

Agenda Including Addeds

Integrated Transportation Community Advisory Committee

August 17, 2022, 3:00 PM

Advisory Committee Virtual Meeting - Please check the City website for current details

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

Pages

1. Call to Order

- 1.1. Disclosures of Pecuniary Interest

2. Scheduled Items

- 2.1. 3:00 PM – D. Hall, Program Manager, Active Transportation – New Sidewalk Prioritization 3
- 2.2. 3:15 PM – J. Gardiner, Transportation Technologist – Bradley Avenue Cycle Track Project 23
- 2.3. 3:30 PM – J. Bos, Senior Technologist and D. Hall, Program Manager, Active Transportation – Colborne Bike Lane North Extension 40

3. Consent

- 3.1. 2nd Report of the Integrated Transportation Community Advisory Committee 51
- 3.2. Letter of Resignation - S. Rooth 53

4. Sub-Committees and Working Groups

5. Items for Discussion

- 5.1. Review of 610-620 Beaverbrook Avenue – J. Vareka 54

6. *(ADDED) Deferred Matters/Additional Business*

- 6.1. *(ADDED) Notice of Planning Application - Zoning By-Law Amendment - 3480 Morgan Avenue* 55
- 6.2. *(ADDED) Notice of Planning Application - Draft Plan of Subdivision, Official Plan and Zoning By-Law Amendments - 3350, 3480 Morgan Avenue and 1363 Wharncliffe Road South* 60

7. Adjournment

Next Meeting Date: September 21, 2022

New Sidewalk Prioritization



Integrated Transportation Community Advisory
Committee

August 17, 2022

Annual New Sidewalk Program

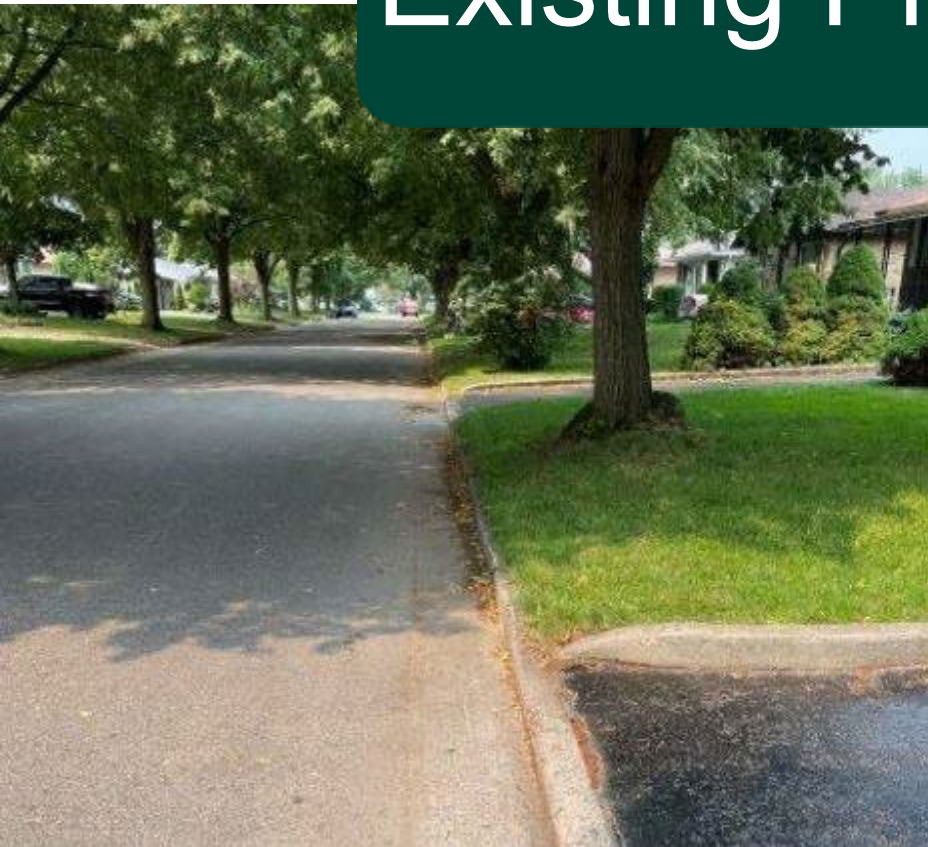
- Responds to resident requests for sidewalks.
- Goal is to:
 - Support and promote Council's **strategic plan**
 - Support the **London Plan policies** of active mobility and walkability.
 - Support and promote the City of London's **Vision Zero** road safety strategy
 - Support the Mobility Master Plan draft guiding principle of **Equitable**
- There are currently over 150 streets requested for sidewalks.

Items for discussion

The following items will be discussed:

- 1) Overview of Existing Priority Rating
 - See appendix A
- 2) Overview of Proposed Priority Rating
 - See appendix B
- 3) Questions and comments from the committee

Existing Priority Rating





Existing Priority Rating Summary

- The existing priority rating is primarily “yes / no”

Factor	Maximum Points
Current Daily Pedestrian Use	15
Lack of Walking Alternatives	15
Pedestrian Visibility (streetlights, curves)	15
Speed and volume of vehicles on roads	25
Connect sidewalk to existing system	15
Close proximity to school	20
Close proximity to public transit	10
Serves person with disability	10
TOTAL	125

Existing Priority Rating Concerns & Opportunities

- It does not have a robust score for **trip generators** such as commercial nodes, high-density residential or community amenities
- **equal scoring** was given to streets that had school or transit route on it and streets that were within walking distance of the school or transit
- opportunity to highlight needs on **higher-volume** streets

Proposed Priority Rating





Proposed Priority Rating Highlights

- Graduated scoring system based on “access distance”
 - The closer to a feature, the higher the score
- Based on three principles:
 - Where will people use it?
 - Where will it improve safety?
 - Where will it support equitable access?

Proposed Priority Rating: Access Distance

- 400 meters or a 5-minute walk is often used as an appropriate access distance.
- The midpoint of the requested street was used to measure the distance.
- An example of school distance is below

Distance to School	Points
On-street	20
Within 400m	15
Between 400m and 800m	10
Greater than 800m	0



Proposed Priority Rating: Usage

- Where will people use it?
 - How many people are currently walking on the street?
 - Does the street connect to the existing sidewalk network?
 - Will nearby amenities generate higher pedestrian volumes?

Proposed Priority Rating: Safety

- Where will it improve safety?
 - How many vehicles use the street per day?
 - How visible are pedestrians to drivers?
 - Horizontal or vertical curves
 - Presence of streetlights
 - Is there an existing sidewalk available?





Proposed Priority Rating: Equity

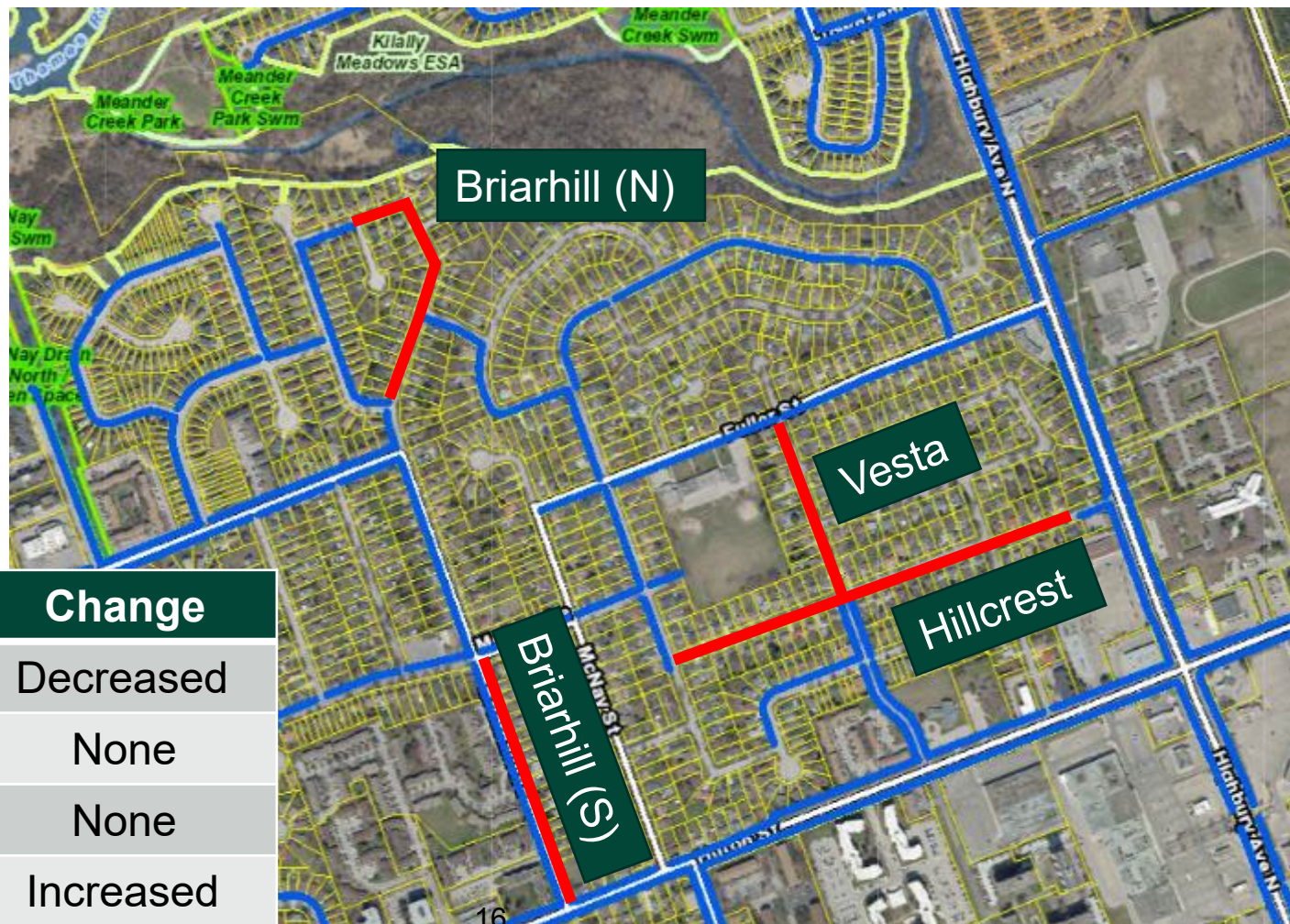
- Where will it support equitable access
 - Is there a school nearby?
 - Is there a bus stop nearby?
 - Is there a community amenity nearby?
 - E.g., park, community center or library



Proposed Priority Rating: Summary

Factor	Maximum Points	Change
Current Daily Pedestrian Use	10	-5
Walking Alternatives (if one sidewalk already present)	5	-10
Pedestrian visibility (streetlights, curves)	10	-5
Higher volume roads	15	-10
Connect sidewalk to existing system	10	-5
Distance to school	20	No change
Distance to public transit	15	+5
Trip generators and community amenities	15	New
TOTAL	100	-25
*persons with disabilities removed from scoring		

Proposed Priority Rating Initial Results



Old Priority	Change
Briarhill (N)	Decreased
Hillcrest	None
Vesta	None
Briarhill (S)	Increased

Implementation

- Highest scoring street isn't always constructed first
- Factors which affect implementation include:
 - Planned timing of other infrastructure work
 - Construction timing of adjacent projects
 - Design / construction complexity
 - Results from Neighbourhood Connectivity Plan discussions
 - Budget
- List is always being updated as street dynamics change



Questions or Comments?

If you would like to offer additional feedback on the new sidewalk program, please contact:

John Bos, C.E.T.

Senior Technologist,

Transportation Planning & Design

Email - jbos@london.ca

Phone - 519-661-2489 x 7348
226-448-2409

Appendix A

Existing scoring table



Appendix A

Annual New Sidewalk Program Priority Rating Summary Record

Rating Date (YYYY/MM/DD)

Priority Rating	
80 and above	High
75 and 55	Medium
50 and less	Low

Requested Location	From	To	Potential Side	Distance (m)

Item	Factor		Criteria	Points	Rating Points
1	Daily Pedestrian Usage		Light (less than 100)	10	
			Heavy (more than 100)	15	
2	Walking Alternatives		Curb & Gutter or Less then 2 m shoulder	15	
			Greater then 2 m shoulder	5	
			Existing sidewalk on one side of collector / local road	0	
3	Street Lighting		Yes	0	
			No	5	
4	Roadway Alignment	Horizontal curvature	Yes	5	
			No	0	
		Vertical grade	Yes	5	
			No	0	
5	Vehicles	Daily vehicle volume	Less than 2000	5	
			2000 to 5000	10	
			More than 5000	20	
		Confirmed speeding problems	Yes	5	
			No	0	
6	Connect sidewalk to existing system		Yes	15	
			No	0	
7	Sidewalk serve school or senior's facility		Yes	20	
			No	0	
8	Close proximity to public transit		Yes	10	
			No	0	
9	Sidewalk serve persons with disabilities		Yes	10	
			No	0	
			Total		

*Priority is applied to streets a part of the [Active and Safe Routes to School](#) initiative.

Appendix B

Proposed scoring table



New Sidewalk Program Proposed Priority Rating

Rating Date (YYYY/MM/DD)

Priority Rating

50 and above	High
31 - 49	Medium
30 and less	Low

Requested Location	From	To	Potential Side	Distance (m)

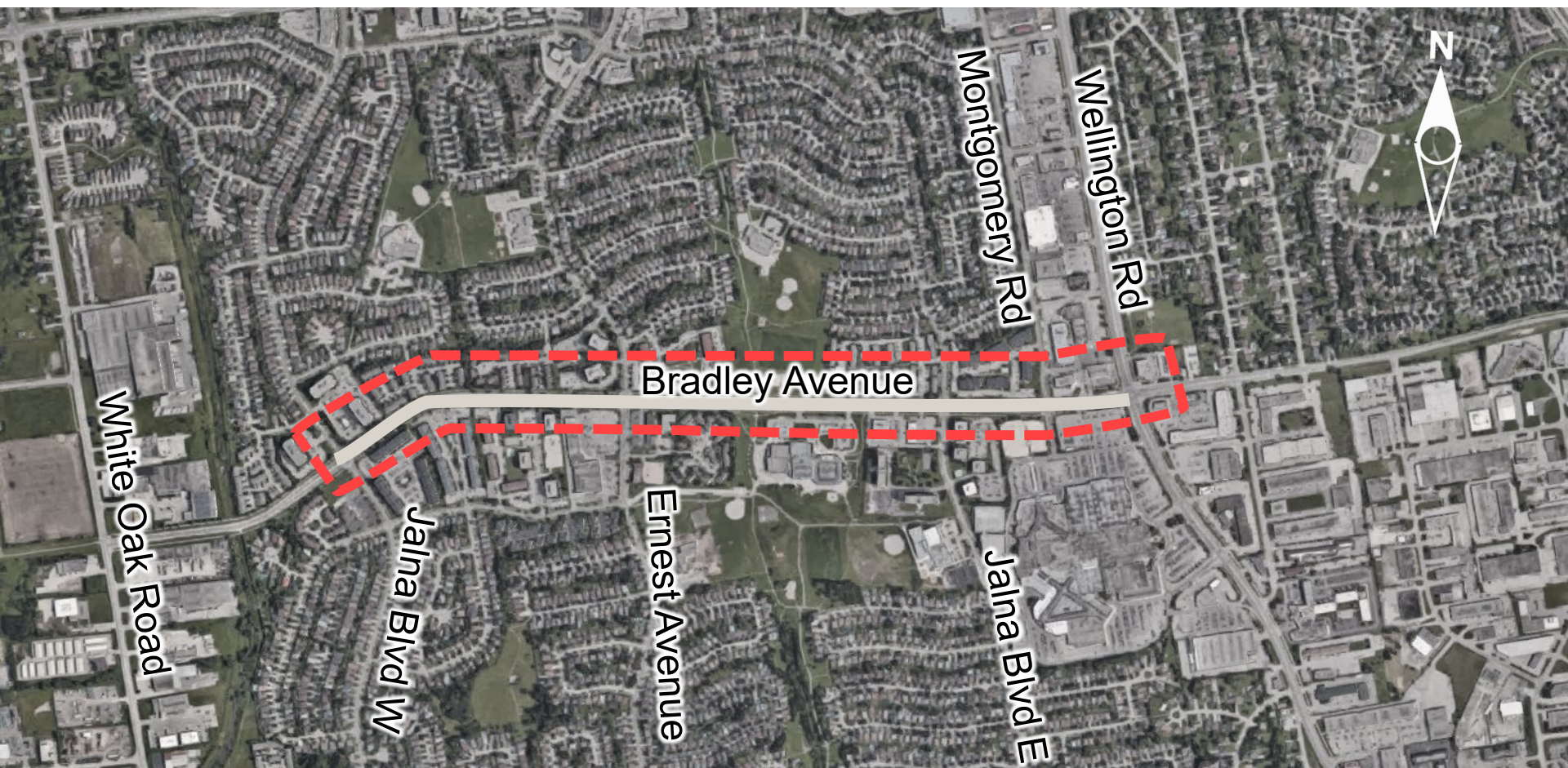
Item	Factor	Criteria	Points	Rating Points
1	Daily Pedestrian Usage	Heavy (80 or more)	10	
		Light (40 or more)	5	
2	Walking Alternatives	Arterial with sidewalk on one side	5	
		Local/ collector street with no sidewalks	5	
3	Pedestrian visibility	No streetlights on street	5	
4	Roadway alignment	Horizontal or vertical curve	5	
5	Daily vehicle volume	More than 10,000	15	
		5,000 to 10,000	10	
		1,000 to 5,000	5	
6	Sidewalk connects to existing system	Fills in a gap (2 sides)	10	
		Extends network (1 side)	5	
7	Distance to school	Fronting school	20	
		Within 400m	15	
		Between 400 and 800m	10	
8	Distance to bus stop	Transit route on street	15	
		Within 200m	10	
		Between 200 and 400m	5	
9	Distance to community amenities (parks, libraries etc)	Within 400m	5	
10	Trip generators within 400m	High density residential or shopping centre	10	
		Medium density residential or neighbourhood plaza	5	
		Total		

Bradley Avenue Cycle Track Project



Integrated Transportation Community
Advisory Committee
August 2022

Project Limits

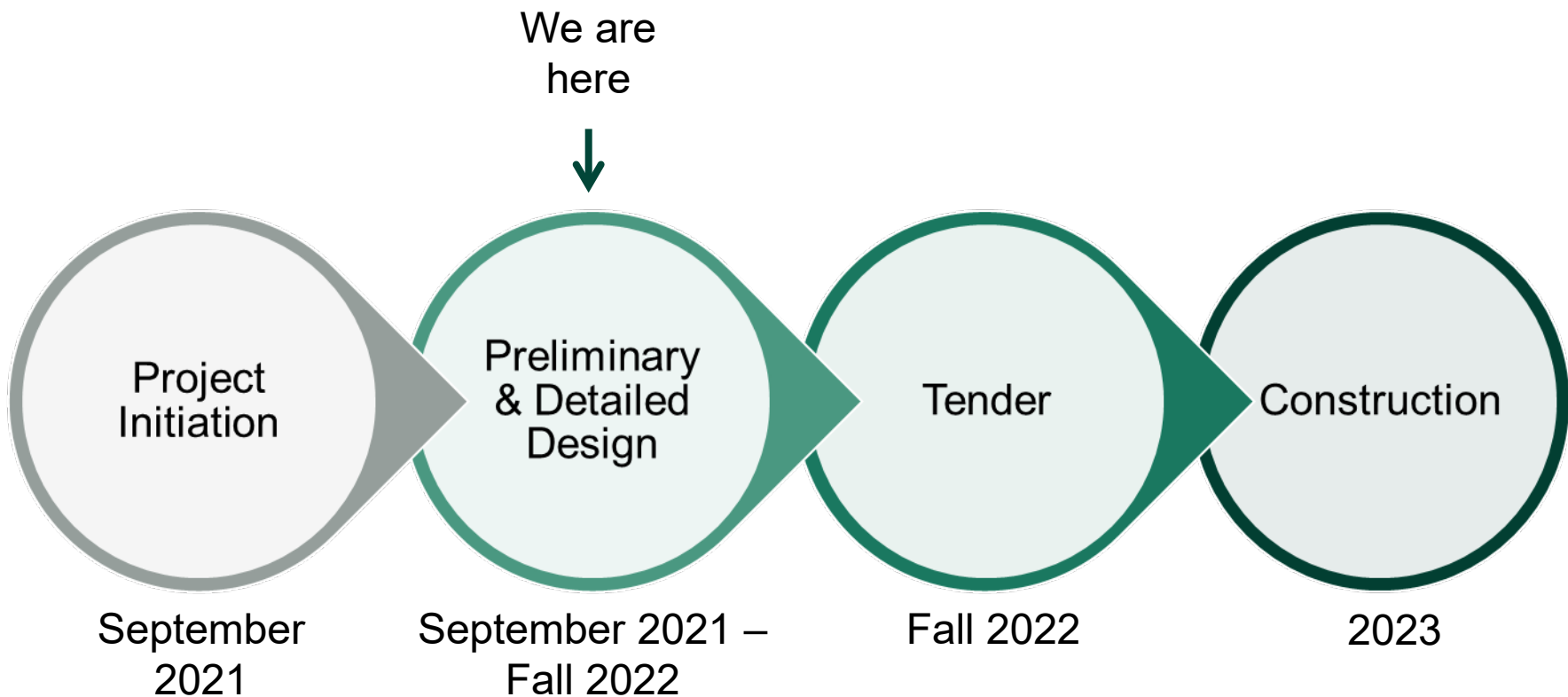


Project Objectives

- ▶ Expand the all ages and abilities cycling network
- ▶ Incorporate a ‘Complete Streets’ approach to address speeding and safety concerns
- ▶ Enhance connections to White Oaks Park Pathway

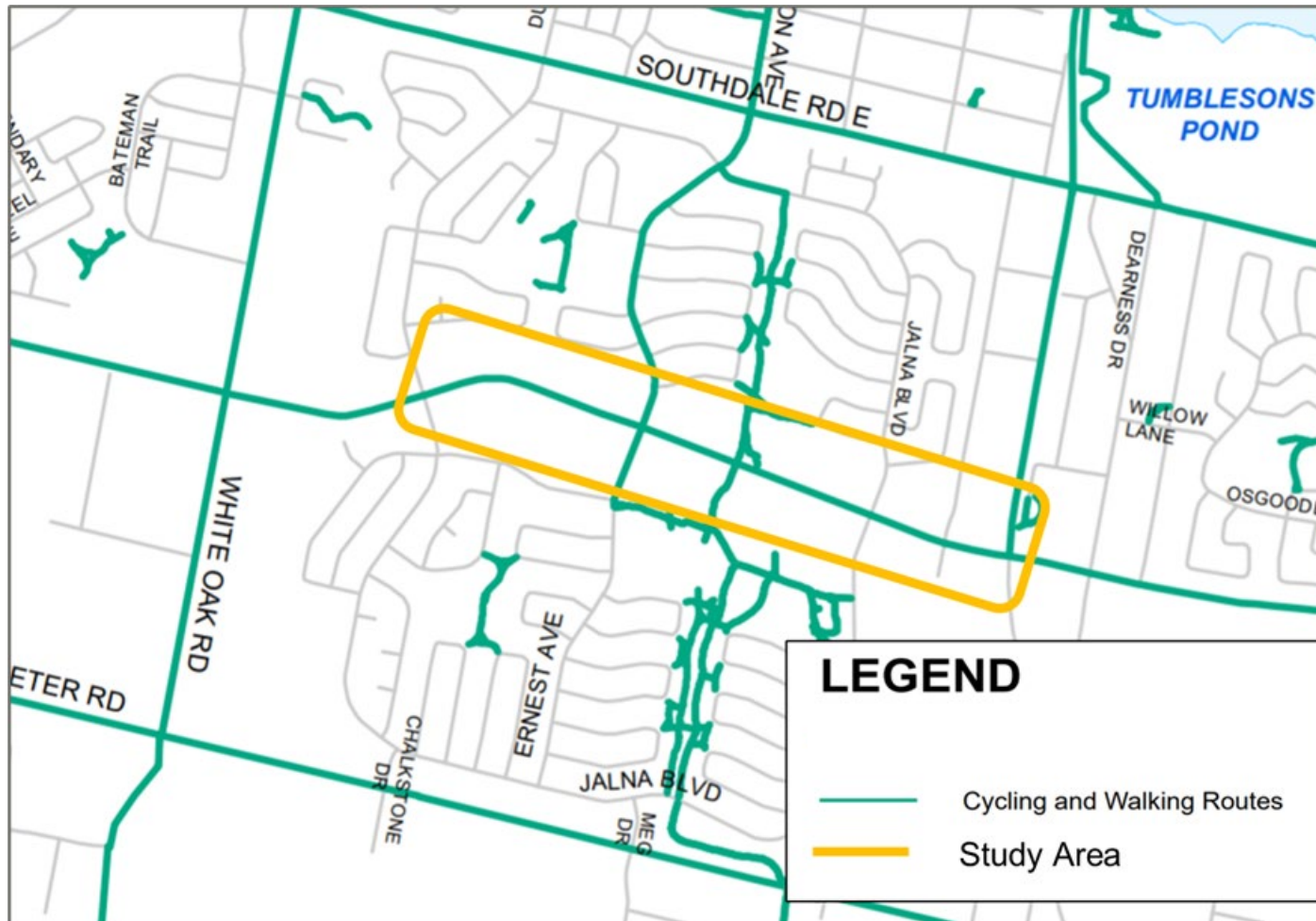
“Complete streets are those that are designed to support many different forms of mobility. Complete streets provide physical environments that make all forms of mobility safe, attractive, comfortable, and efficient.” – The London Plan

Project Timelines



Public & Stakeholder Consultation

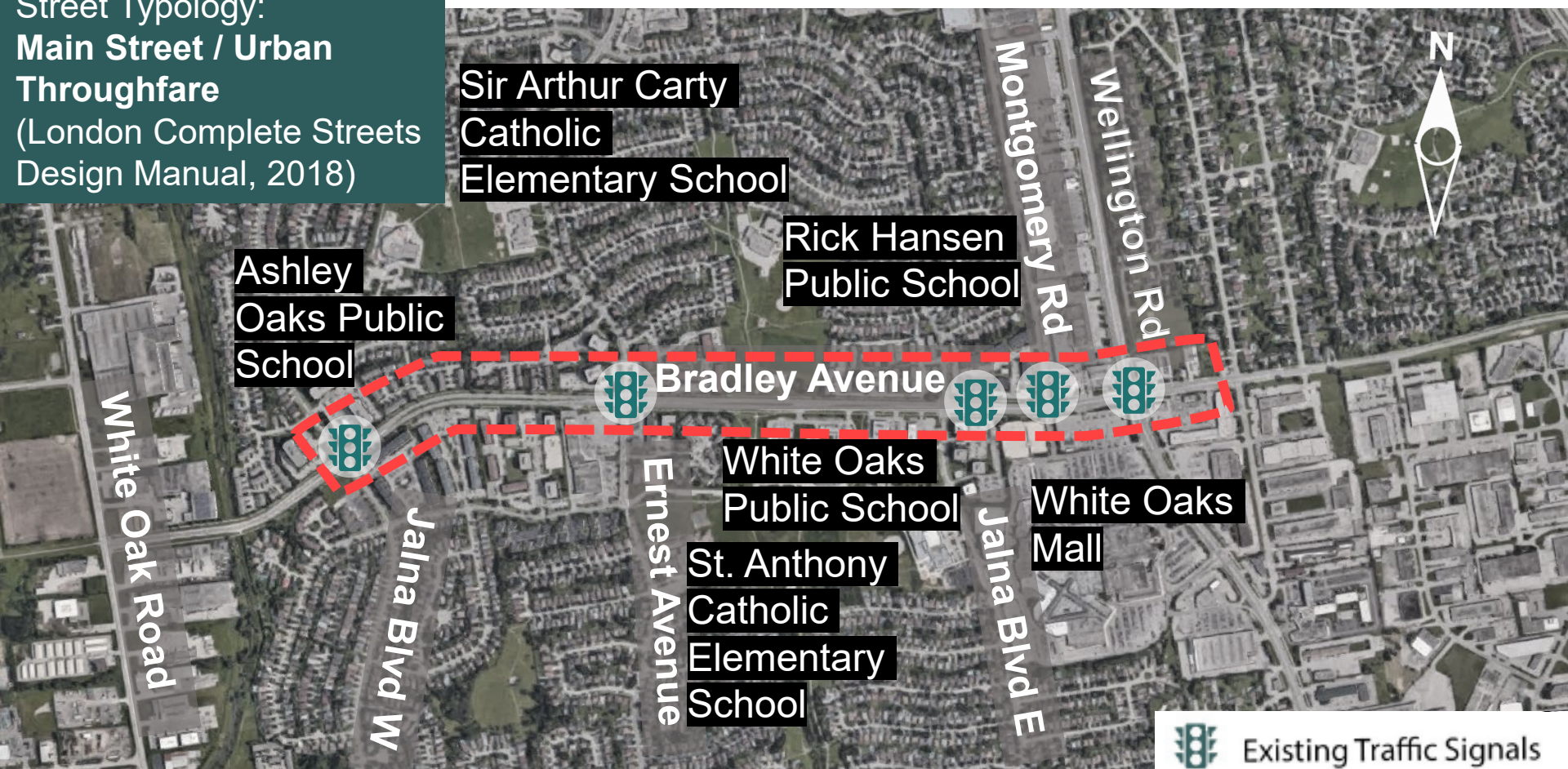
Policy & Planning Context: Cycling Master Plan



Source: City of London - Official Plan Active Mobility Network

Corridor Context: Bradley Avenue

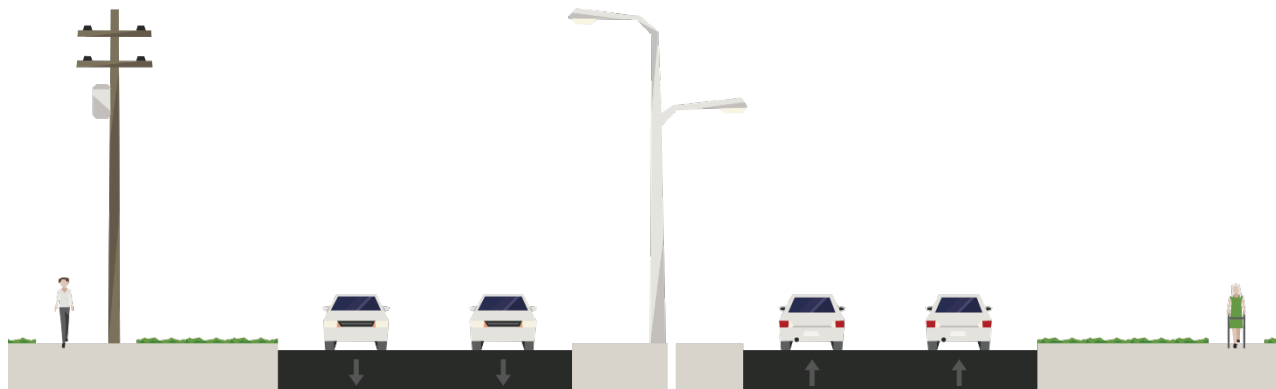
Street Typology:
**Main Street / Urban
Throughfare**
(London Complete Streets
Design Manual, 2018)



Typical Conditions



Typical Cross-Section: Jalna Boulevard W to Wellington Road



Existing Conditions:

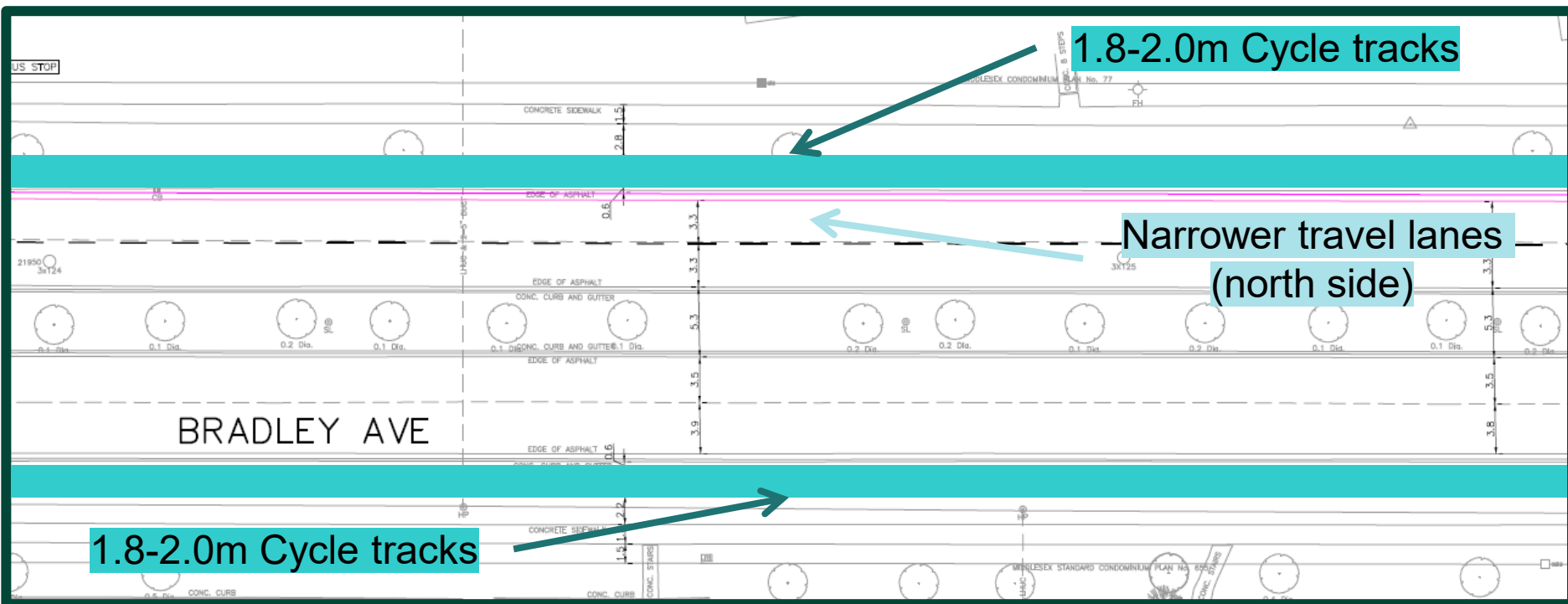
- ▶ Two wide travel lanes in both directions with centre median
- ▶ Wide boulevard
- ▶ Narrow sidewalks



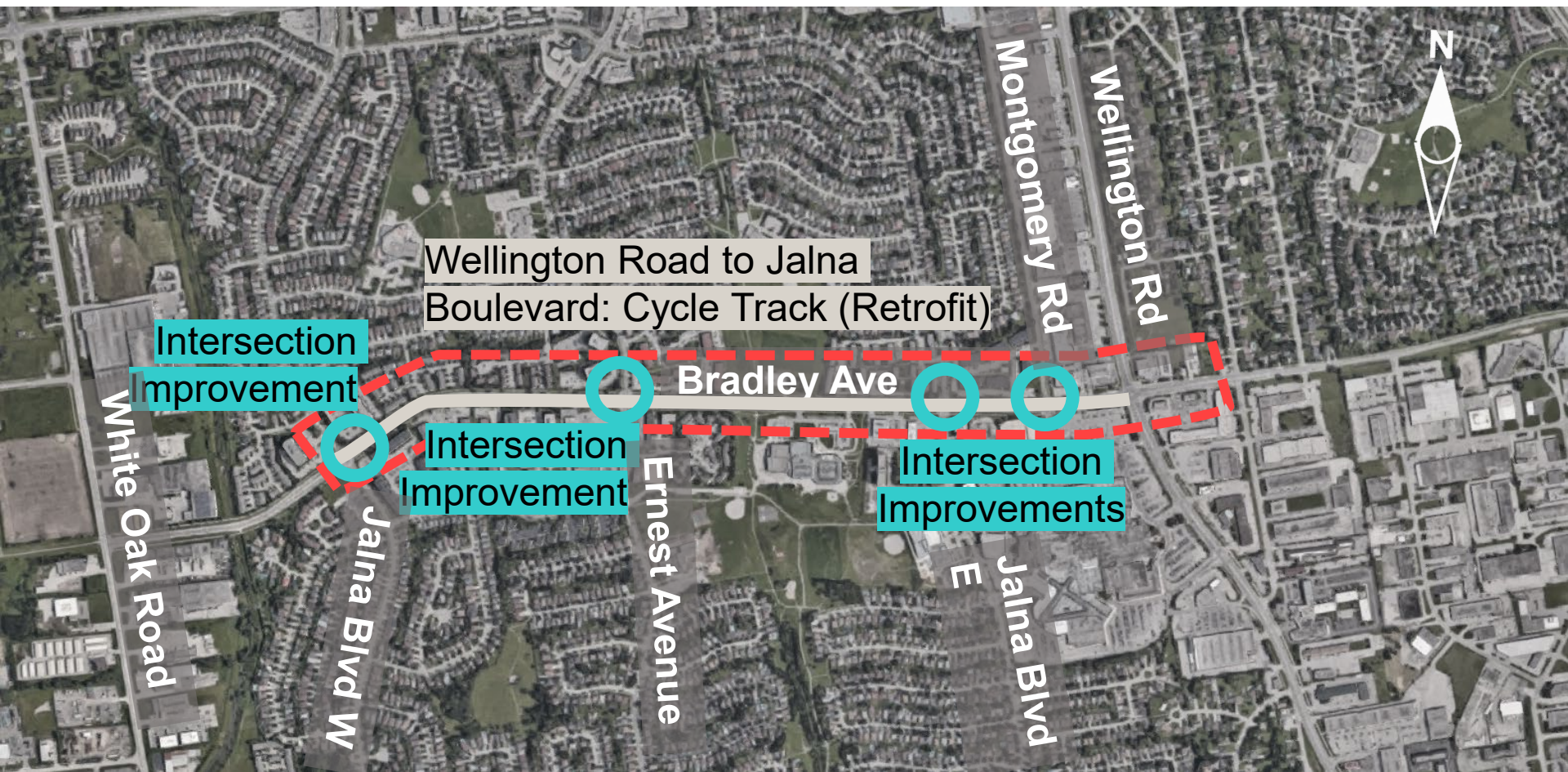
Proposed Conditions:

- ▶ Minimal changes to travel lanes or centre median (some minor lane narrowing)
- ▶ One-way cycle track on both sides of road
- ▶ Improved sidewalks near intersections

Typical Design

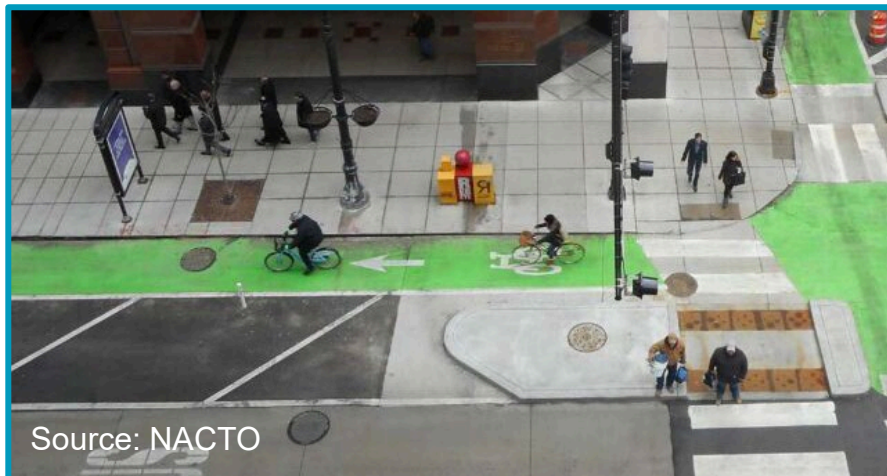


Proposed Improvements

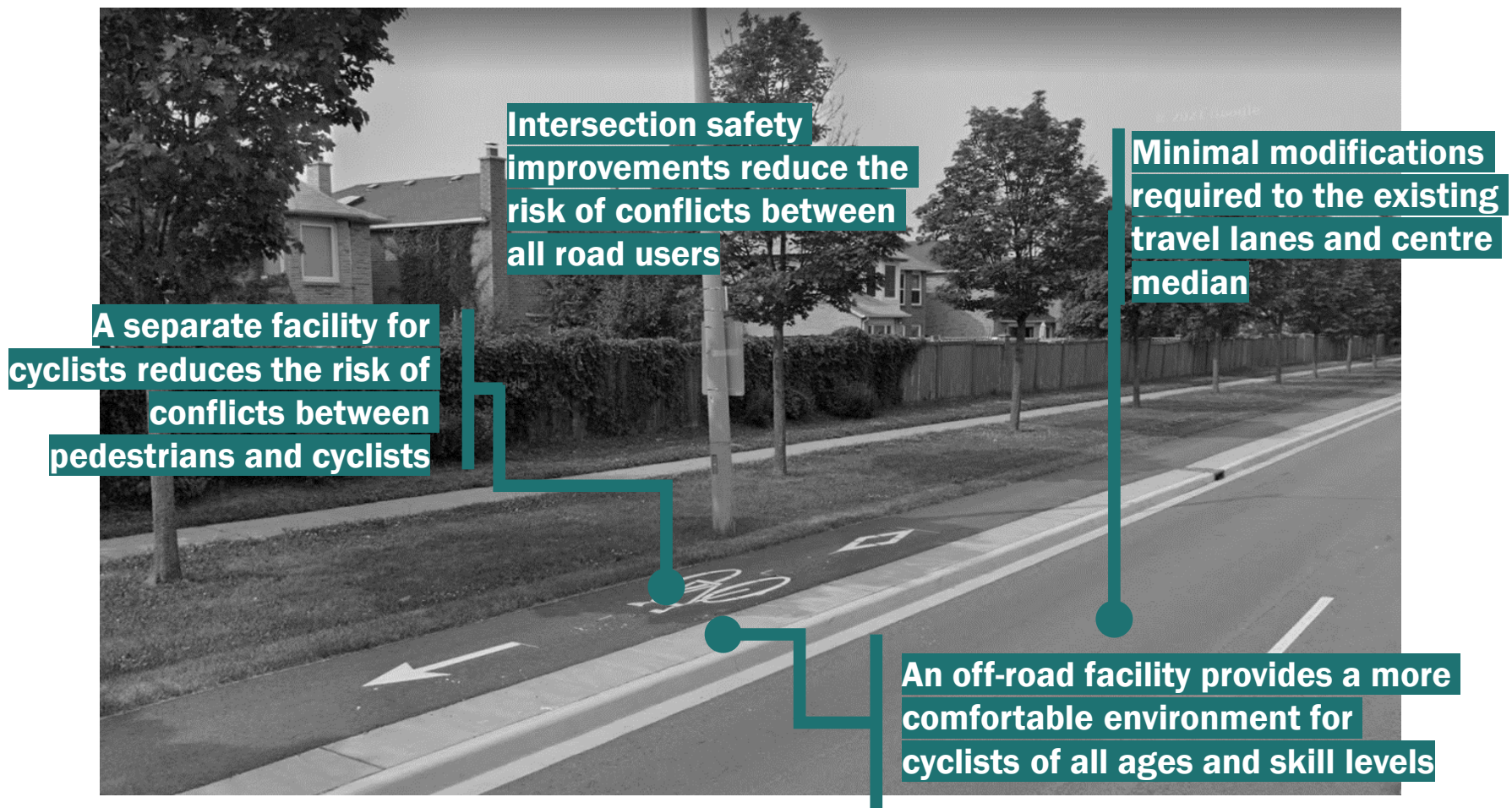


Intersection Improvements

- Keeps bicycles physically separate from motor vehicles up until the intersection
- Provide a high degree of comfort and safety for people of all ages and abilities



Project Benefits

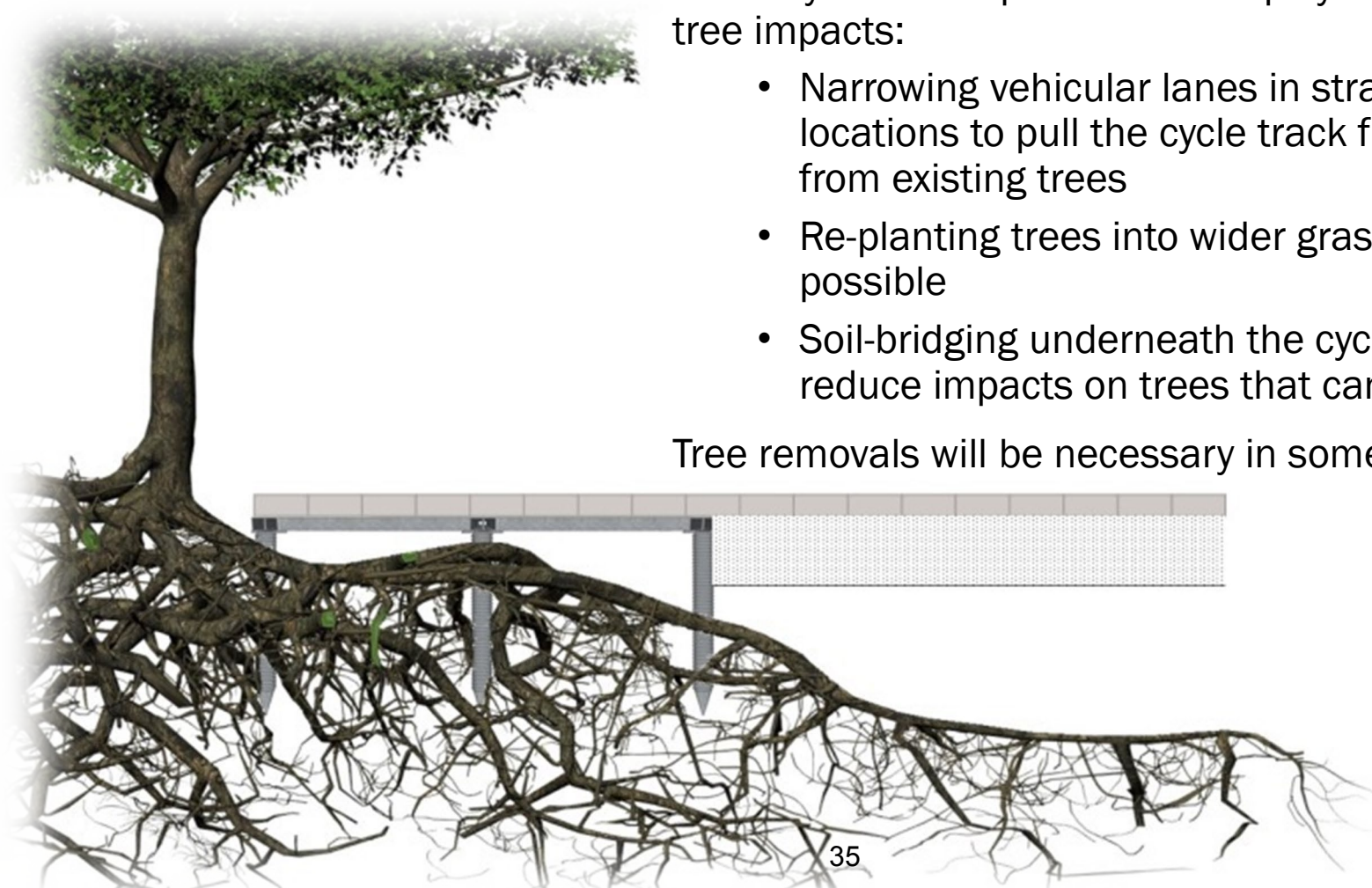


Tree Impacts

A variety of techniques will be employed to minimize tree impacts:

- Narrowing vehicular lanes in strategic locations to pull the cycle track further away from existing trees
- Re-planting trees into wider grass areas where possible
- Soil-bridging underneath the cycle track to reduce impacts on trees that cannot be moved

Tree removals will be necessary in some locations



Tree Impacts

Summary of tree impacts (subject to final designs):

Approach	Estimates	Notes
Trees with minimal impact	~23	Trees within or near right-of-way (primarily south side)
Tree preserved (injury)	~18 (Soil-bridging) ~4 (Root Pruning)	Soil-bridging used to minimize impacts to larger, healthier trees or protected species
Tree preserved (transplant)	~22	Young trees that can be relocated based on their size and species
Tree removals	~8 ~4 (Poor condition)	

Construction Impacts

- During construction, at least one lane per direction will be maintained at all times to minimize impacts
- Advance notice of construction will be given to residents in the surrounding area
- Construction hours will be limited to reduce noise impacts

Next Steps

Provide your input:

- ▶ Following the PIC, the City will be launching a two-week question period for residents and commuters to ask any questions regarding how construction will impact them
- ▶ Questions can be submitted either through the Q&A tool on the Get Involved page or by emailing the project manager at jgardine@london.ca

After this PIC, we will:

- ▶ Review comments and suggestions from the public, stakeholders and cycling community
- ▶ Finalize detailed design plans
- ▶ Initiate construction in 2023 (City will issue pre-construction notice)
- ▶ City will issue pre-construction notice prior to construction

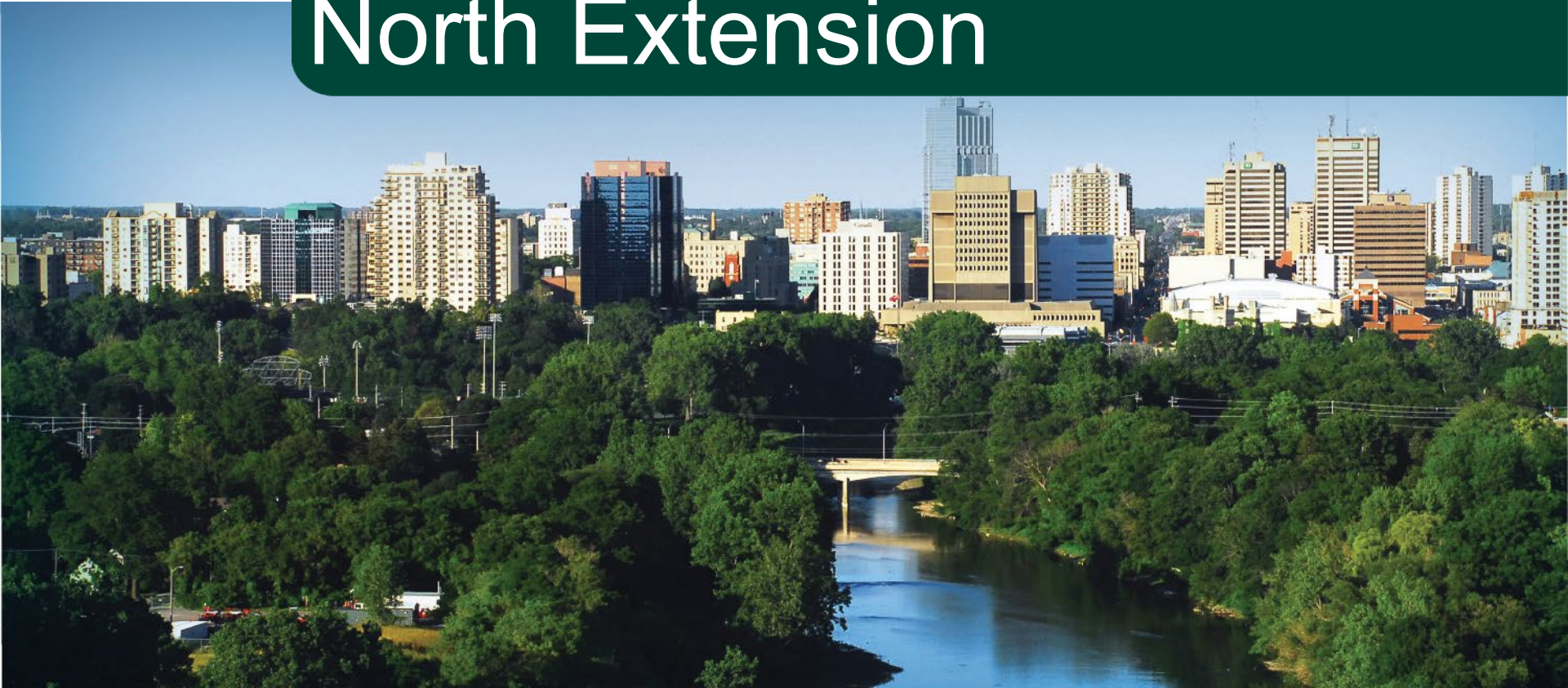
Stay Connected:

- ▶ We will provide updates on project progress via the Get Involved Page

Thank you! Questions?



Colborne Bike Lane North Extension



Integrated Transportation Community Advisory
Committee

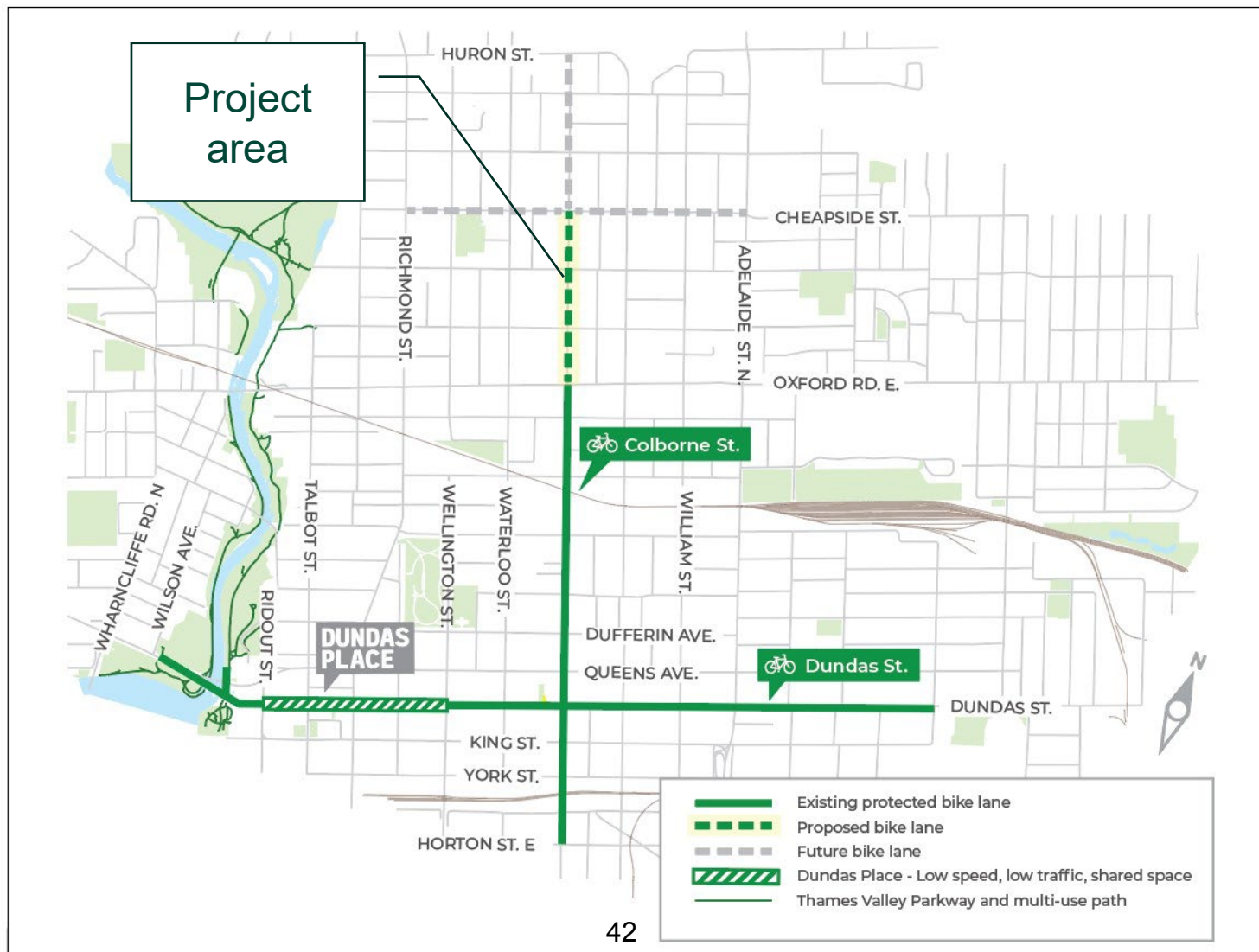
August 17, 2022



Colborne Bike Lane North Extension

- Colborne Street between Oxford Street East and Cheapside Street
- Identified in the Cycling Master Plan (as well as the previous Bicycle Master Plan)
- Identified in the Smart Moves TMP in 2013

Project Area (map)



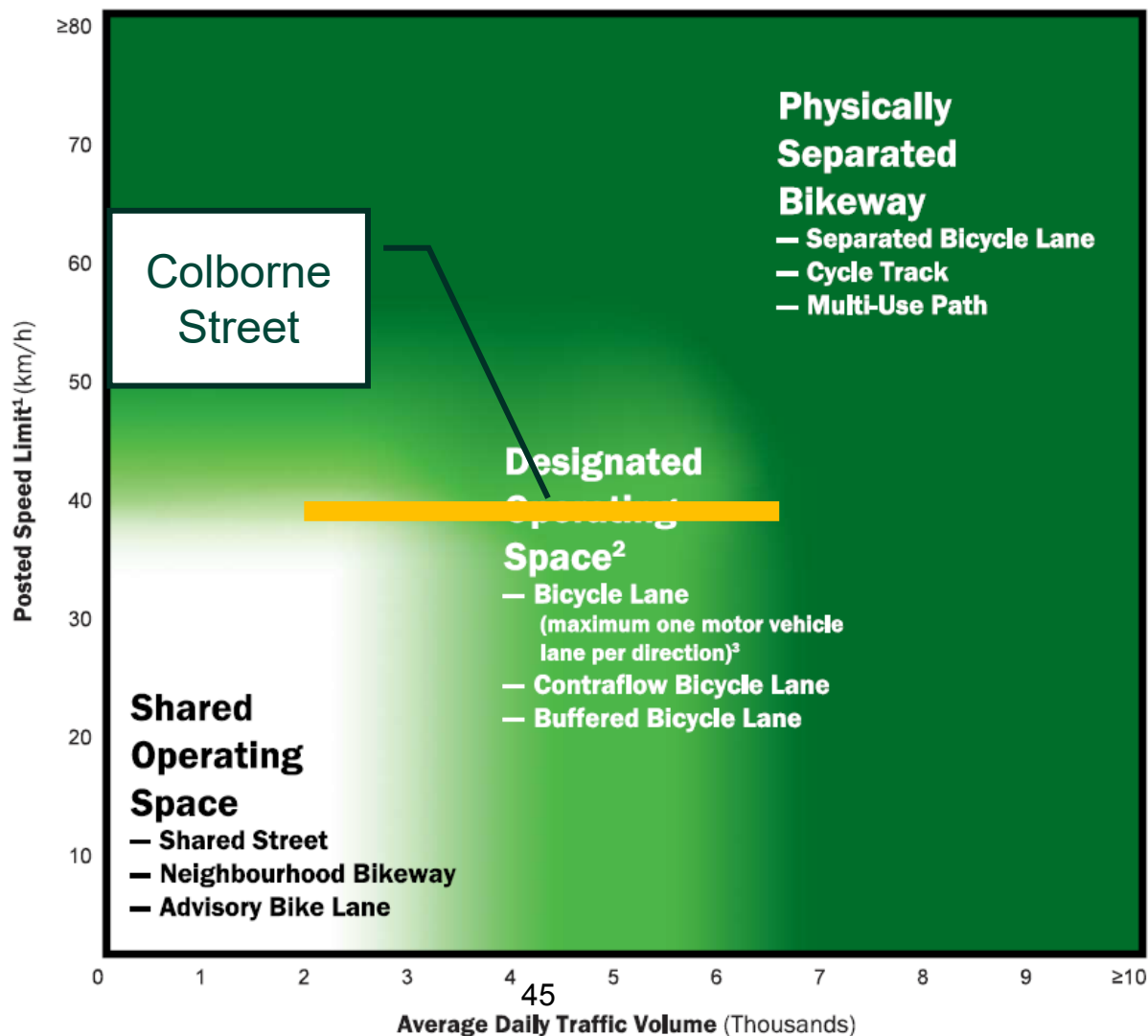
Current Conditions

- Colborne Street sees an average of 2,000 – 6,400 cars per day
- Speed limit is 40 km/h (lowered from 50 km/h)
- Two travel lanes and a parking lane
- Not a dedicated cycling route
 - Cyclists share the lane with vehicles

Current Conditions



Proposed Solution

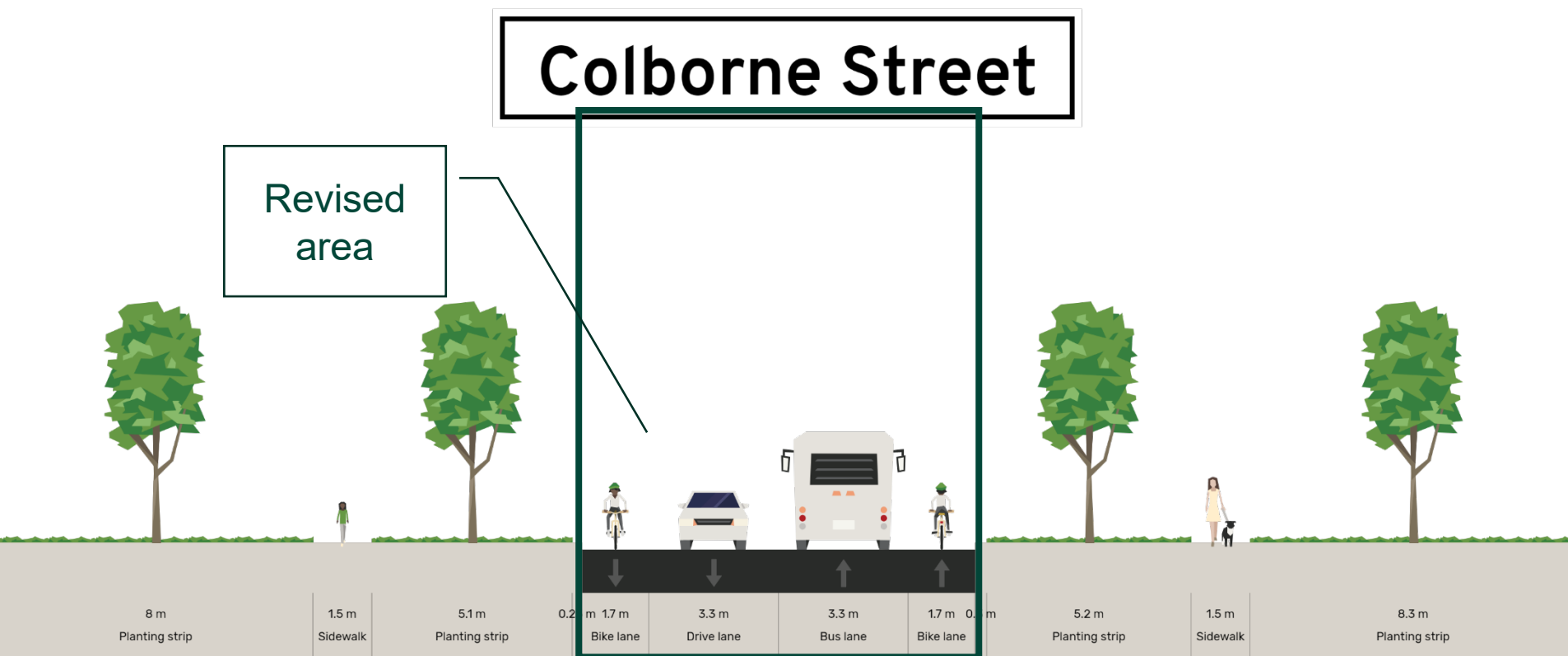


Proposed Solution

- Two 3.3 m wide vehicle lanes (accommodates transit)
- Two painted bike lanes (+/- 1.7 m wide)
- Remove on-street parking
- Avoids disruptive and expensive construction to relocate curbs
- Shared bus stops



Proposed Solution



Cheapside Intersection

- Existing intersection has left turn lanes on Colborne
 - Left turn volumes are low
 - Turn lanes are under consideration for removal
- Will connect to future Cheapside bike lanes, whether on-road or in the boulevard

Next steps

- Public engagement with residents, community associations, and interest groups
- Amend parking bylaws to remove parking on Colborne
- Planning to construct fall 2022 or spring 2023



Questions or Comments?

If you would like to offer additional feedback,
please contact:

John Bos, C.E.T.

Senior Technologist,

Transportation Planning & Design

Email - jbos@london.ca

Phone - 519-661-2489 x 7348
226-448-2409

Integrated Transportation Community Advisory Committee

Report

2nd Meeting of the Integrated Transportation Community Advisory Committee
July 13, 2022
Advisory Committee Virtual Meeting
Please check the City website for current details

Attendance PRESENT: T. Khan (Chair), R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, V. Lubrano III, D. Luthra, M. Malekzadeh, S. Rooth, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: R. Buchal

ALSO PRESENT: Councillor M. Hamou; J. Dann, D. Hall, D. MacRae, A. Miller, C. Parker, J. Stanford, and B. Westlake-Power

The meeting was called to order at 4:00 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

None.

3. Consent

3.1 1st Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 1st Report of the Integrated Transportation Community Advisory Committee, from its meeting held on June 15, 2022, was received.

3.2 Notice of Planning Application - Official Plan and Zoning By-law Amendments - 610-620 Beaverbrook Avenue

That it BE NOTED that the Notice of Planning Application dated June 16, 2022 from A. Riley, Senior Planner, related to Official Plan and Zoning By-law Amendments for the property at 610-620 Beaverbrook Avenue, was received.

3.3 Notice of Planning Application - Zoning By-law Amendment - 568 Second Street (at Oxford Street East)

That it BE NOTED that the Notice of Planning Application dated June 22, 2022 from C. Parker, Senior Planner, related to a Zoning By-law Amendment for the property at 568 Second Street (at Oxford Street East), was received.

4. Sub-Committees and Working Groups

4.1 (ADDED) ITCAC Sub-Committees

That it BE NOTED that the Integrated Transportation Community Advisory Committee (ITCAC) has established the following potential Sub-Committees:

- a) Environment Sub-Committee;
- b) Active Transportation/Cycling Sub-Committee; and,
- c) Vision Zero Sub-Committee (Transportation Safety);

it being noted that each Sub-Committee will be chaired by a member of ITCAC and will be convened as required.

5. Items for Discussion

5.1 Future Meeting Dates and Times

That it BE NOTED that the Integrated Transportation Community Advisory Committee established a general meeting day and time of the third Wednesday of the month at 3:00 PM.

5.2 Bike Locker Installation Consultation

That it BE NOTED that the ~~attached~~ presentation from Councillor M. Hamou, with respect to the bike locker installation consultation, was received.

6. (ADDED) Additional Business

6.1 (ADDED) Public Meeting Notice - Official Plan and Zoning By-law Amendments - Parking Standards Review

That it BE NOTED that the Public Meeting Notice dated July 6, 2022 from I. de Ceuster, Planner I, related to Official Plan and Zoning By-law Amendments for the Parking Standards Review, was received.

7. Adjournment

The meeting adjourned at 5:47 PM.

From: Sheryl Rooth
Subject: [EXTERNAL] ITCAC

Hi Audrey,

Please accept this email as my resignation from the ITCAC effective July 13, 2022.

Thank you for all that you do.

Sheryl Rooth

Date: 2022-07-14
ITCAC (Integrated Transportation Community Advisory Committee)
2nd committee meeting date: July 13, 2022, 4:00 PM
Item 3.2: Notice of Planning Application - Official Plan and Zoning By-law
Amendments - 610-620 Beaverbrook Avenue
Prepared by: John Vareka (ITCAC committee member)

1) Background:

I biked from downtown (Budweiser Gardens) to the development site at 610-620 Beaverbrook Ave, to look at the building site and to get a feel for how one could walk or cycle to this development in the Proudfoot neighbourhood from downtown. The distance travelled was 2.6km which I would consider a good distance for cycling trips. Dedicated lanes from downtown to Wharncliffe were comfortable to ride on and appreciated.

2) Observations while getting to the site:

- 2-1) The road from Wharncliffe Rd to Woodward ave has painted bike lanes but traffic is very quick (above speed limit) and I personally did not feel safe with speeding cars on the 4 lane road alongside me.
- 2-2) Towards the hill on riverside, the road becomes skinnier with signage on posts saying ‘Single File’ and painted green surface signs indicating the road is to be shared. I noticed cars were ignoring that advice when there was no oncoming traffic. See video showing my return trip back downtown from the site. Link to video (sorry about the wind noise): <https://youtu.be/hppo5FiN5Tg>

Suggestion 1: To promote active transport (cycling) - Install protected bike lanes along Riverside Drive from wharncliffe ave. up to beaverbrook ave. and then continue them on beaverbrook ave up until the proudfoot lane intersection. This will provide a complete route to downtown for the entire high density neighbourhood of Proudfoot and beyond. **Note:** the cemetery lot does not allow for very much room and may require other solutions. Currently a single sidewalk is located on the north side of Riverside Drive and 2 lanes of roadway.

3) Observations while at the site:

- 3-1) Many people were going for a walk along Beaverbrook Ave. It looked like they were mainly out for stroll with children and pets vs getting from point A to B. Some cut through the 610-620 Beaverbrook site (currently open field) to reach the park (Sugarcreek) behind where the development will be.
Suggestion 2: perhaps widen the sidewalk on the western side of Beaverbrook ave to provide a safer path for people to walk (more buffer to road) or reduce road width and provide a boulevard.
- 3-2) Cars on the road were seen, in some cases, driving well above the speed limit since it is a long open road with a single stop sign.
- 3-3) There is a park directly behind the planned site called ‘Sugarcreek Park’.
Suggestion 3: to promote active transport (walking) - provide access to the pubic to reach the Sugarcreek Park from Beaverbrook Ave. somewhere through the development by foot or bicycle which will improve convenience - instead of forcing pedestrians to walk around the block via Proudfoot Lane. **Note:** this appears to already be part of the plan but wanted to acknowledge it.

3-4) when I originally googled ‘Beaverbrook Ave.’ a different part of the road further north-west appears. (see Fig. 3). I don’t consider this high priority but perhaps discussion could be had on whether it makes sense to rename ‘Beaverbrook Ave.’ between Riverside and Oxford street to reduce confusion (since fewer addresses would likely be impacted). Public outreach may be needed to see if it’s actually an issue or just an annoyance...even a minor change to ‘Beaverbrook Drive’ or something similar would help differentiate it enough.

Thanks, John

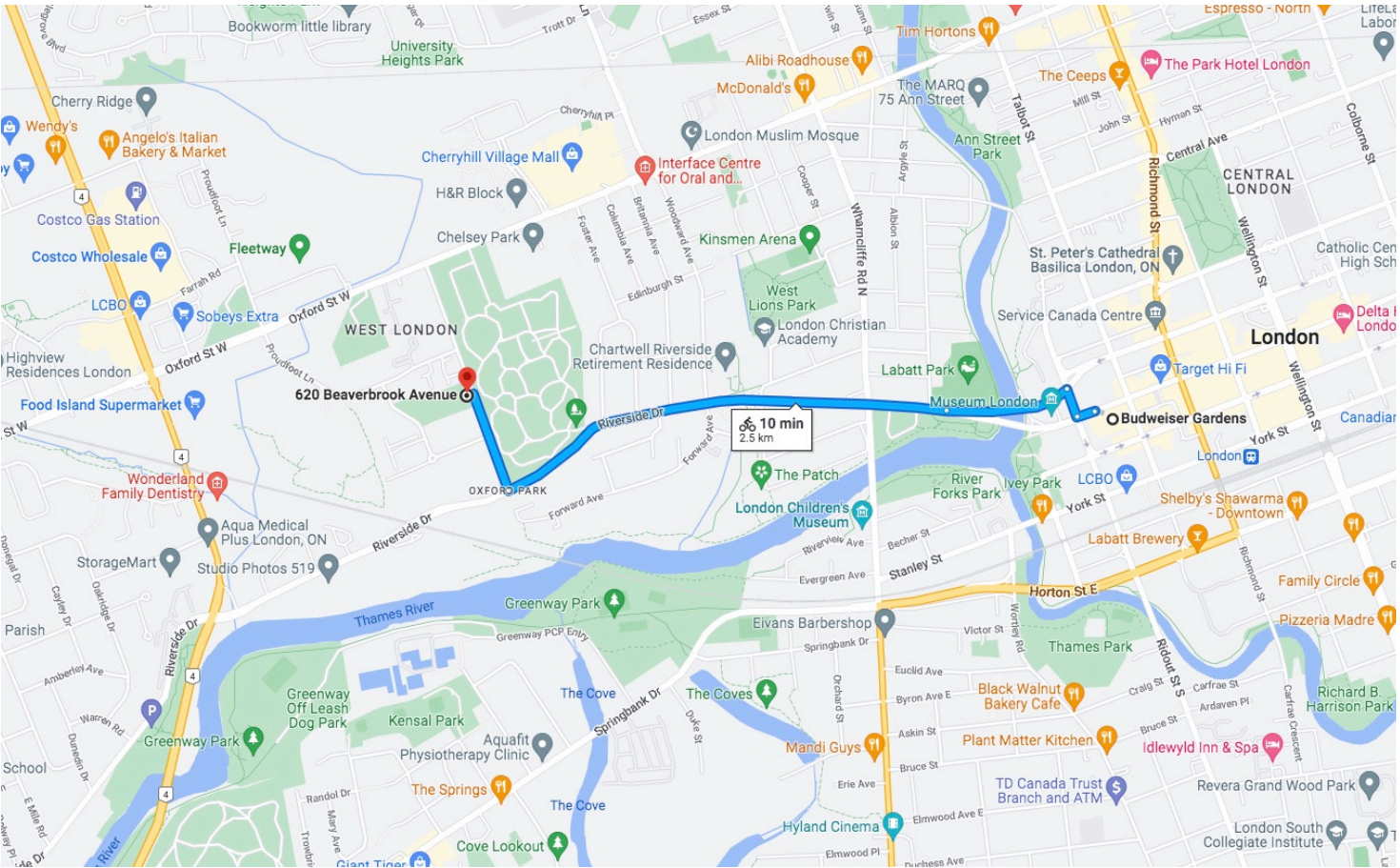


Fig 1: Google map route from Budweiser gardens to 610-620 beaverbrook ave. (2.6km distance)



Fig 2: Beaverbrook Ave facing South (Riverside Drive is in distance)

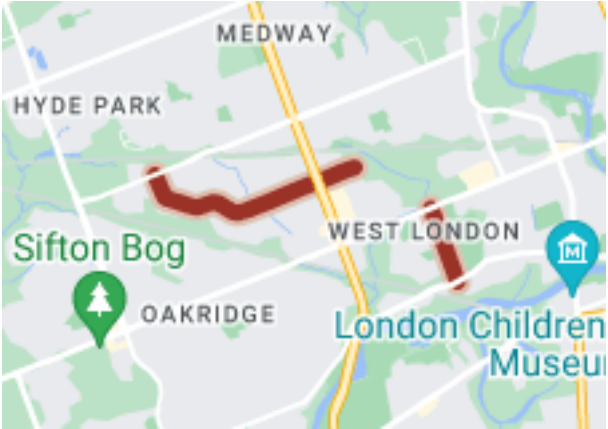


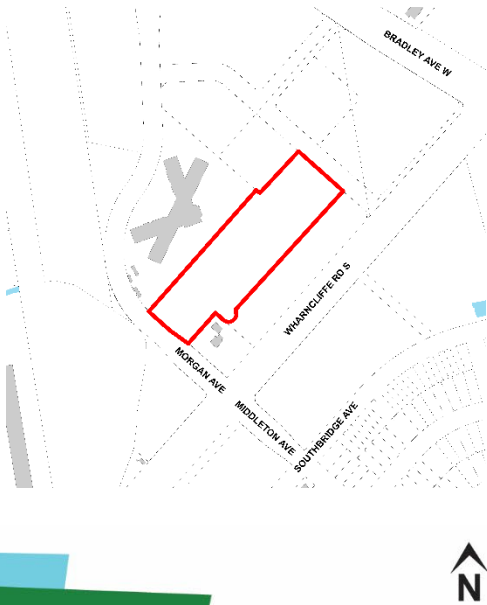
Fig 3: Beaverbrook Ave. showing 2 separate sections (in red) with the same name.



NOTICE OF PLANNING APPLICATION

Zoning By-Law Amendment

3480 Morgan Avenue



File: Z-9531

Applicant: Sifton Properties Ltd.

What is Proposed?

Zoning amendment to allow:

- Residential uses of apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities uses; and
- Special provisions for minimum front, interior and rear exterior side yard setbacks, minimum landscaped open space, maximum height, maximum density and minimum parking requirements.

LEARN MORE & PROVIDE INPUT

Please provide any comments by **September 1, 2022**

Mark Johnson

mjohnson@london.ca

519-661-CITY (2489) ext. 6276

Planning & Development, City of London

300 Dufferin Avenue, 6th Floor,

London ON PO Box 5035 N6A 4L9

File: Z-9531

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Paul Van Meerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 4010

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Date of Notice: August 4, 2022

Application Details

Requested Zoning By-law Amendment

To change the zoning from a Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•CSA5(3)) Zone to a Holding Residential R8 Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R8-4(*)) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The Zoning By-law is available at london.ca.

Current Zoning

Zone: Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•CSA5(3)) Zone

Permitted Uses: assembly halls; automotive uses, restricted; bake shops; clinics; commercial parking structures and/or lots; commercial recreation establishments; convenience service establishment; day care centers; duplicating shops; financial institutions; home and auto supply stores; institutions; medical/dental offices; offices; patient testing centre laboratories; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; supermarkets; taverns; video rental establishments; brewing on premises establishments; cinemas; commercial schools; and private schools.

Special Provision(s): uses may be in stand-alone buildings and not form part of a shopping center, minimum front yard setback of 3.0 meters, and minimum exterior side yard setback of 3.0 meters

Height: maximum height of 12 meters

Requested Zoning

Zone: Holding Residential R8 Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R8-4(*)) Zone

Permitted Uses: apartment buildings, handicapped person's apartment buildings, lodging house class 2, stacked townhousing; senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities uses

Special Provision(s): a minimum front yard setback of 3.3 metres, a minimum interior side yard setback of 2.2 metres, a minimum rear yard setback of 4.5 metres, a minimum landscaped open space of 27 percent, a maximum height of 14 metres, a maximum density of 87 units per hectare, and a minimum parking requirement of 1 parking spaces per unit

Residential Density: a maximum density of 87 units per hectare, whereas 75 is permitted

Height: a maximum height of 14 meters, whereas 13 is permitted

This property is also the subject of an application for Site Plan Approval (File # SPA22-059).

Planning Policies

Any change to the Zoning By-law must conform to the policies of the London Plan, London's long-range planning document. The subject lands are in the Shopping Area Place Type in The London Plan, permitting a broad range of retail, service, office, entertainment, creational, educational, institutional, and residential uses. Mixed use building are encouraged.

How Can You Participate in the Planning Process?

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See More Information

You can review additional information and material about this application by:

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- Viewing the application-specific page at london.ca/planapps
- Opportunities to view any file materials in-person by appointment can be arranged through the file Planner.

Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning & Development staff's recommendation to the City's Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning & Development staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](#) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting.

What Are Your Legal Rights?

Notification of Council Decision

If you wish to be notified of the decision of the City of London on the proposed zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Clerk of the Committee.

Right to Appeal to the Ontario Land Tribunal

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of London to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of London before the by-law is passed, the person or public body is not entitled to appeal the decision.

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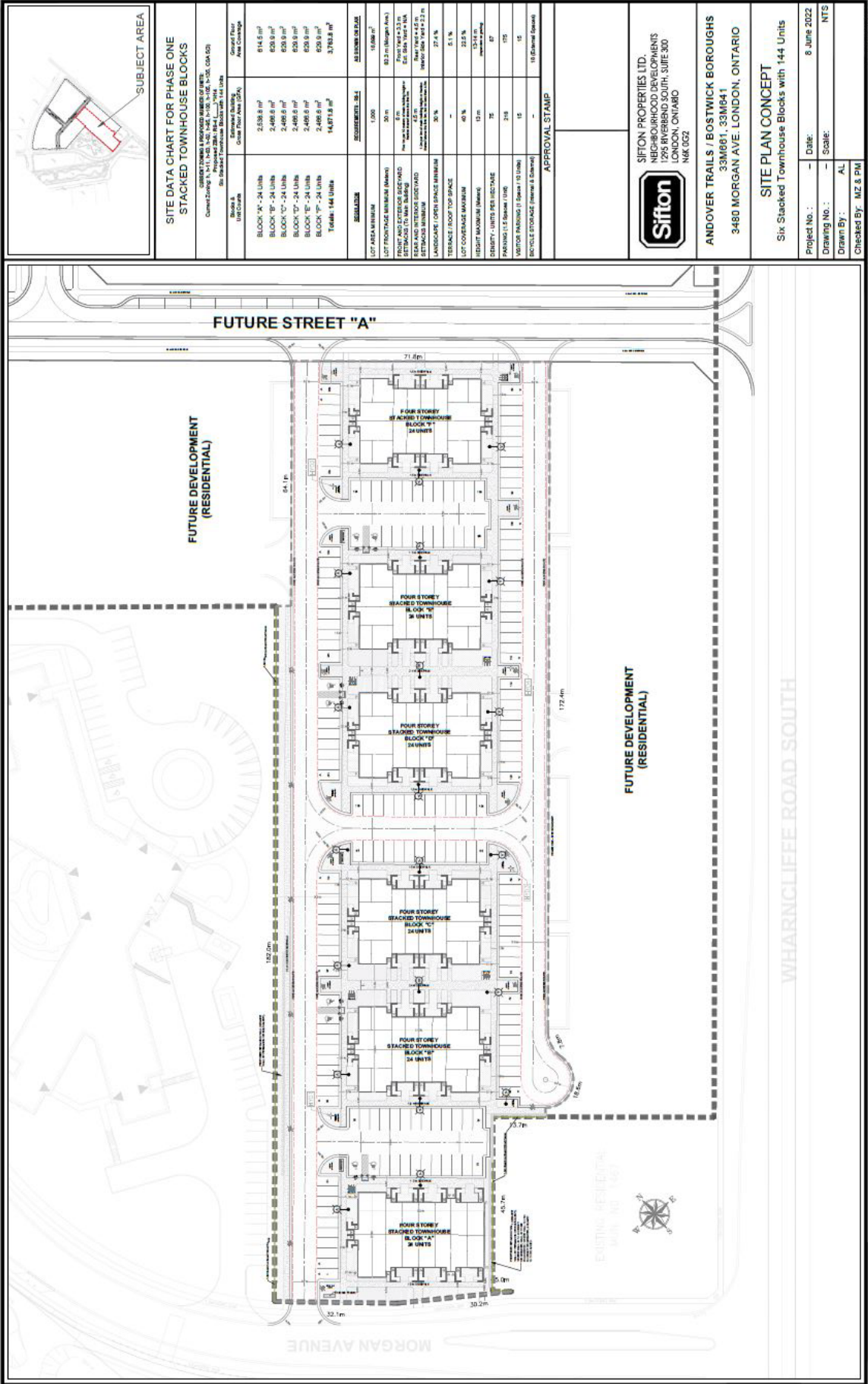
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Accessibility

Alternative accessible formats or communication supports are available upon request. Please contact plandev@london.ca for more information.

Site Concept



The above image represents the applicant’s proposal as submitted and may change.

Building Renderings



Proposed Renderings for Stacked Townhouses

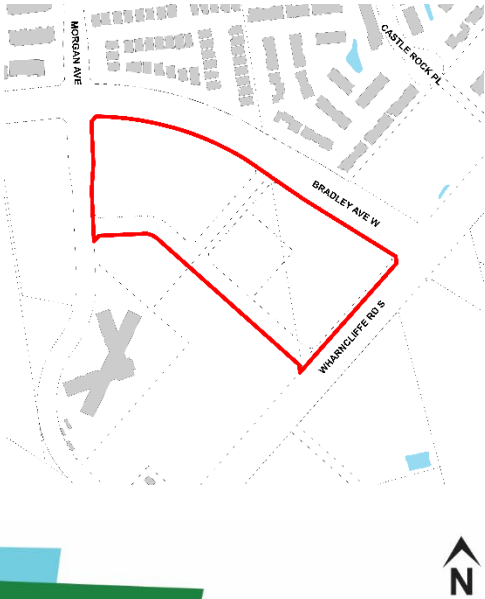
The above images represent the applicant’s proposal as submitted and may change.



NOTICE OF PLANNING APPLICATION

Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments

3350, 3480 Morgan Avenue and 1363 Wharncliffe Road South



File: 39T-22503 & OZ-9100

Applicant: Sifton Properties Limited

What is Proposed?

Draft Plan of Subdivision, Official Plan and Zoning amendments to allow:

- Two (2) medium density residential blocks;
- One (1) park block; and,
- Two local streets

LEARN MORE & PROVIDE INPUT

Please provide any comments by **September 1, 2022**

Mark Johnson

mjohnson@london.ca

519-661-CITY (2489) ext. 6276

Planning & Development, City of London, 300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

File: OZ-9100

london.ca/planapps

You may also discuss any concerns you have with your Ward Councillor:

Paul Van Meerbergen

pvanmeerbergen@london.ca

519-661-CITY (2489) ext. 4010

**If you are a landlord, please post a copy of this notice where your tenants can see it.
We want to make sure they have a chance to take part.**

Date of Notice: August 4, 2022

Application Details

Requested Draft Plan of Subdivision

Consideration of a Draft Plan of Subdivision consisting of two (2) medium density residential blocks and one (1) park block, serviced by two local streets.

Requested Amendment to The London Plan (New Official Plan)

To add a site-specific policy to allow the site to develop for primarily residential uses in a Commercial/Shopping Area to the Southwest Area Secondary Plan and The London Plan. The residential uses include a mix of townhouses and stacked townhouses up to 4 storeys and apartment buildings up to 6 storeys.

Requested Zoning By-law Amendment

To change the zoning from a Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•CSA5(3)) Zone; and a Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-138•CSA5(3)) Zone to a Holding Residential R9 Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R9-4(*)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•R9-7(*)/CSA5(3)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R9-7(**)/CSA5(3)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•R9-7(***)/CSA5(3)) Zone; and a Holding Open Space (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•OS(1)) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

The London Plan and the Zoning By-law are available at london.ca.

Current Zoning

Zone: a Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•CSA5(3)) Zone; and a Holding Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-138•CSA5(3)) Zone.

Permitted Uses: a range of commercial uses including: assembly halls, automotive uses, restricted, bake shops, clinics, commercial parking structures and lots, commercial recreation establishments, convenience service establishments, day care centres, duplicating shops, financial institutions, home and auto supply stores, institutions, medical/dental offices, offices, patient testing centre laboratories, personal service establishments, private clubs, restaurants, retail stores, service and repair establishments, studios, supermarkets, taverns, video rental establishments, brewing on premises establishments, cinemas, commercial schools and private schools.

Special Provision(s): The CSA5(3) special provisions allow uses to be in stand-alone buildings and permit a reduced front and exterior side yard setback of 3 metres.

Height: 12 metres

Requested Zoning

Zone: a Holding Residential R9 Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R9-4(*)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•R9-7(*)/CSA5(3)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•R9-7(**)/CSA5(3)) Zone; a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•R9-7(***)/CSA5(3)) Zone; and a Holding Open Space (h•h-11•h-63•h-82•h-95•h-100•h-105•h-135•h-138•OS(1)) Zone.

Permitted Uses: include those permitted through the existing zone as well as the additional uses of hotels and motels, cluster townhouses, cluster stacked townhouses, apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum of care facilities.

Special Provision(s): i) to permit townhouses and stacked townhouses uses, a minimum lot frontage of 20 metres, a minimum front and exterior side yard setback of 4.5 metres, a minimum interior side yard setback of northwest property line of 2.2 metres, a minimum rear yard setback of 4.5 metres, a maximum height for townhouses and stacked townhouses of 14 metres, a maximum height for all other uses of 17 metres (5 storeys), a maximum lot coverage for townhouses and stacked townhouses of 40 percent, and a minimum parking requirement of 1 parking spaces per unit for the Residential R9 (R9-4(*)) Zone; ii) to permit townhouses, stacked townhouses and hotel/motel uses, a minimum front and exterior side yard setback of 4.5 metres, a maximum height for townhouses and stacked townhouses of 14 metres, a maximum height for all other uses of 22 metres (6 storeys), a maximum lot coverage of 40 percent, a maximum density of 200 units per hectare, and a minimum parking requirement of 1

parking spaces per unit for the Residential R9 (R9-7(*) Zone; iii) to permit townhouses, stacked townhouses and hotel/motel uses, a minimum front and exterior side yard setback of 4.5 metres, a minimum interior side yard setback of 4.5 metres, a minimum rear yard setback of 4.5 metres, a maximum height for townhouses and stacked townhouses of 14 metres, a maximum height for all other uses of 17 metres (5 storeys), a maximum lot coverage for townhouses and stacked townhouses of 40 percent, and a minimum parking requirement of 1 parking spaces per unit for the Residential R9 (R9-7(**) Zone; and iv) to permit townhouses, stacked townhouses and hotel/motel uses, a minimum front and exterior side yard setback of 4.5 metres, a minimum interior side yard setback of 4.5 metres, a minimum rear yard setback of 4.5 metres, a minimum landscaped open space for townhouses and stacked townhouses of 25 percent, a maximum height for townhouses and stacked townhouses of 14 metres, a maximum height for all other uses of 22 metres (6 storeys), a maximum lot coverage of 40 percent, a maximum density of 200 units per hectare and a minimum parking requirement of 1 parking spaces per unit for the Residential R9 (R9-7(***) Zone.

Height: 14 metres – 22 metres

This property is also the subject to an Official Plan and Zoning By-law Amendment application to facilitate the proposed development (File: OZ-9100).

Planning Policies

Any change to the Zoning By-law must conform to the policies of the Official Plan, London’s long-range planning document. The lands are also within the Southwest Area Secondary Plan which provides more detailed policy guidance for a specific area that goes beyond the general policies. The subject lands are located within the Central Longwoods Neighbourhood in the Southwest Area Secondary Plan and designated as Commercial. The lands are within the Shopping Area Place Type in The London Plan; which primarily permits a broad range of retail, service and office uses. Mixed use development is encouraged, and residential uses are permitted in addition to the commercial uses, though are not permitted as the primary land use. A specific policy is proposed to permit a primarily residential development to occur on the lands.

How Can You Participate in the Planning Process?

You have received this Notice because someone has applied for a Draft Plan of Subdivision and to change the Official Plan designation and the zoning of land located within 120 metres of a property you own, or your landlord has posted the notice of application in your building. The City reviews and makes decisions on such planning applications in accordance with the requirements of the Planning Act. The ways you can participate in the City’s planning review and decision making process are summarized below.

See More Information

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Reply to this Notice of Application

We are inviting your comments on the requested changes at this time so that we can consider them as we review the application and prepare a report that will include Planning & Development staff’s recommendation to the City’s Planning and Environment Committee. Planning considerations usually include such matters as land use, development intensity, and form of development.

This request represents residential intensification as defined in the policies of the Official Plan. Under these policies, Planning & Development staff and the Planning and Environment Committee will also consider detailed site plan matters such as fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the proposed building on the site. We would like to hear your comments on these matters.

Attend a Future Public Participation Meeting

The Planning and Environment Committee will consider the requested Draft Plan of Subdivision, and Official Plan and zoning changes on a date that has not yet been scheduled. The City will send you another notice inviting you to attend this meeting, which is required by the Planning Act. You will also be invited to provide your comments at this public participation meeting. A neighbourhood or community association may exist in your area. If it reflects your views on this application, you may wish to select a representative of the association to speak on your behalf at the public participation meeting. Neighbourhood Associations are listed on the [Neighbourgood](#) website. The Planning and Environment Committee will make a recommendation to Council, which will make its decision at a future Council meeting. The Council Decision will inform the decision of the Director, Planning & Development, who is the Approval Authority for Draft Plans of Subdivision.

What Are Your Legal Rights?

Notification of Council and Approval Authority's Decision

If you wish to be notified of the Approval Authority's decision in respect of the proposed draft plan of subdivision, you must make a written request to the Director, Planning & Development, City of London, 300 Dufferin Ave., P.O. Box 5035, London ON N6A 4L9, or at developmentsservices@london.ca. You will also be notified if you provide written comments, or make a written request to the City of London for conditions of draft approval to be included in the Decision.

If you wish to be notified of the decision of the City of London on the proposed official plan and/or zoning by-law amendment, you must make a written request to the City Clerk, 300 Dufferin Ave., P.O. Box 5035, London, ON, N6A 4L9, or at docservices@london.ca. You will also be notified if you speak to the Planning and Environment Committee at the public meeting about this application and leave your name and address with the Clerk of the Committee.

Right to Appeal to the Ontario Land Tribunal

If a person or public body does not make oral submissions at a public meeting, if one is held, or make written submissions to the City of London in respect of the proposed plan of subdivision before the approval authority gives or refuses to give approval to the draft plan of subdivision, the person or public body is not entitled to appeal the decision of the Director, Planning & Development to the Ontario Land Tribunal.

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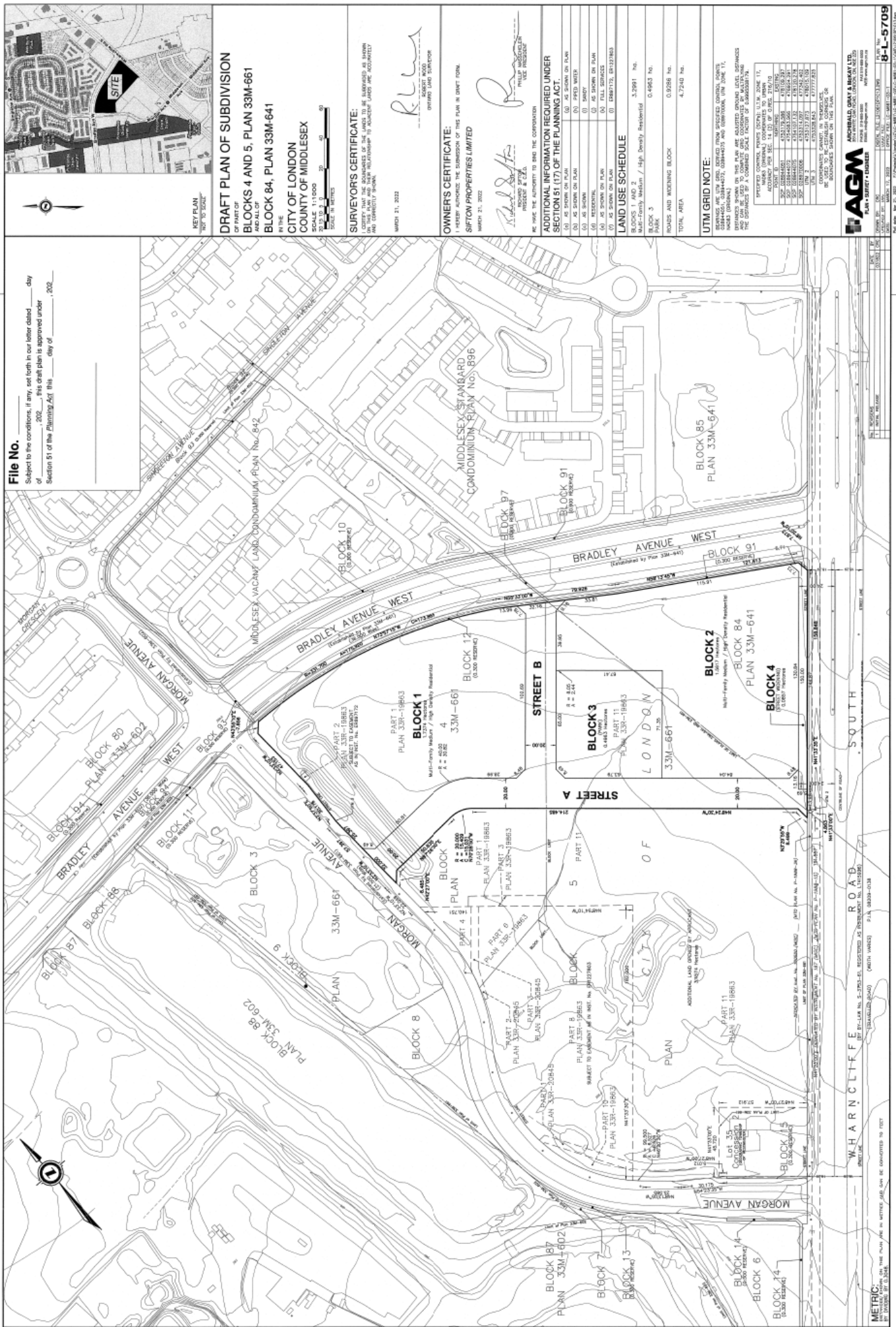
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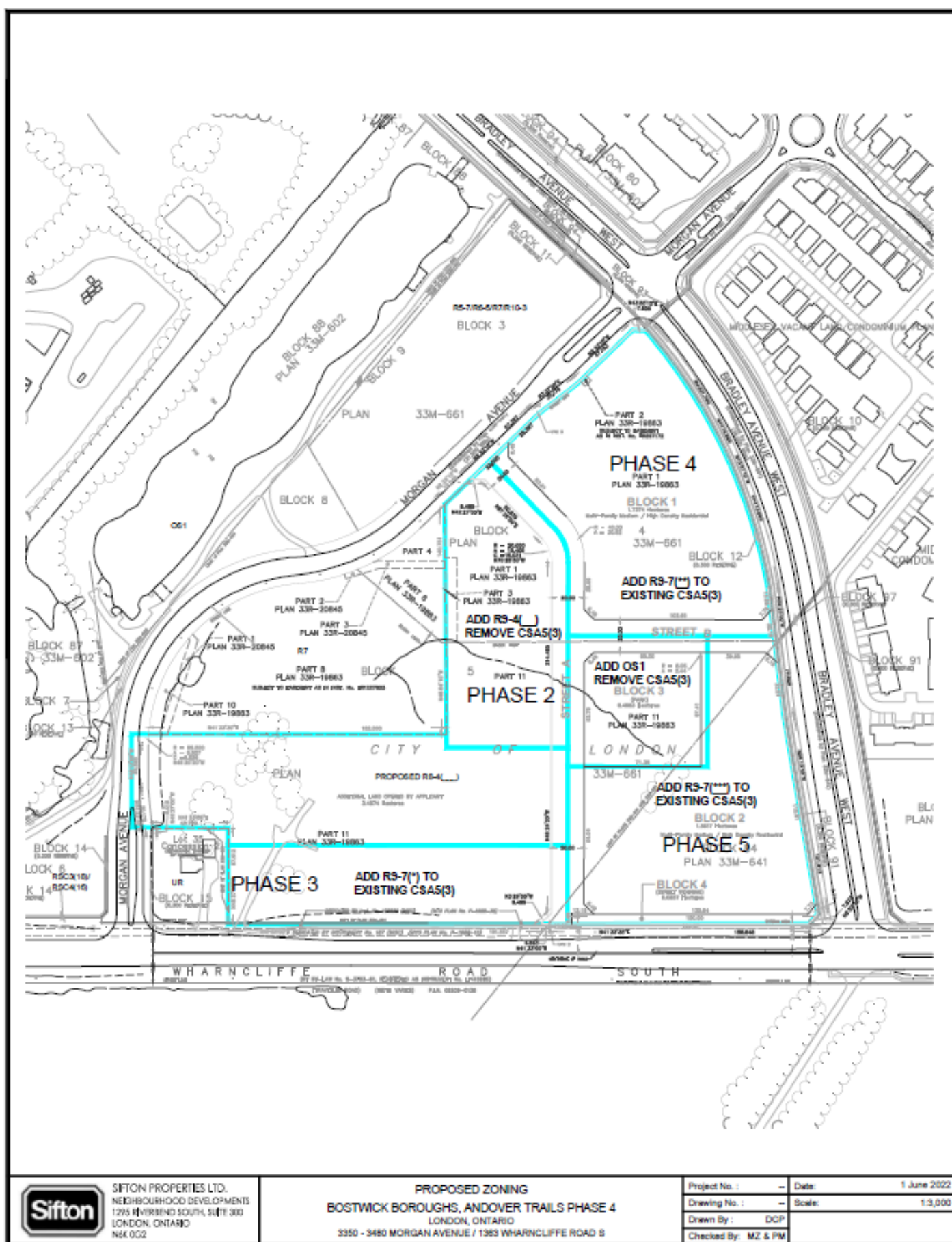
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Requested Draft Plan of Subdivision



Requested Zoning



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