movement in those areas beyond the work-day hours (4.4.1.8).

Finally, the Main Street Commercial Corridors shall be developed in accordance with the urban design guidelines, Commercial Urban Design Guidelines and specific policy areas. These urban design guidelines ensure continuity of the urban fabric, incentives and flexibility for redevelopment opportunities, protects heritage buildings and maintains the diversity of the urban environment, provides appropriate building massing and height provisions, and provides for architectural guidelines, signage policies and guidelines for landscaping and streetscaping.

The requested uses for the subject site are consistent with the Main Street Commercial Corridor policies regarding function, permitted uses and urban design in the 1989 *Official Plan*, and support the objectives for the MSCC designation.

The London Plan, 2016
The City of London Council adopted a new Official Plan in 2016, and the majority is in force and effect (some policies and schedules are under appeal at the Local Planning Appeal Tribunal). Map 1 of *the London Plan* designates the project site in the Urban Corridor Place Type, and the site is subject to the Main Street segment policies.

The London Plan provides Key Directions that address the priorities that must be considered to achieve the vision of creating *an exciting, exceptional and connected London by 2035* (53_, 54_). The Key Directions provide planning strategies to guide planning and development over the next 20 years. The next section summarized the Key Directions and policies in *the London Plan* most relevant to this application.

Key Direction #1 is to "Plan strategically for a prosperous city" (55_). Policies 1, 4 and 11 of this Key Direction are to plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities, to revitalize our urban neighbourhoods and business areas, and to plan for cost-efficient growth patterns that use our financial resources wisely.

Key Direction #5 is to "Build a mixed-use compact city" (59_). The proposal support Policies 1, 2, 3, 4 and 5 of this Key Direction, including focusing high-intensity, mixed use development to strategic locations, planning to achieve a compact, contiguous pattern of growth, looking "inward and upward", revitalizing our main streets, planning for infill and intensification to take advantage of existing services and facilities to reduce our need to grow outward, and to ensure a mix of housing types within our neighbourhoods so they are complete and support aging in place.

Key Direction #6 is to "Place a new emphasis on creating attractive mobility choices" (60_). As per Policies 5 and 6 of this Key Direction, the application focuses intense, mixed-use development to centres that will support and served by rapid transit integrated with walking and cycling and promotes and encourages transit-oriented development forms.

Key Direction #7 is to "Build strong, healthy and attractive neighbourhoods for everyone". Policy 1 sets out to plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environment and supply well distributed health services. Further policies 2 and 3, promote designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities and implementing 'placemaking' through neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

Key Direction #8 is to "Make wise planning decisions". Policies 1, 2 and 4 direct to ensure that all planning decisions and municipal projects conform with *the London Plan* and are consistent with the *Provincial Policy Statement*, plan for sustainability – balance economic, environmental, and social considerations in all planning decisions and to plan so that London is resilient and adaptable to change over time. Consistent with Policies 8 and 9 of this Key Direction, avoiding current and future land use conflicts and ensuring new development is a good fit within the context of an existing neighbourhood contribute to wise planning decisions.

The subject site is designated as Urban Corridor Place Type (UC PT) on Map 1 – Place Types of *the London Plan*.

The Urban Corridor Place Type encourages intensification, so that they can mature to support higher-order transit at some point in the future (828_). The range of permitted uses within the Urban Corridor Place Type includes residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings are encouraged, and large floor place, single use buildings are discouraged in Urban Corridors. The mix of uses and requested intensity align with the vision for the Urban Corridor The proposed design also has regard to Policy 837, that indicates that where there is a mix of uses

within an individual building, retail and service uses will be encouraged to front the street at grade.

***The London Plan:* Urban Corridor Built Form**

The proposed development conforms with the Urban Corridor Built form policies (841_), the following policies are relevant to the proposal:

1. "All planning and development applications will conform with the City Design policies of this Plan.
2. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line.
3. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
5. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation"

***The London Plan:* Main Street Segment Policies**

Main Street segment policies of the Urban Corridor Place Type apply to the site as it is located in the Old East Village – Dundas Street corridor, extending from the Downtown Place Type Boundary to Quebec Street. In addition to the intensity policies that apply, Policy 847 permits a maximum building height of 12 storeys on the subject site, and up to 16 storeys may be permitted within Type 2 Bonus Zoning. The proposed design conforms with the form policies of the Main Street segment (848_), including:

1. Cultural heritage resources shall be conserved in conformity with the Cultural Heritage policies of *the London Plan* and in accordance with the *Ontario Heritage Act*. Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
2. The design and building material of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment. It is important to recognize that this policy is intended to support character, but not limit architectural styles. A variety of architectural styles could successfully integrate and fit within the context of all three Main Street segments if designed appropriately.
4. A podium base, with a substantial step-back to the tower, should be used for buildings in excess of four storeys, to avoid sheer walls fronting onto these main street corridors.

***The London Plan:* Near-Campus Neighbourhoods**

Map 7 of *the London Plan* identifies that the subject site is located within the Near-Campus Neighbourhoods planning area. These neighbourhoods are located within proximity to Western University and Fanshawe College. Policy 965 defines a vision statement for Near-Campus Neighbourhoods recognizing the value of these neighbourhoods to the London community. Relevant goals include:

1. Plan for residential intensification in a proactive, coordinated and comprehensive fashion, utilizing secondary plans and master plans where appropriate.
2. Identify strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and zone these opportunities accordingly, use strong transit connections to link these residential intensification opportunities to campuses.
7. Encourage a balanced mix of residential structure types while preserving stable residential areas.
8. Encourage residential intensification in mid-rise and high-rise forms of development and discourage a concentration of residential intensification in low-rise forms of housing.

9. Direct residential intensification to significant transportation nodes and corridors and way from the interior of neighbourhoods.
13. Ensure intensification is located and designed to respect the residential amenity of nearby properties.

The proposed development conforms with these policies as it represents an appropriate form of intensification in a good location where high intensity development is desirable to achieve the purpose and function of the Place Type.

Old East Village Dundas Street Corridor Secondary Plan
The subject site is located within the *Old East Village Dundas Street Corridor Secondary Plan* area, approved by Council on June 25, 2019 and subsequently amended by the LPAT (also known as the Ontario Land Tribunal). The vision of the Secondary Plan for this area has been developed: "to continue the momentum of three decades of revitalization efforts, the ongoing evolution and the current success of Old East Village and the surrounding areas. The development of the Secondary Plan principles was guided by the following principles:

- Foster the local and creative entrepreneurial spirit and support community economic development;
- Respect and reinvest in cultural heritage resources to enhance the unique character of the area;
- Provide distinct retail options with a wide range of commercial uses including restaurants and cafes;
- Create a welcoming environment for pedestrians and cyclist of all ages and abilities;
- Establish safe connections to the local transit system and surface parking lots; and,
- Support appropriately-scaled residential growth.

The *Old East Village Dundas Street Corridor Secondary Plan* area is broadly made up of four character areas: Midtown, Old East Village Core, Old East Village Market Block, and King Street. The subject site forms part of the Midtown Character Area, which is characterized by low-rise institutional/commercial buildings and significant cultural heritage resources fronting the Dundas Street Corridor. The Secondary Plan also sets out that the Midtown Character Area provides a transition between the downtown to the west, and the core of Old East Village to the east. The vision for the area is defined as: "*the vision for Midtown is for the area to be a vibrant and pedestrian-oriented connection between the downtown and Old East Village. Supporting the continued retail health is a priority for this character area*".

Section 3.2 of the Secondary Plan permits a broad range of residential, retail, service, office, cultural, recreational, and institutional uses in the planning area. Mixed-use buildings are encouraged as the preferred form of development. The intended mix of uses for the site conforms with the land use permissions as set out in the Secondary Plan.

Section 3 provides built form policies for development in the *Old East Village Dundas Street Corridor* planning area. For the subject site, a site-specific policy is established in Section 3.3.1 addressing the following development permissions and design considerations:

3.3.1i) Notwithstanding the Permitted Heights policies contained in this Secondary Plan, a maximum building height of 16 storeys, excluding the mechanical penthouse, may be permitted on lands located at 496 Dundas Street, subject to the following conditions:

- *In keeping with the intent of policy 3.3.3 b) of this Secondary Plan, a height transition is provided that contains the massing of all built form on 496 Dundas Street within a 45-degree angular plane taken from a height of 7.0 metres above the property line of the properties adjacent to the north of 496 Dundas Street to*

provide a sensitive transition to the lands situated within the Area of Special Sensitivity illustrated in Schedule 1; and,

- *Built form exceeding 8-storeys in height conforms with the policies contained in 3.3.4 High-Rise Form of this Secondary Plan, excluding policy 3.3.4 g).*

Policy 3.3.3 b prescribes that within a Height Transition Area, all building massing should be contained within a 45-degree angular plane taken from a height of 7.0 metres above the closest property line of the nearest property within an Area of Special Sensitivity or a Heritage Conservation District, to ensure an appropriate transition. Policy 3.3.4 directs built form policies for high-rise forms. Relevant policies include:

a) The podium of a high-rise building shall be designed to support a pedestrian-scaled environment at street level.
b) High-rise buildings shall stepback a minimum of five metres at the second, third or fourth storey, depending on the built form context, along public rights-of-way to mitigate downward wind shear, support or enhance the existing street character at street level, and limit the visual impact of the building at street level.
c) High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. Point towers with floor plates of approximately 1,000 square metres or less is a reasonable target to achieve this goal.
d) Towers shall not have any blank facades.
e) The top portions of the tower shall be articulated through the use of a small setback, difference in articulation, or the use of an architectural feature. The mechanical penthouse shall be integrated into the design of the tower.

The proposed development has regard for the applicable policies in the following ways:

a) The three-storey podium component of the building is intended to create an active, pedestrian-oriented frontage along the Dundas Street corridor to enhance and further define the existing streetscape. This element would contain a retail use, amenity space, lobby space, bike storage, residential uses, and accesses from the street at grade. Additional residential uses would be provided in the second and third storeys of the podium.
b) The tower design incorporates a five metre stepback from the podium above the third storey.
c) The high-rise design includes a slender tower component above the podium having a typical floor plate of approximately 1,000 m2.
d) The proposed tower design does not integrate blank façades.
e) The top portions of the tower are articulated through the use of small setback elements and step downs. In particular, the penthouse is incorporated into the design of the tower and recessed above the 15th storey. This component is also surrounded by common terrace areas to incorporate it into the building design. Further, the design steps down building height from 16 storeys adjacent to the Dundas Street corridor to 15 and 11 storeys along the northern façade.

Based on the proposed design, the mixed-use, high-rise tower design complies with the overall policy direction and site-specific permissions of the *Old East Village Dundas Street Corridor Secondary Plan*.

Zoning

As described in Section 1.2 of this report, the Site is zoned as ‘Office Residential/ Business District Commercial (OR*D250*H46/BDC)’ pursuant to City of London Zoning By-law Z.-1. Business District Commercial 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. Section 25.1 prescribes that a variety of retail, neighbourhood facility, restaurant, office and residential uses are permitted within the BDC zone.

Because the subject site is also zoned as Office Residential (OR) Zone, Section 16.1 of the Zoning By-law regulates offices and residential uses within mixed-use buildings, normally within the transition areas between the Downtown and nearby residential

neighbourhoods. Section 16.2 of the Zoning By-law identifies that residential uses are permitted in the OR zone.

The requested zone is BDC(_)*D530*H57) to permit the proposed mixed-use, high-rise tower. Section 25.2 of the Zoning By-law sets out that the Business District Commercial (BDC) Zone is applied to corridors with a main street character. The BDC Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses. In addition, apartment buildings are permitted in the zone, with any or all of the other permitted uses on the first floor (Z.-1-94236).

Section 25.3 prescribes the following regulation for apartment buildings in the BDC Zone: “In the BDC Zone variations, the height and density of each apartment building over the standard zone height and/or containing units outside existing structures, will be established though a zoning by-law amendment application and be indicated on Schedule A of the Zoning By-law.”

3.0 Financial Impacts

There are no financial impacts to the City of London associated with this application.

4.0 Key Issues and Considerations

4.1. Issue and Consideration #1 – Use

The PPS 2020 encourages settlement areas to be the main focus of growth and development (1.1.3.1). Within settlements areas, sufficient land shall be made available through intensification and redevelopment (1.1.2). Appropriate land use patterns within the urban growth boundary are established by providing densities and a mix of land uses that efficiently use land and resources, infrastructure and public service facilities available, are transit-supportive, as well as minimizing impacts of climate change. This redevelopment proposal would help to promote efficient use of land and services in Central London. The subject lands are located within a diverse area containing a range of residential, commercial and institutional uses, the proposed development will fit within the existing mix of forms, densities, and uses along Dundas Street and the surrounding area. The residents, employees and patrons of this development would support the viability of Central London and the Dundas Street corridor. Finally, implementation of this proposal would help to diversify the range and mix of multiple-unit housing in the Central London Planning area.

***Official Plan*, 1989**
Pursuant to section 4.4.1.4, the primary permitted uses in the Main Street Commercial Corridor (MSCC) include a variety of retail, personal and business services, commercial, cultural and entertainment uses. In addition, residential uses and units created through the development of mixed-use buildings are also permitted within the MSCC designation. The service/retail commercial uses intended for the main floor would be consistent with the permissions of the MSCC (2.4.1).

The London Plan
The Urban Corridor Place Type policies permits a range of residential, retail, service, office cultural, recreational, and institutional uses (837_). Further, mixed-use buildings are encouraged and retail and service uses will be encouraged to front the street at grade. The street-classification of Dundas Street is a Main Street (per Map 3). Additionally, the Site is subject to Main Street segment policies of the Old East Village – Dundas Street Corridor (844_), where a broad range of uses will be permitted.
The site is also located within walking distance of London Transit Commission (LTC) bus stops along Dundas Street. Rapid transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street from Ontario Street eastward. The closest transit stations (along the King Street BRT) to the subject site will be at the Colborne Street and Adelaide Street intersections, both approximately 500 metres away. The area is also anticipating cycling infrastructure

improvements on Dundas Street and Queens Avenue; eastbound and westbound cycling lanes will be provided on Dundas Street between the downtown and William Street.

Old East Village Dundas Street Corridor Secondary Plan
The Secondary Plan permits a broad range of residential, retail, service, office, cultural, recreational, and institutional uses within the planning area. Consistent with *the London Plan*, Section 3.2 of the Secondary Plan states that mixed-use buildings are the preferred form of development.
The Secondary Plan sets out that all planning and development applications will be with evaluated based on the planning and development applications policies in the Our Tools Section of *the London Plan* (1577_). The evaluation criteria for planning and development applications include consistency with the PPS and all applicable legislation, conformity with all directions and policies of *the London Plan*, consideration of guideline documents, availability of municipal services and conformity with Growth Management policies, and impacts of development on surroundings.

The subject site is located within the Urban Growth Boundary, Near-Campus Neighbourhoods and the Primary Transit Area of the City. The proposed development is consistent with key directions for infill and intensification and achieves a compact form of development, growing our city inwards and upwards. The proposed mixed-use redevelopment conforms with the Urban Corridor framework and Main Street segment of this place type.

4.2. Issue and Consideration #2 – Intensity

The PPS requires municipalities to accommodate an appropriate affordable and market-based range and mix of residential types and promote transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns (1.1.1). The proposed high-rise mixed-use building provides a compact form that forms an appropriate intensification of an underutilized site located within the Primary Transit Area in the Central London planning district. The proposed development meets the intent of the PPS 2020 by providing the necessary housing supply and a range of housing options for a diverse workforce and contributes to enhancing the vitality and viability of main streets (1.7.1). The site also benefits from close proximity to arterial roads, transit services and public facilities. This aligns with the direction for planning authorities to support energy conservation, energy efficiency and preparing for the impacts of a changing climate by promoting compact form, promoting use of active transportation and transit and intensification (1.8.1). The proposed reduction in off-street parking from 173 spaces to 153 spaces was evaluated by Paradigm Transportation Solutions as part of its parking assessment of this project. Generally, with consideration for the matters noted above, it is concluded in the associated study report, dated March 2021, that there is sufficient parking on-site to meet the parking demands of this development

***Official Plan*, 1989**
The proposed use of a mixed-use tower is permitted in the Main Street Commercial Corridor. Residential densities within mixed-use buildings in a MSCC designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations as set out in the Section 3.4.3 of the 1989 *Official Plan*. The MFHDR designation generally permits 250 units per hectare in Central London, which may be increased up to 25% greater than the density permitted by the non-bonused site. The concept plan proposes a total of 170 within a 0.33-hectare site, equating to a residential density of 518 units/ha.

Further, the 1989 *Official Plan* directs high and medium density residential development to appropriate locations within and adjacent to the Downtown, near Regional and Community Shopping Areas, and in selected locations along transit nodes and corridors (2.4.1). Further, it is recognized that there may be redevelopment, infill, and intensification in some established residential neighbourhoods, higher intensity land

uses will be directed to locations where the character of the residential area is enhanced, and existing land uses are not adversely affected.

As discussed in Section 2.5 of this Report, a key goal for the Near-Campus Neighbourhood Area is to encourage appropriate intensification. Residential intensification is preferred in the form of medium and large-scale buildings at appropriate locations (3.5.19.6). Appropriate intensification is characterized as projects **not** comprised of one or more of the following attributes (3.5.19.5):

i. Developments within low density residential neighbourhoods that have already absorbed significant amounts of residential Intensification;
ii. Developments proposed along streetscapes and within neighbourhoods that are becoming unsustainable due to a lack of balance in the mix of short- and long-term residents;
iii. Residential intensity that is too great for the structure type that is proposed;
iv. Inadequately sized lots that do not reasonably accommodate the density and intensity of the proposed use;
v. Proposed lots and buildings requiring multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied;
vi. A lack of on-site amenity area;
vii. Inadequate parking areas to accommodate expected level of Residential Intensity
viii. Excessive proportions of the site devoted to parking areas and driveways;
ix. Built forms or building additions which are not consistent in scale and character with the neighbourhood, streetscape and surrounding buildings;
x. Developments which continue an ad-hoc and incremental trend towards Residential Intensification within a given street, block, or neighbourhood, rather than a proactive, coordinated, and planned approach toward Residential Intensification.

Staff is satisfied that the proposed development has regard for the objectives of the Near Campus Neighbourhood policies. The site is suitable for the intended high-rise tower and is compatible with the character of the local streetscape and mix of land uses near the subject lands, including mid- and high-rise towers in proximity to the site. The site represents an appropriate area for Residential Intensification as the lands are designated MSCC, which permits residential developments in accordance with the permissions of the Multi Family Medium & Multi Family High Density Residential Designation.

The London Plan

The London Plan promotes intensification in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (83_). *The London Plan* controls the intensity of development through specific criteria and a height-framework but does not limit densities of development by Place Type. As discussed, the Urban Corridor Place Type applies to mid-rise, mixed-use areas that are to encourage intensification to support higher-order transit at some point in the future (828_). Table 9 prescribes that the maximum building heights permitted in Urban Corridors are six storeys with Type 1 bonusing and up to eight storeys with Type 2 bonusing (839_). These prescribed building heights do not include Secondary Plan permissions or site-specific permissions. With regards to development intensity, there is no maximum residential density permission defined for the Urban Corridor Place Type.

The proposed design has regard to the intensity policies associated with the place type (840_). The development will be sensitive to adjacent land uses and employs methods to transition building heights to ensure compatibility with surrounding uses. The commercial component on the main floor fronting Dundas Street is in keeping with the permissions of the UC PT and does not exceed 6,000 m². Finally, the subject site is of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.

Old East Village Dundas Street Corridor Secondary Plan

Consistent with *the London Plan*, the Secondary Plan doesn't specify a maximum residential density for this planning area. The Secondary Plan establishes a site-specific policy that permits a maximum building height of 16 storeys on lands located at 496 Dundas Street, excluding the mechanical penthouse, subject to the following conditions (3.3.1. i):

- In keeping with the intent of policy 3.3.3 b) of this Secondary Plan, a height transition is provided that contains the massing of all built form on 496 Dundas Street within a 45-degree angular plane taken from a height of 7.0 metres above the property line of the properties adjacent to the north of 496 Dundas Street to provide a sensitive transition to the lands situated within the Area of Special Sensitivity illustrated in Schedule 1; and,
- Built form exceeding 8-storeys in height conforms with the policies contained in 3.3.4 High-Rise Form of this Secondary Plan, excluding policy 3.3.4 g).

The proposed design integrates a 16-storey building height and contains the massing of all built form within the required 45-degree angular plane. The built form direction for high-rise forms (3.3.4) is addressed in section 4.3 of this report, below.

4.3. Issue and Consideration #3 – Form and Design

The proposed development is consistent with the PPS 2020 by providing intensification at an appropriate urban location, taking account of the existing building stock and neighbourhood fit and context. The proposed development supports a compact urban form, as it intensifies the residential and commercial use on the subject site. The proposed development provides a compact, high-rise built form, which will be required to meet current development standards. Some of the design elements of the proposed development include:

- A high-rise tower positioned along the Dundas Street frontage, with building mass stepped back from the three-storey podium;
- Podium element reflects the built form along the corridor and reinforces pedestrian realm;
- Rear portion of the building would also step down from the 16-storey maximum height to 15 and 11 storeys along the northern façade;
- Development includes larger rear yard setback to provide a sensitive transition in height between the proposed tower and low-rise apartment building north of the site;
- Massing of the tower distinguishes a podium, middle and top element
- Massing of the building encompasses a 45-degree angular plane measured from a height of 7.0 metres above the property line of the lands adjacent to the north.

The conceptual site design will be confirmed through a subsequent site plan application process. All types of development or redevelopment will be subject to Site Plan Control (_1674). Without limiting the generality of the policy, if any of the following conditions exist as the result of development or redevelopment, it will be considered a substantial increase in the usability of a building through alteration, and will be subject to site plan control (_1677):

1. Altering a building for a use or purpose that has substantively higher parking requirement than that which applied to the previous use of the building before it was altered.
2. Altering a building for a use or purpose that will lead to substantively higher traffic generation during all or a specific portion of the day or night.
3. Altering a building to house a greater number of residential units.
4. Altering all or a portion of a building for residential use, from a non-residential use, such that the residential use is likely to cause a substantive increase in traffic or likely to impose a greater planning impact.
5. Altering all or a portion of a building for non-residential use or purpose, from a residential use, such that the new use or purpose is likely to cause a substantive increase in traffic or likely to impose a greater planning impact.
6. Altering a building, including demolition or otherwise, such that the existing site layout must be substantively altered to accommodate new or modified

vehicular or pedestrian access points, new or expanded parking areas for automobiles or bicycles, new loading facilities, or increased lighting.

***Official Plan*, 1989**

The 1989 Official Plan sets out extensive urban design principles and preceded *The London Plan*. It should be recognized that the *Old East Village Dundas Street Corridor Secondary Plan* in force with a site-specific policy for the site takes precedence over *The London Plan*, which in turn is in force for this site and takes precedence over the *1989 Official Plan*. The main urban design objectives for the Main Street Commercial Corridor are summarized underneath, more information can be found in Sections 4.4 and 11.1 of the Official Plan.

The objectives of the Main Street Commercial Corridor (MSCC) designation are to "strengthen these areas by encouraging infilling and redevelopment which conforms to the existing form of development and improves the aesthetics of the business area" (4.4.1). Redevelopment or infilling of commercial uses within a MSCC designation shall form a continuous, pedestrian-oriented shopping area and shall maintain a setback and storefront orientation that is consistent with adjacent uses (4.4.1.7). Further, residential uses combined with commercial uses or free-standing residential uses will be encouraged in the MSCC to promote active street life and movement in those areas beyond the work-day hours. Residential development above existing commercial development should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.

Section 4.4.1.2 provides the following urban design objectives for the Main Street Commercial Corridor Designation:

i. Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;
ii. Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;
iii. Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;
iv. Design development to support public transit;
v. Create high quality public places;
vi. Maintain and create a strong organizing structure;
vii. Maintain or create a strong identity and place;
viii. Maintain the cultural heritage value or interest of listed buildings and ensure through the application of the Commercial Urban Design Guidelines that new development is consistent with the form of existing development; and
ix. Encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages.

The proposed application addresses urban design elements of the project, and aligns with the intent of the urban design objectives for the MSCC designation:

- The proposed development builds on the ongoing efforts to revitalize the Midtown sections of the Dundas Street corridor, which was identified for renewal through the Old East Village Dundas Street Corridor Secondary Plan.
- The proposed development would help to enhance the pedestrian nature and street edge along Dundas Street by providing a street-oriented building with accessible and walkable connections to the sidewalks;
- Appropriate lighting would be provided to enhance safety and the pedestrian environment along the building frontage;
- The proposed development would help to create a strong identity and sense of place by providing a structure with high design standards in a Central London location proximate to downtown.

The proposal has regard for the Urban Design policies as set out in the 1989 *Official Plan* and provides has been design components that help the project to effectively integrate with the Dundas Street corridor and Central London.

The London Plan

The London Plan includes building and site design considerations, including for Rapid Transit and Urban Corridor Place Types. The City Design policies of the Plan apply city-wide, and additional urban design considerations are evaluated for residential intensification in the Urban Corridor Place Type. Policies 189 to 306 of *the London Plan* define the City Design policies that are intended to guide the character and form of development. The proposed development and conceptual site plan are in conformity with City Design policies of *the London Plan*, including but not limited to:

- A built form designed to have a sense of place and character consistent with the planned vision of the Place Type, by using things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage (197_);
- All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context (199_).
- The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area (252_).
- Site layout should be designed to minimize and mitigate impacts on adjacent properties (253_).
- Site layout will promote connectivity and safe movement between, and within, site4s for pedestrians, cyclists, and motorists (255_).
- Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings (256_).
- Loading, garbage and other service areas will be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street (266_).
- Buildings should be sited to minimize the visual exposure of parking areas to the street (269_).
- 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 (289_).
    1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lightning, 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.
- 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 (292_).
- High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A typical floor plate of approximately 1,000 m² is a reasonable target to achieve this goal (293_).
- An appropriate transition of building height, scale and massing should be provided between developments or significantly different intensities. This may be an important consideration at the interface of two different place types (298_).

The design elements of the proposed development are in keeping with the design direction provided in *the London Plan*. The building promotes a sense of place, reinforces the prevailing street wall, integrates effectively within the local development context, provides a transition in height and massing, and minimizes potential impacts on adjacent properties.

Old East Village Dundas Street Corridor Secondary Plan
The Secondary Plan recognizes the area's rich and complex built environment with various building forms and types that contribute to a unique sense of place (3.3). The Plan provides guidelines to coordinate and guide future development while celebrating the continued diversity in the urban fabric.

The site has a site-specific policy that permits a maximum building height of 16-storeys (excluding the mechanical penthouse), subject to the following conditions:

- In keeping with the intent of policy 3.3.3 b) of the Secondary Plan, a height transition is provided that contains the massing of all built form on 496 Dundas Street within a 45-degree angular plane taken from a height of 7.0 metres above the property line of the properties adjacent to the north to provide a sensitive transition to the lands situated within the Area of Special Sensitivity identified in Schedule 1 of the Secondary Plan; and,
- Built form exceeding 8-storeys in height conforms with the policies contained in 3.3.4 High-Rise Form of this Secondary Plan, excluding policy 3.3.4.

Section 3.3.4 includes the following direction for high-rise built forms:

a) "The podium of a high-rise building shall be designed to support a pedestrian-scaled environment at street level."

The three-storey podium of the building is intended to create an active, pedestrian-oriented frontage along the Dundas Street corridor. This element would include a retail use, amenity space, lobby, bike storage, residential uses, and access from the street at grade. Additional uses would be provided in the second & third storeys of the podium.

b) "High-rise buildings shall stepback a minimum of five metres at the second, third or fourth storey, depending on the built form context, along public rights-of-way to mitigate downward wind shear, support or enhance the existing street character at street level, and limit the visual impact of the building at street level."

The tower design incorporates a five-meter stepback from the podium above the third storey.

c) "High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. Point towers with floor plates of approximately 1,000 square metres or less is a reasonable target to achieve this goal."

The high-rise tower has a slender tower design above the podium having a typical floor place of approximately 1,000 m².

d) "Towers shall not have any blank façades."

The proposed design incorporates a contemporary faced style integrating extensive glazing with high quality materials. The tower does not integrate blank facades.

e) "The top portions of the tower shall be articulated through the use of a small setback, difference in articulation, or the use of an architectural feature. The mechanical penthouse shall be integrated into the design of the tower."

The top portions of the tower are articulated through the use of small setback elements and step downs. The design steps down the building height from 16 storeys adjacent to Dundas Street to 15 and 11 storeys along the northern façade. The penthouse is incorporated into the design of the tower and recessed above the 15th storey.

Because the proposed design includes the provided 45-degree angular plane and complies with the high-rise form (3.3.4) policies of the Secondary Plan, the site-specific permissions permitting a maximum building height of 16-storeys apply to the site.

4.4. Issue and Consideration #4 – Heritage

PPS
The PPS 2020 requires that significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1). Further, the PPS directs: "*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved*" (2.6.3).

The **Ontario Heritage Act** is the guiding legislation for the conservation of significant cultural heritage resources in Ontario. The submitted Heritage Impact Assessment (HIA) has been guided by the criteria and complies with *Regulation 9/06* of the *Ontario Heritage Act*.

***Official Plan*, 1989**
Section 13 of the 1989 *Official Plan* addresses the designation of built heritage in London. The Official Plan sets out criteria for designating heritage buildings, and permits no alteration, removal, or demolition to be undertaken which would adversely affect the reason for designation except in accordance with the *Ontario Heritage Act*. The property is not located in a heritage conservation district or on a 'historic main street as identified in Figure 15 of the 1989 *Official Plan* but is in close proximity to the *West* & *East Woodfield Heritage Conservation District* located to the north.

The London Plan
The London Plan requires that a Heritage Impact Assessment be completed when development is proposed adjacent to cultural heritage resources to assess potential impacts, explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes (565_). *The London Plan* defines 'adjacent' as: "*Adjacent when considering potential impact on cultural heritage resources means sites that are contiguous; sites that are directly opposite a cultural heritage resource separated by a laneway, easement, right-of-way, or street; or sites upon which a proposed development or site alteration has the potential to impact identified visual character, streetscapes or public views as defined within a statement explaining the cultural heritage value or interest of a cultural heritage resource*". Finally, Policy 152 of *the London Plan* supports the importance of urban regeneration in the City including the conservation, restoration, and appropriate use of cultural heritage resources while 'facilitating intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood'.

Old East Village Street Corridor Secondary Plan
The Old East Village Street Corridor Secondary Plan applies to the area bounded by Dundas Street between Colborne Street and Burbook Place, and King Street between Colborne and Ontario Street. One of the guiding principles of the Secondary Plan is to" *Respect and reinvent in heritage resources to enhance the unique character of the area*". The subject property is adjacent to four listed properties and one designed property on the Municipal Heritage Register: 434 Maitland Street, 438 Maitland Street, 520-526 Dundas Street, 507 Queens Avenue and 482-484 Dundas Street (Designated Part IV in 1985). The subject site is not identified by the City of London as part of a cultural heritage landscape as per Map 9 (Heritage Conservation Districts and Cultural Heritage Landscapes) of *the London Plan*. The subject property is not listed or designated on the Municipal Heritage Register.

The properties located at 438 Maitland Street and 507 Queens Avenue are located within the '*Area of Special Sensitivity*' as set out in the *Old East Village Dundas Street Corridor Secondary Plan* area boundary. The properties located at 482-484 Dundas Street and 520-526 Dundas Street are located within the boundary in the character area identified as '*Dundas Street-Midtown*'. The Secondary Plan discusses the integration of new development within the existing neighbourhood: "*New development is envisioned,*

especially on the south side of the corridor, in a form that is well integrated into the existing context and is respectful of the cultural heritage resources in the area".

Because the proposed development is located adjacent to four listed and one designated cultural heritage resource, the Secondary Plan states that the City will: "*Require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources are conserved. Any assessment must include consideration of its historical and natural context within the City of London, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.*

As part of the complete application, a Stage 1 Archaeological Background Study and Heritage Impact Assessment (HIA) were submitted.
The Stage 1 inspection of 496 Dundas determined that the entire study area has been subjected to extensive and deep land alterations that have severely damaged the integrity of any archaeological resources, including but not limited to, the construction of a modern commercial building and installation of a parking lot with subterranean catchment basin network. As such, the property does not retain archaeological potential and no further archaeological assessment of the property is recommended.

In addition, a Heritage Impact Assessment (HIA) was conducted to assess the impact of the proposed construction of a 16-storey apartment building located at 496 Dundas Street. The HIA indicated that the proposed development does not result in destruction or alteration of any heritage attributes of the adjacent listed properties. The proposed development will also not result in shadows that negatively impact heritage attributes. The relationship of the adjacent buildings to the street will not change, and there will be no change in land use.

There is a potential for land disturbance with the rear ancillary building now associated with 507 Queens Avenue and with 482-484 Dundas Street (Dundas Street Centre United Church). The coach house located at 507 Queens Avenue is constructed of brick with a rubble stone foundation. The building does not include a basement which significantly reduces impacts of land disturbances as a result of the construction of the underground parking, however, there is a potential impact of land disturbances.
The original north-east wing of the Dundas Street Centre United Church is 10 metres from the construction of the underground garage and is adjacent to an entry point that will likely be used for traffic during construction. Thus, the HIA concludes that there is a potential impact of land disturbances.

The Old East Village Street Corridor Secondary Plan states that within the Midtown character area: "*the placement of buildings will respond to the immediately adjacent built form context*" (Section 3.3.2 b). The proposed front yard setback for the first three floors of development is 0.8 meter, consistent with the existing buildings along Dundas Street to the east (520-526 Dundas Street). Further, the proposed design of the building includes a stepback along the southern portion on the west elevation, front façade and along the south portion of the east elevation after the first three levels. There is an additional stepback on the southern side of the building at the 15th level to 16th level which is 6.3 metres. The stepbacks reduce the amount of massing to the rear of the property as it transitions to the "sensitive area" on the north half of the block which acts as a buffer for the HCDs to the north.

The first three levels are proposed to be primarily constructed of brick that is a similar hue of the adjacent church, and this brick will also be incorporated in the higher levels of the building. Glazing used in the upper levels reduces the perspective of mass and scale of the building. The architectural design details of Dundas Street Centre United Church inspire architectural elements of the proposed development inspire, such as the vertical strip of windows openings along the front elevation, mimics the narrow niches that are exemplified on the exterior of the church. The alternation of material and associated natural hues, reduces perspective of mass and scale to promote its integration with the surrounding area and in particular, its integration with the context of the adjacent cultural heritage resource. The combination of sympathetic material and

architectural articulation (step backs) allows for a rhythmic streetscape and sense of consistency with the surrounding context.

Section 3.7 of the Old East Village Street Corridor Secondary Plan outlines potential mitigation approaches for consideration and application for minimizing impacts from proposed developments on or adjacent to lister, designated, and potential cultural heritage resources within the Secondary Plan area:

a) Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
b) Adaptive re-use of built heritage structures or cultural heritage resources, including the integration of cultural heritage resources into new developments;
c) Transitions of height, form, and mass compatible with nearby heritage designated and heritage listed properties, and properties with potential cultural heritage resources;
d) Commemoration of the cultural heritage of a property/structure/area through historical commemoration means such as plaques or cultural heritage interpretive signs; and,
e) Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

As discussed, the HIA report concluded that there is a potential impact of land disturbances to the coach house associated with 507 Queen Avenue and the original north-east wing of the Dundas Street Centre United Church. The HIA recommends the following measures to mitigate potential impacts of land disturbances in accordance with section 3.7 of the Old East Village Street Corridor Secondary Plan:

- A *Temporary Protection Plan* (TPP) that would include:
    - A Vibration Monitoring Plan for both the Coach House of 507 Queen Avenue and the adjacent Dundas Street Centre United Church at 482-484 Dundas Street and any other building or structure identified by the engineer in the findings of the assessment and Plan; and,
    - Certification by an engineer of the footings and foundation of the new building will be constructed in a way that will avoid damage to the coach house at 507 Queens Avenue.

The HIA report also recommends that a landscaped buffer be developed along the rear of the property to provide a buffer between the new construction and existing mature neighbourhood. This buffer can also allow for a more aesthetically pleasing background view at ground level. Lighting and signage used for the proposed development should be sympathetic to adjacent heritage properties. Signage should not obstruct views of the Dundas Street Centre United Church.

Overall, the HIA concludes that adverse impacts of the proposed development on adjacent heritage properties are limited to: “*potential impact of land disturbances for the coach house associated with 507 Queen Avenue and the north-east wing of the Dundas Street Centre United Church as it relates to the construction of the underground parking garage and anticipated construction traffic along the western side of the subject property*”. The mitigation measures including the Temporary Protection Plan will ensure any potential impacts are sufficiently minimized.

Figure 8: Heritage map demonstrating listed and designated heritage properties and districts, boundary of the Dundas-Midtown Area and Area of Special Sensitivity.

The London Advisory Committee on Heritage resolved on its meeting held on June 9, 2021, that they are satisfied with the research, assessment, and conclusion of the Heritage Impact Assessment (HIA) for the property located at 496 Dundas Street. The London Advisory Committee on Heritage supports the mitigation and conservation recommendations within the HIA.

4.5. Issue and Consideration #5 – Parking

The site is in an Urban Corridor, accessible by public sidewalks and close to established neighbourhoods, service/retail and public institutions. The site is currently services by London Transit Commission (LTC) bus services; Route #2 and Route #20. The nearest stop for both routes is located on the north side of Dundas Street, directly east of Maitland Street (40 metres from the subject site). As explored in section 4.1 of this report, rapid transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street eastwards. The Eastern London Link will revitalize more than 6 km of road, install transit stations, and also improve active transportation infrastructure supporting cycling and walking.

In addition, the area is anticipating cycling infrastructure improvements on Dundas Street. The subject site will be served with eastbound and westbound cycling lanes on Dundas Street, providing convenient and safe active transportation connections with Downtown and Old East Village.

The proposed development consists of a 16-storey apartment building with 170 units and approximately 133 m² (1,430 square feet) commercial use. A total of 153 parking spaces will be provided on-site including 136 underground parking spaces and 17 surface spaces, to accommodate 150 residential parking spaces and three (3) commercial parking spaces. Under the City's Zoning By-Law (ZBL), the development will require a total 173 parking spaces at 1.0 spaces per unit for the residential component (170 spaces) and one space per 45 square meters for the commercial component (3 spaces). Figure 9 summarizes the parking requirements for the proposed land uses in the subject development based on the City's ZBL.

Zoning By-law Parking Requirements

Land Use	Number of Units	ZBL Parking Rate	Parking Requirement
Apartment	170	1.0	170
Non-residential (m²)	132.85 (m²)	1 per 45 m²	3
Total			**173**

Figure 9: Zoning By-law requirements for 496 Dundas Street.

The applicant has requested a parking reduction from 173 on-site parking spaces to 153 on-site parking spaces. This is a reduction from the 173 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 less than 200 metres from the City's Rapid Transit Corridor and approximately 300 meters from the Downtown area boundary:" *This will create opportunities for reducing auto-mode usage and reducing parking demand in the subject development, similar to developments in downtown areas*." The Parking Study sets out that commercial and residential land uses are complementary, providing an opportunity to implement shared parking on the surface level parking spaces. The peak demand for the subject development occurs (late) at night when the residential parking demand is at its maximum and the commercial parking demand is at zero. The surface parking spaces can accommodate the commercial parking demand during the daytime and resident/ visitor parking needs in the evening and overnight. The report concludes that the proposed development is located in an area conducive to alternative transportation modes such as walking, cycling and transit; reducing the need for single occupancy vehicles

Policies in the *PPS*, 1989 *Official Plan*, and *the London Plan* support Traffic Demand Management (TDM) to reduce vehicle use, and support transit-oriented development and active transportation. The PPS provides direction to achieve cost-effective development patterns through intensification and redevelopment within settlement areas, transit-supportive development and use of existing municipal services (1.1.1, 1.1.3.2). The development promotes appropriate densities for new housing and supports the use of active transportation and transit (1.4.3. d).

The proposed development is consistent with the Transportation Objectives as set out in Section 18.1 of the 1989 *Official Plan*. The development provides an opportunity to minimize reliance on the automobile and is supportive of promoting public transit use and alternative modes of transportation (18.1).

One of the Key Directions in *the London Plan* is to "*Become on of the greenest cities in Canada*" (58_). Policies 1, 5 and 6 of this Key Direction specifically pertain to this application. The redevelopment will support the use of existing (LTC) and anticipated transit-networks (BRT) which reduces the reliance on cars and ultimately our carbon footprint. The development proposal supports and promotes active forms of mobility as the site will be well connected to existing sidewalks and future cycling lanes.
Key Direction #6 in *the London Plan* is to: "*Place a new emphasis on creating attractive mobility choices*". The proposal complies with the direction to focus intense, mixed-use development to centres that will be supported and served by rapid transit integrated with walking and cycling (60_). The mix of uses on the site will attract activity throughout the entire day (beyond standard working hours), supporting active transportation and public transit use.

The City Design policies of the *London Plan* provide that the Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. *The London Plan* further states: "*Requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction*" (271_). The subject-site is currently well-serviced by public transit. Consistent with the form policies (841_) of *the London Plan*, the on-site parking is located at the rear of the site and underground parking is provided.

Finally, the Old East Village Street Corridor Secondary Plan prescribes that parking shall not be located between the building and public right-of-way, and provides for landscape treatment along the edge of parking lots to mitigate water runoff, heat-island effect and enhance the user experience. The proposed development complies with the

Secondary Plan direction to minimize parking access to reduce pedestrian conflict, as it reduces the existing two accesses to one access-point to Dundas Street.

Staff is supportive of the requested reduction in on-site parking. The subject site is well-connected with active transportation infrastructure and public transit, and the anticipated rapid transit system and active transportation improvements on Dundas Street will contribute to reducing the demand for on-site parking. Based on these considerations, it's reasonable to conclude that the requested reduction of on-site parking spaces from 173 to 153 spaces would be sufficient to meet the parking requirements. The parking-reduction is supported by the location, existing and future infrastructure, policies and direction provided in the *PPS*, 1989 *Official Plan*, *The London Plan* and *OEV-Dundas Corridor Secondary Plan*.

Conclusion

It is recommended that City Council approve the requested amendments to Zoning By-law Z.-1 to change the zoning from Business District Commercial/Office Residential (OR*D250*H46/BDC) to a site-specific Business District Commercial Special Provision (BDC(_)*D350*H57) Zone. The recommended amendments are consistent with the *Provincial Policy Statement, 2020*, and conform with the City of London 1989 *Official Plan*, *The London Plan* and *Old East Village Dundas Street Corridor Secondary Plan*. The proposal facilitates the redevelopment of a vacant site and provides a mix of land uses to support (residential) intensification, regeneration and compact and efficient forms of growth.

The recommended amendment to permit a site-specific maximum building height of 57 metres is in keeping with the site-specific permitted heights in the *Old East Village Dundas Street Corridor Secondary Plan*, subject to the angular plane and built form conditions. The amendment is also consistent with *the London Plan* direction and Council's Climate Change Emergency declaration, as the proposed development is in an area conducive to alternative transportation, uses existing municipal services and infrastructure and assists with reducing emissions by reducing on-site parking.

The building and site design will be confirmed through a subsequent public site plan application, including public participation opportunity. The recommended amendment to permit a maximum residential density of 530 units/ha conforms with the intensity policies associated with the Urban Corridor Place Type and Main Street policies of *the London Plan*. The subject site is situated in a location where intensification can be accommodated, and the proposed development is an appropriate land use, intensity and form in keeping with the surrounding context.

Prepared by:	**Isaac de Ceuster,** **Planner I, Long Range Planning & Research**
Reviewed by:	**Justin Adema, MCIP, RPP** **Manager, Long Range Planning & Research**
Recommended by:	**Gregg Barrett, AICP** **Director, Planning & Development**
Submitted by:	**George Kotsifas, P. Eng.** **Deputy City Manager, Planning and Economic Development**

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

August 10, 2021

Y:\Shared\Planning APPLICATIONS\Applications\2021\9347Z-496 Dundas Street (IDC)

File: Z-9347
Planner: I. de Ceuster

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 496 Dundas Street.

WHEREAS Amiraco Properties Inc. has applied to rezone an area of land located at 496 Dundas Street, as shown on the map attached to this by-law, as set out below.

AND WHEREAS this rezoning conforms with 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 496 Dundas Street, from an Office Residential/Business District Commercial (OR*D250*H46/BDC) Zone to a Business District Commercial Special Provision (BDC(_)*D530*H57) Zone.

2) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following special provisions:

) BDC() 496 Dundas Street

a) Regulations

i)	Building height (Maximum)	16 storeys or 57 meters (187ft)
ii)	Density (Maximum)	530 units per hectare (214.5 units per acre)
iii)	Off-street parking (Minimum)	153 spaces (ratio of 0.9 parking spaces per unit)
iv)	Interior side yard depth (Minimum)	0.0 meters (0 ft)

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

PASSED in Open Council on September 14, 2021.

Ed Holder
Mayor

File: Z-9347
Planner: I. de Ceuster

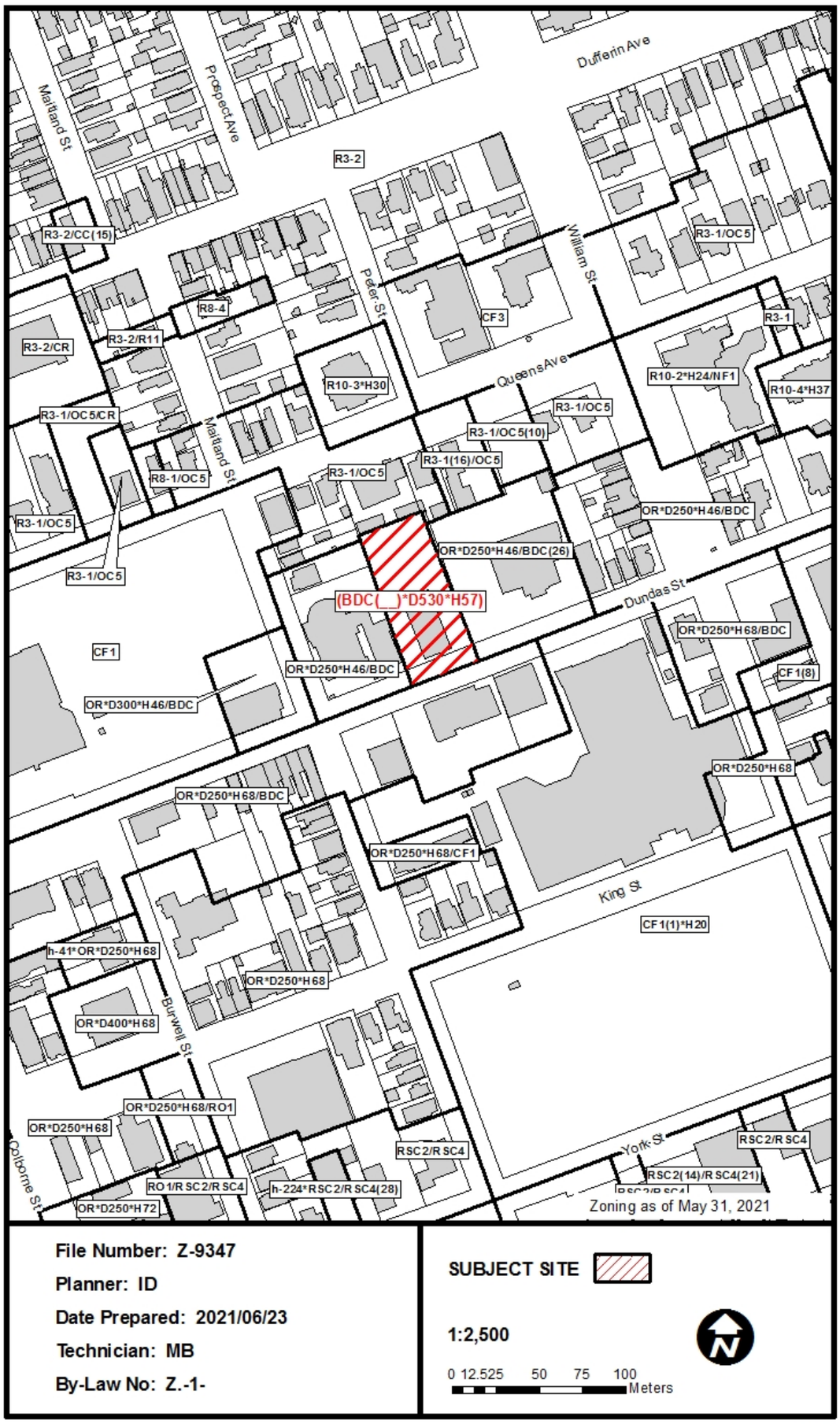
Catharine Saunders
City Clerk

First Reading – September 14, 2021
Second Reading – September 14, 2021
Third Reading – September 14, 2021

File: Z-9347
Planner: I. de Ceuster

Amendment to Schedule A (By-law No. Z-1)

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



Appendix B – Public Engagement

Community Engagement

Prescribed Agency and City Department liaison: On May 19, 2021, Notice of Application was sent to prescribed agencies and City departments.

Public liaison: On May 19, 2021, Notice of Application was sent to 64 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 20, 2021. A "Planning Application" sign was also posted on the site.

Two replies were received.

Nature of Liaison: The purpose and effect of the proposed Zoning By-law Amendment is to permit a sixteen-storey (16-storey), mixed use high-rise tower accommodating 170 residential units and a limited amount of commercial space on the main floor. Possible amendments to Zoning By-law Z.-1 **FROM** a Office Residential/Business District Commercial (OR*D250*H46*BDC) **TO** a Business District Commercial Special Provision (BDC(_)*D530*H57) Zone. Site-specific regulations requested through the Zoning-By-law Amendment include a maximum building height of 57 meters, permitting a density of 530 units per hectare (170 total units), reduction of off-street parking requirements to 153 spaces and a reduction of the interior side yard setback to 0.0 metres.

Responses:
A public comment was received with concerns regarding the use of street parking and an increased risk of accidents due to higher density of people and cars.

Another public comment was received with questions regarding shading, type of business on ground the ground floor, level of affordability, barrier, construction-time and parking.

Another public comment expressed support for the change in zoning to allow for a mixed-use, high-rise tower as the resident indicated a desperate need for more (dense) housing options in the core due to rising house- & rental-prices and an increasing population.

Responses to Public Liaison Letter and Publication in "The Londoner"

From: Stephanie Woo Dearden
Sent: Saturday, May 22, 2021 10:20 AM
To: de Ceuster, Isaac
Subject: Comments on File Z-9347

Hello,

I'm a resident of Woodfield and wanted to comment with my support for changing the zoning for 496 Dundas St to allow for a mixed-use, high-rise tower. This city desperately needs to allow more dense housing in the core and this zoning change will help. As housing and rental prices skyrocket and London's population booms, Londoners need more housing options.

Take care,
Stephanie

From: Cheryl Watson
Sent: Saturday, June 17, 2021 1:03 PM
To: de Ceuster, Isaac

File: Z-9347
Planner: I. de Ceuster

Subject: Comments on File Z-9347

Dear Mr de Ceuster,

I am writing in regard to the Notice of Planning Amendment for 496 Dundas St. This property is adjacent to our property at 438 Maitland St., on the north east corner. I have a few questions regarding this plan.

1. Will a building this tall shade the backyards of the properties on Maitland St between Dundas St and Queens Avenue?
2. What type of businesses will occupy the main floor of the building?
3. Will this be a low rental property?
4. Will there be a barrier built by Amiraco between the properties to prevent noise, gas fumes, and protect privacy?
5. How long will the build take?

Will this affect the small amount of parking allowed on Maitland Street.

Looking forward to your response, thank you

Cheryl Watson

From: Valerian Marochko, Cross Cultural Learner Centre
Sent: Saturday, June 29, 2021 8:59 AM
To: de Ceuster, Isaac
Subject: File Z-9347

Good morning Isaac,

The London Cross Cultural Lerner Centre (CCLC) is situated about 30 m South-East from 496 Dundas St. We have parking concerns for the clients who come to CCLC and use street parking, which will become less available because of not enough off-street parking in the proposed zoning amendment. It is a busy area with the H.B. Beal Secondary School students and parents driving them, and the 528 Dundas St. clinic clients. Higher density of people and cars will increase the risk of accidents for the refugees and immigrant accessing the services at CCLC, particularly newly arrived families who are still learning how to keep their children safe in high-traffic areas.

Thank you,
Valerian Marochko

Agency/Departmental Comments

Architectural Conservancy Ontario - London Region – May 21, 2021

Hi Isaac:

ACO London received the Planning Justification Report for the above noted ZBA application at 496 Dundas Street.

Could you please forward a copy of the Notice of Application together with the Heritage Impact Assessment referenced in the Justification Report?

Thanks!

CN Rail – May 21, 2021

Thank you for circulating CN the proposed project mentioned in subject. This is to confirm that we have reviewed the information and site location. CN Rail does not have any comments concerning this application.

Enbridge – May 25, 2021

Thank you for your correspondence with regard to the proposed Site Plan Application. Enbridge Gas Inc, operating as Union Gas, does have service lines running within the area which may or may not be affected by the proposed Site Plan.

Should the proposed site plan impact these services, it may be necessary to terminate the gas service and relocate the line according to the new property boundaries. Any Service relocation required would be at the cost of the property owner.

If there is any work (i.e. underground infrastructure rebuild or grading changes…) at our easement and on/near any of our existing facilities, please contact us as early as possible (1 month in advance at least) so we can exercise engineering assessment of your work. The purpose is to ensure the integrity of our main is maintained and protected.

Confirmation of the location of our natural gas pipeline should be made through Ontario One Call 1-800-400-2255 for locates prior to any activity.

We trust the foregoing is satisfactory.
Development Services

Urban Design (pre-consultation) – August 4, 2020.

- Overall the proposed conceptual plan is generally in keeping with urban design related policies of the Old East Village Dundas Corridor Secondary Plan. The following are some refinements to the design to ensure conformity with the secondary plan:
    - Ensure the tower floor plate (above the eighth storey) creates a slender tower, the tower portion of the current proposal creates a slab like building. (3.3.4 c);
    - Provide for a minimum setback of 5m above the third storey. (3.3.4 b);
    - Extend the low-rise portion of the building (up to the third storey) east along the Dundas Street frontage in order to provide for a built and active edge;
    - Include landscape islands within the surface parking area to reduce the heat island effect and implement the Parking Lot Design Standards of the Site Plan Control By-Law.
- The applicant should provide for a zoning framework that will ensure that future development of the site is developed in a manner that generally implements the concept, with the proposed changes in the comments above. In order to achieve this, include zoning provisions that;
    - Limit the height (m or storeys);
    - Limit the tower portion floor plates to a max. Square footage, this would apply to anything above the eight storey;
    - Implements the angular plane from the north property line;
    - Provide appropriate interior side yard for the low, mid, and high-rise portions of the building;
    - Limit the amount of surface parking and its location;
    - Prohibit front side yard parking between the building and the street;
    - Include a min. and max setback for the front yard;
    - Include a min. step-back of 5m from the front face of the podium (for all floors above the 3rd storey);

- Through the submission materials at the Zoning By-Law Application and subsequent Site Plan process the proposed building design should incorporate the following:
    - The tower should have a distinctive base, middle & top (3.3.2 h);
    - Provide for human-scaled elements on podium at street level including windows with transparent glass, awnings, lighting, materials, etc. (3.3.2 h), (3.3.4 a);
    - The façade at grade along Dundas Street should be designed to support the existing character along Dundas Street and should address and frame the public street (3.3.2 j), (3.3.2 k);
    - Ensure the tower portion of the building shall have no blank facades (3.3.2 i), (3.3.4 d);
    - Top potion of the tower shall be articulated through use of setback, difference in articulation or an architectural feature & mechanical penthouse shall be integrated into the design of the tower (3.3.2 h), (3.3.4 e).
- 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.
- Along with the standard requirements of the Urban Design Brief (as outlined in the Terms of Reference), please ensure the following visuals are included to facilitate a comprehensive review by the UDPRP.
  1. A Spatial Analysis of the surrounding neighbourhood;
  2. Site Plan;
  3. Landscape Plan with a detailed streetscape plan;
  4. Massing Model of proposed within the existing context;
  5. Conceptual building elevation and/or precedent images;
  6. Section drawings to include: East- west and north-south showing how the proposed building interfaces with the adjacent street and existing neighbouring properties and buildings;
  7. Layout of the ground floor with proposed internal uses;
  8. Plan view of the extents of the towers, mid-rise portions and all proposed step backs, including with measurements;
  9. Shadow Study.

Heritage (pre-consultation) – August 4, 2020

- Archaeological potential at the subject property is identified on the City's 2018 Archaeological Mapping, and soil disturbance is reasonably anticipated due to new development on the property. This property was identified in the Stage 1 Archaeological Resource Assessment of the Old East Village-Dundas Street Corridor Secondary Plan as area of archaeological potential, requiring a Stage 2 Archaeological Assessment.
- The subject property is adjacent to 482-484 Dundas St, which is individually designated under Part IV of the OHA, and (4) other properties that are LISTED on the City's Register: 520-526 Dundas St; 434 Maitland St; 438 Maitland St; and, 507 Queens Ave.
- From a heritage perspective, this can be a complicated site for development. The subject property is a deep lot which extends from the commercial character of Dundas St to the small scale residential area along Queens Avenue. It surrounded nearly on all sides by properties currently having, or potentially having, cultural heritage value. Some heritage design considerations will involve the mitigation of potential impacts on multiple heritage properties surrounding the subject property, and ensuring a good fit of the new development within its heritage context by

considering the surrounding character of the area, compatible massing of form and setbacks and application of materials and color palette. The subject property is governed by the policies (specifically cultural heritage policies) in the Old East Village Dundas Street Corridor Secondary Plan (March 2020).

- A Heritage Impact Assessment (HIA) is required as part of a complete application:
    - This assessment should respond to information requirements in the Ministry's InfoSheet #5.
    - Heritage Impact Assessments should be prepared by heritage planner, heritage consultant and or a member of the Canadian Association of Heritage Professionals (CAHP).
    - Resumes of those involved in the preparation of the HIA should be included in the appendix.
- Archaeological Assessment Stage 2 of the entire property is required as part of a complete application:
    - The proponent shall retain a consultant archaeologist, licensed by the Ministry of Heritage, Sport, Tourism and Culture Industries under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a Stage 2 archaeological assessment on the entire property and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4).
    - The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.
- If an archaeological assessment has already been completed and received a compliance letter from the Ministry, the compliance letter along with the assessment report may be submitted for review to ensure they meet municipal requirements.
- All archaeological assessment reports will to be submitted to the City of London once the Ministry of Heritage, Sport, Tourism and Culture Industries has accepted them into the Public Registry; both a hard copy and PDF format of archaeological reports should be submitted to Development Services.
- No soil disturbance arising from demolition, construction, or any other activity shall take place on the properties prior to Development Services receiving the Ministry of Heritage, Sport, Tourism and Culture Industries compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied.
- It is an offence under Section 48 and 69 of the Ontario Heritage Act for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The Funerals, Burials and Cremation Services Act requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

Site Plan (pre-consultation) – August 4, 2020

- Ensure there is sufficient spacing at the rear and sides (3.0m) of the site to provide for perimeter tree planting.

Landscape Architecture (pre-consultation) – August 4, 2020

- A setback will be required along the west side of property. There are some large canopy trees on adjacent properties to the west 482 Dundas and 436 Maitland.
- Consider shifting the building footprint further east.

Parks Planning and Design (pre-consultation) – August 4, 2020

- Parkland dedication will be required as cash-in-lieu at Site Plan.

Transportation (pre-consultation) – August 4, 2020

- Right of way widening dedication of 10.75m from centre line required along Dundas Street.
- Detailed comments regarding access location and design will be made through the site plan process.
- Dundas Street projects will be undergoing construction from 2020-2021 additional information can be found at https://www.london.ca/residents/RoadsTransportation/TransitProjects/Pages/Dundas-Street-OEV.aspx & http://www.london.ca/residents/Roads-Transportation/infrastructure-roadprojects/Pages/Dundas-Cycle-Track-3.asp

Sewers Engineering (pre-consultation) – August 4, 2020

- The municipal sanitary sewer available is a 250mm diameter sanitary sewer on Dundas Street. As per Sanitary Drainage Area & Design Sheet, the density and population being proposed exceeds the allocated for the subject land. As part of complete application, the owner's engineer to submit their capacity report include the maximum population and flow being generated by the subject development. In addition the Owner's engineer to include the areas tributary to the same outlet and ensure available capacity as per Owner's request and confirmation letter to certify there are no negative impacts. A holding provision may be required.

Water (pre-consultation) – August 4, 2020

1. As per as-constructed drawing 27148, the site is tributary to the existing 1350 mm storm sewer on Dundas Street.
2. The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100 year return period storms.
3. 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 for 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.
4. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. Please note that the installation of monitoring wells may be required to properly evaluate seasonal groundwater fluctuations. 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.

5. 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.
6. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
7. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
8. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
9. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
10. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
11. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
12. Additional SWM related comments will be provided upon future review of this site.

Urban Design Peer Review Panel – July 21, 2021

The Panel commends the Applicant for a well-considered design outcome that includes an appropriate amount of articulation, a contextually appropriate material palette and thoughtful/contemporary architectural detailing.

- The Panel commended the Applicant for extending the podium form to the west site boundary to provide for a more continuous built edge along Dundas Street.
- The Panel questioned the intent for loading and waste storage and collection. It was clarified that waste collection/loading may be integrated into the west portion of the building at-grade. In this regard it was recommended that the proponent employ architectural elements and landscape design to screen site servicing from view of balcony spaces on upper-level units. Such screening would also help mitigate noise and air quality issues.
- The Panel generally appreciates the scale of the proposed podium and the proposed 5- metre tower step-back.
- The Panel encouraged the applicant to consider further reduction of the tower floorplate to align with the applicable policies of the Old East Village – Dundas Street Secondary Plan (i.e., 1,000m2).
- The Panel questioned the suitability of the proposed east side yard setback and encouraged the proponent to explore further modifications to the tower placement/massing to meet the tower separation policies of the OEV-Dundas Street Secondary Plan.
- To further break down the massing of the proposed tower, the Panel recommends exploring variation in the height of the vertical columns on the tower facades.
- The Applicant is encouraged to explore further modifications to the architectural design of the podium with the goal of better relating to the style and proportions of the adjacent heritage church/addition.

- It was mentioned that the applicant's landscape plan should be revised to accurately depict the nature of the building's Dundas Street frontage. Building columns and covered areas adjacent to proposed planting should be shown on the plan.
- The Panel recommends consideration be given to providing a wider, dedicated landscape strip along the Dundas Street frontage to soften the transition between building and streetscape while enhancing the pedestrian realm.
- Provisions for additional greenspace on site should be investigated both at ground level and via green roofs or terrace planting on the 3rd, 11th, 15th and/or 16th floor outdoor areas. The landscape plans should be updated to reflect any proposed landscape alterations to these areas while labelling outdoor amenity spaces.

This UDPRP review is based on City planning and urban design policy, the submitted brief, and noted presentation. It is intended to inform the ongoing planning and design process. Subject to the comments and recommendations above, the proposed development will make a positive contribution to the Dundas Street corridor and downtown skyline.

Appendix C – Policy Context

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

Provincial Policy Statement, 2020

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
1.1.1 a, b, e; 1.1.2
1.1.3 Settlement Areas
    1.1.3.1, 1.1.3.2, 1.1.3.4
1.4 Housing
    1.4.3
1.5 Public Spaces, Recreation, Parks, Trails and Open Space
    1.5.1
1.6 Infrastructure and Public Service Facilities
    1.6.1
1.6.7 Transportation Systems
    1.6.7
1.7 Long-Term Economic Prosperity
    1.7.1 b, d
1.8 Energy Conservation, Air Quality and Climate Change
    1.8.1
3.0 Cultural Heritage and Archaeology
    2.6.1

1989 Official Plan

2.4.1 City Structure Policies
3.4.3 Scale of Development
3.5.10 Policies for Near-Campus Neighbourhoods
4.2.1 Planning Objectives for all Commercial Land Use Designations
4.4 Commercial Corridors
4.4.1 Main Street Commercial Corridor
4.4.1.2 Urban Design Objectives
4.4.1.4 Permitted Uses
4.4.1.7 Scale of Development
4.4.1.8 Mixed Use Development
5.1 Objectives for Office Designations
11.1.1 Urban Design Principles

The London Plan

Key Directions – 55 to 62
City Structure Plan (Intensification, Primary Transit Area) – 79 to 92, Figure 3
City Building Policies – 189 to 306
Rapid Transit and Urban Corridors – 826 to 841
Main Street – 844 to 852
Near-Campus Neighbourhood – 962 to 974
Our Tools – 1566 to 1683

Z.-1 Zoning By-law

Section 3: Zones and Symbols
Section 4: General Provisions
Section 16: Office Residential (OR) Zone
Section 25: Business District Commercial (BDC) Zone

Old East Village Dundas Street Corridor (2020)

1.4 Vision and Principles
3.1 Overview Policies
3.2 Land Use
3.3 Built Form
3.3.1g, h, i, Permitted Heights
3.3.3 Mid-Rise Form
3.3.4g High-Rise Form

Submitted Studies

Lincoln Environmental Consulting – Stage 1 Archaeological Background Study – October 2020

MHBC – Heritage Impact Assessment – December 15, 2020

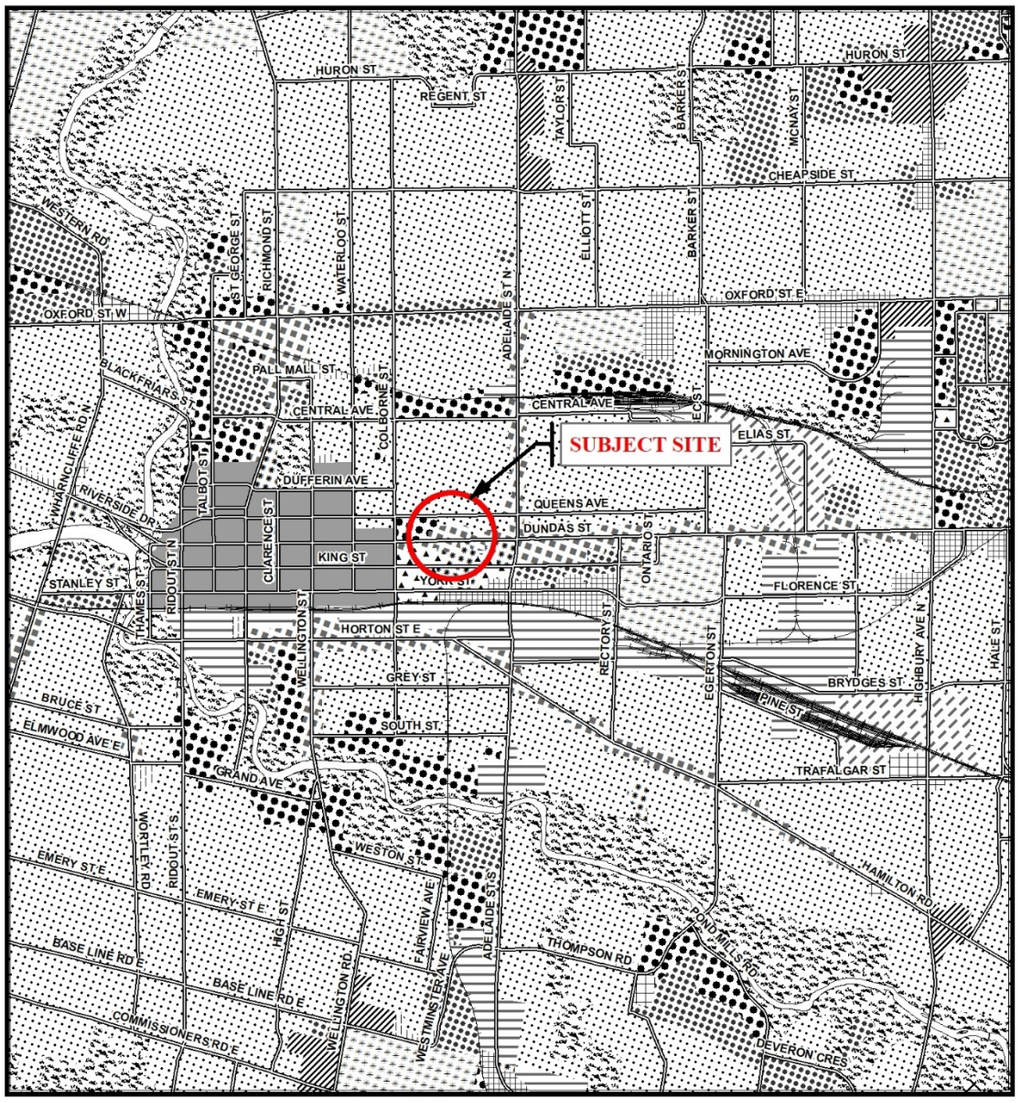
MHBC – Planning Justification Report – March 2021

Paradigm Transportation Solution Limited – Parking Study – 5 March 2021

Stantec – Preliminary Servicing Analysis – October 30, 2020

Appendix D – Additional Maps

Official Plan Schedule A – Land use



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

CITY OF LONDON

Planning Services / Development Services

OFFICIAL PLAN SCHEDULE A - LANDUSE -

PREPARED BY: Graphics and Information Services

Scale 1:30,000

0 155 310 620 930 1,240 1,550

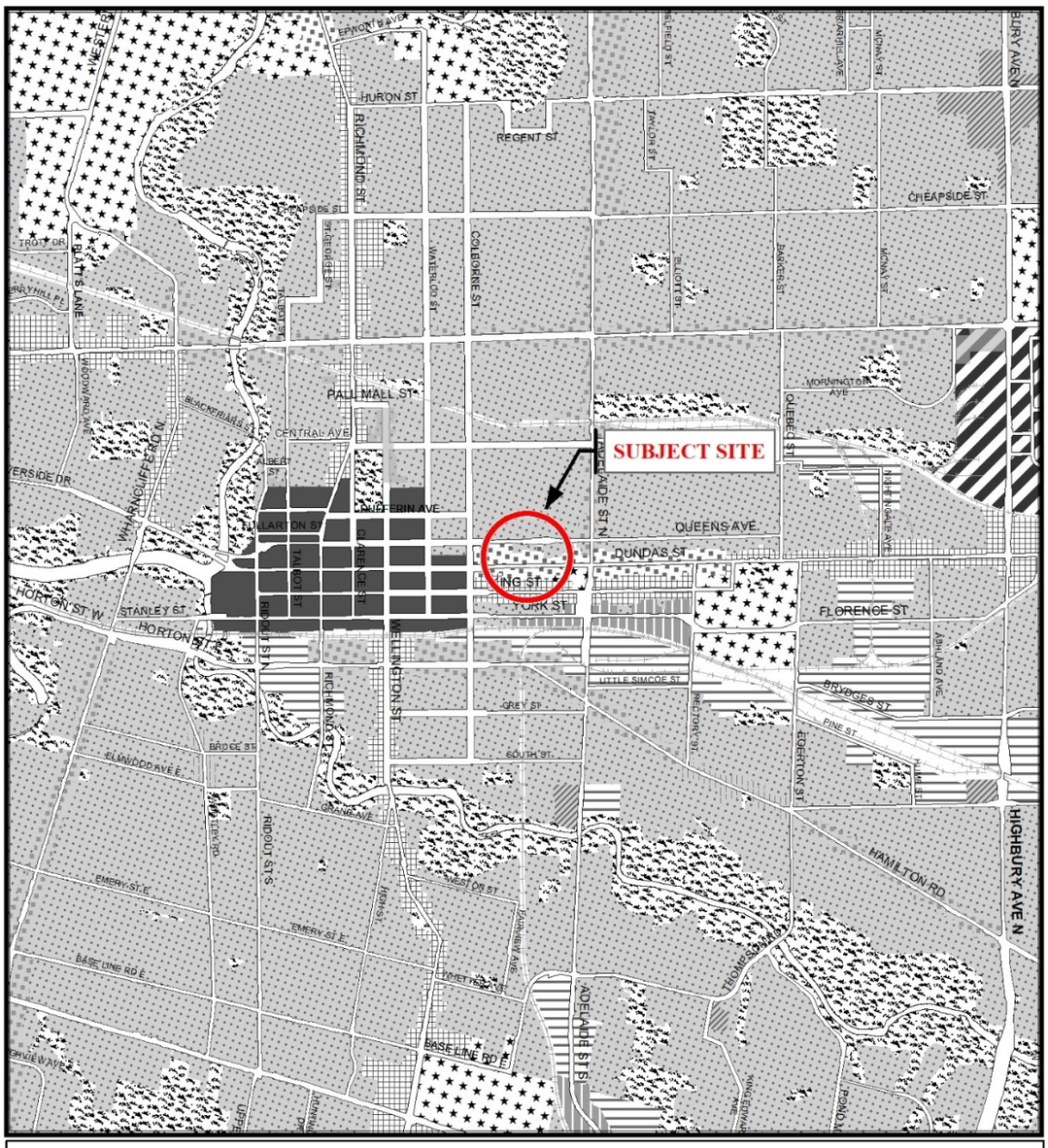
Meters

FILE NUMBER:	**Z-9347**
PLANNER:	ID
TECHNICIAN:	MB
DATE:	2021/06/28

PROJECT LOCATION: e:\planning\projects\p_officialplan\workconsol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

File: Z-9347
Planner: I. de Ceuster

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	Areas Withheld from LPAT Approval

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 & Development

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

Scale 1:30,000

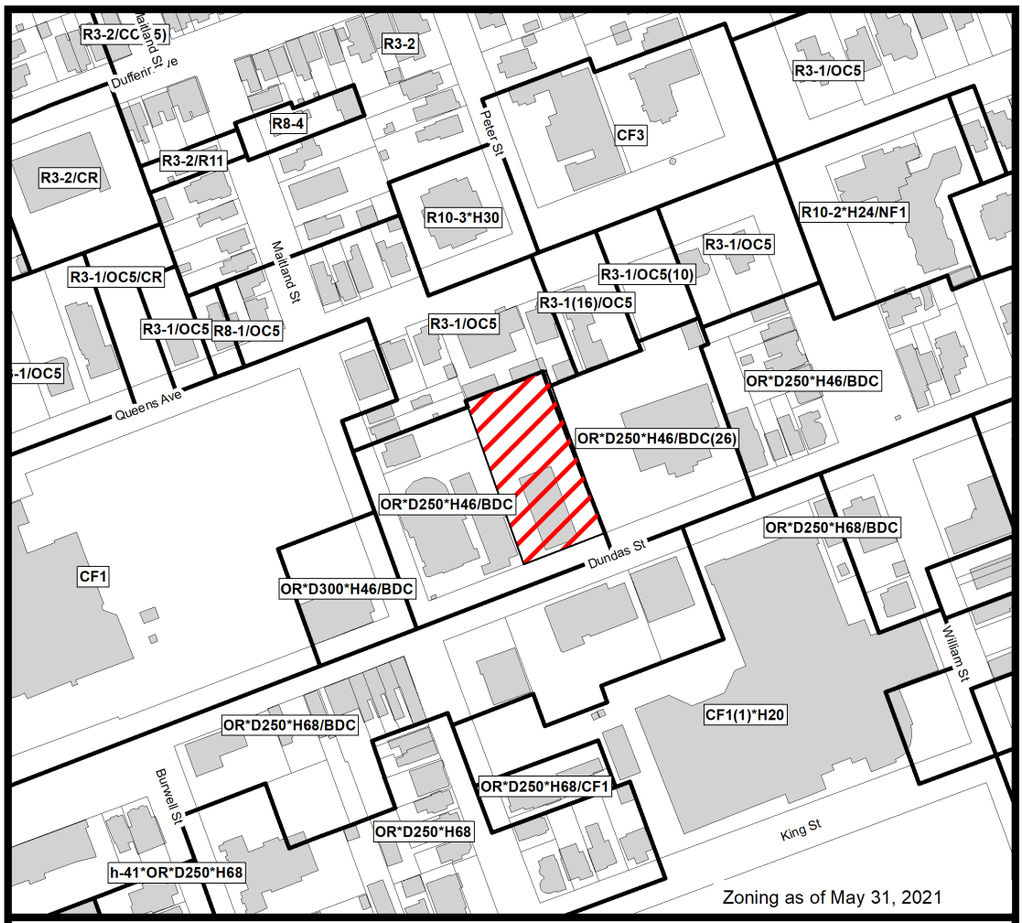
0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9347
Planner:	ID
Technician	MB
Date:	2021/06/28

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\EXCERPT_Map1_PlaceTypes_b&w_8x14.mxd

File: Z-9347
Planner: I. de Ceuster

Zoning By-Law No. Z.-1 Schedule 1



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: OR*D250*H46/BDC

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

R1 - SINGLE DETACHED DWELLINGS
R2 - SINGLE AND TWO UNIT DWELLINGS
R3 - SINGLE TO FOUR UNIT DWELLINGS
R4 - STREET TOWNHOUSE
R5 - CLUSTER TOWNHOUSE
R6 - CLUSTER HOUSING ALL FORMS
R7 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APTS.
R9 - MEDIUM TO HIGH DENSITY APTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSC - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL
OC - OFFICE CONVERSION
RO - RESTRICTED OFFICE
OF - OFFICE

RF - REGIONAL FACILITY
CF - COMMUNITY FACILITY
NF - NEIGHBOURHOOD FACILITY
HER - HERITAGE
DC - DAY CARE

OS - OPEN SPACE
CR - COMMERCIAL RECREATION
ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK
LI - LIGHT INDUSTRIAL
GI - GENERAL INDUSTRIAL
HI - HEAVY INDUSTRIAL
EX - RESOURCE EXTRACTIVE
UR - URBAN RESERVE

AG - AGRICULTURAL
AGC - AGRICULTURAL COMMERCIAL
RRC - RURAL SETTLEMENT COMMERCIAL
TGS - TEMPORARY GARDEN SUITE
RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
"D" - DENSITY SYMBOL
"H" - HEIGHT SYMBOL
"B" - BONUS SYMBOL
"T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO: Z-9347 ID

MAP PREPARED: 2021/06/23 MB

1:2,500
0 12.525 50 75 100 Meters

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 PUBLIC PARTICIPATION MEETING – 496 Dundas Street

- Councillor Squire: I know there was a presentation from staff on the Added Agenda so I would just ask staff to proceed. Thank you very much. Is the applicant present?

- Scott Allen, MHBC Planning: Good afternoon Mr. Chair, it's Scott Allen from MHBC Planning.

- Councillor Squire: Go ahead.

- Scott Allen, MHBC Planning: Thank you. We're acting on behalf of the applicant and with me today are several members of our project team who are available to answer any questions. At this time, we would like to express our support for the findings and recommendations of the Development Services report as presented by Mr. de Ceuster, in particular, we agree that the findings of this redevelopment proposal represents appropriate intensification and promotes a compact urban form and that we agree that the intended high rise tower with broadened housing choice can enhance the overall vitality of the Dundas Street corridor. Additionally we agree that the design elements of this plan align with the direction set out in the City's Official Plan and the Dundas Secondary Plan and we also agree that the project should be integrated effectively with the local development context. The findings of the Planning Analysis presented in the staff report also reflects commentary reflected in the MHBC Planning and Design report submitted as part of this application. In closing Mr. Chair, we'd like to thank City staff for their attention to this application with approval of the proposed Zoning By-law Amendment, the applicant intends to proceed with the detailed design phase of the project and progress the proposal through the site plan approval process. Thank you for your consideration and we'll gladly answer any questions the Committee members may have.

- Councillor Squire: Thank you very much. Are there any technical questions for either staff or the applicant? There being none, oh, I'm sorry Councillor Lehman, once again I never look left.

- Councillor Lehman: Thank you Chair. Through you to staff, can staff confirm for me that the first floor will be commercial with this rezoning request?

- Isaac de Ceuster, Planner I: Thank you for the question, through you Mr. Chair. I can confirm that the ground floor will consist of both commercial space and residential units. Thank you.

- Councillor Squire: Nothing further than we will go to public comments. Is there any members of the public? In the Committee Room, great. Go ahead.

- Patrick Rumsey: Yes. Good afternoon. My name is Patrick Rumsey. R U M S E Y. I do live within close proximity of the proposed high rise . I'd like to say at the outset I've never been a tenant of York Developments and I've never done any business with them but I wanted to come today, I have walked past that empty unit for several years now and I noticed the application and I noticed the information in The London Free Press and I'm here to support the development. I think it would be an improvement to our neighbourhood. With concerns to parking, I know the City have spent a great deal of money not only with the buses but also with the bike lanes and I don't think the developer should be held to ten or fifteen years ago when we had all these large parking lots. That's pretty much it. From what I've heard and what I can tell in the neighbourhood, it's supported and they appreciate York Developments

stepping forward and taking it from a vacant facility that has seen some vandalism lately and I hope it proceeds according to plan.

- Councillor Squire: Thank you very much.

- Patrick Rumsey: Appreciate your time.

- Councillor Squire: Appreciate the for your comments.

- Patrick Rumsey: Thank you.

- Councillor Squire: Any other public comments? There appears not to be any. Thank you very much. I just need a motion to close the public participation meeting.

9347Z- 496 Dundas Street

ZBL Amendment Application, Amiraco Properties Inc.

Planning & Environment Committee, August 30, 2021

Property Description

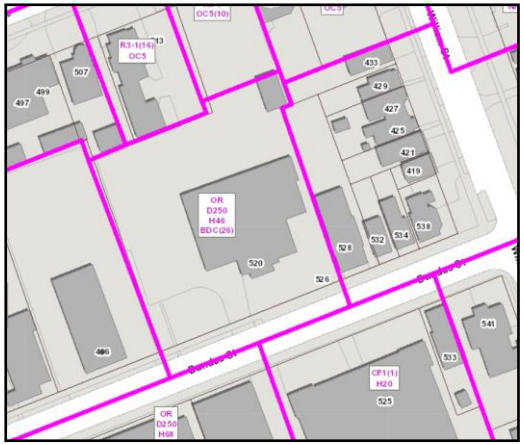
Existing Zoning – Office Residential/Business District Commercial (OR*D250*H46/BDC)

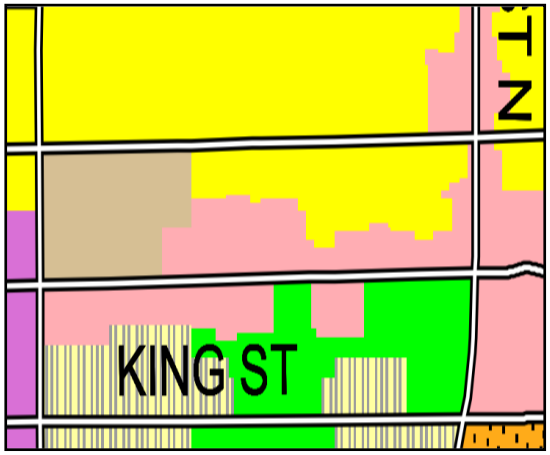
1989 *Official Plan* Designation:
Main Street Commercial Corridor

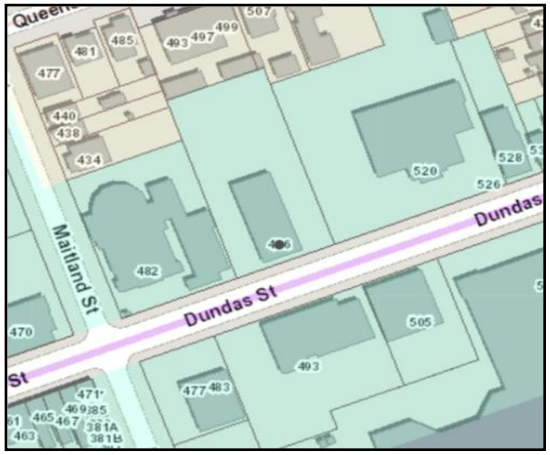
The London Plan Place Type:
Urban Corridor

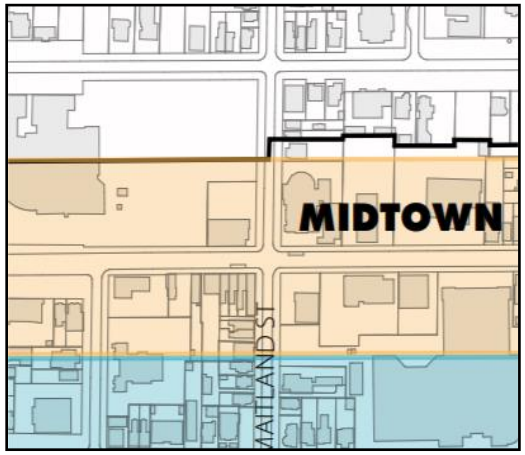
Midtown Character Area of Secondary Plan

Site-Specific Policy 3.3.1 i) Secondary Plan



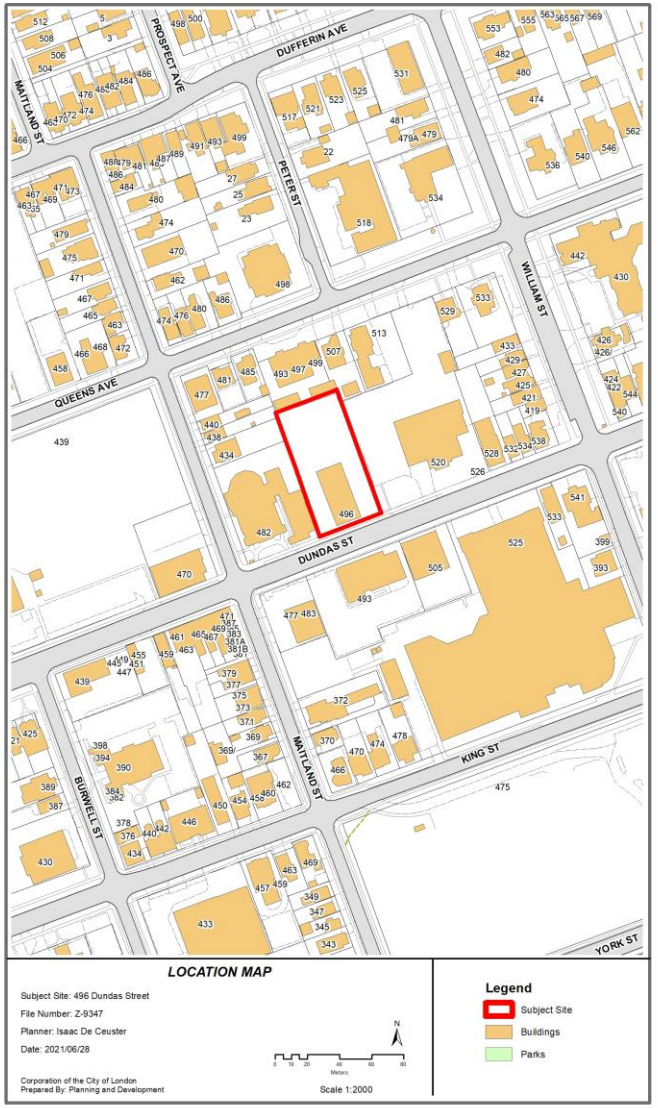






Subject Site

Frontage – 40.2 meters
Depth – 82.2 meters
Area – 0.3286 hectares (3,286 m²)
Shape – regular (rectangular)



Proposal

- Applicant is proposing a high-rise tower containing 170 units (524 u/ha);
- 133m2 commercial space;
- 136 underground parking spaces, 17 surface spaces, bike storage;
- A high-rise tower positioned along the Dundas Street frontage, with building mass stepped back from the three-storey podium;
- Podium element reflects the built form along the corridor and reinforces pedestrian realm;
- Rear portion of the building would also step down from the 16-storey maximum height, to 15 and 11 storeys along the northern façade;

Summary of Request

- The applicant requested an amendment to ZBL Z.-1 for 496 Dundas Street to change the zoning from Business District Commercial/Office Residential (OR*D250*H46/BDC) to a site-specific Business District Commercial Special Provision (BDC(_)*D350*H57) zone to permit a mix of uses including 170 residential units, amenity space and commercial space on the ground floor.
- The applicant requested the following four special provisions:
    1. Permit a site-specific maximum building height of 57 m to reflect the planned 16 storey high-rise tower;
    2. Reduce the off-street parking requirement from 173 spaces to 153 spaces;
    3. Prescribe a maximum residential density of 530 units/ha to permit an intensive, mixed form on the Site; and,
    4. Reduce the interior side yard setback to 0.0m to support a more contiguous street wall.

Issue 1: Use & Intensity

- Urban Corridor permits broad range of uses;
- Main Street segment encourages mixed-use development;
- Site in proximity to LTC bus stops, rapid transit and cycling infrastructure;
- No maximum residential density permission for UC PT
- The proposed development is consistent with key directions for infill and intensification and achieves a compact form of development, growing our city inwards and upwards. The proposed mixed-use redevelopment conforms with the Urban Corridor framework and Main Street segment of this place type.

Issue 2: Built Form

- The design elements of the proposed development are in keeping with the design direction provided in *the London Plan*. The building promotes a sense of place, reinforces the prevailing street wall, integrates effectively within the local development context, provides a transition in height and massing, and minimizes potential impacts on adjacent properties.
- OEV Dundas Street Corridor SP provides **site-specific policy** that permits a max. building height of 16-storeys, subject to the following conditions:
  - A height transition that contains the massing of all built form on 496 Dundas Street within a 45-degree angular to provide a sensitive transition to the lands situated within the Area of Special Sensitivity
  - Built form exceeding 8-storeys in height conforms with the policies contained in 3.3.4 High-Rise Form of this Secondary Plan
- Massing of the building encompasses a 45-degree angular plane measured from a height of 7.0 metres above the property line of the lands adjacent to the north.

Issue 3: Heritage

- Site adjacent to 4 listed & 1 designated heritage properties;
- HIA concluded that there are limited cultural heritage impacts associated with this proposal;
- Potential impact of land disturbances to the coach house at 507 Queens Ave and north-east wing of Dundas Street Centre United Church. Following measures recommended to mitigate potential impacts:
  - Temporary Protection Plan (TPP) with a vibration monitoring plan and certification by engineer that foundation will be constructed in a way that avoids damage to coach house;
  - Landscaped buffer along rear to provide buffer with mature neighbourhood.
- The property does not retain archaeological potential and no further archaeological assessment of the property is recommended
- LACH satisfied with research, assessment and conclusion of HIA, and supports mitigation & conservation recommendations within HIA.

9347Z- 496 Dundas Street

Zoning By-law Amendment Application

Amiraco Properties Inc.

Trees and Forests Advisory Committee

Report

The 6th Meeting of the Trees and Forests Advisory Committee
July 28, 2021
Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance

PRESENT: A. Morrison (Chair), A. Cantell, M. Demand, J. Kogelheide, P. Nicholson, and A. Valastro; A. Pascual (Committee Clerk).

ABSENT: A. Hames and S. Thapa.

ALSO PRESENT: T. Arnos, M. Brown, K. Hodgins, A. Macpherson, L. McDougall, P. McKague, K. Scherr, and M. Schulthess.

The meeting was called to order at 12:15 PM; it being noted that the following Members were in remote attendance: A. Cantell, M. Demand, J. Kogelheide, A. Morrison, P. Nicholson, and A. Valastro.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

2.1 5th Report of the Trees and Forests Advisory Committee

That it BE NOTED that the 5th Report of the Trees and Forests Advisory Committee, from its meeting held on June 23, 2021, was received.

2.2 Letter of Resignation - R. Mannella

That the letter of resignation from R. Mannella BE RECEIVED.

3. Sub-Committees and Working Groups

3.1 Education and Outreach Sub-Committee Update

That the following actions be taken with respect to the Education and Outreach Sub-Committee Update:

a) the attached documents from the Education and Outreach Sub-Committee BE FORWARDED to Civic Administration for consideration; and,

b) the above-noted documents BE RECEIVED.

4. Items for Discussion

4.1 Urban Forestry Communications Strategy - Update - RESUBMITTED

That it BE NOTED that the attached presentation from M. Brown, Communications Specialist and P. McKague, Director, Strategic Communications and Government Relations, with respect to the Urban Forestry communications strategy, was received.

4.2 City's Tree Watering Strategy - Update - RESUBMITTED

That it BE NOTED that the Trees and Forests Advisory Committee held a general discussion with respect to the City's tree watering strategy.

4.3 Creating Ecosystems - Update - RESUBMITTED

That it BE NOTED that the presentation as appended to the agenda from L. McDougall, Landscape Architect, Parks Planning and Design and A. Macpherson, Division Manager, Parks Planning and Operation, was received.

4.4 London Hydro Tree Planting Guidelines

That it BE NOTED that the Trees and Forests Advisory Committee held a general discussion with respect to London Hydro Tree Planting Guidelines; it being noted that T. Arnos, Environmental Supervisor provided an overview of the guidelines.

5. Adjournment

The meeting adjourned at 2:35 PM.

URBAN FOREST STRATEGY COMMUNICATION STRATEGY
QUESTIONS & DISCUSSION ITEMS FROM THE TFAC EDUCATION SUB-COMMITTEE

Date: July 19, 2021

OVERVIEW

The creation of a communication strategy is an important strategic action under the "Engage the Community" strategic direction within the Urban Forest Strategy (UFS):

17.5 *Develop and implement a comprehensive communication strategy. Ensure that the strategy is coordinated by Corporate Communications and all City departments participate in its development so that initiatives are coordinated and can be rolled out smoothly in the appropriate season (e.g., green-waste recycling in the fall, water conservation during the summer months, tree cutting permit to avoid the bird nesting season, etc.).*

The TFAC Education & Outreach Sub-Committee has been leading the TFAC effort to contribute to education and outreach activities under the UFS. At our committee's July meeting, we hope to gain a better understanding of the current state of the Communications Strategy, the process for its development, and how TFAC can best contribute to that process.

To that end, the sub-committee has prepared the following questions in advance for the presenters:

1. **General Questions**

    1.1 What staff/how many are going to be working on the Communications Plan for the Urban Forest Strategy, and from which departments?

    1.2 What budget has been allocated to the Communications Plan, so that our recommendations are at the right scale?

    1.3 What is the project timeline?

    1.4 How does info move from "content" to "design"? (Does Forestry provide the info and then Communications turn into a communications piece?)

2. **TFAC Participation in the Communications Plan Development Process**

2.1 As TFAC, how can we be most useful in contributing to the Communications Strategy development process? Are there specific sections Communications would like to see TFAC contribute towards?

The Education & Outreach Sub-Committee so far has on our radar:

- Scan of successful communication and marketing strategies being used for urban forestry in other communities
- Developing ideas for messaging
- Developing a list of proposed promotional pieces
- Proposing partnership, event, and other opportunities specific to London

2.2 What is the message and graphic design development process like at the City? Is there a way for TFAC to be involved in that?

WEBSITE FEEDBACK

In the same vein, the TFAC Education & Outreach Sub-Committee have been providing detailed but piecemeal feedback on the Trees section of the City website on a monthly basis for the last couple of months. This has been done in support of strategic action 17.6:

"Make the City website and staff directory more accessible/navigable to make it easier for the public to contact staff with questions or concerns about the urban forest."

As members of the broader public, we see TFAC as having much to offer as a fresh set of eyes reviewing the website content. However, we would like to ask staff:

1. Is there a better way to do this? Is there someone specific our feedback should be directed to?

   Noting that we've found so far that we value having ability to provide a mix of detailed, "big picture", and technical feedback, which may to go to different people or departments depending.

Thus far, some of our overarching / "big picture" feedback includes:

1) Context is needed

Many sections of the website seem to provide information without context, which makes it much harder for the general public to understand. A good example is the "Private Trees" page:

https://london.ca/living-london/water-environment/trees/privately-owned-trees

The first paragraph of that page reads:

The City of London Municipal Council approved the new **City of London Tree Protection By-law C.P.-1555-252** at it's November 24, 2020 meeting with it going into effect March 1, 2021. Residents, industry experts, prior users of the permitting system and the Trees & Forests Advisory Committee were consulted as part of the crafting of the by-law.

It provides no overview for Londoners before getting into the by-law, even a simple statement like "Many privately owned trees in London are protected under the new City of London Tree Protection By-Law".

Text on the website tends to go straight into technical detail without context. Our sub-committee would recommend that copy on the website should be written with the general public in mind, and recognize that they may not have as much technical expertise as the City or as much starting familiarity with these topics. Generally speaking, a lot of the City's website language is more reminiscent of staff reports submitted to council or the standing committees than copy that has been written specifically *for* the general public.

2) Pictures are needed

The combination of a lack of pictures and technical language makes the City of London website very cold and unfriendly looking. Is there a reason for this? It is particularly surprising to us in light of the lens used for the creation of the London Plan, which was very much focused on being "general public" friendly.

3) Lack of cross-linking makes information hard to find

Many people might ask a question about a topic coming from two different directions. For example, some people wanting to get a memorial tree planted in a park might first think of them in terms of "trees", while others might think of them in terms of "parks".

Currently, memorial trees on the City website are located under “Parks” instead of “Trees”. This makes it hard for folks looking under “Trees” to find them.

More importantly, when a person sees that there is no information on the topic they care about on the section of the website they think it should be, they might just give up. The impulse is to assume that if what they are looking for was something the City had content on, it would be mentioned. So things like memorial trees (called commemorative trees on the website) should really be linked from both listing pages (“Parks” and “Trees”).

See:

Trees Listing Page (no commemorative trees mentioned): https://london.ca/living-london/water-environment/trees

Parks & Facilities Listing Page (commemorative trees mentioned): https://london.ca/living-london/parks-facilities

Tree-based funding programs are another good example of this. The City has a section of its website for funding programs, and a section for Trees. Which one should it appear under? People might look for it under either. If we look at the community funding program page and do not see funding programs for trees (e.g. TreeMe) listed, we may not think the program exists at all. That’s a missed opportunity to promote it.

But if you house is under the funding page alone, folks visiting the “Trees” section of the website – those who are probably most likely to have a tree-related project in mind – will never hear about it! (And more importantly – be likely to assume it simply does not exist).

So it really needs to be mentioned under both.

See:
Trees Listing Page (TreeMe mentioned): https://london.ca/living-london/water-environment/trees

Community Funding Listing Page (no mention of funding programs for trees): https://london.ca/living-london/community-services/community-funding

TFAC Education and Outreach Sub-committee

Website Feedback Regarding Reporting a Tree Issue

July 20, 2021

Comments on the "Report a problem with a tree" page (form)
https://service.london.ca/service-requests/report-forestry-issue/

Comments on Context and Applications:

- There is no context when the "Report a Tree Issue" form is first opened, and it is not clear what all it can do.
    - In particular, it is not immediately clear that a tree can be requested, based on the heading being "Report a Tree Issue". Londoners may not look so far as the drop-down menu upon reading the title – they would just assume it's the wrong spot to request a tree be planted.
    - Requesting a tree to be planted should probably be an entirely separate form for clarity's sake.

- When you open the "Report a Tree Issue" page, the map doesn't specify that the dots on the map are city-owned trees, and there is no text explaining that only city-owned trees are included on the map.
    - There needs to be text explaining how will a person know if a tree is City-owned. This is another example of a City page lacking context.

- Only after selecting an option in the drop-down menu "Issue Details" is some context given. It is not obvious to a new user to the site that the context needed won't appear until they try entering data into the form. The form needs to be more user friendly for the general public, most of whom will have never used it before.

Potential Map-Related Issues:

- The map has no legend! This makes it very hard for the general public to know what to do with it. What are the yellow boxes with tree icon inside? What are the purple lines? Purple dots?

- What if someone has a tree they think is the City's but it does not appear on this map? Who do they contact with questions?

- Unclear whether City accepts reports of issues *on* public property arising from privately-owned trees (e.g. tree has fallen on sidewalk, etc.).

- Dots (trees) are not linked to the GIS information, only to the address, making it hard to tell if it's the right tree (e.g. species is missing, which would be helpful for a lot of folks).

    - The City's tree inventory is on a completely separate part of the website, but it provides information on the species, size, etc. therefore this information isn't at hand even though it exists elsewhere (See the City's tree inventory at: https://london.maps.arcgis.com/apps/webappviewer/index.html?id=ee42a0053fc84b6198fb95dc80cbfff7).

Additional Concerns:

- If you select "Request a Tree to be Planted" under the "Tree Issue" drop down, it directs the user to the page on tree maintenance and watering page, which then directs the user back to the report a tree issue page (circular reference!)
    - Consequently, it appears there is currently no way to request a tree to be planted on the City of London website?

SUGGESTIONS:

1) Add context, legends and instructions for the user on both map pages (https://service.london.ca/service-requests/report-forestry-issue/ and the tree inventory, https://london.maps.arcgis.com/apps/webappviewer/index.html?id=ee42a0053fc84b6198fb95dc80cbfff7)

2) To make requesting a tree more accessible, create a different tree request form or change the name of the existing page (e.g. to "Report a Tree Issue or Request a Tree")

3) Clarify on map that dots only reflect city-owned trees, and what to do if the tree isn't found
    - E.g. if the user thinks a tree is the City's but it does not appear on map, or a privately-owned tree has fallen onto City property

4) It would be beneficial to have an ID number (such as the Object ID that ArcMap requires for each object/point in the main Tree Inventory shape file) so people can indicate which tree the issue pertains to, since some properties have multiple trees
    - Use the data in the tree inventory so that clicking on green dots will yield more information
    - also import existing information basics about each Commemorative Tree (they are pink)

5) Eliminate circular reference (under "Request a tree" drop-down option) by creating a separate form for tree requests

6) Add the tree inventory to the Trees and Forest webpage for people who are interested in learning more about the city's trees

Trees and Forests Advisory Committee (TFAC) communications update

July 28, 2021

Engaging the community

The Educational Initiatives and Outreach Subcommittee (EIOS) of the Trees and Forests Advisory Committee (TFAC) has provided suggestions to assist the City in engaging the community.

- These suggestions were designed to aid the City in addressing two of its strategic goals:
- Strategic Goal 15: Consult and cooperate with citizens at the neighbourhood level to **embrace citywide urban forest goals** and objectives
- Strategic Goal 17: **Facilitate public understanding** of urban forest management

2014 City of London Urban Forest Strategy (UFS)

Before we get to the more recent EIOS suggestions, there were three action items from the 2014 Urban Forest Strategy to address:

- 15.2 **Prepare tree care or tree information cards** for species-specific practices like tree watering and species identification, and identifications of their locations using the tree inventory.

- *Given that the City's ability to reach residents digitally through our website and various social media platforms has grown significantly since 2014, the Communications team feels that there are more cost effective, efficient and environmentally sound ways to share this information with residents.*

2014 City of London Urban Forest Strategy (UFS)

- 17.6 **Make the City website and staff directory more accessible**/navigable to make it easier for the public to contact staff with questions or concerns about the urban forest.

- *When the new website was rolled out in 2020, the decision was made to eliminate the staff directory to improve cyber security. That said, the new website is also much easier to navigate and all of the main pages under the "Trees" heading have easy-to-identity contact information listed.*

2014 City of London Urban Forest Strategy (UFS)

- 17.5 **Develop and implement a comprehensive communication strategy**. Ensure that the strategy is coordinated by Corporate Communications.

- *Communications has worked with Urban Forestry staff to develop ongoing communications that **embrace citywide urban forest goals** and **facilitate public understanding**.*

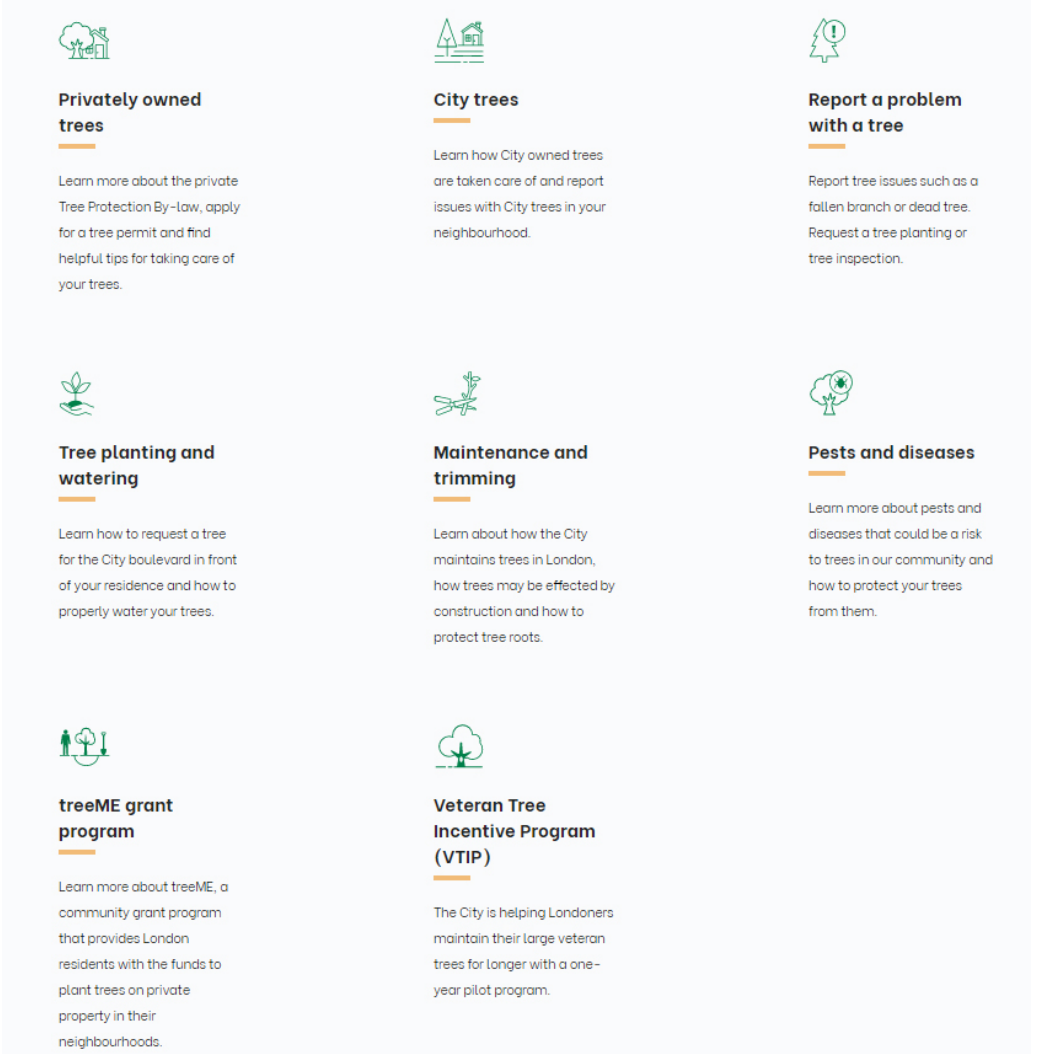
Suggestions from the Educational Initiatives and Outreach Subcommittee

In 2020, the EIOS provided a list of suggestions to help residents **embrace citywide urban forest goals** and **facilitate public understanding**.

From that list of suggestions, there has been progress made toward some **successes**, decisions made that can lead to **alternative solutions**, and **opportunities for further collaboration**.

Successes

- The main landing page for all content related to trees at london.ca/trees has been revised.
- Note that the treeME grant program and Veteran Tree Incentive Program areas are much easier to find.
- Matthew Brown is working with Jill-Anne Spence and Andy Beaton to implement suggestions and address comments from the May 2021 TFAC EIOS website document.



Privately owned trees

Learn more about the private Tree Protection By-law, apply for a tree permit and find helpful tips for taking care of your trees.

City trees

Learn how City owned trees are taken care of and report issues with City trees in your neighbourhood.

Report a problem with a tree

Report tree issues such as a fallen branch or dead tree. Request a tree planting or tree inspection.

Tree planting and watering

Learn how to request a tree for the City boulevard in front of your residence and how to properly water your trees.

Maintenance and trimming

Learn about how the City maintains trees in London, how trees may be effected by construction and how to protect tree roots.

Pests and diseases

Learn more about pests and diseases that could be a risk to trees in our community and how to protect your trees from them.

treeME grant program

Learn more about treeME, a community grant program that provides London residents with the funds to plant trees on private property in their neighbourhoods.

Veteran Tree Incentive Program (VTIP)

The City is helping Londoners maintain their large veteran trees for longer with a one-year pilot program.

Successes cont.

- The Communications team has worked with Forestry Operations on social media campaigns and electronic billboard content encouraging residents to care for their trees in summer months.

Successes cont.

- The Communications team continues to work with Jill-Anne Spence and the Urban Forestry team to educate residents about L.D.D. (Lymantria dispar dispar, formerly known as the gypsy moth) in an effort to protect urban forests.

Alternative solutions

- Original suggestion: Produce fact sheets and/or tri-fold pamphlets with information on a range of tree care topics.
- *As noted previously, the City's digital reach is quite broad and the Communications team feels that a digital campaign would be cost effective, efficient and environmentally sound.*

- Original suggestion: Determine if the London Free Press (LFP) would be willing to collaborate to publish a series of articles.
- *The City of London does not have in-kind advertising available from the LFP for this topic, but we can leverage our relationships with groups such as London Environmental Network, Green Economy London, etc. to engage with the community.*

Opportunities for further collaboration

- The TFAC EIOS made the following additional suggestions that warrant further discussion:
- For the City of London to develop an annual program with clear budget for educational activities.
- Undertake a “roving tree tag” initiative to temporarily place oversized information tags on trees in parks across London.
- *The City doesn’t currently have the budget for these broad initiatives, but Urban Forestry continues to educate on L.D.D.*

- Hold an annual information session for landscapers and other related contractors.
- Hold an annual information session on tree care for the public.
- *While the City hasn’t held in-person public information sessions due to COVID-19, it is something we can consider moving forward.*

Questions and next steps

- Any questions?

- The Communications team will continue to implement suggestions and address comments from the May 2021 TFAC EIOS website document and will report back at the next TFAC meeting.

London Advisory Committee on Heritage

Report

8th Meeting of the London Advisory Committee on Heritage
August 11, 2021
Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Attendance

PRESENT: D. Dudek (Chair), J. Dent, L. Fischer, S. Gibson, S. Jory, J. Manness, E. Rath, M. Rice and M. Whalley and J. Bunn (Committee Clerk)

ABSENT: S. Bergman, M. Bloxam, L. Fischer, T. Jenkins and K. Waud

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol, L. Jones, M. Schulthess and S. Wise

The meeting was called to order at 5:30 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

L. Jones discloses a pecuniary interest in Item 4.4 of the 8th Report of the London Advisory Committee on Heritage, having to do with a Notice of Planning Application - Revised Official Plan and Zoning By-law Amendments - 560 and 562 Wellington Street, by indicating that her employer is involved in this matter.

2. Consent

2.1 7th Report of the London Advisory Committee on Heritage

That it BE NOTED that the 7th Report of the London Advisory Committee on Heritage, from its meeting held on July 14, 2021, was received.

2.2 2022 Mayor's New Year's Honour List - Call for Nominations

That it BE NOTED that the communication, dated July 9, 2021, from C. Saunders, City Clerk and B. Westlake-Power, Deputy City Clerk, with respect to a Call for Nominations for the 2022 Mayor's New Year's Honour List, was received.

3. Sub-Committees and Working Groups

3.1 Stewardship Sub-Committee Report

That it BE NOTED that the Stewardship Sub-Committee Report, from its meeting held on July 28, 2021, was received.

4. Items for Discussion

4.1 Heritage Alteration Permit Application by P. Scott for the property located at 40 and 42 Askin Street, By-law No. L.S.P.-2740-36 and Wortley Village-Old South Heritage Conservation District

That, on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the application under Section 42 of the Ontario Heritage Act seeking retroactive approval for the removal and replacement of the windows on the heritage designated properties at

40 and 42 Askin Street, By-law No. L.S.P.-2740-36 and Wortley Village-Old South Heritage Conservation District, BE APPROVED with the following terms and conditions:

• the installation of the proposed exterior grilles be installed in a manner that replicates the muntins of the former wood windows;
• the installation of the proposed exterior grilles be completed within six months of Municipal Council's decision on this Heritage Alteration Permit; and,
• the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed.

4.2 Request for Designation, 46 Bruce Street, under Part IV of the Ontario Heritage Act by J. Howell

That, on the recommendation of the Director, Planning and Development, with the advice of the Heritage Planner, the following actions be taken with respect to the request for designation of the property located at 46 Bruce Street:

a) notice BE GIVEN under the provisions of Section 29(3) of the Ontario Heritage Act, R.S.O. 1990, c. O. 18, of Municipal Council's intention to designate the property to be of cultural heritage value or interest for the reasons outlined in Appendix E of this report; and,

b) should no objections to Municipal Council's notice of intention to designate be received, a by-law to designate the property at 46 Bruce Street to be of cultural heritage value or interest for the reasons outlined in Appendix E of this report BE INTRODUCED at a future meeting of Municipal Council within 90 days of the end of the objection period;

it being noted that should an objection to Municipal Council's notice of intention to designate be received, a subsequent staff report will be prepared;

it being further noted that should an appeal to the passage of the by-law be received, the City Clerk will refer the appeal to the Ontario Land Tribunal.

4.3 Heritage Alteration Permit Application for the property located at 228-230 Dundas Street, Downtown Heritage Conservation District by 8999872 Canada Ltd.

That, on the recommendation of the Director, Planning and Development, 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 228-230 Dundas Street, in the Downtown Heritage Conservation District, BE APPROVED with the following terms and conditions:

- the development is consistent with the submitted plans as shown in the drawings included with the Heritage Alteration Permit application;
- the work is completed on the exterior of the addition by end of year 2021; and,
- the Heritage Alteration Permit be displayed in a location visible from the street until the work is completed;

it being noted that the London Advisory Committee on Heritage is supportive of the adaptive reuse of the building for residential purposes.

4.4 Notice of Planning Application - Revised Official Plan and Zoning By-law Amendments - 560 and 562 Wellington Street

That the Notice of Planning Application, dated June 28, 2021, from S. Wise, Senior Planner, with respect to Revised Official Plan and Zoning By-law Amendments, related to the properties located at 560 and 562 Wellington Street, linked to on the Agenda, BE DEFERRED to the September meeting of the London Advisory Committee on Heritage.

4.5 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated August 11, 2021, from the Heritage Planners, was received.

5. Adjournment

The meeting adjourned at 6:16 PM.

DEFERRED MATTERS

PLANNING AND ENVIRONMENT COMMITTEE
(AS OF JULY 26, 2021)

File No.	Subject	Request Date	Requested/ Expected Reply Date	Person Responsible	Status
1	EEPAC Terms of Reference – Civic Admin to report allowing EEPAC to work with staff during the collaboration of reports, electronic distribution of files and to provide advice directly to PEC	May 12/15 (7/11/PEC)	Q4 2020	Saunders	Preparing initial report to PEC to seek Council direction. Part of the ongoing Advisory Committee review.
2	Medway Valley Heritage Forest ESA – Refer back to Staff to report back after deleting the proposed Bridge A and Bridge D; further public consultation with respect to those portions of the CMP that effect changes to the eastern boundary of the ESA, including the use of public streets; further consultation with the ACCAC, the EEPAC, UTRCA and neighbouring First Nations governments and organizations with respect to improved trail access and conditions; actions be taken to discourage crossings of the creek at sites A, B, C, D and E, as identified in the CMP; hardscaped surfaces on the level 2 trails be	April 24/18 (3.2/7/PEC)	Q4 2021	Barrett	Currently addressing Council direction to engage with the community. The amended Conservation Master Plan will be presented to PEC in 2021. Anticipate completion Q4 2021. Council Approved, August 10, 2021 REMOVE FROM LIST

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	limited to the greatest extent possible; ways to improve public consultation process for any ESA and CMP; and, amending the Trails Systems Guidelines to incorporate consultation with neighbouring First Nations, Governments and Organizations at the beginning of the process.				
3	Inclusionary Zoning for the delivery of affordable housing - the Civic Administration BE DIRECTED to report back to the Planning and Environment Committee outlining options and approaches to implement Inclusionary Zoning in London, following consultation with the London Home Builders Association and the London Development Institute.	August 28/18 (2.1/13/PEC)	Q3 2022	Barrett/Adema	Council approved Terms of Reference in January, 2021 for the Inclusionary Zoning review. The project schedule includes completion of an assessment report by Q1 2022 and possible London Plan and Zoning By-law amendments by Q3 2022. The Consultant has been retained, and work is currently underway in accordance with the Terms of Reference. No Change
4	Draft City-Wide Urban Design Guidelines – Civic Admin to report back at a future PPM of the PEC	Oct 29/19 (2.1/18/PEC)	Q2 2022	Barrett/O'Hagan	Staff are working to incorporate and address industry and stakeholder comments related to the draft Urban Design Guidelines. Expected for final approval in Q1 2022. No Change.

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	Civic Admin to review and report back on implications related to the *Municipal Conflict of Interest Act*	Dec 10/19 (3.1/1/PEC)			Council Approved, February 11, 2020 REMOVE FROM LIST
5	183 and 197 Ann Street, clause 4.1 c) and d) of the 7th Report of the LACH - Civic Administration to review the submission of an altered building design by the applicant	Nov 24/20 (4.1/18/PEC)	Q4 2021	Yeoman/Tomazincic	Report to be provided Q1 of 2021 An application for an altered building design has not yet been submitted by the applicant for Administration to review No Change
6	Homeowner Education Package – 3rd Report of EEPAC - part c) the Civic Administration BE REQUESTED to report back at a future Planning and Environment Committee meeting with respect to the feasibility of continuing with the homeowner education package as part of Special Provisions or to replace it with a requirement to post descriptive signage describing the adjacent natural feature; it being noted that the Environmental and Ecological Planning Advisory Committee (EEPAC) was asked to undertake research on best practices of other municipalities to assist in determining the best method(s) of advising new residents as	May 4/21 (3.1/7/PEC)	Q3 2022	Barrett/Feldberg	Through the EIS Monitoring Project, staff are assessing the efficacy and implementation of EIS recommendations across a number of now assumed developments. Following the completion of this project, a more detailed review of the recommendations made in the EIS and overall best practices will be reviewed. No Change

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	to the importance of and the need to protect, the adjacent feature; and,				