

Agenda Including Addeds

Planning and Environment Committee

3rd Meeting of the Planning and Environment Committee

January 30, 2023

4:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

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.

Members

Councillors S. Lehman (Chair), S. Lewis, A. Hopkins, S. Franke, S. Hillier, Mayor J. Morgan

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 PEC@london.ca or 519-661-2489 ext. 2425.

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Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: Application by W-3 Lambeth Farms Inc.
3700 Colonel Talbot Road and 3645 Bostwick Road
Extension of Draft Plan Approval
City File No: 39T-17503 Ward 9

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of W-3 Lambeth Farms Inc. relating to the lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road, the Approval Authority **BE ADVISED** that Municipal Council supports issuing a three (3) year extension to Draft Plan Approval for the residential plan of subdivision **SUBJECT TO** the revised conditions contained in the attached Appendix "A".

Executive Summary

Summary of Request

This request is for a three (3) year extension of draft plan approval for a proposed residential subdivision by W-3 Lambeth Farms Inc. located on lands bounded by Bostwick Road to the east and Colonel Talbot Road to the west, mid-block between Pack Road and the planned Kilbourne Road extension.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend the Approval Authority for the City of London approve the requested extension of draft plan approval which is currently set to lapse on April 21, 2023, subject to the conditions appended to this report.

Rationale of Recommended Action

1. The requested three (3) year extension is reasonable to allow sufficient time for the registration of the subdivision plan.
2. The land use pattern, lot/block configurations, and road alignments in this subdivision do not change. Therefore, an extension of the lapse date can be supported, subject to the recommended conditions of draft approval.

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 23, 2019 – Report to Planning and Environment Committee – Public Participaton Meeting - 3700 Colonel Talbot Road and 3645 Bostwick Road – W-3 Lambeth Farms Inc. – Application for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments (39T-17503/OZ-8838).

2.0 Discussion and Considerations

2.1 Property Description

The subject lands are bounded by Bostwick Road to the east and Colonel Talbot Road to the west, mid-block between Pack Road and the planned Kilbourne Road extension. These lands are legally described as Part of Lots 74 & 75, Concession East of the North Branch of Talbot Road (formerly in the Town of Westminster) now in the City of London, comprising a total area of approximately 53 ha. (131 ac.). The westerly half is currently being prepared for residential development, and was previously used for farming and crop production. Additionally, the subject lands contain two natural heritage features: a 9.0 ha (22.2 ac) woodlot situated in the southeastern quadrant of the site (known as vegetation Patch 10069)); and a regulated area in the vicinity of Patch 10069 reflective of a former drain in the area which presently traverses a low point on the adjacent property.

2.2 Current Planning Information

- The London Plan Place Types – “Neighbourhoods” and “Green Space”
- Southwest Area Secondary Plan – North Lambeth Residential Neighbourhood – “Low Density Residential” and “Medium Density Residential”; Bostwick Residential Neighbourhood - “Low Density Residential”, “Medium Density Residential”, and “Open Space and Environmental Review”
- Zoning – Various Residential, mixed Residential/Neighbourhood Facility and Residential/Commercial Zones (ie. R1-3(23), R1-4(36), R2-1(17), R2-3(5), R4-6(12), R6-5(62), R6-5(64), R6-5(65), R8-4(50), R9-3(16), R9-3(17), R9-3(18), NF1(17), CC6(11), CC6(13), OS1 and OS5 Zones)

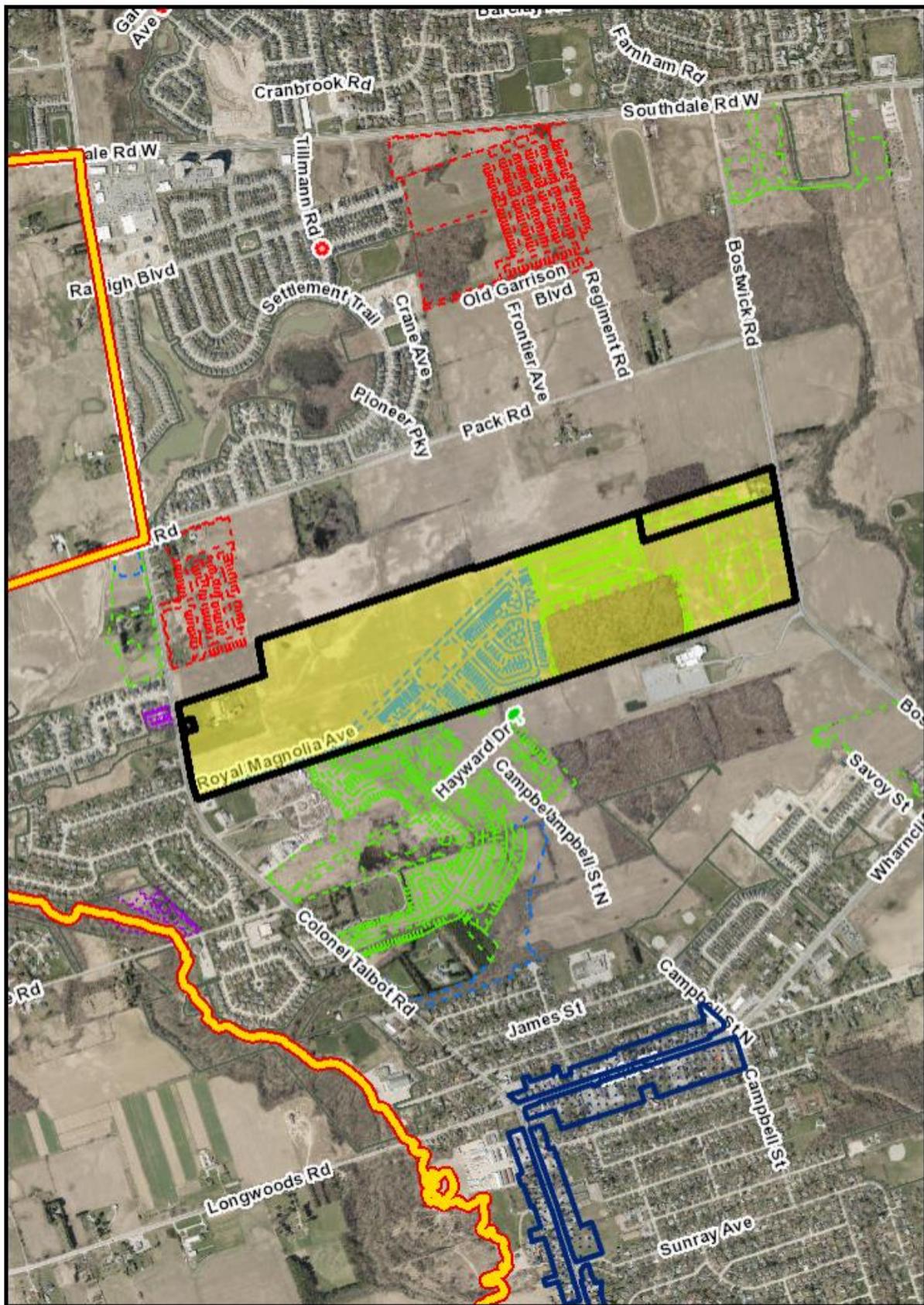
2.3 Site Characteristics

- Current Land Use – residential dwelling and accessory building, agriculture and open space
- Frontage – approx. 63 metres on Colonel Talbot Road and 425 metres on Bostwick Road
- Depth – approx. 1,997 metres
- Area – 53 ha. total (34 ha. remaining draft-approved outside of Phase 1)
- Shape – Irregular

2.4 Surrounding Land Uses

- North – agriculture, future residential development lands, and vacant/natural heritage
- East – agriculture
- South – church, future residential development lands, construction office and storage yard, soccer field (private), and agriculture
- West – residential single detached dwellings

2.5 Location Map



Location Map

Subject Property: 3700 Colonel Talbot Road
 Applicant: W-3 Lambeth Farms Inc.
 File Number: 39T-17503
 Created By: Larry Mottram
 Date: 1/5/2023
 Scale: 1:16000

Legend

-  Subject Property
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

Corporation of the City of London



2.6 Current Draft-Approved Plan of Subdivision



2.7 Planning History

Municipal Council approved Official Plan and Zoning By-law Amendments in conjunction with an application for approval of draft plan of subdivision submitted by W-3 Lambeth Farms Inc. at their meeting held October 1, 2019. On October 18, 2019, the Approval Authority for the City of London granted draft plan approval with conditions to the subdivision plan consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) school block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets. Draft approval was set to lapse on October 21, 2022. A 180 day emergency extension was granted by the Approval Authority on September 29, 2022 extending the lapse date to April 21, 2023.

The westerly portion of the draft subdivision plan (Phase 1) was granted final approval and registered as Plan 33M-821 on July 13, 2022. This phase consists of 179 single detached dwelling lots, 63 street townhouse lots, three (3) commercial/residential mixed-use blocks, one (1) cluster housing/low-rise residential block, two (2) park blocks, and one (1) walkway block, served by seven (7) new streets including the extension of Campbell Street North and Royal Magnolia Avenue.

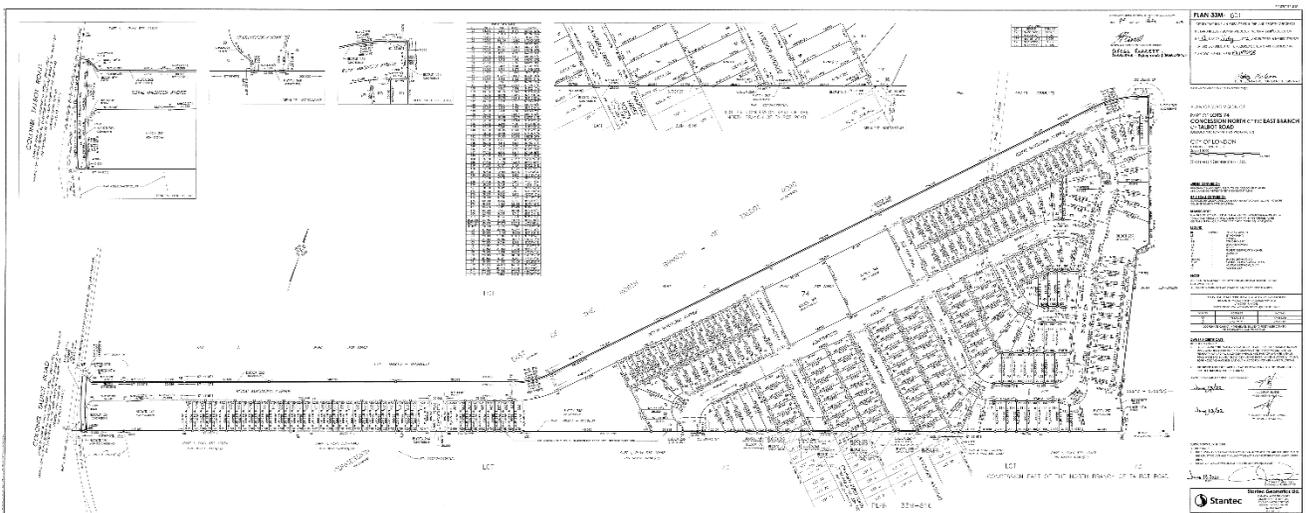


Figure 1: Registered Plan of Subdivision 33M-821

2.8 Requested Action

This request is for a three (3) year extension of the remaining undeveloped lands within the draft plan consisting of various low density single detached, street townhouse, medium density apartment, and mixed commercial/residential blocks; an elementary school block; large open space and buffer blocks; a neighbourhood park; walkways; and an urban reserve/environmental review block.

An extension of Draft Approval is required in order to have sufficient time to complete the final approval and registration process for the final two phases of the subdivision. Phase 2 is currently in detailed engineering design review with the City, and Phase 3 is anticipated to be brought forward for final approval in 2023-24.

Given the timing as noted above, it will not be possible for W-3 Lambeth Farms Inc. (aka. York Developments) to satisfy all conditions of Draft Plan Approval and register these phases in advance of the current lapse date. The requested extension would afford York sufficient time to coordinate the registration of agreements for the balance of the subdivision. They have not proposed any changes to the lot/block 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).

2.9 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-17503). 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.

2.10 Policy Context

The London Plan

With respect to The London Plan, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, converted dwellings, townhouses, triplexes, fourplexes, stacked townhouses, low-rise apartment buildings and small-scale community facilities as the main uses. The “Green Space” Place Type applies to an existing woodlot located in the southeast portion of the subdivision draft plan to be retained as open space. The Draft-Approved Plan also incorporates a high degree of neighbourhood connectivity including a 15 m wide multi-use pathway system consistent with walking and cycling routes identified on the Active Mobility Network mapping.

Southwest Area Secondary Plan

The Southwest Area Secondary Plan (SWAP) forms part of The London Plan, and its policies prevail over the more general planning policies if there is a conflict (Policies 1556 & 1558). The W-3 Lambeth Farm Inc. subdivision lands are within both the North Lambeth and Bostwick Residential Neighbourhoods, and are designated as Low Density Residential (LDR), Medium Density Residential (MDR), and Open Space and Environmental Review. A range of low and medium density residential uses are permitted, as well as a limited range of secondary permitted uses and open space uses, including active recreational parks, smaller and more passive neighbourhood parks, natural heritage and environmental features, and stormwater management facilities. In addition to the general land use policies, the SWAP also includes policy direction for future development with respect to urban design and built form. The draft plan of subdivision extension conforms to both the The London Plan and the Secondary Plan (SWAP).

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Draft Conditions

The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies, and have been reviewed with the applicant and their consultants. As a result, there are a number of modifications and revisions, as well as several new clauses added reflecting current municipal standards and requirements. The proposed modifications and new conditions are briefly highlighted below. The amendments to the conditions of draft approval are shown highlighted, including ~~strikeouts~~ for deletions and underlines for additions, on the attached Appendix “A”. The recommended three year extension would result in a new draft approval lapse date on or before April 21, 2026.

1. Conditions 1 through 31 are substantively the same as those of the previous draft approval with some consolidation, minor tweaking and wording modifications.

Condition 17 pertains to the proposed elementary school block (Block 53). The applicant expressed concerns they will not be able to satisfy the condition as part of their engineering drawing review as the school board is not prepared to provide them with a conceptual site plan. It should be noted that there is no commitment from the school boards to acquire the block which is dual-zoned for either an elementary school or future residential uses. Staff have revisited the draft plan condition and reviewed the size and configuration of the block with respect to its possible future uses and have no concerns with its ability to accommodate street-oriented development, and orientation to adjacent park/pathways. Staff are satisfied that site design and orientation can be addressed appropriately at the site plan approval stage and that the condition can be removed.

2. Conditions 46, 47 and 48 are related to drainage and stormwater management. These conditions have been added to address the implementation of remedial works recommended in the accepted hydrogeological report and the Owner's obligation for operation, monitoring and maintenance of stormwater management (SWM) facilities and related works within the subdivision prior to assumption by the City.
3. Conditions 49 to 52 related to the provision of municipal water services have been updated to reflect current municipal standards. Condition 49 x) regarding the need for external waterwains to service the subdivision is revised to clarify that there is presently no watermain along this section of Bostwick Road, nor was one considered or included in the most recent (2021) Development Charges Background Study.
4. Conditions 53 to 89 are related to roadworks and transportation infrastructure with a number of revised conditions and new conditions added. Conditions 54, 56 and 57 reflect current engineering design standards for road allowances, pavement widths, tangents, and boulevards. The applicant was concerned the proposed increase in the minimum requirements from 9.5 metre to a 10 metre road pavement width and 6 metre wide boulevards, equating to a 22 metre wide road allowance, would conflict with the road allowance for Royal Magnolia Avenue (Street 'A') which is 21.5 metres and therefore pavement widths should remain at 9.5 metres.

Staff confirmed the 10 metre reference in Condition 54 is referring to tangents and not pavement widths. With respect to Conditions 56 and 57, the 10 metre standard is consistent with The London Plan as Street 'A' is identified as a Neighbourhood Connector. As per the Cycling Master Plan Technical Amendments (March 10, 2020), Royal Magnolia Avenue (Street 'A') is also identified as a cycling route. The pavement widths identified in 56. ii) support a Neighbourhood Connector with bike lanes and are consistent with requirements in the Complete Street Design Manual and the City's current Design Specifications and Requirements Manual. It is further noted that only the pavement width standard has been revised and not the road allowance width. Where an on-street parking plan is required, wording has been added to Condition 57 noting that if boulevard widths less than 6.0 metres are proposed, the Owner shall make a presentation to the Utilities Co-ordinating Committee in support of the reduced standard.

No changes are proposed to Condition 65 with respect to the requirements for a 2.4 metre wide sidewalk fronting the school block (Block 53) on Royal Magnolia Avenue (Street 'A') and Street 'J'. A note can be provided on the engineering drawings that should the block not be developed for an elementary school, a standard 1.5 metre wide sidewalk may be provided. Seeing the 2.4 metres on the drawings will ensure there is regard for other boulevard features (streetlights, hydrants, transformers, etc.) and that there will be no conflicts with a widened sidewalk.

Condition 89 requires the placement of 0.3 metre reserve blocks to restrict vehicular access along the north and south sides of Street 'M', approximately 60 metres west of the intersection with Bostwick Road. The applicant proposes that the future access arrangements to Street 'M' be determined in accordance with the City's approved Access Management Guidelines at the time of site plan approval for

development of the medium density blocks adjacent Street 'M'. Staff are satisfied this approach is acceptable and therefore the condition can be removed.

5. Conditions 90 to 120 are general engineering-related conditions which have been updated. This included removing certain conditions that were applicable to Phase 1 and are no longer relevant (ie. Conditions 113 & 114). New conditions have also been added with respect to the future Bostwick Road re-alignment, including the provision of interim measures such as temporary street lights, turn lanes, etc. at Street 'A' (Royal Magnolia Avenue), as well as provision for future rights-in/rights-out access for Street 'A' once Bostwick Road has been reconstructed (Conditions 119 & 120).

Conclusion

Staff recommend a three (3) year extension to Draft-Approval for this plan of subdivision, subject to the revised conditions included in Appendix A. The recommended extension is considered appropriate and reasonable to allow sufficient time for final approval and registration of this subdivision plan.

Prepared by: **Larry Mottram, MCIP, RPP**
Senior Planner, Subdivisions and Condominiums

Reviewed by: **Bruce Page, MCIP, RPP**
Manager, Subdivision Planning

Recommended by: **Heather McNeely, MCIP, RPP**
Director, Planning and Development

Submitted by: **Scott Mathers, MPA, 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 and Development.

CC: W-3 Lambeth Farms Inc.
Matt Davenport, Manager, Subdivision Engineering

January 23, 2023
SM/HM/BP/LM/lm

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Appendix A

APPENDIX 39T-17503 (Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-17503 ARE AS FOLLOWS:

NO.	CONDITIONS
<u>General</u>	
1.	This draft approval applies to the draft plan submitted W-3 Lambeth Farms Inc. (File No. 39T-17503), prepared by MHBC Planning, File No. 1094 'U', dated June 21, 2019, <u>as red-line amended</u> , which shows a draft plan of subdivision consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) <u>residential/neighbourhood facility (school)</u> block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets.
2.	<u>This draft approval and these conditions replaces the conditions of draft approval granted on October 18, 2019 for plan 39T-17503 as it applies to lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road, east of Colonel Talbot Road and west of Bostwick Road, mid-block between Pack Road and the planned Kilbourne Road extension; and generally described as Part of Lots 74 & 75, Concession East of the North Branch of Talbot Road (formerly in the Town of Westminster) now in the City of London.</u>
3.	This approval applies for three years <u>until April 21, 2026</u> , 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.
4.	The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
5.	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.
6.	In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
7.	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.
8.	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.

9. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
10. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
11. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning and Urban Design

12. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
13. The Owner shall provide the purchasers of all lots in the subdivision with a zoning information package pertaining to residential driveway locations and widths. The Owner shall obtain and provide to the City written acknowledgement from the purchaser of each lot in this plan that their driveway will be installed and maintained in accordance with the requirements of the Zoning By-law. The information package and written acknowledgement shall be in a form satisfactory to the City.
14. In conjunction with the first submission of engineering drawings, the Owner shall submit for approval an on-street parking plan to the satisfaction of the City. An approved parking plan is required for each registered phase of development and will form part of the subdivision agreement for the registered plan.
15. In conjunction with the first submission of engineering drawings, the Owner shall submit a lotting plan, demonstrating how all residential Blocks meet the minimum target densities as set out in the Southwest Area Secondary Plan for Bostwick and North Longwoods, how an appropriate mix of housing types and sizes has been provided, how the lotting plan complies with all City standards and zoning regulations, and detailing any part lots that will be held out of development until consolidation with other lands occurs. The lotting plan will be used as the basis for final registration, to the satisfaction of the City.
16. The Owner shall include the following clause to be registered on title within the Subdivision Agreement and included in any offers of purchase sale for Blocks 31, 32, 34, 35, 36, 37, and 41:

“Warning: Purchasers, residents, and tenants are advised that these Units are in close proximity to the Forest City Community Church, located at 3725 Bostwick Road. This church and its facilities may generate sound levels from time to time which are audible and may interfere with some activities of the dwelling occupants.”
- ~~17. In conjunction with first submission engineering drawings, the Owner shall submit a concept plan for the development of Block 53 (proposed school block) to ensure any possible development can address street orientation and park/pathway orientation, to the satisfaction of the City.~~

18. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road/park/open space frontage.

Environmental and Parks/Pathways

19. In conjunction with Focused Design Studies, a final EIS and Hydrogeological and Water Balance Assessment shall be submitted, which includes all updates and addendums, and details on the wetland compensation which shall demonstrate that there is no net loss of natural heritage features and their functions, all to the satisfaction of the City and UTRCA.
20. In conjunction with the first submission of engineering drawings submission, the Owner shall detail how the recommendations of the accepted EIS (~~completed by BioLogic Inc.~~) and any approved addendum(s) will be incorporated into the plan, and implemented, all to the satisfaction of the City.
21. Parkland dedication has been calculated at a rate of 1 hectare per 300 residential units. The Owner shall dedicate Blocks 46, 47, 48, 49, 50, 51, 52, 54, 55, and 56 and 57 to satisfy a portion of the required parkland dedication. Some of the blocks have been taken at a compensated rate as per By-law CP-9. The balance of the required parkland dedication will be taken in the future phase of the subdivision.
22. In conjunction with the Focused Design Studies ~~first submission of engineering drawings~~, the Owner is to provide park concept plans for Blocks 54, 55 and 56 to the satisfaction of the City.
23. In conjunction with the Focused Design Studies ~~first submission of engineering drawings~~, the Owner shall provide initial pathway concepts for Blocks 46, 47, 48, 49, 50, 51 and 52 to the satisfaction of the City.
24. Within one year of registration of this plan, the Owner shall grade, service and seed all areas dedicated for parkland within the phase being registered, in accordance with the approved plan, to the satisfaction of the City. Areas dedicated for parkland shall not to be used for stockpiling of any kind.
25. The Owner shall not grade into any open space areas or parkland. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
26. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the City's Ecologist Planner monthly during development activity along the edge of the Block 57.
27. Within one year of registration of this plan, the Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and Open Space Blocks, to the satisfaction of the City.
28. In conjunction with the first submission of engineering drawings, a buffer planting and habitat enhancement plan which addresses restoration and plantings that shall occur around the woodlot and wetland in accordance with the approved

EIS, prepared by a qualified professional, shall be submitted and reviewed, to the satisfaction of the City.

29. In conjunction with Focused Design Studies, the Owner shall have a qualified arborist prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the Manager of Environmental and Parks Planning as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
30. In conjunction with Focused Design Studies, the Owner shall, in lieu of the standard park grade, service and seed requirements, undertake, by a Registered Professional Forester or a Certified Arborist (being qualified to make hazard tree assessments), a Hazard Tree Assessment Study for all blocks/lands that abut parks (Blocks 54, 55, 56) and open space (Block 57). The study will undertake a tree risk assessment to identify hazard trees or hazardous parts of any trees within falling distance of the park lot lines (this being the hazard tree management zone) and pathways (as approved by the city), this is also taking into account wind-firmness of adjacent trees affected by any recommended hazard tree removals, and ensure that those hazard trees, or parts thereof, are abated or removed in a timely manner by competent, certified arborists prior to any other persons (workers) entering the hazard tree management zone, or within one year of registration, whichever is the sooner.
31. At the time of development approvals (site plan) for Block 37, the Owner shall incorporate a 10 meter wide native landscape strip along the west lot line of the Block to function as an ecological buffer to the adjacent woodlot. The planting plan shall be prepared by a qualified professional and approved by the City's Ecologist Planner, in conjunction with any site plan submission.

UTRCA

32. In conjunction with the first submission engineering drawings, the Applicant will provide the following information related to the relocation of Vegetation Community #5, in accordance with UTRCA Section 28 permit #160-19 which was conditionally approved by the UTRCA's Board of Directors on August 27, 2019:
 - i) A relocation and phasing plan, which details the relocation and timing of moving the terrestrial wildlife;
 - ii) A monitoring program for terrestrial wildlife, and the identification of a monitoring program to be implemented through Phase 2 of the future subdivision at 3700 Colonel Talbot Road;
 - iii) The minimum compensation required for Vegetation Community #5, as detailed in the final accepted EIS. The compensation requirements detailed in the final accepted EIS shall be considered and accounted for in the development of the Dingman Stormwater EA alternative for an enhanced corridor approach for North Lambeth 2 (Tributary 12). Securities shall be taken as part of this subdivision to ensure works are completed in the future, to the satisfaction of the City and the UTRCA; and
 - iv) A work plan and cost estimate of the project, including any hydrogeological works, water balance assessments, restoration, earth works, and plantings etc.
33. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits/approvals from the UTRCA to create/construct a new natural corridor in

future draft plan lands (currently known as Phase 2) and also prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.

34. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover, the value of your cat safe outdoors 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 and the UTRCA.
35. In conjunction with the first submission of engineering drawings, the Owner shall demonstrate how water flows and water quality shall will be maintained (i.e. LID's, grading, bioswales) between Patch 10066 and Patch 10069, to the satisfaction of the City and the UTRCA.

SEWERS & WATERMAINS

Sanitary:

36. In conjunction with the Focused Design Studies, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
 - ii) Provide details of the sanitary sewers to serve this Plan that will connect to the future Colonel Talbot Pumping Station;
 - iii) Demonstrate that the GMIS trunk sanitary sewer SS15B can be constructed complete with local services from Colonel Talbot Pumping Station and Colonel Talbot Road to the future GMIS SS15A, complete with cross-sections;
 - iv) Provide sufficient detail for any temporary sanitary sewer connections that can serve this Plan that are proposed to be served by a gravity connection to the GMIS sanitary trunk sewer SS15A and confirm any and all details to address the timing and extension of the future trunk sanitary sewer, SS15A, to the limits of this Plan;
 - v) Provide details for any areas that are contemplated to be serviced by future local gravity sewers external to this plan; ~~namely, for Streets 'C', 'D' and 'E'. It is recognized that these areas may need to be held out of development until a sanitary sewer external to this plan is available;~~
 - vi) ~~Demonstrate adequate capacity in the sanitary trunk sewer being constructed in the Colonel Talbot Subdivision to the south in Plan 39T-42503; and,~~
 - vii) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
37. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) The proposed sanitary sewers to serve this Plan will ultimately connect to the future Colonel Talbot Pumping Station as set out in the Environmental Assessment. The Owner may construct the GMIS SS15B external to this Plan within lands also owned by the applicant in advance of the GMIS schedule with the proper front ending agreements in place to be connect to the GMIS SS15A;
 - ii) It is recognized that there is some servicing flexibility and contingent on timing, if in the interim the Owner constructs sanitary sewers to serve this Plan and connects them temporarily to the future trunk sanitary sewer SS15A, that is being constructed in stages, which may require the Owner

- to extend a portion of the trunk sanitary sewer external to these lands to the limits of this Plan in order to provide a future gravity connection, all to the satisfaction of the City Engineer. The availability and timing for the extension of SS15A involves other stakeholders and the Owner may be required to construct works external to this Plan in order to provide a temporary sanitary gravity connection for this Plan;
- iii) If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the CSRF trunk sanitary sewer Stage 2 (GMIS SS15A) situated on private lands outside this plan, over easements provided by adjacent property owner, as necessary, all to the specifications of the City;
 - iv) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - v) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner.
 - vi) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - vii) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

38. The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City's proposed construction of the Colonel Talbot trunk sanitary sewer and Pumping Station adjacent to the west boundary of this plan, to the satisfaction of the City, at no cost to the City.

Storm and Stormwater Management (SWM)

39. In conjunction with the Focused Design Studies, 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) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Supporting overland flow route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system to the south of this plan;
 - iv) Conduct a Headwater Drainage Features (HDF) assessment of all open watercourses and Municipal Drains located within this plan and confirm all appropriate management strategy for each in consultation with the City and the Upper Thames River Conservation Authority, all to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority;
 - v) Provide supporting documents for the inclusion of the identified areas below for major and minor storm/drainage and SWM related servicing works for Blocks 23-26, Street 'A' (west of Block 38), Street 'B', Blocks 28-37, 39-41, Street 'J', Street 'K' and Street 'A' (east of Street 'J') as these are not identified within the North Lambeth SWM Facility P9 drainage catchment area for both major and minor storm flows;

- vi) Identify all interim and long term erosion and sediment control 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;
 - vii) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
 - viii) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and
 - ix) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
40. 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.
41. In conjunction with the first submission engineering drawings, the Owner shall conduct a hydrogeological assessment to identify a target infiltration rate in millimetres per hectare and implement Low Impact Development measures to achieve the water balance and meet groundwater recharge objections, to the satisfaction of the City Engineer. Alternatively, the Owner shall implement LID measures in accordance with the target infiltration rate and design criteria established by the Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA.
42. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study (2005) and any addendums/amendments;
 - ii) The approved Functional Stormwater Management Plan for North Lambeth SWM Facility P9, (prepared by Stantec (2016)) or any updated Functional Stormwater Management Plan;
 - iii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iv) The final Dingman Creek Stormwater Servicing Strategy Schedule 'C' Municipal Class EA;
 - v) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - vi) The City of London Design Specifications and Requirements, as revised;

- vii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - viii) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals, as revised; and
 - ix) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
43. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) The proposed storm sewers to serve the majority of this plan, located within the Dingman Creek Subwatershed, shall be connected to outlet major and minor storm flows to the GMIS North Lambeth SWM P9 located to the south of this plan; If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan and shall provide satisfactory easements, as necessary, all to the specifications of the City; and
 - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan.
44. In conjunction with the first submission engineering drawings, the Owner shall have a detailed hydrogeological report prepared by a qualified consultant, or provide an update to the existing hydrogeological report, to determine, including but not limited to, the following:
- i) The effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) Identify any abandoned wells in this plan;
 - iii) Assess the impact on water balance in the plan;
 - iv) Any fill required in the plan;
 - v) Provide recommendations for foundation design should high groundwater be encountered;
 - vi) Identify all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions;
 - vii) Address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - viii) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site; and
 - ix) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken,
- all to the satisfaction of the City.
45. In conjunction with the first submission engineering drawings, the Owner shall have a qualified consultant carry out a hydrogeological investigation and/or addendum to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing ground water elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not limited to, the following:

- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - iii) Completion of a water balance for the proposed development, revised to include the use of LIDs as appropriate;
 - iv) Completion of a water for the nearby natural heritage feature (i.e., woodlot to the south on Patch 10069), revised to include the use of LIDs as appropriate;
 - v) Details related to proposed LID solutions, if applicable, including details related to the long term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vii) Evaluation of construction related impacts and their potential effects on local significant features;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable); and
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.
46. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
47. In conjunction with the first submission of engineering drawings, the Owner shall submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan, in accordance with the City's "Monitoring and Operational Procedures for Stormwater Management Facilities" requirements to the City for review and acceptance. The program will include, but not be limited to, the following:
- a. A work program manual for the maintenance and monitoring of these facilities;
 - b. Protocol of sediment sampling and recording of sediment accumulation volumes; and
 - c. Storage and discharge monitoring.
48. Following construction and prior to the assumption of the SWM Facility(s), the Owner shall complete the following, at no cost to the City, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Operate, maintain and monitor the SWM Facility(s) in accordance with the accepted maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
 - ii) Have it's consulting professional engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City for review and acceptance; and
 - iii) Ensure that any removal and disposal of sediment is to an approved site satisfactory to the Deputy City Manager, Environment and Infrastructure.

Watermains

49. In conjunction with the Focused Design Studies, the Owner shall have their consulting engineer prepare and submit a water servicing report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are

being met (residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);

- ~~i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;~~
 - ii) Identify domestic and fire flows for the potential development Blocks from the low-level water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality; It is understood that the proposal is to approve the draft plan in its entirety with registration and construction in phases which this interim water quality report/plan would need to address;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) A looped watermain to serve this plan of subdivision is dependent on the design and construction phasing of the subdivision ~~to the south (39T-12503);~~
 - viii) Provide a servicing concept acceptable to the City Engineer for the proposed street townhouse blocks and any single family residential blocks proposed to create narrow frontage lots which demonstrates separation requirements for all services can be achieved;
 - ix) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - x) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision. There is presently no watermain on this section of Bostwick Road nor was one considered or included in the 2021 Development Charges Background Study 2014 Water Servicing Development Charge Background Study;
 - xi) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - xii) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - xiii) Include full-sized water distribution and area plan(s); and
 - xiv) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented (including automatic flushing devices), the fire hydrant rated capacity and marker colour and the design domestic and fire flow applied to development Blocks.
50. In accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i. The proposed watermain to serve this Plan shall connect to the existing low-level municipal system, namely the existing 250 mm diameter watermain on Royal Magnolia Avenue 600 mm diameter watermain on Colonel Talbot Road;
 - ii. Should the subject Plan develop in advance of the subdivision to the “south” of this Plan (39T-12503) and should the Owner wish to construct any portion of watermain situated on private lands outside this Plan, the

- Owner shall make arrangements with the affected property owner(s) for the design and construction of any portions of watermain situated on private lands outside this Plan and shall provide satisfactory easements, as necessary, all to the specifications of the City;
- iii. Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval;
 - iv. Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units; and,
 - v. Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational.
51. The Owner shall implement recommendations of a water servicing strategy study (City of London Southwest Area Development Plan prepared by C3 Water Inc.) recently commissioned by the City incorporating the Bostwick Road development area to investigate the potential expansion of the high level water distribution system in the area. The recommendations of this study, when finalized, may impact the water servicing provisions to a portion of the lands subject to this draft plan.
52. The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

Roadworks

53. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
54. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 metre ~~6m~~ straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections;
 - ii) Confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard “Minimum Centreline Radii of Curvature of Roads in Subdivisions”;
 - iii) At ‘tee’ intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10 metre ~~6 metre~~ tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer;
 - iv) Shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
 - v) Shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London;

- vi) Shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and
 - vii) Shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
55. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Confirm that the centreline of Royal Magnolia Avenue (Street 'A') is aligned perpendicular to Bostwick Road and Colonel Talbot Road and opposite the centreline of Diane Crescent, to the satisfaction of the City Engineer;
 - ~~ii) Ensure the alignment of all streets contained within this plan align are opposite and align with the streets contained in the plan of subdivision 39T-12503 to the south;~~
 - iii) Limit the bulges in the curb line on Street 'C', Street 'F', Street 'H' to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots;
 - iv) Identify enhanced landscape boulevards on Street 'A' at Colonel Talbot Road and on Royal Magnolia Avenue (Street 'A') at Bostwick Road; and
 - v) Design Royal Magnolia Avenue (Street 'A') and Street 'D' to neighbourhood connector/secondary collector standards.
56. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- ~~i) Street 'A' from Colonel Talbot Road to 45 metres east has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 22.5 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines; and~~
 - ii) Royal Magnolia Avenue (Street 'A') (Neighbourhood Connector) from Bostwick Road to 45 metres west has a ~~minimum~~ road pavement width (excluding gutters) of ~~11.0 metres~~ 14.0 metres with a minimum road allowance of ~~22.5 metres~~ 24.0 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the ~~9.5 metres~~ 10.0 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines.
 - iii) Royal Magnolia Avenue (Street 'A' - Neighbourhood Connector) to have a road pavement width (excluding gutters) of 10.0 metres and include buffered bike lanes in accordance the Complete Street Design Manual with a minimum road allowance of 21.5 metres.
 - iv) Street 'H', Street 'J', Street 'K', Street 'L' and Street 'M' have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
57. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0 metre wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the City Engineer. It is noted that a

parking plan with 6.0 metre wide boulevards is required where there are no parking lay-bys. If boulevard widths less than 6.0 metres are proposed, the Owner shall make a presentation to the Utilities Co-ordinating Committee.

58. In conjunction with the first submission of engineering drawings, the Owner shall provide any necessary road widening and/or realignments of Bostwick Road in order to develop Blocks 39, 40, and 41, all in accordance with the Bostwick Road Environmental Assessment, all to the specifications and satisfaction of the City.
59. The Owner shall convey Block 71 to the City for a future public road at no cost to the City. Prior to Final Approval, if an application for draft plan of subdivision has been accepted by the City on lands to the south of the subject site (known municipally as 3725 Bostwick Road) and it is determined that a public road connection is needed to service these lands, then the Owner will be required to construct a fully serviced road, to the satisfaction of the City.

If no application for draft plan of subdivision has been received for 3725 Bostwick Road prior to final approval for the subject site, Block 71 shall be conveyed to the City for a future public road at no cost to the Municipality.

If it is determined that the access block is required for a private access, Block 71 shall be sold at market value, as determined by the City acting reasonably to the owners of the adjacent lands for access purposes, and the City shall pay the net proceeds of that sale minus any City costs to the Owner of this plan (39T-17503) within 30 days of such sale.

Should the City determine that Block 71 is not needed for access purposes (private or public) within twenty (20) years from the date of the original draft approval, then the City will transfer it back to the Owner of this plan for a nominal fee.

60. In conjunction with the first submission of engineering drawings, 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
61. In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 10 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
62. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
63. ~~The Owner shall not develop Blocks 39, 40 and 41 until Bostwick Road is improved to it's ultimate profile and Bostwick Road is constructed to ultimate.~~

Sidewalks

64. In conjunction with the first submission of engineering drawings, the Owner shall identify a 1.5 metre sidewalk on both sides of all streets in this plan as per the Southwest Area Plan, all to the satisfaction of the City, at no cost to the City.
65. In conjunction with the first submission of engineering drawings, the Owner shall identify a 2.4 metre sidewalk fronting School Block 53 on Royal Magnolia Avenue (Street 'A') and Street 'J', all to the satisfaction of the City, at no cost to the City.
66. Should the Owner direct any servicing within a walkway or a 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.

Boundary Road Works

67. In conjunction with the Focused Design Studies, the Owner shall update the Transportation Impact Assessment, including but not limited to the following, to the satisfaction of the City Engineer:
- i) The trip distribution does not identify any trips going south via Campbell Street/Street 'D'. This represents a direct north/south link to Main Street in Lambeth;
 - ii) Section 6.2 does not contain any commentary or analysis for auxiliary lanes on Bostwick Road;
 - iii) Traffic counts are to be included in the appendix;
 - iv) The conclusion and recommendations should be updated to contain auxiliary lanes for Bostwick Road; and
 - v) The engineering stamp on the Certificate of Ownerships needs to be signed and dated.
68. In conjunction with the first submission of engineering drawings, the Owner shall implement all applicable recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the City Engineer.
69. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Provide a pavement marking plan, to include all turn lanes, etc.;
 - ii) Verify the adequacy of the decision sight distance on Colonel Talbot Road and Bostwick Road at Royal Magnolia Avenue (Street 'A') and Street 'M' at Bostwick Road. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection;
 - iii) Identify temporary street lighting at the intersection of Street 'A' at Colonel Talbot Road, at the intersection of Royal Magnolia Avenue (Street 'A') at Bostwick Road and at the intersection of Street 'M' at Bostwick Road, at no cost to the City;
 - iv) Provide details of raised median on Bostwick Road opposite Street 'M' restricting access to right in/right out in accordance with the City's Access Management Guidelines and in accordance with City standards;
 - v) ~~Prepare and submit the ultimate design of Colonel Talbot Road from the north limit of 3680 Colonel Talbot Road to the south limit of Kilbourne Road, including turn lane design, street lights, sidewalks, etc. and provide an electronic tender package/quantities to the City for Street 'A' and Colonel Talbot Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Colonel Talbot Road, sidewalks, street lights, etc. in future as part of the GMIS project; and~~
 - vi) ~~Prepare and submit the ultimate design of Bostwick Road along the frontage of this Plan, including turn lane design, etc. and provide an electronic tender/quantities package to the City for Street 'A' and Bostwick Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Bostwick Road, sidewalks, street lights, etc., in future as part of a GMIS project.~~

70. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be reconstructing Colonel Talbot Road and Bostwick Roads. The Owner shall co-operate with the City, as necessary, to complete the project, including providing access to their lands and easements as necessary.

~~71. The Owner shall not construct the street connection of Street 'M' to Bostwick Road until such time as after the realignment of Bostwick Road has occurred, to the satisfaction of the City Engineer.~~

72. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Bostwick Road 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.

Road Widening

73. The Owner shall dedicate sufficient land to widen ~~Colonel Talbot Road and~~ Bostwick Road to 18.0 metres from the centreline of the original road allowance.

74. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Royal Magnolia Avenue (Street 'A') and Bostwick Road and Street 'M' and Bostwick Road, to the satisfaction of the City and in accordance with the Bostwick Road Environmental Assessment.

75. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of neighbourhood streets and neighbourhood connectors in the Plan to satisfy requirements necessary for servicing bus transit routes, as specified by the Deputy City Manager, Environment and Infrastructure.

Traffic Calming

76. In conjunction with the first submission of engineering drawings, the Owner shall identify raised intersections at the following locations, to the satisfaction of the City Engineer, at no cost to the City:

- ~~i) Street 'A' at Street 'B';~~
- ~~ii) Street 'A' at Street 'D';~~
- ~~iii) Street 'A' at Street 'F' westerly leg;~~
- iv) Royal Magnolia Avenue (Street 'A') at Street 'H' ~~westerly and~~ easterly leg; and
- v) Royal Magnolia Avenue (Street 'A') at Street 'J' westerly leg.

Should it be determined, the raised intersections will affect the major overland flow route, the Owner shall construct alternative traffic calming measures on Street 'A' at various locations, to the satisfaction of the City Engineer.

77. In conjunction with the first submission of engineering drawings, the Owner shall identify a raised pedestrian cross walk opposite Block 52 built as a type "C" pedestrian crosswalk, to the satisfaction of the City Engineer, at no cost to the City.

~~78. In conjunction with the first submission of engineering drawings, the Owner shall identify parking bays along the south side of Street 'A' from Colonel Talbot Road to Bostwick Road, to the satisfaction of the City Engineer, at no cost to the City.~~

79. In conjunction with the first submission of engineering drawings, the Owner shall identify speed cushions at the following locations, to the satisfaction of the City Engineer, at no cost to the City:

- ~~i) On Street 'A' located at the midpoint of Blocks 8;~~

- ii) ~~On Street 'A' between Blocks 23 and 24;~~
- iii) ~~On Street 'A' located at the midpoint of Block 24; and~~
- iv) ~~On Royal Magnolia Avenue (Street 'A') located between Block 26 and 38.~~
- vi) The addition of speed cushions through the school zone. Speed cushions not required at raised intersection locations. Thus there will be two sets of speed cushions between the raised intersections at Street H and J, and one more set of speed cushions 100m east of the raised intersection at Street J.

Speed cushions shall be installed on base asphalt within two weeks of placement of base asphalt and remain in place. Speed cushions may be removed one week prior to placement of top coat asphalt and shall be reinstated within one week of placement of the top coat asphalt.

Construction Access/Temporary/Second Access Roads

~~80. In conjunction with the first submission of engineering drawings, the Owner shall identify a maintenance access, if necessary, (to service any sewers outside of this Plan) from the south limit of this Plan to the existing Campbell Street North in Plan 39T-12503, over easements and lands external to this plan, to the satisfaction of the City Engineer, at no cost to the City.~~

~~81. In conjunction with the first submission of engineering drawings, the Owner shall identify a temporary turning facility for vehicles at the following location(s), to the specifications of the City:~~

- ~~i) Street 'C' south limit;~~
- ~~ii) Street 'D' south limit; and~~
- ~~iii) Street 'E' south 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.~~

~~82. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize routes as designated by the City.~~

~~83. The Owner shall remove the temporary turning circle on Royal Magnolia Avenue and adjacent lands, in Plan 33M-821 to the west of this Plan, and complete the construction of Royal Magnolia Avenue in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.~~

~~If funds have been provided to the City by the Owner of Plan 33M-821 for the removal of the temporary turning circle and the construction of this section of Royal Magnolia Avenue and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.~~

~~In the event that Royal Magnolia Avenue in Plan 33M-821 is constructed as a fully serviced road by the Owner of Plan 33M-821, then the Owner shall be relieved of this obligation.~~

Street Lights

~~84. In conjunction with the submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager, Environment and Infrastructure for review and acceptance appropriate drawings and calculations (eg photometric) for street lights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure at no cost to the City.~~

85. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

Vehicular Access

86. The Owner shall ensure that no vehicular access will be permitted to Blocks 39, 40 and 41 from Bostwick Road. All vehicular access is to be via the internal subdivision streets.
87. The Owner shall restrict access to Bostwick Road by establishing blocks for 0.3 metre (1') reserves along the entire Bostwick Road frontage, to the satisfaction of the City.
88. The Owner shall restrict access to Royal Magnolia Avenue (Street 'A') by establishing blocks for 0.3 metre reserves along the north and south sides of Street 'A' from the ultimate centreline of Bostwick Road to 75 metres west.
89. The Owner shall restrict access to Street 'M' by establishing blocks for 0.3 metre reserves along the north and south sides of Street 'M' from the ultimate centreline of Bostwick Road to 60 metres west.

General

90. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
91. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
92. 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.
93. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
94. 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".
95. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water

connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.).

96. In conjunction with the Focused Design Studies, 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.
97. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
98. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
99. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
100. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
101. 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.

102. 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.
103. 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.
104. 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.

105. In conjunction with the engineering drawings submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
- i) Servicing, grading and drainage of this subdivision;
 - ii) Road pavement structure;
 - iii) Dewatering;
 - iv) Foundation design;
 - v) Removal of existing fill (including but not limited to organic and deleterious materials);
 - vi) The placement of new engineering fill;
 - vii) Any necessary setbacks related to slope stability for lands within this plan;
 - viii) Identifying all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions; and
 - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback,

and any other requirements as needed by the City, all to the satisfaction of the City.

106. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
107. In conjunction with Focused Design Studies, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to blocks designated for multi-family residential/condominium/townhouse blocks or narrow lot development having frontage on streets in this plan. The Owner shall have regard for adequate separation distances for all services which are to be located on the municipal right-of-way to allow for separate space for repair, replacement and maintenance of these services, all to the specifications and satisfaction of the City Engineer. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City Engineer.
108. In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per City standards to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.
109. The Owner shall service the narrow lot street facing townhomes (R4 Zone) in accordance with City standard SW-7.1 to the satisfaction of the City.

- 110. Any blocks with street townhouses must have detailed block plan provided to the City and reviewed prior to the acceptance of any detailed design drawings, all to the satisfaction of the City. Any comments provided through the Site Plan Review must be addressed, all to the specifications and satisfaction of the City.
- 111. In conjunction with the Focused Design Studies, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
- 112. In conjunction with the first submission of engineering drawings, the proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, etc., to the satisfaction of the City.

~~113. The Owner shall not develop this plan of subdivision until the plan of subdivision, Plan 39T-12503, to the south develops. Alternatively, 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.~~

~~114. Blocks 1, 2, 3, 4, 5, 6 and 7 in this plan shall be combined with lands to the south in Plan 39T-12503 to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.~~

115. In conjunction with the first submission of engineering drawings, the Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
<u>20.0 m</u>	<u>9.0 m</u>

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

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

116. The Owner shall have the common property line of Bostwick Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads" and the Bostwick Road Environmental Assessment, as per the accepted engineering drawings, at no cost to the City.

117. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

118. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer investigate whether there is a municipal drain located on this site. Should there be a municipal drain, the Owner shall identify and prepare a report of any works required to keep the municipal drain in operation or the decommissioning of the drain, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

119. Prior to construction of the ultimate Bostwick Road realignment in accordance with the Bostwick Road Environmental Assessment, the Owner shall construct interim measures on Bostwick Road, such as temporary street lights, turn lanes, etc. at Royal Magnolia Avenue (Street 'A'), to the satisfaction of the City.

120. Once Bostwick Road has been reconstructed by the City, the Owner shall provide a rights-in/rights-out access for Street 'A' and make all necessary adjustments to Royal Magnolia Avenue (Street 'A') at Bostwick Road, all to the specifications and satisfaction of the City.

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: Heritage Easement Agreement, 1656 Hyde Park Road, Ward 7
Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Economic Development, with the advice of the Heritage Planner:

- a) The attached draft Heritage Easement Agreement (Appendix “B”) between the Corporation of the City of London and the property owner of 1656 Hyde Park Road relating to the heritage designated property known as the “Routledge Farmhouse”, **BE APPROVED** substantially in the form attached and as approved by the City Solicitor; and,
- b) the attached proposed by-law (Appendix “A”) **BE INTRODUCED** at the Municipal Council meeting to be held on February 14, 2023 to approve the Heritage Easement Agreement and authorize the Mayor and City Clerk to sign the agreement pursuant to Section 37(1) of the *Ontario Heritage Act*.

Executive Summary

The Routledge Farmhouse, located at 1656 Hyde Park Road is a significant cultural heritage resource, designated pursuant to Part IV of the *Ontario Heritage Act* by By-Law No. L.S.P.-3455-204. A Zoning By-Law Amendment (Z-9301) for the property, and adjacent properties includes the relocation, conservation, and adaptive re-use of the existing Routledge Farmhouse as a part of an 8-storey (29 metre) development. As a condition of the Zoning By-Law Amendment, the owner will enter into a Heritage Easement Agreement with the City of London. A Heritage Easement Agreement will ensure that the cultural heritage value of the property will be conserved throughout the process of relocating the Routledge Farmhouse, as well ensuring the short- and long-term conservation of this significant cultural heritage resource. The property owner has reviewed and agreed to the Heritage Easement Agreement for the Routledge Farmhouse.

Linkage to the Corporate Strategic Plan

This recommendation supports the following 2019-2023 Strategic Plan area of focus:

- Strengthening Our Community:
 - Continuing to conserve London’s heritage properties and archaeological resources

Analysis

1.0 Background Information

1.1 Property Location

The property at 1656 Hyde Park Road, known as the Routledge Farmhouse, is located on the west side of Hyde Park Road between North Routledge Park and Gainsborough Road.

1.2 Cultural Heritage Status

The property at 1656 Hyde Park Road is designated pursuant to Part IV of the *Ontario Heritage Act*. By-law No. L.S.P.-3455-204 came into force and effect in 2016.

1.3 Property Description

Thomas Routledge (1763-1844) and his family arrived in London Township as “Talbot Settlers” – the earliest organized colonial settlements in the former London Township. He received the Crown grant for the south parts of Lots 25-26, Concession IV in the former London Township in 1836, and his family named the area “Hyde Park”.

Robert Routledge (1824-1904), grandson of Thomas Routledge acquired his grandfather’s property by 1875, and had the property surveyed, subdivided, and registered a Plan of Subdivision in 1886. Lot 14 of Registered Plan 416 was one of the lots retained by Robert Routledge, and the lot contains the building located at 1656 Hyde Park Road, locally known as the Routledge Farmhouse. He owned the property until his death in 1904.

The Routledge Farmhouse is a two-storey brick building built in the vernacular Italianate farmhouse style circa 1880. The brick used to construct the house is likely local, as it demonstrates characteristic buff colouring and slight inconsistencies in the firing of the brick suggests a relatively early origin. The building’s T-plan, hipped roof, wood detailing, porch, and fenestration all contribute to its cultural heritage value as a vernacular Italianate farmhouse.

The property at 1656 Hyde Park Road is important in maintaining the village character of Hyde Park as a historic settlement area.

2.0 Discussion and Considerations

2.1 Legislative and Policy Framework

Cultural heritage resources are to be conserved and impacts assessed as per the fundamental policies in the *Provincial Policy Statement (2020)*, the *Ontario Heritage Act*, and *The London Plan*.

2.1.1 Provincial Policy Statement

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

“Significant” is defined in the *Provincial Policy Statement (2020)* as, “resources that have been determined to have cultural heritage value or interest.” Further, “processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.”

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

2.1.2 Ontario Heritage Act

The *Ontario Heritage Act* enables municipalities to protect properties of cultural heritage value or interest. Properties of cultural heritage value can be protected individually, pursuant to Section 29 of the *Ontario Heritage Act*, or where groups of properties have cultural heritage value together, pursuant to Section 41 of the *Ontario Heritage Act* as a Heritage Conservation District (HCD). Designations pursuant to the Ontario Heritage Act are based on real property, not just buildings.

2.1.2.1 Heritage Easement Agreement

The *Ontario Heritage Act* also enables other tools to protect and conserve cultural heritage resources, including Heritage Easement Agreements.

Section 37 of the *Ontario Heritage Act* states,

37(1) Despite subsection 36(1), after consultation with its municipal heritage committee, if one is established, the council of a municipality may pass by-laws providing for the entering into of easements or covenants with owners of real property or interests in real property, for the conservation of property of cultural heritage value or interest. 2002, c. 18, Sched. F, s. 2 (19).

(2) Any easement or covenant entered into by a council of a municipality may be registered, against the real property affected, in the proper land registry office. R. S. O. 1990, c. O. 18, s. 37 (2).

(3) Where an easement or covenant is registered against real property under subsection (2), each easement or covenant shall run with the real property and the council of the municipality may enforce such easement or covenant, whether positive or negative in nature, against the owner or any subsequent owners of the real property, and the council of the municipality may enforce such easement or covenant even where it owns no other land which would be accommodated or benefitted by such easement or covenant. R. S.O. 1990, c. O. 18, s. 37 (3).

(4) Any assignment or covenant entered into by the council of the municipality under subsection (2) may be assigned to any person and such easement or covenant shall continue to run with the real property and the assignee may enforce the easement or covenant as if it were the council of the municipality and it owned no other land which would be accommodated or benefitted by such easement or covenant. R. S.O. 1990, c. O. 18, s. 37 (4).

(5) Where there is conflict between an easement or covenant entered into by a council of a municipality under subsection (1) and section 33 or 34, the easement or covenant shall prevail. R. S.O. 1990, c. O. 18, s. 37 (5).

2.1.3 The London Plan

The London Plan is the City of London's Official Plan. The policies of *The London Plan* found in the Key Directions and Cultural Heritage chapter support the conservation of London's cultural heritage resources.

Policy 570_5 of *The London Plan* states:

For the purposes of cultural heritage protection and conservation, City Council may adopt a number of specific strategies and programs, including: heritage easements.

Policy 583_ of *The London Plan* states,

To ensure a greater degree of protection to designated properties of cultural heritage value or interest, City Council may enter into agreements with property owners or may attempt to secure conservation easements in order to protect those featured deemed to have heritage value. Council may also consider the application of zoning that includes regulations to further protect the property.

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

4.1. Heritage Easement Agreements in London

There are nine properties in London which are protected through a heritage easement agreement. Four heritage easement agreements are held by the Ontario Heritage Trust (formerly the Ontario Heritage Foundation); five heritage easement agreements are held by the City of London.

Municipal Heritage Easement Agreements

- Chestnut Hill, 55 Centre Street
- 229-231 Dundas Street, London Mechanics' Institute
- Elise Perrin Williams Memorial London Public Library and Art Gallery and Museum, 305 Queens Avenue
- Thornwood, 329 St. George Street and 335 St. George Street
- Carfrae Cottage, 39 Carfrae Street

Ontario Heritage Trust Easement Agreements

- London District Court House, 399 Ridout Street North
- Eldon House, 481 Ridout Street North
- Normal School, 165 Elmwood Avenue East
- London Psychiatric Hospital, 850 Highbury Avenue North

Heritage easement agreements can be an important tool in the protection of significant cultural heritage resources. Heritage easement agreements are commonly required as part of development applications for other municipalities including Kingston, Markham, Oakville, Toronto, and Brampton.

4.2 Requirement to Enter into a Heritage Easement Agreement

The purpose of a heritage easement agreement is for the conservation of a property of cultural heritage value or interest (Section 37(1), *Ontario Heritage Act*). A property must be of cultural heritage value or interest to enter into a heritage easement agreement, however there is no provincially mandated criteria for a municipality to enter into a heritage easement agreement. As demonstrated by its existing designation pursuant to Section 29 of the *Ontario Heritage Act*, the Routledge Farmhouse (1656 Hyde Park Road) is of significant cultural heritage value or interest.

Consultation with a municipal heritage committee, the Community Advisory Committee on Planning (CACP), is required before a municipality can enter into a heritage easement agreement with a property owner pursuant to Section 37(1) of the *Ontario Heritage Act*. The CACP was consulted on this Heritage Easement Agreement at their meeting held on January 11, 2023.

As demonstrated by Policy 570_5 and Policy 583_ of *The London Plan*, there are sufficient enabling policies for Municipal Council to enter into a heritage easement agreement.

4.3 Heritage Easement Agreement vs. Heritage Designating By-law

Heritage easement agreements provide the highest level of protection, pursuant to the *Ontario Heritage Act*, to protect significant cultural heritage resources for future generations. It is a legal document, like a heritage designating by-law, which is registered on the title of the property. A heritage easement agreement remains applicable to the specific property if the property is sold.

Where a heritage designation pursuant to Section 29 or Section 41 of the *Ontario Heritage Act* may be imposed on a property (with appeal opportunities availed to the property owner), the agreement between the municipality and property owner is required to enter into a heritage easement agreement. Heritage easement agreements, and decisions pursuant to heritage easement agreements, are not appealable to the Ontario Land Tribunal (OLT).

Of particular benefit for a significant cultural heritage resource that will be subject to a relocation and adaptive re-use as a part of a development project, a heritage easement agreement can ensure that the recommendations of a Conservation Plan be implemented to ensure the conservation of cultural heritage resource. Specific to the Routledge Farmhouse, a Conservation Plan was prepared for the property to ensure that the heritage attributes of the property will be conserved as a part of the short- and long-term construction and maintenance for the property.

Heritage easement agreements establish requirements for maintaining a property, or specific features or attributes of a property. In addition to the requirement to obtain approval from a municipality prior to making alterations to the property, like a heritage designated property, other requirements, such as insurance, can be included within a heritage easement agreement.

Pursuant to Section 37(5) of the *Ontario Heritage Act*, in the event of a conflict between a heritage easement agreement and a heritage designating by-law, a heritage easement agreement will prevail.

4.4 Agreement with Property Owner

As noted, entering into a heritage easement agreement requires the agreement of the property owner and municipality.

A Zoning By-Law Amendment (Z-9301) for the property, and adjacent properties includes the relocation, conservation, and adaptive re-use of the existing Routledge Farmhouse as a part of an 8-storey (29 metre) development. As a condition of the Zoning By-Law Amendment, the owner will enter into a Heritage Easement Agreement with the City of London. The property owner has reviewed and agreed to the Heritage Easement Agreement in Appendix B for the Routledge Farmhouse.

The Heritage Easement Agreement will be registered on the title of the property.

Conclusion

The Routledge Farmhouse located at 1656 Hyde Park Road is a significant cultural heritage resource. It is protected by its designation pursuant to Part IV of the *Ontario Heritage Act*. A heritage easement agreement will help to ensure that the cultural heritage value of the property will be conserved throughout the process of relocating the Routledge Farmhouse. The Heritage Easement Agreement will also implement the recommendations included within the Conservation Plan for the Routledge Farmhouse to ensure its long-term conservation for Londoners.

Prepared by: Michael Greguol, CAHP
Heritage Planner

Reviewed by: Britt O'Hagan, RPP, MCIP
Manager, Community Planning,
Urban Design and Heritage

Recommended by: Heather McNeely, RPP, MCIP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

CC Sachit Tatavarti, Solicitor

Appendix A Authorizing By-law
Appendix B Heritage Easement Agreement – 1656 Hyde Park Road

Appendix A – Authorizing By-law

Bill No.
2023

By-law No.

A by-law to enact a Heritage Easement Agreement for the property at 1656 Hyde Park Road, pursuant to the provision of the *Ontario Heritage Act*

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

WHEREAS Section 9 of the *Municipal Act*, 2001, provides that a municipality has the capacity, rights, powers, and privileges of a natural person for the purposes of exercising its authority under that or any other Act;

AND WHEREAS the Owner is the registered owner of certain lands and premises situated in the City of London, in the County of Middlesex and Province of Ontario (hereinafter called the “Property” or “1656 Hyde Park Road” being composed of E ½ LT 14 PL416 LONDON TWP AS IN 789849; EXCEPT PT 1 ER936569, PT 1 33R19406; London and known municipally as 1656 Hyde Park Road, London and designated to be of historic and architectural value by By-law No. L.S.P.-3455-204;

AND WHEREAS the purpose of the *Ontario Heritage Act*, R. S. O. 1990, c. O.18, is to support, encourage, and facilitate the conservation, protection, and preservation of the heritage of Ontario;

AND WHEREAS in accordance with Section 37(1) of the *Ontario Heritage Act*, R. S. O. 1990, c. O.18, the City is entitled to enter into agreements, covenants, and easements with owners of real property or interests therein, for the conservation, protection, and preservation of the heritage of Ontario;

AND WHEREAS by Sections 37(2) and 37(3) of the *Ontario Heritage Act*, R. S. O. 1990, c. O.18, such covenants and easements may be entered into by the City, when registered in the property Land Registry Office against the real property affected by them, shall run with the real property and may, whether positive or negative in nature, be enforced by the City or its assignees against any subsequent owners of the real property even where the City owns no other lands which would be accommodated or benefitted by such covenants or easements;

AND WHEREAS the Owner and the City desire to conserve the cultural heritage value and interest of the Property as described hereto in a manner which will ensure its preservation for future generations;

AND WHEREAS it is appropriate to authorize the Mayor and City Clerk to execute the Heritage Easement Agreement on behalf of the City;

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

1. The Agreement attached as Schedule “A” to this By-law, being a heritage easement agreement related to 1656 Hyde Park Road, London, is hereby authorized and approved.
2. The Mayor and the City Clerk are hereby authorized to execute the Agreement authorized and approved under Section 1 above, substantially in the form of agreement attached and to the satisfaction of the City Solicitor.

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

PASSED in Open Council February 14, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023

Appendix B – Heritage Easement Agreement – 1656 Hyde Park Road

THIS AGREEMENT made this XX day of XXXX 2023 between:
XXXX
(the “Owner”)

and
the Corporation of the City of London
(the “City”)

WHEREAS the Owner is the owner of certain lands and premises situated in the City of London in the County of Middlesex and Province of Ontario, and municipally known as 1656 Hyde Park Road (hereinafter called the “Property”), and more particularly described in Schedule “A” attached hereto and which there is a dwelling (hereinafter called the “Building”);

AND WHEREAS one of the purposes of the *Ontario Heritage Act*, R. S. O., 1990, c. O.18, is to support, encourage, and facilitate the conservation, protection, and preservation of the heritage of Ontario;

AND WHEREAS by Subsection 37(1) of the *Ontario Heritage Act*, the City is entitled to enter into easements or covenants with owners of real property, or interests therein, for the conservation of property of cultural heritage value or interest;

AND WHEREAS in accordance with Subsection 37(1) of the *Ontario Heritage Act*, the City has passed by-law No. XXXX authorizing this Agreement, a copy of which is attached as Schedule “B” to this Agreement;

AND WHEREAS by Subsection 37(3) of the *Ontario Heritage Act*, such covenants and easements entered into by the City when registered in the proper Land Registry Office against the real property affected by them shall run with the real property and may, whether positive or negative in nature, be enforced by the City or its assignee against the owners or any subsequent owners of the real property, even where the City owns no other land which would be accommodated or benefitted by such covenants or easements;

AND WHEREAS the Owner and City desire to conserve the cultural heritage value or interest of the property set out in the “Cultural Heritage Value” attached as Schedule “C” and as may be depicted in the Photographs attached as Schedule “D” and according to the Conservation Plan attached as Schedule “E” to this agreement;

AND WHEREAS to this end, the Owner and the City agree to enter into this heritage easement agreement (hereinafter called the “Agreement”);

NOW THEREFORE THIS AGREEMENT WITNESSTH that in consideration of the sum of TWO DOLLARS (\$2.00) of lawful money of Canada now paid by the City to the Owner (the receipt of which is hereby acknowledged), other valuable considerations and the mutual covenants and restrictions hereinafter set forth, the Owner and the City agree to abide by the following covenants, easements, and restrictions which shall run with the Property forever.

1.0 Purpose

It is the purpose of this Agreement to ensure that the cultural heritage value of the Property will be conserved throughout the process of relocating the Building on the Property, as well as in the short term and long term so that it will remain in perpetuity as part of the cultural heritage of the City of London. To achieve this purpose, the Owner and the City agree that the Heritage Attributes will be retained, maintained, and conserved by the Owner through the application of recognised heritage conservation principles and practices including but not limited to the Eight Guiding Principles for the Conservation of Historic Properties and that no change shall be made to the Heritage

Attributes that will adversely affect the cultural heritage value of the Property as set out in the Statement of Cultural Heritage Value or Interest attached as Schedule “C”.

2.0 Cultural Heritage Value or Interest

2.1 Statement of Cultural Heritage Value or Interest

The Owner and the City agree that for the purposes of this Agreement the Statement (hereinafter called the “Cultural Heritage Value or Interest”) attached as Schedule “C” to this Agreement sets out the reasons why the Property has been identified by the City as having cultural heritage value or interest.

2.2 Photographs Relevant to the Duties of the Owner

The Owner acknowledges that a set of dated photographs, hereinafter referred to collectively as “the Photographs” and attached as Schedule “D”, document the state of the Property as of the date of execution of this Agreement. The original photographs, dated August 26, 2022, will be kept on file at the City’s offices or such other locations as the City may determine, and may be examined at any time upon reasonable notice to the City. The Photographs generally depict certain heritage attributes of the appearance or the construction of the Building and Property. The Cultural Heritage Value or Interest and the Photographs shall be referred to in determining the duties of the Owner under this Agreement.

When alterations are made to the Building pursuant to paragraph 3.1 and/or 3.5, the Owner shall within ninety (90) days of completion of such alterations and at the Owner’s expense, provide to the City new photographs taken from the same vantage point and identifying the same features of the appearance or construction as the original photographs. Such photographs shall be dated and filed with the City by email correspondence. Upon receipt of the photographs, prepared to the satisfaction of the City, the City will issue a notice of receipt by email to confirm the photograph will be used for the purposes of this Agreement. The City shall number the said photographs which shall supersede the original Photographs and all references in this Agreement to the Photographs shall be deemed to refer to such new replacement photographs.

2.3 Reports Relevant to the Duties of the Owner

The Owner and the City acknowledge that recommendations included within the reports below prepared in support of the Zoning By-law Amendment under the *Planning Act* application Z-9301 in the City of London shall be implemented in accordance with this Agreement. The relevant reports that document the state of the Property and recommend mitigation and conservation measures to be implemented include:

- (a) Heritage Impact Assessment (a+LiNK Architecture Inc., revised January 27, 2021);
- (b) Building Condition Assessment Report (a+LiNK Architecture Inc., revised January 27, 2021);
- (c) Conservation Plan (a+LiNK Architecture Inc., revised, January 27, 2021);
- (d) Associated drawings depicting proposal (17|21 Architects)

The reports noted above are associated with the application submission for Z-9301.

2.4 Conservation Principles, Standards and Guidelines

The Owner and the City in carrying out their respective responsibilities and duties under this Agreement shall, where applicable, be guided by and apply the conservation principles set out in the Ontario Ministry of Tourism, Culture, and Sport’s *Eight Guiding Principles in the Conservation of Historic Properties* as revised from time to time, the present edition of which is attached as Schedule “F” and recognised heritage conservation best practices (hereinafter called the “Conservation Principles and Practices”).

3.0 Duties of Owner

3.1 Normal Repairs and Alterations

The Owner shall not, except as hereinafter set forth, without the prior written approval of the City, undertake or permit any demolition, construction, alteration, or any other

thing or act which would may be likely to affect the heritage attributes, features or the appearance or construction of the Building as set out in the Cultural Heritage Value or Interest and as may be depicted in the copies of the Photographs on file or drawings or other documents attached hereto. The approval required to be obtained from the City herein shall be deemed to have been given upon the failure of the City to respond in writing to a written request for it within ninety (90) days of receiving such request at its address as set out in paragraph 6.1 of this Agreement. If the approval of the City is given or deemed to be given under this paragraph, the Owner, in undertaking or permitting the construction, alteration, remodelling, or other thing or act so approved of, shall use materials approved by the City.

3.2 Permitted Relocation

The Owner may relocate the Building from its current location approximately 3.3 metres to the east and 4.2 metres to the south as described in Section 7 of the Conservation Plan attached in Schedule "E". The relocation of the Building and the details of the glass link connecting the Building to the future develop will be completed in accordance with the Conservation Plan, and will be permitted through the approval of a Heritage Alteration Permit processed pursuant to Section 34 of the *Ontario Heritage Act*. Any additional permits or approval, including but not limited to, Building Permits or Demolition Permits will be required, as necessary.

The Owner shall ensure the following with respect to the relocation of the Building:

- (a) the relocation is undertaken by a qualified building moving contractor experienced in the relocation of heritage buildings with at least 10 years demonstrated experience;
- (b) the relocation is monitored by an architect or engineer with qualifications and expertise in heritage matters acceptable to the City;
- (c) as least forty-eight (48) hours notice shall be provided to the City prior to the relocation;
- (d) the relocation and restoration of the building is performed in accordance with the methodology outlined in the Conservation Plan and recommended by the qualified building moving contractor to avoid potential damage to the Building;
- (e) A financial security be taken to ensure conditions (a), (b), (c), and (d) are implemented.

To ensure due performance of all matters required by this Agreement, the Owner shall deposit with the City security, satisfactory to the City, in the amount of \$XXXX, as attached in Schedule "G". The release of any or all security shall be subject to the completion of work required herein to the specifications and satisfaction of the City.

3.3 Insurance

The Owner shall at all times during the currency of this Agreement keep the Building insured against normal perils that are coverable by fire and extended coverage insurance in an amount equal to the replacement cost of the Building. Upon execution of this agreement, the Owner shall deliver to the City a letter or certificate, in a form and from an insurance company, agent, or broker acceptable to the City, which letter or certificate shall state as follows:

"This will confirm that (name of insurer) has insured to the Owner a valid insurance policy which insures the Building against normal perils that are coverable by fire and extended coverage insurance in an amount equal to the replacement cost of the Building."

The Owner further agrees to provide written evidence of the renewal of such policy at least three (3) weeks prior to the expiration date of the policy, in a form satisfactory to the City. If the Owner fails to so insure the Building, or in any such insurance on the Building is cancelled, the City may effect such insurance as the City deems necessary and any sum paid in so doing shall forthwith be paid by the Owner to the City, or if not shall be a debt due and owing to the City and recoverable from the Owner by action in

a court of law. All proceeds receivable by the Owner under any fire and extended coverage insurance policy or policies on the Building shall, on the written demand and in accordance with the requirements of the City, be applied to replacement, rebuilding, restoration, or repair of the Building to the fullest extent possible having regard for the Cultural Heritage Value or Interest, the particular nature of the Building and the cost of such work.

3.4 Damage or Destruction

The Owner shall notify the City of any damage or destruction to the Building within ten (10) days of such damage or destruction occurring. In the event that the Building is damaged or destroyed and the replacement, rebuild, restoration, or repair of it is impractical because of the financial costs involved, or because of the particular nature of the Building, the Owner shall, in writing within forty (40) days of the giving by the Owner of such notice of such damage or destruction, request written approval by the City to demolish the Building, in accordance with paragraph 2.1. If the approval of the City is given or deemed to be given, the Owner shall be entitled to retain any proceeds from the insurance hereinbefore mentioned and to demolish the building.

3.5 Reconstruction by Owner

If the Owner has not requested the approval to demolish referred to in paragraph 3.4. or if the City does not give the approval to demolish referred to in paragraph 3.4, the Owner shall replace, rebuilding, restore, or repair the Building so as to effect the complete restoration of the Building. Before the commencement of such work, the Owner shall submit all plans and specifications for the replacement, rebuilding, restoration, or repair of the Building to the City for its written approval within one hundred and thirty-five (135) days of the damage or destruction occurring to the Building. A refusal by the City to approve any plans and specifications may be based upon choice of materials, appearance, architectural style, or any other grounds including, but not limited to, aesthetic grounds, and the determination of the City shall be final. The Owner shall not commence or cause restorative work to be commenced before receiving the written approval of the City of the plans and specifications for it, and such restorative work shall be performed upon such terms and conditions as the City may stipulate. Such approval shall be deemed to have been received upon failure of the City to respond in writing to a written request for it within ninety (90) days of receipt of such request by the City. The Owner shall cause all replacement, rebuilding, restoration, and repair work on the Building to be commenced within thirty (30) of the approval by the City of the plans and specifications for it and to be completed within nine (9) months of commencement, or timing otherwise agreed to the City, or as soon as possible thereafter if factors beyond their control prevent completion within the said nine (9) months, and the Owner shall cause all such work to conform to the plans and specifications approved of and terms and conditions stipulated by the City.

3.6 Failure of the Owner to Reconstruct

In the event that a request to demolish is not submitted or is refused pursuant to the provision of paragraph 3.4 and the Owner fails to submit plans and specifications pursuant to paragraph 3.5 which are acceptable to the City within one hundred and thirty-five (135) days of the damage or destruction to the Building being reported to the City, the City may prepare its own set of plans and specifications. The Owner shall have thirty (30) days from receiving a copy of such plans and specifications to notify the City in writing that they intend to replace, rebuild, restore, or repair the Building in accordance with those plans and specifications.

If the Owner does not so notify the City within the said thirty (30) days, the City may enter onto the property and proceed with replacing, rebuilding, restoring, or repairing the building so as to affect the complete restoration of the building. The Owner shall reimburse the City for all expenses incurred by the City in carrying out such work.

3.7 Maintenance of the Building

The Owner shall at all time maintain the Building in as good and as sound of a state of repair as a prudent owner would normally do so, so that no deterioration in the Building's condition and appearance shall take place, including, without limiting the

generality of the foregoing, taking all reasonable measures to secure and protect the Building from vandalism, fire, and damage from inclement weather.

3.8 Signs, Etc.

The Owner shall not erect or permit the erection on the Building of any signs, awnings, television aerials, or other objects of similar nature without the prior written approval of the City provided, however, the approval of the City shall not be unreasonably withheld, having regard to the Owner's use of the Building, the Cultural Heritage Value or Interest, and the Photographs.

3.9 No Act of Waste

The Owner shall not commit or permit any act of waste on the Property. In particular, the Owner shall not, except with the prior written approval of the City:

- (a) Grant any easement or right-of-way which would adversely affect the easement hereby granted;
- (b) Allow the dumping of soil, rubbish, ashes, garbage, waste, or other unsightly, hazardous, or offensive materials of any type or description;
- (c) Except for the maintenance of existing improvements, allow any changes in the general appearance or topography of the lands that would negatively affect the Building or its Cultural Heritage Value or Interest, including and without limiting the generality of the foregoing, the construction of drainage ditches, transmission towers and lines, and other similar undertakings, as well as the excavation, dredging, or removal of loam, gravel, soil, rock, sand, or other materials;
- (d) Allow any activities, actions, or uses detrimental or adverse to water conservation, erosion control, and soil conservation;
- (e) Allow the planting of trees, shrubs, or other vegetation which would cause any damage or a real likelihood of damage to the Building or otherwise negatively affect it or its Cultural Heritage Value or Interest; and,
- (f) Erect or remove or permit the erection or removal of any building, fence, or structure of any type whatsoever on the Property provided, however, that the approval of the City shall not be unreasonably withheld if such erection or removal would not cause any damage or a real likelihood of damage to the Building or otherwise negatively affect it or its Cultural Heritage Value or Interest.

3.10 Breach of Owner's Obligations

If the City, in its sole discretion, is of the opinion that the Owner has neglected or refused to perform any of their obligations set out in this agreement, the City may, in addition to any of its other legal or equitable remedies, serve on the Owner a notice setting out particulars of the breach and of the City's estimated costs of remedying the breach. The Owner shall have thirty (30) days from receipt of such notice to remedy the breach or make arrangements satisfactory to the City for remedying the breach.

If within those thirty (30) days the Owner has not remedied the breach or made arrangements satisfactory to the City for remedying the breach, or if the Owner does not carry out the said arrangements within a reasonable period of time, of which the City shall be the sole and final judge, the City may enter upon the Property and may carry out the Owner's obligations and the Owner shall reimburse the City for all expenses incurred thereby. Such expenses incurred by the City shall, until paid to it by the Owner, be a debt owed to the City and may be enforced by any remedy authorized or permitted by this Agreement or by law, and no such remedy shall be exclusive of or dependent on any other remedy. If necessary, the City may recover costs from existing securities still held by the City, or may recover costs by adding to the tax roll, pursuant to the *Municipal Act*.

3.11 Waiver

The failure of the City at any time to require performance by the Owner of any obligations under this Agreement shall in no way affect its right thereafter to enforce

such obligations, nor shall the waiver by the City of the performance of any obligations hereunder be taken or be held to be a waiver of the performance of the same or any other obligation hereunder at any later time.

3.12 Extension of Time

Time shall be of the essence of this Agreement. Any time limits specified in this Agreement may be extended with the consent in writing of both the Owner and the City, but no such extension of time shall operate or be deemed to operate as an extension of any other time limit, and time shall be deemed to remain of the essence of this Agreement notwithstanding any extension of any time limit.

3.13 Emergencies

Notwithstanding the provisions of paragraph 3.1, it is understood and agreed that the Owner may undertake such temporary measures in respect of the Building as are:

- (a) In keeping with the intentions of this Agreement;
- (b) Consistent with the conservation of the Building; and,
- (c) Reasonably necessary to deal with an emergency which puts the security or integrity of the Building or occupants of the Building at risk of damage.

Provided that the *Building Code Act, 1992*, S. O. 1992, c. 23, as amended, or re-enacted from time to time is complied with and, where time permits, the City's Heritage Planner is consulted.

4.0 Use of Property

The Owner expressly reserves for itself, its representatives, heirs, successors, and assigns the right to continue the use of the Property for all purposes not inconsistent with this Agreement.

5.0 Inspection by City

The City or its representatives shall be permitted at all reasonable times to enter upon and inspect the Property and the Building upon prior written notice to the Owner of at least twenty-four (24) hours.

6.0 Notice of Easement

6.1 Plaque

The Owner agrees to allow the City to erect a plaque on the Building or Property, in a tasteful manner and at the City's expense, indicating that the City holds a conservation easement on the Property.

6.2 Publicity

The Owner agrees to allow the City to publicise the existence of the easement.

7.0 Notice

7.1 Address of Parties

Any notices to be given under this Agreement shall be delivered to the parties at their respective addresses. The respective addresses of the parties for such purposes presently are as follows:

Owner

1630 HP Inc
1656 Hyde Park Road
London, Ontario
N6H 5L7

City

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

The parties agree to notify each other immediately, in writing, of any changes of address from those set out above. The Owner also agrees to notify the City if the property is sold or the ownership is transferred to a new owner.

7.2 Method of Notice

Any notices, certificates or other communications and deliveries required by this Agreement or desired to be given to or made by any party shall be in writing and may be delivered personally, made by mailing the same in a sealed envelope, by registered mail, postage prepaid, return receipt requested, addressed to each part at the address set forth in 6.1 or such other address as the parties shall designate by notice, given in accordance herewith. Personal delivery shall be effective on the day of delivery and delivery by mail shall be effective five (5) days after mailing.

8.0 Indemnity

8.1 No work, act, matter or thing done or omitted to be done by the City, its officers, employees or agents or Municipal Council, pursuant to or in connection with this Agreement, shall give rise to any action, claim, counter-claim or demand by the Owner, or the Owner's heirs, executors, administrators, successors or assigns, for damages or compensation of any kind because of such work, act, matter or thing done or omitted to be done by the City, its officers, employees or agents or Municipal Council, pursuant to or in connection with this Agreement.

8.2 Unless caused by the negligence or wilful misconduct of the City, the Owner agrees to indemnify and forever save harmless the City, its officers, employees, and agents and Municipal Council, from any claim, suit, demand, action, costs or causes of action against the City by the Owner or those for whom the Owner is responsible in law arising out of or in connection with a breach of this Agreement or any work, act, matter, or thing done or omitted to be done by the Owner or those for whom the Owner is responsible in law pursuant to or in connection with this Agreement.

9.0 Entire Agreement

Except as set out herein, this written Agreement embodies the entire agreement of the parties regarding the matters dealt with herein, and no understandings or agreements, verbal or otherwise, exist between the parties except as herein expressly set out.

10.0 Severability

The Owner and the City agree that all covenants, easements, and restrictions contained in this Agreement shall be severable, and that should any covenant, easement, or restriction in this Agreement be declared invalid or unenforceable, the remaining covenants, easements, and restrictions shall not terminate thereby.

11.0 Binding on Successors

11.1 The covenants, easements, and restrictions set out in this Agreement shall run with the Property and shall ensure to the benefit and be binding upon the parties and their respective heirs, executors, administrators, successors, and assigns as the case may be, in accordance with Section 37 of the *Ontario Heritage Act*, as amended. "Owner" wherever used in this Agreement, is intended and shall be construed to include such subsequent owners, successors and assigns.

11.2 Without in any way affecting or intending to affect the binding nature of the covenants, easements and restrictions herein contained, in any and every conveyance, sale, charge, mortgage, lease, assignment, license, disposition or other dealing whatsoever with the Property and any part thereof, the Owner shall deliver to every grantee, transferee, buyer, mortgagee, lessee, assignee, licensee or other interested person thereunder written notice of this Agreement and obtain from every such party thereof a covenant to observe, perform and comply with the covenants, easements and restrictions herein contained.

11.3 The Owner shall notify the City within ten (10) days of divesting themselves of any legal or beneficial interest in the Property or the Building.

12.0 Termination

Notwithstanding any other provision of this Agreement, this Agreement shall terminate and all covenants, easements and restrictions contained herein shall be released immediately upon the City providing approval to demolish the Building pursuant to paragraph 3.4.

13.0 General

13.1 The Owner hereby agrees to procure and provide to the City any postponement agreements which the City Solicitor considers necessary to ensure that this Agreement shall have a priority over any other any other interests in the Property.

13.2 The headings in the body of this Agreement form no part of the Agreement but shall be deemed to be inserted for the convenience of reference only.

13.3 This Agreement shall be construed with all changes in number and gender as may be required by the context.

13.4 This Agreement shall be governed in accordance with the laws of the Province of Ontario.

13.5 The following schedule attached hereto shall be deemed to form a part of this Agreement:

- (a) Schedule "A" – Legal Description of the Lands
- (b) Schedule "B" – Authorizing By-Law
- (c) Schedule "C" – Cultural Heritage Value or Interest
- (d) Schedule "D" – Photographs
- (e) Schedule "E" – Conservation Plan
- (f) Schedule "F" – Eight Guiding Principles in the Conservation of Historical Properties
- (g) Schedule "G" – Financial Securities

IN WITNESS WHEREOF the parties hereto have hereunto affixed their corporate seals attested by their respective proper signing officers in that behalf duly authorized.

SCHEDULE "A" – Legal Description of the Property

Legal Description: E 1/2 LT 14 PL416 LONDON TWP AS IN 789849; EXCEPT PT 1 ER936569, PT 1 33R19406

PIN: 08137-0409 (LT)

LRO No.: 33 (Middlesex County)

Municipal Address: 1656 Hyde Park Road, London, Ontario

SCHEDULE "B" – Authorizing By-law
Copy of Authorizing By-law to be inserted

SCHEDULE “C” – Cultural Heritage Value or Interest

Description

1656 Hyde Park Road is located at the southwest corner of Hyde Park Road and North Routledge Park.

Statement of Cultural Heritage Value or Interest

1656 Hyde Park Road is of cultural heritage value or interest because of its physical or design value, its historical or associative values, and its contextual values.

Physical/Design Values

The building located at 1656 Hyde Park Road, is a two storey, brick building in the vernacular Italianate farmhouse style circa 1880. Brick used to construct the building is likely local, as it demonstrates characteristic buff colouring and slight inconsistencies in the firing of the brick suggesting a relatively early origin. Brick is laid in a common bond pattern with radiating voussoirs above the windows. The T-plan of the building has a projecting front bay and a porch across the ground storey of the recessed bay. A shallow, hipped roof with deep eaves in a typical Italianate style covers the building and is architecturally supported by paired brackets with relief scrollwork and pendant finials. The soffit is wood.

The porch is supported by chamfered posts with capitals, which are engaged at the building. The post at the northeast corner of the porch appears to have been replaced. Pierced fret work adorns the spandrels of the porch. The original porch deck appears to have been replaced.

Two-over-two wood windows are located in segmental arched voids on the three facades of the building. Aluminum storm windows have been installed in front of the wood windows. Most of the windows have green louvered shutters, which appears to be functional but fixed. The front entry door appears to have been replaced. A wooden door is located at the south-end of the porch with a wooden screen door.

Historical/Associative Values

The property located at 1656 Hyde Park Road is associated within the Routledge family who are significant to the history and development of Hyde Park. Thomas Routledge (1763-1844) and his family arrived as “Talbot Settlers” in 1818 – the earliest organized colonial settlement in the former London Township. He received the Crown grant for the south parts of Lots 25-26, Concession IV in the former London Township on June 20, 1836. His family named the district “Hyde Park”. Thomas Routledge was the first pound keeper of London Township in 1819 and served as Warden of London Township in 1820-1822, a commitment to civic duty he passed on to his children.

Robert Routledge (1824-1904), grandson of Thomas Routledge, appears to have acquired his grandfather’s property at south part Lot 25, Concession IV, in the former London Township by 1875 (perhaps after the death of Thomas Routledge in 1844). Robert Routledge had his property surveyed and subdivided, and registered a Plan of Subdivision on October 23, 1886.

Lot 14 of Registered Plan 416 was one of the lots retained by Robert Routledge, while other lots were sold. Lot 14 contains the building located at 1656 Hyde Park Road and is believed to be associated with the Routledge family. The property appears to have remained in the ownership of Robert Routledge until his death in 1904.

The Routledge family were respected members of the community, and they played a significant role in the early development of Hyde Park. Routledge Street (now North Routledge Park) was named after Hyde Park’s founding family.

Contextual Values

The property at 1656 Hyde Park Road is of contextual value because of its important role in maintaining the village character of Hyde Park as a historic settlement area. The building located at property at 1656 Hyde Park Road is historically linked to the history

and development of Hyde Park. As a former farmhouse, is reflective of the rural village past of Hyde Park and is a physical link to the founding family of Hyde Park.

Heritage Attributes

Heritage attributes which support and contribute to the cultural heritage value or interest of this property include:

- Historical associations with the Routledge family, the founding family of Hyde Park, particularly Thomas Routledge and Robert Routledge;
- Form, scale, massing, and plan of the two-storey, buff brick building located on the property;
- Demonstration of the vernacular Italianate farmhouse style;
- Shallow, hipped roof with deep eaves, wood soffit, and paired brackets with relief scrollwork and pendant finials;
- Porch with chamfered wooden posts with capitals, fret work in the spandrels of the porch;
- Two-over-two wooden windows in segmental arched voids on the façade with brick voussoirs;
- Wooden louvered shutters with hardware flanking the windows; and,
- Wooden door and wooden screen door on the south entry off the porch.

SCHEDULE "D" – Photographs
Photographs



Image 1: View of the property at 1656 Hyde Park Road, looking west to the front (east) facade of the Routledge Farmhouse, August 26, 2022.



Image 2: View of the Routledge Farmhouse, showing the front (east) façade including verandah, August 26, 2022.



Image 3: View showing the existing double-hung wood windows, with wood shutters, as well as the deep eaves and paired brackets on the Routledge Farmhouse, August 26, 2022.



Image 4: View showing the chamfered posts with capitals and fretwork on the existing porch on the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 5: Photograph showing front entry door on the front (east) façade of the Routledge Farmhouse, August 26, 2022.



Image 6: Photograph showing the wooden door located at the south end of the porch entry door on of the Routledge Farmhouse, August 26, 2022.



Image 7: Detail showing the chamfered posts, capitals, and fretwork found on the porch on the Routledge Farmhouse, August 26, 2022.



Image 8: Photograph showing the front porch on the Routledge Farmhouse, August 26, 2022.



Image 9: Photograph looking north-west showing the south façade of the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 10: Photograph looking north showing the south façade of the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 11: Detail showing buff brick and existing wood sills on the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 12: Photograph looking north east showing the rear (west) façade at left and south façade at right, August 26, 2022.



Image 13: Detail showing deep eaves, wood soffit and paired brackets with relief scrollwork and pendant finials, on the Routledge Farmhouse, August 26, 2022.



Image 14: Photograph showing the rear (west) façade of the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 15: Photograph showing the rear (west) façade of the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 16: Photograph showing the rear (west) façade of the Routledge Farmhouse at 1656 Hyde Park Road, August 26, 2022.



Image 17: Photograph looking south showing the north façade of the Routledge Farmhouse, August 26, 2022.



Image 18: Photograph looking south showing the north façade of the Routledge Farmhouse, August 26, 2022.

SCHEDULE "E" – Conservation Plan
Copy of Conservation Plan to be inserted.

CONSERVATION PLAN

Routledge Farmhouse

Hyde Park Village

1656 Hyde Park Road

London, Ontario

Date:

Final Report

17 December 2020

27 January 2021 - Revised

Prepared for:

Harry Herman | HLH Investments Ltd.

1656 Hyde Park Road

London, ON N6H 5L7

Prepared by:

a+LiNK Architecture Inc.

126 Wellington Road

London, ON N6C 4M8

T: 519.649.0220

W: www.alinkarch.ca

a+LiNK
architecture inc.
preserve + create + sustain

17 December 2020
27 January 2021 - Revised

Project No. 2015

Mr. Harry Herman
HLH Investments Ltd.
1656 Hyde Park Road
London, ON N6H 5L7

Re: Conservation Plan
Routledge Farmhouse - 1656 Hyde Park Road
London, Ontario N6H 5L7

Dear Mr. Herman,

Attached is the Conservation Plan for the Routledge Farmhouse in regards to the mixed use commercial retail residential development proposal for *Hyde Park Village*, incorporating the Part IV Designated Heritage building as provided by your company, HLH Investments Ltd.

We look forward to the opportunity to present this report to the City as you may require. Please do not hesitate to contact us with any questions or comments regarding this report.

Sincerely,



Ed van der Maarel
Partner, Principal Architect + Heritage Consultant
dipl. Arch., OAA, dipl. Arch.Tech., CAHP, OAHP

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- C. EXISTING SITE AND HERITAGE BUILDING DRAWINGS
- D. PROPOSED DRAWINGS

EXECUTIVE SUMMARY

This Conservation Plan is intended as a tool for review during the three stages of conservation as it applies to the Routledge Farmhouse. As the first stage, *Understanding*, this plan identifies the site and its context, the heritage value of the Routledge Farmhouse, and provide an assessment of its condition, including those elements considered of value, as outlined in the Building Condition Assessment. During the *Planning* stages of conservation, the document clarifies the primary treatment approach for conservation, based on the proposed future use as outlined in the Heritage Impact Assessment, completed previously. Finally, the Conservation Plan (CP) determines preferred methods for *Intervention*, and provides goals and conservation measures with reference to best practices as outlined in *the Standards and Guidelines*, the *MTCS Eight Guiding Principles*, and as provided by the expertise of heritage architects +LiNK Architecture Inc, and the consultant team.

Coined *Hyde Park Village*, HLH Investments has proposed a future development located at 1656 Hyde Park Road, at the corner of Hyde Park Road and North Routledge Park. The entire property is approximately 5 acres, and is boarded by Gainsborough Road to the South, Hyde Park Road to the East and North Routledge Park to the West. The development is proposed in two phases, and will incorporate the existing Routledge Farmhouse, a designated heritage building, alongside multi-use retail, commercial and residential spaces on the site. The proposed development design integrates two (2) commercial podiums: one along Hyde Park Road and one along North Routledge Park comprised of brick and stone to create a dynamic facade, while the upper residential units are comprised of aluminum class systems and supported by stucco framing around the glazing. The proposed mixed use building will be a combination 7 and 8 storeys, providing for a 7-storey massing along Hyde Park Road and an 8-storey massing along North Routledge Park. Commercial uses are located at-grade along Hyde Park Road; the commercial uses are functionally one-storey but showcase a two-storey façade on the exterior to align with the heritage building massing and height. A step-back is provided above this second storey, separating the commercial uses from the residential uses above.

The two-story, yellow-brick heritage farmhouse building will be rehabilitated through adaptive re-use and integrated into this development; renovation on the interior will accommodate retail and commercial spaces, while a new steel and glass “link” will provide an internal, accessible connection to the new commercial development adjacent. In this way, the proposal retains the structure as a unique presence within the neighbourhood and reinforces the building as a “beacon” in the community, respecting the cultural heritage value of the property and its deep connection to the development of the village of Hyde Park.

Two options for reducing the impact of the development on the existing building were explored as part of the evaluation of the proposed development through the Heritage Impact Assessment. These include both retaining the existing building in-situ and pushing the development back on the site by reducing the overall proposed spaces, or relocating the existing building to the southeast and south, approximately 3.3 meters and 4.2 meters, respectively, and creating a connection between the two. Relocation is considered the best option as it creates a larger physical distance between the heritage building and the proposed development, creates space for an outdoor courtyard, connects the new design to the existing through an extended glass “link”, and does not compromise the integrity of the existing building.

During the Building Condition Assessment, it was determined that several aspects of the structural systems require restoration, remediation and replacement, including the foundation system and the exterior wall system. As part of the rehabilitation for the adaptive re-use plan, the construction of the new foundations is proposed, as well as shoring and lifting the building up approximately 5 feet to align with the proposed new development. The building also requires structural stabilization on the interior to reinforce the shear walls as the proposed adaptive re-use includes removal of the interior second floor. Further, the exterior walls require reinforcement due to the nature

EXECUTIVE SUMMARY

of the brick connections. Given to the amount of structural work and shoring required to stabilize the building foundation and exterior walls, the relocation proposed aligns with this work as the last step in that process, lifted and moved to the new proposed location, once the new foundations have been constructed.

The Building Condition Assessment also concluded that several aspects of the heritage fabric were in need of restoration and repair, including the brick and mortar, and many heritage wood elements such as the windows, doors, shutters, sills, porch and roofline detailing. These are addressed as part of this report.

Review of the Building Assessment and Heritage Impact Assessment as part of this Conservation Plan helped to identify and provide guidance on the primary treatment for intervention for the Routledge Farmhouse: **rehabilitation**. These reports are submitted in parallel with this Conservation Report. Key goals for conservation were developed considering this approach, including: stabilizing the structure and building envelope system, preserving and restoration exterior heritage elements; and altering part of the exterior to provide accessibility, new environmental systems, and to accommodate a contemporary glass “link” addition connecting the existing heritage farmhouse to the adjacent multi-use development.

Suggestions for conservation measures made at the close of this CP offer recommendations for the approach to interventions, the sequencing of this work considering short, medium and long-term implementation periods, and possible costs associated with the preferred approach and methods. Ultimately, the Routledge Farmhouse will benefit from a conservation approach to rehabilitation that aligns with the goals and conservation measures as outlined in this report. One that considers the existing conditions, the proposed adaptive re-use of the heritage farmhouse, and the longterm viability of the property as part of the future development would be valuable to ensure the sustainability of the heritage fabric, and the success of its future integration and use within the proposed development for *Hyde Park Village*.

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1 INTRODUCTION

1.1 Purpose of the Report

HLH Investments Ltd. retained a+LiNK Architecture Inc. to prepare a Conservation Plan for the Routledge Farmhouse, as part of the application requirements for Zoning for the new development located in Hyde Park, London, Ontario. Three reports have been prepared and coordinated by a+LiNK, and submitted as part of the heritage review and evaluation of the property and Routledge Farmhouse for re-zoning. The three reports include the Building Condition Assessment, Heritage Impact Assessment and this Conservation Plan. The former reports were initially completed during the late summer and early fall of 2020, but have since been updated and revised; the two are being submitted alongside this latter Conservation Plan. The Conservation Plan is based on the Building Condition Assessment and the Heritage Impact Assessment, and outlines an overall conservation program for the heritage resource (Routledge Farmhouse) as part of the master plan proposed for the site of *Hyde Park Village*.

Phase 1 of the project has already been approved in Site Plan Application process and includes the proposed development on the southern half of the site. Phase 2 of proposed development will be submitted for re-zoning, and Site Plan Application. Phase 2 will involve both the heritage rehabilitation work: relocation, restoration and adaptive re-use, as well as the new construction of the proposed development adjacent. A site plan of the proposed development and the phases of work is provided in Appendix D.

The proposed Conservation Plan provides conservation guidance for the heritage farmhouse by first identifying the appropriate primary treatment for conservation, highlighting goals for conservation based on previously completed reports such as the Building Condition Assessments and Heritage Impact Assessments, and recommending appropriate conservation measures for the heritage farmhouse to achieve these goals. The interventions are recommended over the short, medium and long term as part of the proposed phasing of the project. A high-level schedule of costing tied to the estimated amount of time to complete the work is included for reference purposes.

1.2 Methodology

The content and organization of this CP is guided by the Ministry of Tourism, Culture and Sport's (MTCS) InfoSheet #5 Heritage Impact Assessments and Conservation Plans (MTCS, 2006), and The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines, 2010), developed by Parks Canada, referred to as *the Standards and Guidelines* in this report. This report structures the Conservation Decision-making Process into three stages, outlines The Standards (to help guide primary treatment), and provides The Guidelines (advice and direction on heritage elements requiring intervention). The Guidelines are further divided into various areas of focus, including Historic Places, Cultural Heritage Landscapes and Heritage Districts, Archaeological Sites, Buildings, Engineering Works and Materials.

The methods for conservation are based on the Standards and Guidelines, along with the MTCS Eight Guiding Principles in the Conservation of Built Heritage Properties (MTCS, 2007), outlined by The Ministry of Tourism, Culture and Sport and referred to as *the Eight Guiding Principles* in this report. These are included in the report under Section 2 - Conservation Principles.

A site visit was conducted by Ed Van der Maarel of a+LiNK Architecture Inc., with Matthew Pedros of Elgin Contracting in August 2020, to review proposed conservation approach with regards considering relocation and potential costs associated with this approach. Conversations and site visits with moving company Continental Building Movers Ltd. were also conducted by Elgin Contracting to review relocation strategies as part of this process.

2. CONSERVATION PRINCIPLES

2.1 THE STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES IN CANADA

Conservation Plan

The Standard and Guidelines have been developed as a general guideline for properties that are listed as part of the Canadian Register of Historic Places as National historic sites. These guidelines, often established as conservation strategies, provide framework that can be adopted and applied to many other historic sites and properties that are not listed as part of the register.

As outlined in the Standards and Guidelines, there are three stages involved in the Conservation Decision-making process as it relates to historic places: understanding, planning and intervening. The Conservation Plan for the Routledge Farmhouse is framed using these three stages as a tool for conservation review.

1. *Understanding*: Referring to a statement of significance and character-defining elements that are considered of heritage value, and assessing the major alterations and changes that have occurred to the property or site. This is critical and can often take time, as this builds the foundation on which the planning and intervening stages can depend, establishing a baseline for the site.

The first part of the report examines the Understanding stage with regards to the site, its context and condition.

2. *Planning*: involves either maintaining the current use or selecting an appropriate future use for the site that is sustainable, and identifying the key project requirements necessary to meet that use. Once the use has been identified, the appropriate conservation approach as a primary treatment can be determined by using and following the applicable Standards and Guidelines.

The second part of the Conservation Plan is structured such that the primary treatment options are considered and the appropriate approach determined, based on the understanding of heritage value and conditions, paired with the proposed future plans for the site. This is the Planning stage.

3. *Intervening*: undertake project work to actively intervene and address areas required to meet the use, based on the outcomes of the previous two steps. Once the work has been completed, carry out regular maintenance work-maintenance plans can help with this.

The third part of the plan provides recommendations for Intervention, the third stage of conservation, by prescribing methods and actions to address conservation needs, using the primary approach (and secondary techniques) determined in stage two.

2. CONSERVATION PRINCIPLES

Conservation Treatments

Conservation is intended to protect the character-defining elements (or heritage attributes), that give a place heritage value and, where possible, ensure longevity of those elements. Conservation ensures the “safeguarding” of heritage value by selecting an appropriate process by which to intervene onto the site. The Standards and Guidelines outline three primary treatment options to achieve conservation goals for a heritage site:

Preservation

The action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.

Rehabilitation

The action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, while protecting its heritage value.

Restoration

The action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Conservation Standards

The Standards and Guidelines provide general standards for preservation, rehabilitation and restoration projects, as described below, and referred to by Parks Canada as *the Standards*:

1. Conserve the heritage value of an historic place. Do not remove, replace, or substantially alter its intact or repairable heritage attributes. Do not move a part of an historic place if its current location is a character-defining element.
2. Conserve changes to an historic place that, over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties, or by combining elements of the same property that never coexisted.
5. Find a use for an historic place that requires minimal or no change to its character-defining elements.
6. Protect and, if necessary, stabilize an historic place until any subsequent intervention is undertaken.
7. Protect and preserve archaeological resources in place. Where there is potential for disturbing archaeological resources, take mitigation measures to limit damage and loss of information.

2. CONSERVATION PRINCIPLES

8. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
9. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing their materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
10. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable on close inspection. Document any intervention for future reference. (Parks Canada 2010)

Additional Standards Relating to Rehabilitation

11. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
12. Conserve the heritage value and character-defining elements when creating any new additions to an historic place or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
13. Create any new additions or related new construction so that the essential form and integrity of an historic place will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing components from the restoration period with new components whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

(Parks Canada 2010)

2. CONSERVATION PRINCIPLES

4.2 EIGHT GUIDING PRINCIPLES IN THE CONSERVATION OF HISTORIC PROPERTIES

The Eight Guiding Principles were established by the Ministry of Tourism, Sport and Culture to provide a basis for best practice decisions regarding heritage conservation and are based on international charters. These are similar to the Standards and Guidelines and include the following:

1. **Respect for Documentary Evidence:** Do not base restoration on conjecture. Conservation work should be based on historic documentation such as historic photographs, drawings and physical evidence.
2. **Respect for the original location:** Do not move buildings unless there is no other means to save them. Site is an integral component of a building or structure. Change in site diminishes cultural heritage value considerably.
3. **Respect for historic material:** Repair/conservate - rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the heritage content of the built resource.
4. **Respect for original fabric:** Repair with like materials. Repair to return the resource to its prior condition, without altering its integrity.
5. **Respect for the Building's history:** Do not restore to one period at the expense of another period. Do not destroy later additions to a building or structure solely to restore to a single time period.
6. **Reversibility:** Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. e.g. When a new door opening is put into a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.
7. **Legibility:** New work should be distinguishable from old. Buildings or structures should be recognized as products of their own time, and new additions should not blur the distinction between old and new.
8. **Maintenance:** With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

(MTCS, 2007)

3. DESCRIPTION OF PROPERTY

3.1. DESCRIPTION OF RESOURCE

Constructed in 1880, the Routledge Farmhouse is located at 1656 Hyde Park Road, on the southwest corner of Hyde Park Road and North Routledge Park. The two-storey brick building is designated and protected under Part IV of the Ontario Heritage Act as a property of cultural heritage value.

The property at 1656 Hyde Park Road is located within the Hyde Park district in the northwest corner of London. The Routledge farmhouse is a two-storey, brick building of the vernacular Italianate farmhouse style, with locally-made buff-coloured brick. The brick is laid in a common bond pattern with radiating voussoirs above the windows. The house has a projected front bay with a porch across the recessed bay facing Hyde Park Road. The shallow, hipped roof has deep eaves, of typical Italianate style, which cover the building and are supported by paired brackets with relief scrollwork and pendant finials. The front porch is supported by chamfered posts with capitals, with a replaced post at the northeast corner. Pierced fret work adorns the spandrels of the porch. The original porch deck appears to have been replaced. Two-over-two windows are located in segmental arched voids on three facades of the farmhouse, with aluminum storm windows installed in front. Most of the windows have green louvered shutters which are fixed in place. The original front entry door has been replaced.



1656 Hyde Park Road- East Elevation (Street Front)



1656 Hyde Park Road- South Elevation



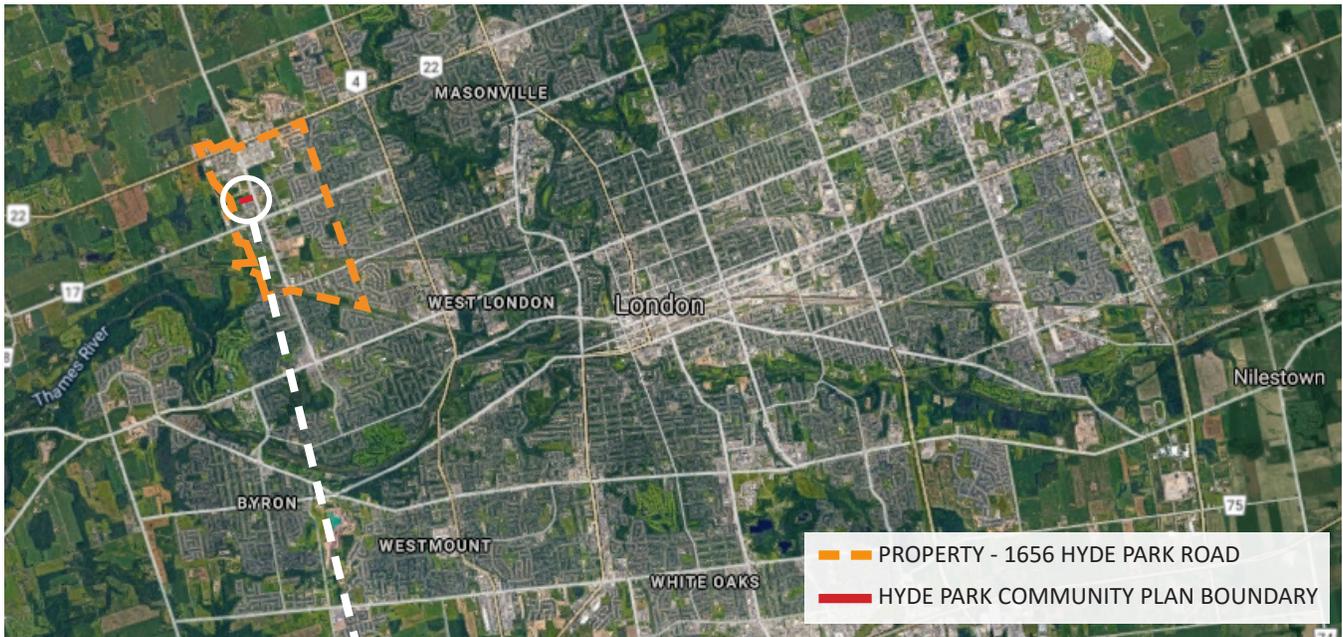
1656 Hyde Park Road- West Elevation



1656 Hyde Park Road- North Elevation

3. DESCRIPTION OF PROPERTY

With context to the larger community and neighbourhood, the Routledge Farmhouse is located in the northwest region of the City of London, just north of the main intersection of the Hyde Park ‘hamlet’ at Hyde Park Road and Gainsborough Road. The Hyde Park hamlet was annexed by the City of London in 1993 and has long contained a considerable amount of industrial, community, commercial, and residential type buildings throughout the area. The site is located within the boundary of the Hyde Park Community Plan, 2001, which outlines community and urban design guidelines for the region, in support of the City of London Official Plan. The Hyde Park Community Plan states that “the existing hamlet area will evolve and intensify to take advantage of full municipal services. Some of the design challenges of incorporating the existing hamlet and developed areas with new neighbourhoods can be addressed through urban design”.



Maps 1+2: Exist. Building in Context of City, Community Plan + Proposed Development Area- 1656 Hyde Park Road; Basemap, Google Images, Aug 2020.

3. DESCRIPTION OF PROPERTY

Historically, the farmhouse is associated with the Routledge family, who founded and named the 'Hyde Park' district in 1818 and played a significant role in its early development. Starting with Thomas Routledge (1763-1844) and his wife, Elizabeth (1763-1835), who arrived in 1818 as 'Talbot Settlers' in the London Township. As the first settlers in this area, they were granted a parcel of land consisting of S1/2 of Lots 25 and 26, Concession 4, known today as the land between Gainsborough Road (at the south), Hyde Park Road (at the east) and just past North Routledge Park (at the north). In addition to acquiring more land in the area, Thomas' grandson, Robert Routledge (1824-1904) owned the 1656 Hyde Park Road property until his death in 1904.

The Routledge family was influential in the development of the Hyde Park district, which remained for 175 years until annexation in 1993 by the City of London. The Routledge family name was attached to many local sites and buildings including the W.K. Routledge Store and Post Office, c. 1908, located at the northeast corner of Hyde Park, which is still standing today, and the new side street opened in the 1960's, now known as North Routledge Park.

The original use of the building was a single dwelling residence and has since been converted to commercial office space in recent years. As a former farmhouse, the building is reflective of the rural village past of Hyde Park and acts as a physical link to the founding family of Hyde Park.



Image 1: Memorial stone to the Routledge family in Arva. Image c/o London Township Families Past and Present Volume II.



Image 2: The W.K. Routledge Store and Post Office, c. 1908, at the northeast corner of Hyde Park. Image c/o 'Vintage London, Ontario'.



Image 3: The Routledge Family, newspaper clipping 'One of the Most Widely-known in the County of Middlesex. Image c/o Findagrave.com

3. DESCRIPTION OF PROPERTY

Current Management and Ownership

The property is currently being used by the owners of 1656 Hyde Park Road, HLH Investments Inc. as their head offices. The two-storey structure is only occupied on the first floor. HLH Investments Inc. has proposed the new development for the site.

3.2 SIGNIFICANCE

The property at 1656 Hyde Park Road, inclusive of the Routledge Farmhouse, was designated as being of cultural heritage value or interest, as per By-law No. L.S.P.-3455-204, on July 26th, 2016. The By-Law is included as Appendix C of the Building Condition Assessment Report by a+LiNK Architecture Inc. As per the Statement of Cultural Heritage Value or Interest, "1656 Hyde Park Road is of cultural heritage value or interest because of its physical or design value, its historical or associative values, and its contextual values."

Heritage attributes which support and contribute to the cultural heritage value or interest of this property include:

- Historical associations with the Routledge family, the founding family of Hyde Park particularly Thomas Routledge and Robert Routledge;
- Form, scale, massing, and plan of the two storey, buff brick building located on the property;
- Demonstration of the vernacular Italianate farmhouse style;
- Shallow, hipped roof with deep eaves, wood soffit, and paired brackets with relief scrollwork and pendant finials;
- Porch with chamfered wooden posts with capitals, fret work in the spandrels of the porch;
- Two-over-two wooden windows in segmental arched voids on the facade with brick voussoirs;
- Wooden louvered shutters with hardware flanking the windows, and;
- Wooden door and wooden screen door on the south entry off the porch.

Structural Systems

- The structure of the existing heritage building is comprised of balloon wood framing, with a multi-wythe brick foundation. The foundation supports beams and joists, and intermediate built up wood beams are supported on piers that are settling and unstable.
- The brick is tied into the existing framing with nails hammered to the outside face of the wood studs, and nail heads embedded into the brick mortar. These structural elements have been considered in the proposed development, given that they will need to be carefully stabilized in order to prolong the lifespan of the heritage building.

3.3 PLANNING POLICY FRAMEWORK

The Provincial and Municipal authorities have set in place a number of policies and terms of reference for the purpose of protecting, preserving, and integrating cultural heritage resources within Ontario cities. The following Policies and Terms of Reference have been used in the preparation of this Conservation Plan:

3. DESCRIPTION OF PROPERTY

A. The Planning Act and Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) is the statement of the government's policies on land use planning. It applies province-wide and provides clear policy direction on land use planning to promote strong communities, a strong economy, and a clean and healthy environment.

The PPS is issued under Section 3 of the Planning Act and is utilized by municipalities to develop their official plans and to provide guidance and information in regards to planning matters. Specifically, and in regards to cultural heritage, the Planning Act has provisions respecting the province's cultural heritage. The PPS provides general guidance for municipalities for planning and development of communities in a number of ways by; encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 2.6 of the Act, specifically 2.6.1, 2.6.3, 2.6.4 and 2.6.5 provides municipalities with rules as to the cultural resources within the community.

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.
- 2.6.4 Planning authorities should consider and promote archaeological management plans and cultural plans in conserving cultural heritage and archaeological resources.
- 2.6.5 Planning authorities shall consider the interests of Aboriginal communities in conserving cultural heritage and archaeological resources.

The PPS 2014 further provides definition to municipalities in regards to the terms used to describe cultural heritage.

Built heritage resource: means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers.

Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage

3. DESCRIPTION OF PROPERTY

conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities (e.g. a National Historic Site or District designation, or a UNESCO World Heritage Site).

Heritage attributes: means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property).

Protected heritage property: means property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Since the property is designated under Part IV of the Ontario Heritage Act as per City of London By-law No. L.S.P.-3455-204, an Heritage Impact Assessment is required and the PPS 2014 provides the tools necessary as a Terms of Reference for the document.

B. The Ontario Heritage Act

The Ontario Heritage Act, R.S.O, 1990, c.0.18 is the legislation for the conservation of significant cultural heritage resources in Ontario. The criteria within the Ontario Regulation 9/06 of the Ontario Heritage Act provided the tools to determining the cultural heritage value of a property. This regulation provides the criteria which the property must meet in order to become designated.

C. The London Plan

The London Plan, Minister Approved, December 28, 2016, 'constitutes the Official Plan for the City of London, prepared and enacted under the authority of the provisions of Part III of the Planning Act, R.S.O. 1990, c. P.13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.'

The London Plan provides for provincial interest and is designed to include the requirements of the Provincial Policy Statement (PPS) 2014. Section 24 of the Planning Act, R.S.O. 1990, c. P. 13, identifies that "no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this Plan. This includes for approvals of planning and development applications such as official plan amendments, Zoning by-law Amendments, plans of condominium, site plans, consents to sever, and minor variances.

While 'The London Plan' is organized in nine (9) parts, Part 4 specifically outlines 'Cultural Heritage' in its City Building Policies. However other Parts, ie. Part 7 Secondary Plans contribute to the Planning Process and the preservation and integration of the City's cultural heritage.

The specific direction provided in The London Plan is to: "Protect our built and cultural heritage, to promote our unique identity and develop links to arts and eco-tourism in the London region" and "Protect what we cherish

3. DESCRIPTION OF PROPERTY

by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.”

The London Plan and its Policies apply to the proposed development site and therefore the preservation of the City’s cultural heritage must align with these policies. The London Plan is currently partially under review by Local Planning Appeal Tribunal (LPAT) for appeals as of October 2020.

D. City of London CP Terms of Reference - Other

The site is not within a Heritage Conservation District (HCD) and therefore presently there are no guidelines required for review and adherence. Specifically, the Routledge Farmhouse is Designated under Part IV of the Heritage Act and therefore the architectural and historical ‘Reasons for Designation’ are important in identifying the specific approaches to conservation for the property.

The City of London does not have specific Terms of Reference for the preparation of Conservation Plans. Generally, municipal Terms of Reference are based on Provincial Policy Statements’ Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the PPS. This document has provided the general terms of reference for this CP, with specific reference to info sheet #5.

E. Municipal Regulatory Context for Designated Heritage Property Alterations and Easements

The Routledge Family Farmhouse is designated as per the Heritage Designation By-Law 3455-204, July 26, 2016. Located at 1656 Hyde Park Road, and sits on a larger site with approximately five (5) acres in area.

Currently owned and operated by HLH Investments Inc., the property is designated because of cultural heritage value or interest. Therefore, any proposed work on the property or the building requires a Heritage Alteration Permit Application be submitted, and a Heritage Alteration Permit as part of any construction completed on the building and property. Any alteration work completed on the property must align with the requirements of the heritage easement and designation, as outlined in the Heritage Designation By-Law unless otherwise agreed upon through the alteration permit process.

F. Zoning

The current zoning of the 1656 Hyde Park Road property, as per Zoning By-law Section 25 by the City of London, is ‘Business District Commercial’ (BDC) zone. As per the By-law, the purpose of this zoning is to implement the ‘Main Street Commercial Corridor’ designation set out in the City’s Official Plan. This zoning provides and regulates a mix of retail, restaurant, neighbourhood facilities, office and residential uses located along pedestrian-oriented business districts in older parts of the City and in hamlets.

Currently, the property owner, HLH Investments Ltd. is in the process of re-zoning for the site and proposed development inclusive of the heritage building. In addition to re-zoning, the owner is also in the process of confirming a Heritage Easement currently being coordinated with the City of London’s legal council, for the overall heritage property. The proposed easement would effectively draw a line between the new development and the existing heritage building in order to compartmentalize the heritage assets (the Routledge Farmhouse) from the rest of the development, so that future work proposed for the development project will be separate from any work proposed on the heritage property (requiring a permit).

4. ASSESSMENT OF PROPERTY

4.1 CONDITION OF RESOURCE

As part of the first step to good conservation practice, an assessment of the condition should be completed to ascertain the condition of the building with particular attention paid to the character-defining elements (heritage attributes in this case). A Building Condition Assessment and Report was completed by the team for the Routledge Farmhouse at 1656 Hyde Park Road in order to assess and outline the condition of the exterior (including the heritage elements), and to assess the structural condition of the overall farmhouse building. Structural assessments were previously conducted and a Structural Assessment report completed on June 10, 2019, by VanBoxmeer + Stranges (VB+S) Ltd. Structural Engineers. a+LiNK Architecture Inc. LAO completed a site visit to visually assess the conditions on July 31, 2020 and compiled a report of the conditions in early October 2020. The final BCA report by a+LiNK is a refined report that includes the aforementioned Structural Assessment, and a subsequent Heritage Building Final Report by VB+S (revised January 2021), as an Addendum to the June 2019 report). For the complete report, refer to the Building Condition Assessment Final Report, dated December 17, 2020, Revised January 27, 2021.

4.2.1 Building Condition Assessment

The two-storey yellow-brick Routledge Farmhouse heritage building is exhibiting several aspects of wear, degradation and lack of conservation. The property would benefit from several conservation programs to ensure its longevity, given the conditions observed with particular attention to the exterior, including heritage elements and the structure. These programs might include restoration, preservation and/or rehabilitation, and will be further profiled in the following section, Conservation Principles, under Goals of Conservation as the second step to conservation. A summary of the issues observed and recommendations of prioritized deficiencies outlined in the report are summarized below.

Site Conditions

Observations

The site is sloped significantly towards the house from the raised road at Hyde Park and North Routledge Park, resulting in possible drainage issues as rain and snowmelt are directed towards the foundations. Swales are evident, but not necessarily a long-term solution. The entrances are sealed, and two of the three original entrances have been replaced with contemporary doors that do not reflect the heritage of the original house. An addition and raised deck have been added to the rear of the house, where the main entrance is located, while the former main entrance is accessed by a wooden deck that has been replaced from the original. The porch roof is in poor condition, with signs of paint chipping and peeling, as well as the replacement of one of the original posts with a newer, pressure-treated post that does not reflect the originals.

Recommendations of Prioritized Deficiencies

- Review of swales and grading to avoid water draining towards building as part of Stormwater Management plan and grading plan.
- Weeping system installed around foundation system.
- Restore and repair front porch elements such as columns and spandrels, replace as necessary for structural requirements.
- Remove contemporary deck

4. ASSESSMENT OF PROPERTY

Building Envelope, Structure and Exterior

Observations

The roof was observed from grade, and appears to be in 'fair condition; it is not original. Eaves and soffits are original and in good condition. Paired wood brackets and finials could not be fully assessed, but appear to be in 'fair' to 'good' condition, with some decay evident. The yellow-brick is in poor condition with evidence of spalling, degradation and mortar failure, as well as environmental staining, particularly at the lower third of the farmhouse. Stepped cracking was noted on all elevations in a few locations near the edge conditions, likely due to settling of the foundations. Brick along the second storey could not be fully assessed without access to a lift (boom). Yellow paint has been applied to the lower portion of the wall near the rear entrance.

Windows and Doors: The windows and doors were observed from grade. The windows are primarily single-glazed, two-over-two wood framed with aluminum storms and segmental arched voids above. Some windows are missing storms. The windows are in 'poor' condition, with signs of decay, paint peeling and cracking. Pieces of the windows are breaking off and the sills are decaying. Shutters with original hardware flank the windows, with evidence of some shutters decaying, missing paint and a few have been removed. A contemporary window was added to the north elevation. The main west entry door at the porch appears to have been replaced. This door is not considered of heritage value as per the Heritage Designation. The alternate, entrance at the south end of the porch on the west elevation is original and is sealed shut. It is noted as a heritage attribute along with the original wood screened door. The paint is chipping at the base of the door near the step. The 6-pane, divided light screen door was sealed so the door could not be fully viewed, as a film has been applied to the divided light glass of the wooden screen door.



Existing front porch, east elevation. Photo by: a+LiNK Architecture Inc., 2020



Decay at heritage wood windows, frames, sills and shutters. Photo by: a+LiNK Architecture Inc., 2020



Signs of mortar failure. Photo by: a+LiNK Architecture Inc., 2020

4. ASSESSMENT OF PROPERTY

Structure: The roof structure could not be fully assessed, but appeared to be in good condition with no signs of rot. No insulation was noted on the interior walls of the building, but some was observed in the attic through the opening in the ceiling on the second floor. The foundation walls are settling due to instability of concrete block piers, and the first floor beams are sagging as a result. The balloon frame system is clad with brick tied with nails grouted into the bed of the mortar joint. Steel nails will corrode over time, leading to weak tie-back to the structure.

Recommendations of Prioritized Deficiencies

- Replacement of roof as per owner/client; Existing roof has been repaired temporarily.
- Exterior paired wood brackets and finials require an assessment at the second level to confirm condition. A restoration program may be required, such as repair and repainting.
- Brick and Mortar: repointing assessment and program as part of the Conservation Plan. May require use of a boom lift to assess condition of upper brick coursings.
- Observed and monitor stepped cracking on exterior.
- Windows and Doors: comprehensive window and door restoration program as part of the Conservation Plan, including wood shutters and the original wooden door and screen at the south end of the west elevation. May require use of a boom lift to assess condition of upper windows.
- Review of structural systems within building exterior and roof to ascertain make-up and confirm best approach to reinforce building structure, brick ties and provide possible new wall system to address moisture and thermal issues. Brick will require adequate tie-back, while exterior walls will need to be reinforced for shear strength, if the second floor is removed.
- Bracing of exterior wall system if second floor is removed, jacking up of first floor as part of foundation work
- Foundations: address foundation system as part of an overall approach to the heritage property as new foundations required to replace settling piers, jacking up the first floor as well.

Heating/Ventilation, Plumbing and Electrical Systems

Observations

- The existing HVAC, plumbing and electrical systems were not fully observed for deficiencies as it is expected these systems are not adequate for any future adaptive re-use project and will be required to be upgraded or completely replaced to meet current code requirements.

Recommendations of Prioritized Deficiencies

- Replacement of HVAC, plumbing and electrical systems

Interior/Finishes

Observations

- Observations and comments made were to review the current condition of finishes at a high-level; these are not considered of heritage value. If the building were adaptively re-used as most of the finishes would be upgraded, and/or replaced. Wood flooring (from what could be seen) and existing window casings and trim appeared to be in 'good' to 'fair' condition, while ceilings were in 'poor' condition.

Recommendations of Prioritized Deficiencies

- Replacement or repair of interior finishes and systems, as required. Complete replacement of ceiling finishes.

4. ASSESSMENT OF PROPERTY

Life Safety

Observations

Currently, no emergency lighting or fire extinguishers were observed. Exit signs are located inaccurately. Access to the building does not meet current AODA and Ontario Building Code (OBC) requirements due to change in grade at the entrance and the size of the door openings.

Recommendations of Prioritized Deficiencies

- A designated substance inspection should be carried out on the building (immediate)
- Provide accurate exit signage, emergency lighting and a wall mounted fire extinguisher on the main floor to meet the OBC. Remove conflicting exit signage.
- Provide accessible entrance and access to the building, accessible washrooms as part of an adaptive re-use project.

Overall, the observations and recommendations made for 1656 Hyde Park Road indicate that the property, and in particular, many of the exterior heritage elements and the envelope, would benefit from a conservation program. Specifically, exterior wood heritage attributes such as the porch, windows, doors and shutters, and detailing such as paired brackets, spandrels and finials. The brick cladding also requires repointing and would benefit from conservation work, along with reinforcement of the brick tied to the exterior wall system and structure. The foundation requires alteration in order to ensure the longevity of the buildings structure, due to settling. Further conservation measures to implement this work are outlined in the Conservation Measures, Section 7 of this report.



1656 Hyde Park Road. Main/East elevation. Photo by: a+LiNK Architecture Inc., 2020

5. PROPOSED USE OF PROPERTY

5.1 RELOCATION, ADAPTIVE RE-USE + RECOMMENDATIONS

Heritage Impact Assessment

A Heritage Impact Assessment was completed for the Routledge Farmhouse by a+LiNK Architecture Inc. in the fall of 2020, and a submitted as a Final Report in December 2020 with revisions in January 2021. The purpose of the Heritage Impact Assessment was to analyze the impact of the new development proposal on the heritage value of the Routledge Farmhouse. The residence is a designated heritage property under Part IV of the Heritage Act, By-Law No. L.S.P.-3455-204, July 26, 2016. The following excerpt has been provided from the HIA Executive Summary. For the complete report, refer to the Heritage Impact Assessment Final Report (December 17, 2020, Revised January 27, 2021).

HLH Investments Ltd. has proposed to adaptively re-use the Routledge Farmhouse in their development plan. The building will support retail and commercial spaces, alongside new retail and commercial spaces at ground level in the adjacent new development. In the proposed development, a transparent glass link addition constructed of steel connected at minimal points (ceiling, walls and ground of the west elevation) will allow for internal access between the heritage farmhouse and the new development. This will allow for re-purposing of the property: currently the house is used as offices, but through the proposed development and plan for adaptive re-use, the farmhouse will be integrated with, and integral to, the new mixed-use, multi-storey development. The proposed mixed use building will be a combination 7 and 8 storeys, providing for a 7-storey massing along Hyde Park Road and an 8-storey massing along North Routledge Park. Commercial uses are located at-grade along Hyde Park Road; the commercial uses are functionally one-storey but showcase a two-storey façade on the exterior. A step-back is provided above this second storey, separating the commercial uses from the residential uses above.

The potential heritage impact of the proposed development at 1656 Hyde Park Road has been assessed and the mitigating approaches analyzed as per the Provincial Policy Statement (PPS) 2014, The London Plan, and the Secondary Plan. The character of the Hyde Park area within The City of London provides for a unique opportunity for the Hyde Park Village development, due to its vast history and nod to both vernacular styles and newer buildings.

The proposed development of mixed use commercial retail residential and integration of the cultural heritage assets provides the platform for the vibrancy and character desired in the London Plan and the Secondary Plan. As with most new developments, height, density, and massing provide the highest levels of impact on cultural heritage assets.

However, the primary mitigating factors for the multi-storey development are; retaining the farmhouse heritage building as a key aspect of the project at the predominant corner of Hyde Park and North Routledge Park and establishing the heritage building as a “beacon” within the development, while surrounding the building with various public realms and connections. The rhythm of podium styles along the commercial level mimic the height, massing and rooflines of the heritage building, but vary in materials and design, creating a juxtaposition between the two. Further to these assets, the proposed design integrates two (2) commercial podiums: one along Hyde Park Road and one along North Routledge Park that are separated by the Heritage building, creating a pause in the design. The residential spaces above are stepped back above the second storey, to draw attention to the commercial level and the heritage residence at the corner apex of the two commercial wings, separated by a courtyard to the south and a glass addition to the west.

A critical aspect of the proposed development includes the relocation of the existing heritage building from its current

5. PROPOSED USE OF PROPERTY

location. The siting of the building is not considered of heritage value, and relocating the building will allow the heritage building to be highlighted and further separated from the development, while the proposed development can preserve its economic viability and density needed for longevity. The heritage impact assessment considered the option to retain the building in its original location and pushing the development footprint further away from the heritage building. However, due to the constraints of the proposed development, including density and economics, the development could not be redesigned to alter the footprint.

Moving the building was the best and preferred option, shifting the building in both the south and southeast directions 3.3 meters and 4.2 meters, respectively. However, given the need for new foundations and raising of the floor to grade to mirror the new development and accommodate accessibility relocating the building can be done as part of this structural stabilizing process. The structural consultant, Vanboxmeer and Stranges Structural Engineers Ltd., has provided an outline of the steps involved in relocating the building, and options for interior reinforcement of the superstructure to remove the existing second floor. That Heritage Building Assessment is included as Appendix B of the Building Condition Assessment. The Building Condition Assessment is submitted as part of the application for re-zoning alongside [the] Heritage Impact Assessment and the corresponding Conservation Plan.

The proposed development achieves the majority of mitigation approaches identified in Section 7 of [the HIA] and of the PPS 2014. Variations in materials and facade design help create a dynamic juxtaposition between the new development and the existing heritage farmhouse. Shadow studies indicate large shadows will be cast over the heritage building in particular during the afternoons and evenings. This is could actually present positive change for the existing shingled roof of the farmhouse - as sun can cause lift and deterioration of asphalt singles more rapidly. While most of the west elevation will be enclosed within the glass link, part of the south elevation will be shaded. Monitoring of the brick on this elevation should be included in the Conservation Plan.

In conclusion, the proposed development meets the guidelines and mitigating measures as provided in the PPS 2014, The London Plan, and Secondary Plan. The design is a good example of respecting and integrating the cultural heritage value of the Routledge Farmhouse through an adaptive re-use approach, providing for future retail and commercial use. Paired with multi-use, high-density commercial and residential development adjacent, and connected via a glass “link”, the proposed approach for the Routledge Farmhouse and development will contribute to the vibrancy and character of the Hyde Park Village, achieving a strong cultural heritage identity within the neighbourhood, community of Hyde Park, and the City of London.



Proposed rendering of Routledge Farmhouse (southeast), integrated into the proposed development for *Hyde Park Village*. Drawing by 17 | 21 Architects Inc., 2020

6. DETERMINING THE PRIMARY TREATMENT: REHABILITATION

6.1 IDENTIFY PROJECT REQUIREMENTS

The Standards and Guidelines outline the required actions as part of conservation activities that are relevant to this CP: understanding, planning, and intervening. The identification of heritage elements and heritage value, the description of the property and previous the Building Condition Assessment completed for the Routledge Farmhouse as discussed in preceding sections of this report, provide a good baseline for understanding the property and its intended use as part of an adaptive re-use project for a new development.

The Heritage Impact Assessment completed for the property is also critical in helping to plan for the appropriate intervention onto the property, providing the anticipated plans for the future development and the inclusion of the Routledge Farmhouse as part of the project. This helps to inform the *planning* stage of conservation. Through an assessment of the existing conditions of the building (BCA) and the assessment of the proposed use for the property (HIA), project requirements have been identified. These includes:

- Stabilizing structure and building envelope;
- Restoring and preserving heritage elements;
- Relocating the building, upgrading and altering the mechanical and electrical systems, removing the interior second floor, providing accessibility, and life safety systems designed to meet future needs, and ensuring the long-term success of the building while protecting its heritage value

6.1.2 Primary Conservation Treatment

To successfully conserve a historic place, or place of cultural value in the case of the Routledge Farmhouse, a decision must be made on the primary treatment, or approach, for conservation before appropriate methods can be recommended and implemented. This is considered stage two of the process, *Planning*, once an understanding of the heritage resource exists, and considers the intended future use and plans for the property related to that use. According to the Standards and Guidelines, before conservation activity begins, a clear objective of conservation must be defined. Referenced previously under Conservation Principles within this document, the objectives, or primary treatments, include preservation, rehabilitation, and restoration. The definitions are reiterated in this section, and when to apply each treatment has also been provided.

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of an historic place, or of an individual component, while protecting its heritage value. Preservation is the recommended primary treatment when:

- Materials, features and spaces of the historic place are essentially intact and convey the historic significance, without extensive repair or replacement;
- Depiction during a particular period in its history is not appropriate; and,
- Continuation or new use does not require extensive alterations or additions.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of an historic place, or an individual component, while protecting its heritage value. Rehabilitation is the recommended primary treatment when:

- Repair or replacement of deteriorated features is necessary;
- Alterations or additions to the historic place are planned for a new or continued use; and,
- Depiction during a particular period in its history is not appropriate.

6. DETERMINING THE PRIMARY TREATMENT: REHABILITATION

Restoration: the action or process of accurately revealing, recovering or representing the state of an historic place, or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Restoration is the recommended primary treatment when:

- An historic place's significance during a particular period in its history significantly outweighs the potential loss of existing, non-character-defining materials, features and spaces from other periods;
- Substantial physical and documentary or oral evidence exists to accurately carry out the work; and,
- Contemporary additions or alterations are not planned.

(Parks Canada 2010: 15 – 17)

Most conservation projects have various treatments included as part of the overall plan. It is important to first establish a primary treatment plan so that each conservation method, can be compared to the original requirements, goals and objectives.

Rehabilitation has been determined to be the best approach to the Routledge Farmhouse, since the wide-ranging interventions all aim to enable the future use of the farmhouse following relocation through adaptive re-use. Within the rehabilitation approach, the conservation program includes retaining and restoring existing exterior heritage wood elements where possible (preservation); accurately representing missing elements through reinstatement (restoration); and alteration of existing elements, such as doors, windows and brick to construct new elements, such as the addition on the west side (rehabilitation). Both preservation and restoration apply beyond the primary treatment of rehabilitation.

Conservation measures outlined in this report under section 6.0 assess the short, medium and long term plans for this approach, based on the adaptive re-use of the building as part of the proposed development plan at Hyde Park Village. The following section provides an overview of the goals of conservation for 1656 Hyde Park Road, based on the rehabilitation approach to conservation.

6.2 GOALS OF CONSERVATION - REHABILITATION

For a CP to be reasonably applicable, the goals of the conservation approach must align with the heritage values of the site as well as inform the future use and viability of a property. The goals of a conservation plan might be similar to a mission statement, and are specific to the needs of the property and the planned use. Based on the review of the property, and the planned integration of the building through adaptive re-use for the proposed vision for the development of Hyde Park Village by HLH Investments, the following goals have been developed for the rehabilitation of the Routledge Farmhouse. General Standards 1 through 9 apply to the goals for the Routledge Farmhouse, while standards 10 through 12 apply specifically to rehabilitation of the heritage property.

6.2.1 Ensure the Integrity of the Building Envelope and Structure

Goal:

- ***Ensuring the structure is stabilized to withstand the intended use and longevity of the proposed plan during and after relocation of the building, including an interventions made, as well as completing a comprehensive re-pointing program for brick masonry to ensure the integrity of the building envelope are essential for the integrity of the heritage resource.***

Applicable *Standards*: 1, 6, 7, 9, 10, and 12.; *Applicable MTCS Eight Guiding Principles*: 2, 3, 4, 6, 7, 8.

6. DETERMINING THE PRIMARY TREATMENT: REHABILITATION

The rehabilitation of the Routledge Farmhouse is comprehensive in scope, and includes several aspects of the structural systems, with particular focus on the foundations and building envelope, to ensure its sustained use as an integral part of a development project. The foundations have been assessed by the team's structural consultant as part of the Building Condition Assessment. At present, the building is settling on block piers that support wooden beams. In order to sustain the building for the long-term, these unstable foundations will need to be replaced with new foundations. Stabilization of the entire building is required prior to and after moving the existing heritage building as part of this process, such that the structure and exterior building envelope, including the brick (heritage attribute) can withstand relocation. Mothballing and other protective measures might also be necessitated as part of the relocation process, should there be a potential period of vacancy following relocation and prior to the restoration and adaptive re-use as part of the future development adjacent.

6.2.2 Preserve and Restore Exterior Heritage Elements where possible

Goal

- ***Repair and restore exterior heritage elements that have degraded through a comprehensive conservation program, including original wood windows, doors, shutters and detailing along the facade and roofline. Document, store and reinstate the heritage porch to its original design, following the building relocation. These approaches will help ensure the sustainability and viability of the heritage attributes.***

Applicable *Standards*: 1, 2, 3, 4, 7, 8, 10. *Applicable MTCS Eight Guiding Principles*: 1, 3, 4, 5, 8.

The exterior wood heritage elements, have fallen into disrepair, with evident signs of decay and rot; the paint is severely chipping and peeling on windows, the remaining heritage door, and the shutters; windows, doors and shutters are missing pieces, or entire elements have been removed. The porch has been modified with replacements that are not sympathetic to the original. These heritage attributes are integral to the cultural heritage value of the property. A conservation program to repair, restore and preserve these as much as possible, while also considering the plans for relocation, adaptive re-use and alterations are important for the longevity of the property.

6.2.3 6.2.4 Enhance the Building's Appeal, Usability and Heritage Value

Goal

- ***Attracting commercial and retail tenants and customers through interior renovations to provide aesthetically pleasing, environmentally sound and accessible spaces is a key aspect of this goal. Constructing an addition that will link this altered building to the new development, and connect the new to the existing, all while enhancing heritage value as part of the appeal to users is important for the success of the heritage property.***

Applicable *Standards*: 1, 3, 4, 5, 7, 9, 11, 12. *Applicable MTCS Eight Guiding Principles*: 6, 7, 8.

Through the proposed new use of the Routledge Farmhouse as part an adaptive re-use project for the new multi-use commercial and retail development, opportunity to rehabilitate the building and prolong its lifespan is presented. Replacement of the mechanical and electrical systems, and removal of the interior second floor will provide adequate services and open up the space for its intended use. These aspects fall outside of the heritage value of the farmhouse, but are mentioned as they can impact the heritage elements. Accessibility upgrades to the building will also be required by the code, added by way of the west addition that will link the existing farmhouse to the adjacent development. Enhancing and conservation the heritage value of the property will mean that the new work must be physically and visually compatible with, subordinate to, and distinguishable from the heritage farmhouse. The new addition should not impair the heritage building if it is removed in the future.

7. CONSERVATION MEASURES

7.1 INTRODUCTION

The following measures provide an outline of the conservation methods necessary to meet the conservation goals for the Routledge Farmhouse to rehabilitate the heritage resource for adaptive re-use as part of the proposed development by HLH Investments Inc. The aspects of the measures proposed include considerations for conservation required prior to, during and immediately following the relocation of the structure. Further, the rehabilitation of the heritage building, including preservation, restoration/repair and alteration work may not begin for some time and proper mothballing of the building may continue for a prolonged period, should the building not be in use by the owners until Phase 2 of the development project is implemented. Monitoring of the building will be required, and re-visiting of the proposed conservation methods considered as part of the long-term project may need to be completed in order to ensure that the work proposed has not changed in any significant way from the time of this report. Most of the short and medium term conservation measures are expected to be completed as part of the early stages of Phase 2 of the proposed development project.

The long term conservation measures will likely be implemented once Phase 2 is underway, with preservation, restoration, repair and alteration work happening concurrently alongside new construction. Some of the exterior conservation methods could be implemented once the addition is completed, so that the work can be properly executed without disturbances related to that construction, and coordinated with the sitework and mobilization for new development so as not to interfere with the conservation programs for the heritage farmhouse.

An overall cost estimate has been prepared for the proposed conservation plan and rehabilitation of the farmhouse building. These elements include: demolition, relocation, stabilization, preservation, restoration, and alterations to both the interior and exterior. Costing has been provided by Elgin Contracting and Restoration Ltd., for high-level budgetary purposes only, as of the date of this Conservation Plan; true costs for the work, considering inflation and any other major changes to the proposed project will need to be considered when the actual work is completed.

Although replacement percentage estimates may range, costing was provided based on the Building Condition Assessment prepared by a+LiNK Architecture Inc. and VanBoxmeer and Stranges Structural Engineers, and the proposed relocation and future upgrade plans for the building, provided by the structural team in conjunction with the moving company Continental Building Movers Ltd. Proposed by Costs are given lump sum costs. Detailed costing for similar systems will likely be within +/- 15-20% of the budget estimate provided.

The existing site and heritage building drawings including plans, and sections are included as Appendix C of this report. The proposed drawings including the site plan, elevations and renderings for the adaptive re-use of the Routledge Farmhouse and the future development are included as Appendix D of this report.

7.2 SHORT TERM CONSERVATION MEASURES

7.2.1 Documentation

Prior to any other conservation methods or relocation work, the resource must be properly documented and heritage elements recorded and reviewed for a baseline condition. A Building Condition Assessment has been completed, but may need to be updated once the plans are put into motion for the conservation program as it relates to the timing of Phase 2 of the development project. If this is 1-2 years, a review and update of both the BCA and existing base drawings for the house, to provide confirmed to-date conditions and measured drawings would be important. These will form the baseline benchmark for maintenance and restoration should any issues or changes arise during relocation that could alter the heritage attributes.

7. CONSERVATION MEASURES

7.2.2 Removal, Demolition and Salvage

Addition

Demolition of the rear addition is expected to be completed before any relocation is undertaken. The west addition removal should be undertaken with care, particularly where the addition is connected to the existing main heritage house. To protect the join area, the walls should be removed within two feet of the actual main farmhouse, such that a short stub wall can be ascertained and possibly even relocated with the main structure, then cut flush with the brick of the existing house. Since the west elevation will be enclosed in the future to accommodate the addition (the glass “link”), it may be appropriate to delay any work on this elevation until such time as the alterations and repointing of that elevation can be coordinated so there are no interferences between the two, and so the restoration work can be done once the exterior shell is constructed and sealed for air tightness. If any brick is removed during this process, it should be salvaged and stored for future use in the rehabilitation project.

West Deck and Pergola

The deck and pergola should be removed with care to ensure that any connections at the existing connections at the west elevation do not degrade the heritage fabric. Proper restoration guidelines for repointing brick and removal of any remaining screws and other ties from the deck should be followed during the restoration process, unless these ties would otherwise further deteriorate the fabric if left in prior to that time.

Front Porch

The existing front porch is also a key part of this stage. Given the complexities of moving the heritage farmhouse, the porch is recommended to be dismantled, piece by piece, and each element examined and tagged for future re-installation. A conservation program to reinstate the porch will be implemented, once the house has been relocated. This will include construction of a new deck, since the current deck is not original, and sympathetic to the original deck in design, materials and form. The chamfered wooden posts, beams and detailed spandrels with fret work should be reinstated, in the exact location on the original house (in its relocation position), as marked prior to relocation. If the condition of these elements is such that this cannot be accomplished without jeopardizing the safety, a replica of those elements of the porch should be implemented that match the original in form, materials and detailing of high-quality versions of the same elements.

During demolition, elements of the building that are of heritage value that are uncovered should also be carefully documented and noted, and consultation with the heritage architect regarding further steps to ensure the protection of those elements before further work or demolition is completed.

7.2.3 Stabilization

The structural assessment - Heritage Building Final Report - was prepared by VanBoxmeer and Stranges Structural Engineers as a secondary assessment (Addendum) to the original Structural Review and Comments in June 2019. With specific focus on the relocation of the building as part of the proposed development, the Heritage Building Final Report (revised January 21, 2021) was used as a tool to review the structural concerns related to relocating the Routledge Farmhouse.

The subsequent addendum report by VanBoxmeer and Stranges also identified the need for stabilization of the Routledge Farmhouse first, in order to successfully relocate it. This ensures that the forces acting upon the building will not cause it to shift significantly or collapse during relocation without the support of the foundations to carry the loads to the ground. Coordination and instillation of shoring is required to stabilize the existing building and

7. CONSERVATION METHODS

remove the weight and load of the structure from the existing foundations. Stabilizing the building will also help in the short term to alleviate the pressures on the failing foundation piers.; The existing intermediate wood beams of the floor are resting block piers, that are settling, causing instability in the foundation system and sagging of the first floor at these locations. During stabilization, the first floor can be jacked up and properly stabilized as part of the overall building stabilization prior to relocation.

A complete assessment of the brick foundations should be completed during this stage, as only a partial assessment was completed for the initial and secondary condition assessments, due to the limited access to the crawl space. Further, the existing brick foundations should be accurately documented once access is provided, and any new information identified that might impact the heritage elements presented to the heritage architect and team. Finally, any repairs that are immediately required to the foundations uncovered during this stage should be addressed at the time. The existing roof system must be confirmed for stability, but it is expected that the roof system is in good condition and will not require significant stabilization work beyond what is required to move the building.

Brick Tie-Back

Re-securing the heritage fabric to the existing wood frame structure is imperative for the survival of the building in the long term, and specifically if it will be moved. Any horizontal tie-back of the brick to the building structure required to prepare the farmhouse for relocation should be ensured at this stabilization stage prior to any relocation measures. Bracing any major vertical cracks in the masonry should also be done at the same time, to prevent further cracking during lifting, relocation and setting the farmhouse in place. This brickwork must be completed with care, recognizing that negative impacts on the interior of the brick could adversely affect the exterior of the facade and the heritage fabric.

In order to tie-back the brick to the structure, the preferred rehabilitation method involves adding new ties to the original brick; in the original approach, the ends of nails were hammered into the outside face of the wood stud walls and the head of the nails embedded into the existing mortar bed. This results in corrosion of the nails, as water will have infiltrated the brick over time, causing the ties to weaken. The method for stabilizing the brick recommended by a+LiNK Architecture Inc. involves the use of brick-tie backs by way of helio-piers. Stainless steel drill bits are inserted into the brick and the stud to form helio piers, which re-secure the brick back to the stud wall of the wood framing. The actual methods would require verification and reviews by a structural engineer.

If any temporary interventions to stabilize the brick are needed prior to relocation, these should follow *the Standards and Guidelines*, and allow for ease of reversibility once the house is relocated, with minimal impact on the heritage elements to avoid compromising the integrity of the heritage fabric. The interior finishes will be removed at this stage to access the interior of the building envelope and the inside face of the brick to properly tie the brick back to the structure. It is assumed that the occupants will vacate the building prior to this demolition.

7.3 MEDIUM TERM CONSERVATION MEASURES

7.3.1 Preparation for Relocation

Preparation of the site for relocation involves some key elements to be addressed. First, the site will need to be prepared in order to remove the foundations, including possible trenching around the house to access the foundations. The vegetation surrounding the house, while not specifically a heritage element, will need to be removed as part of this site work. Also, once the house is ready to be relocated, the ramp for the moving machinery

7. CONSERVATION METHODS

will need to be prepared and the vegetation cannot impede the ramp. Any vegetation removed should occur with reference to any Tree Protection by-laws, and as part of Building Permit regulatory requirements. These should be retained for future re-use once the building is relocated (depending on the outline for the landscape plan as agreed upon for the site).

In order to relocate the building within the site, a temporary roadway will need to be established with at least one foot of granular base to support the weight of the heritage building as it is being relocated. The shear weight of the structure is at more risk of weighing down the hydraulic relocation system without the base, putting pressure on the system that could cause it to become stuck or fail in loose, uneven or weak terrain.

7.3.2 Foundation Alterations

The existing foundation walls below the house (stabilized as part of the short term measures), will need to be removed once the site work is prepped and any other elements to allow adequate access to remove the foundations, with minimal impact on the heritage elements. The brick from the foundations should be carefully salvaged and stored. If any other heritage elements are affected during the removal of the foundations, these should be addressed with the heritage architect and team.

Once the site is prepped and the foundations have been removed, excavation for the new foundations for the relocation footprint of the new house can begin. Because the house is being relocated 3.3 meters to the southeast and 4.2m to the south, part of the new foundations will be excavated underneath the existing house in-situ, prior to removal, while the house is stabilized. However, this will reduce the need to relocate the house to a temporary site beyond the future relocation site to excavate and build new foundations, which would effectively mean moving the building twice. This is not desirable as the strain on moving the building in two stages is significant.

7.3.3 Relocation and Stabilizing

Best practices for relocation recommend mild weather conditions for relocation; temperatures below even 30 degrees Celsius or can present problems for the operation of the hydraulic system. Rain and snow can also be problematic as this can contribute to changes in the terrain and increased risk to the building relocation.

The relocation of the structure and installation onto the new foundations will take approximately a week to ten days. Once the building is in its final position, the footings and foundations can be constructed to the underside of the structure requiring support. New foundations will provide support for the relocated farmhouse at both the appropriate depth for frost heave (and any basement requirements), and for the shift in the elevation level of the first floor at grade upwards approximately 1.5 meters to align with the future grade of the proposed adjacent development project. This will also help to alleviate any concerns for site drainage given that the current house sits below the elevation level of Hyde Park Road and North Routledge Park.

After the building is relocated, and the foundations have been constructed, the farmhouse will require re-stabilization. The temporary shoring will be removed so that the house can be supported by the new foundations. A complete review of the structural system and building envelope as well as exterior elements for any signs of failure during the move is recommended. If there are any immediate concerns, these will need to be implemented and addressed promptly; any additional cracks, or shifting, or any increase in existing cracks, or critical brick and mortar failure may need to be addressed by way of a repointing program at the time once the building is sitting on its permanent foundations; any critical failure of specific exterior heritage elements identified post-move, that cannot withstand mothballing until a complete program is implemented, will need attention. Otherwise, any

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updates to the building review should be identified and if necessary, implemented into the Conservation Plan to be completed as part of the rehabilitation intervention.

Any immediate roof repair work required as part of the temporary work completed to-date on the roof should also be completed during this period, once the building has been relocated in order to prevent any moisture penetration into the heritage building, prior to mothballing.

7.3.4 Mothballing

Mothballing is a process that can effectively control and protect the viability of a heritage resource from potential long-term deterioration during a prolonged period where the building may be unoccupied while preparing for its future use. Deactivating the Routledge Farmhouse once it has been relocated, may be necessary, depending on the timeline for site work and construction for Phase 2 of the adjacent proposed development project. Beyond this, mothballing does not protect a building indefinitely, so even marginal interim uses or non-flammable storage might be considered.

Security

As part of the process to protect the building, securing the building and its component features to reduce vandalism or break-ins is recommended. Construction fencing is a good way to deter trespassing.

Pests

Another important step in this process involves controlling pests. Pest such as small rodents, vermin, raccoons, termites, bugs and birds can wreak havoc on heritage buildings. It is important to remove all animals or insects from the property and seal off any access to prevent deterioration of the heritage resource by these pests once the building is vacated.

Localized Critical Brick Repointing and Repair

Further, localized brick masonry repairs through repointing may be required in areas where very serious moisture penetration could occur as part of the mothballing process. These should be completed based on the updated review of the brick condition at the time of mothballing. The mortar should match the historic mortar in composition, colour and tooling. Further details regarding brick restoration are outlined in Section 7.4.1.

Ventilation

Finally, once the building is secured, pests removed and any critical brick repaired, adequate ventilation is recommended to provide air exchange throughout the building while vacant. If the building is unoccupied and mothballed for winter months, minimal heating at 7 degrees Celsius may be needed, with forced-fan ventilation in the summer months. Louvered openings should be added to wood window and/or door coverings to permit natural ventilation, and equipped with wire mesh to avoid wildlife ingress. Typically, 1-4 air exchanges per hour is considered the minimum for mothballed buildings. Assessment by a qualified Mechanical engineer should be done at the time of to determine the level of required ventilation.

Since the Routledge Farmhouse exterior is a brick heritage building constructed without insulation and air barriers, keeping the interior temperature above the spring dew point to avoid damaging condensation should be followed. While the majority of the interior work will be altered and removed to re-use the building, it should still be protected from the elements through the means recommended above, as prolonged exposure to moisture or other issues could result in mold, rot and degrade structure beyond just the finishes. Retaining electrical services to London Hydro will be necessary to provide this ventilation.

7. CONSERVATION METHODS

7.3.5 Monitoring

Because of the intensive work to stabilize and relocate the building onto a new foundation footprint, periodic monitoring of the building structure and its impacts on any heritage fabric is critical. A monitoring program is recommended every two months or so, until the building has time to settle, and a review of any major changes to the exterior as a result should be documented and addressed, if necessary.

If the building is mothballed for an extended period of time, monitoring (and possible maintenance) will also be important to ensure the building remains well ventilated, sealed and protected until ready for future use. Periodic monitoring provides a known presence on the site, and can also detect any critical issues such as water ingress or failure to the systems or heritage elements. An updated assessment may be required prior to the implementation of the rehabilitation and restoration programs recommended in this Conservation plan, depending on the length of time the building is mothballed.

7.4 LONG TERM CONSERVATION MEASURES

7.4.1 Preservation and Restoration Work

While the primary treatment recommended for the conservation of the Routledge Farmhouse is **rehabilitation**, some key aspects of the approach include preservation and restoration as secondary treatment programs to prolong the lifespan of the heritage property and its value. As outlined in the goals for conservation, these programs include measures for heritage elements: brick masonry restoration and mortar repointing, preservation and restoration of exterior wood attributes and re-instating of the original front porch. These should be completed outside of the addition work constructed so as to avoid interference. The replacement of the roof should be completed as part of these measures, and every effort should be made to replace the roof with material and design similar to the original. If no evidence of the original design can be confirmed, replacement with asphalt shingles would be appropriate, considering the colour and style choices: any new work should be complementary, and subordinate to, the original fabric. This approach similarly applies to the new roof of the front porch, once it is re-built.

Brick Masonry: Restoration

A comprehensive brick masonry repair and repointing program should be completed; a complete survey at the time to confirm percentage required and exact repointing locations should be performed using a boom lift as necessary to review all aspects of each elevation. Measured drawings locating areas and depth required should be completed as part of this program. Cracked and failing mortar joints will be repointed alongside repair and replacement of spalled bricks, as identified in the assessment. Mortar should be sympathetic to the original mortar beds used on the heritage fabric, avoiding the use of hard portland cement or vapour-impermeable waterproof coatings.

Exterior Wood Heritage Elements - Windows, Doors, Shutters, and Roofline Detail: Preservation and Restoration

Preservation and restoration of the wood heritage elements located on the exterior of the heritage resources. Primarily, the wood windows, door, shutters and detailed elements at the rooflines and porch should be preserved, restored and repaired where appropriate. This work is considered integral to the heritage value of the property, and should be completed as part of a comprehensive conservation program for exterior wood elements. The existing elements should be thoroughly assessed and planned by a qualified heritage architect, and completed by a qualified heritage restoration contractor.

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Wood fenestration and windows, original doors and shutters should be repaired, in-situ, wherever possible. This includes stripping, sanding and repainting. Remove old caulking and replace with new. Storms should first be removed prior to work. Reinstall storms and replace with like for like on windows missing. The heritage attributes note that the storms are aluminum. Use wood restoration consolidator material to areas of wood window showing signs of decay, and Dutchman where small sections of damaged or decayed wood can be locally repaired. Where the damage of the window and shutter elements are too severe, or they are missing completely, replacement with exact replicas matching form, materials and detailing compatible with the original should be used. A program to review these elements should be conducted and should include a boom lift to access the upper level to properly ascertain the conservation interventions needed for each element.

The rear entrance that has been replaced with a contemporary door will be modified to accommodate the new addition - refer to 7.4.2 for further details regarding this opening. The former original door at the east elevation has been replaced with a new door. This opening should be reviewed to consider both the heritage value of the main facade, and requirements for accessibility from this entrance facing Hyde Park Road. If an accessible entrance is provided through the addition, this door does not need to be accessible. Consideration for a door more sympathetic to the original might be considered here, if evidence of the original door can be confirmed. If this information is not available, a new door that is visually compatible with the historic fabric of the farmhouse would be appropriate, but discernible so as not to confuse it as a replacement for the original.

Detailed paired brackets along the roofline should also be assessed, in situ, when reviewing the windows and shutters using a lift to determine the condition and evaluate if they require comprehensive restoration, or repainting and repair as needed. If possible, retain the wood brackets in-situ, rather than remove them, to complete restoration work. If this is not an option, the brackets requiring restoration should be carefully removed, numbered and conserved before being reinstalled in the exact original location using methods similar to the original connections.

Front Porch Restoration

The original front porch has been modified since it was constructed. The decking has been replaced, and the corner post at the north end has been replaced with a pressure treated post that does not match the original chamfered wooden posts with capitals in design and profile. The post should be reinstated with a new post that has been replicated from the other original posts so that the porch is cohesive. The spandrels with fret work, beams and posts with capitals are in poor condition, with some pieces broken, falling off and decaying. When the porch is re-instated, each piece will have been numbered during the removal process and documented as to the location. Examine each piece to determine if it can be repaired and restored with sanding and repainting. If this is not possible, new replicas matching the wood species, design, form and profile of the originals should be made. If the posts and beams cannot be re-used due to structural and safety reasons, these too should be replicated to match the originals as described above. These interventions should be physically and visually compatible with the heritage fabric, identifiable on close inspection, and documented for future reference.

7.4.2 Alterations for Adaptive Re-Use

Several alterations to the Routledge Farmhouse will be required as part of the rehabilitation program to adaptively re-use the heritage resource for future use. The new west glass “link” addition will allow for adaptive re-use but include alterations. Some of these include:

- Replacement of the heating, ventilation, mechanical and electrical systems to meet future needs

7. CONSERVATION METHODS

- Demolition of interior second floor to open up the space - new structural system constructed within the interior to brace the exterior walls
- Providing universal access and altering or creating openings on the west elevation for internal access from the new addition

These alterations will improve the longevity of the heritage farmhouse as it is incorporated into the new development adjacent. However, measures must be taken to ensure the alterations do not impair the heritage elements.

New Addition - Glass “Link”

The addition is designed of sleek steel beams that terminate at the west elevation of the farmhouse, protected behind a thin roof line above. The interior of the space may expose these beams to highlight the contrast between the brick heritage farmhouse (now located on the interior of this addition) and the contemporary addition and link to the rest of the development.

The location of the new steel structural beams of the roof of the addition, where it meets the brick of the west elevation, will touch the existing heritage house but will not be tied into the structure of the house. The structure will be completely separate and self-sufficient, creating a frame that can be supported outside of the connection to the house. Where the addition meets the west elevation of the house, the connections will be minimal and only to provide for thermal bridging and sealant to enclose the interior of the space as an internally and environmentally controlled public entrance and courtyard. Any bricks that are required to be removed or secured to as part of this process should be carefully documented, and the use of minimal intervention wherever possible use.

Any windows, doors and brick disturbed and removed to accommodate the access into the existing house from this addition link should be carefully removed, identified or numbered, and safely stored in a thermally controlled storage area for any future reversibility. Bricks should be carefully dismantled, numbered, cleaned and stored as noted above for reuse. New openings created, including any changes to existing openings, must be done with caution so as not to cause further degradation to the heritage fabric adjacent to the opening of the facade and its fenestration. The new openings should be subordinate to and distinguishable from, the original heritage fabric. The window along the second storey of the west elevation will require alterations as the height of the new addition will intersect with this window. The window in this instance can be filled-in with a new material that would define the window perimeter on the exterior, while creating a glazing back-painted panel on the interior for further definition. A grammar of new materials (for example steel, glass and other contemporary materials) is suggested as an appropriate design approach, clearly identifying any new interventions and infill as part of this alteration work.

Interior Renovations

Demolition of the interior second floor is planned as part of the interior renovations for the building to integrate the design of the space for commercial and retail use, with the rest of the proposed development. As noted in the Heritage Building Final Report by VB+S, removing the wall will required lateral reinforcing of the exterior walls. Although outside of recognized heritage elements, this has been included as part of the conservation plan, due to the relationship of the structural system and stabilization of the overall building its form, massing, and longevity. The system designed will take the lateral wind loads at the second floor and transfer it to the shear walls.

For consistency in design, the steel system might be considered so that it aligns with the grammar of other new elements that are added to the heritage building on the exterior in order to contrast and juxtapose the existing

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heritage fabric. However, importantly, the system constructed should make every effort to avoid negatively impacting the heritage elements on the exterior, especially the brick and the roof system. The existing roof system is in good condition.

Mechanical and Electrical System Replacement

While not part of the heritage attributes, the replacement of these systems may impact the heritage fabric where new openings are created in the building envelope for these services. These openings must consider the heritage elements and ensure that careful attention in the design avoids the excess removal of, or degradation to, the original brick. Any bricks that must be removed should be salvaged and stored.

7.4.3 Monitoring

Upon completion of the preservation, restoration and alteration work to the exterior heritage elements, an updated baseline report for the building should be completed and referenced for any future reversibility or work that needs to be completed. Periodic monitoring of the heritage elements should continue beyond the completion of the adaptive re-use project to ensure there are no major changes to the structure evidenced through new cracks or brick failure, and to ensure that the restoration programs continue. This monitoring, paired with continued maintenance of the heritage building will ensure the longevity and sustainability of the Routledge Farmhouse for generations to come.

8. COSTING AND SCHEDULING FOR CONSERVATION

The following costing has been prepared by Elgin Contracting and Restoration. The costing has been completed in general order of sequence for completion, with the estimated duration of time indicated in number of days.



ELGIN CONTRACTING AND RESTORATION LTD.

Class 'C' Estimate

Date **October 7, 2020**
 Project **1656 Hyde Park Rd Cost Estimate**
 Project Location **1656 Hyde Park Rd. London, On**
 Project Contact **Harry Hermann**

Item	Item Description	Estimated Duration	Estimated Costs	Notes
1	Demolition of Rear Addition	3 Days	\$ 5,500.00	
2.1	Remove Existing Front Porch - Demolition	2 Days	\$ 1,750.00	
2.2	Remove Existing Front Porch - Salvage & Restoration Heritage Items	4 Days	\$ 4,500.00	Restoration includes scraping of all loose paint, repainting and minor wood restoration to deteriorated wood elements
3.1	Stabilize Brick Structure - Demolish Interior Finish	7 Days	\$ 11,500.00	Any abatement would be additional to this cost
3.2	Stabilize Brick Structure - Install New Brick Ties	6 Days	\$ 12,750.00	Based on VB&S report a series of galvanized metal anchor plates and anchors to existing studs and backside of masonry veneer
4	Temporary Relocation of Structure and Reinstallation on New Foundations	10 Days	\$ 290,000.00	Estimate provide by Continental Building Movers. In discussions a large portion of this cost is associated with temporary support of the existing masonry veneer. Their original suggestion was to remove the veneer and reinstall for costs savings.
5.1	New Foundations - Removal of Brick Foundation, Excavation & Backfill	4 Days	\$ 16,500.00	
5.2	New Foundations - Footings & Foundation Walls	5 Days	\$ 19,750.00	
6.1	Remove Second Floor Structure - Demolition & Temporary Shoring	10 Days	\$ 16,425.00	Assumed some lateral supports to existing walls and shoring of load bearing walls.
6.2	Remove Second Floor Structure - New Beam & Column Structure	8 Days	\$ 14,700.00	
6.3	Remove Second Floor Structure - Enlarged Opening Into New Development	4 Days	\$ 8,150.00	
7.1	Install New SOG - Minor Plumbing	2 Days	\$ 4,500.00	Assumed BF Washroom Rough In
7.2	Install New SOG - In Floor Heat Rough In	2 Days	\$ 8,175.00	Included for rough-in of in floor piping and 2" sm insulation.
7.3	Install New SOG - Slab Prep & Pour	3 Days	\$ 9,900.00	
8.1	Exterior Restoration - Repointing	16 Days	\$ 33,000.00	Assumed 50% Repointing Approx. 1,110sf
8.2	Exterior Restoration - Window Restoration	21 Days	\$ 25,690.00	
8.3	Exterior Restoration - Door Restoration	5 Days	\$ 1,950.00	
8.4	Exterior Restoration - Front Porch Reconstruction	7 Days	\$ 7,600.00	
8.5	Exterior Restoration - Roof Reinforcing	5 Days	\$ 15,000.00	
8.6	Exterior Restoration - Reroofing	2 Days	\$ 4,750.00	New shingles
9.1	Interior Finishes - New Steel Stud @ Exterior Walls	3 Days	\$ 7,500.00	
9.2	Interior Finishes - Insulate & Drywall @ Exterior Walls	15 Days	\$ 24,500.00	
9.3	Interior Finishes - Drywall Ceiling & Insulate Attic	9 Days	\$ 9,500.00	
9.4	Interior Finishes - New Lighting	5 Days	\$ 13,500.00	Assumed fixtures to be more expensive than a standard fixture based on renderings
9.5	Interior Finishes - Painting	6 Days	\$ 6,500.00	
9.6	Interior Finishes - Flooring	2 Days	\$ 5,000.00	
9.7	Interior Finishes - Concrete Polishing	2 Days	\$ 5,650.00	
10	Contingency Allowance	N/A	\$ 30,000.00	
11	General Conditions	N/A	\$ 45,000.00	Bonding, Insurances, Supervision, Site Fencing/Office etc.
12	Contractor Fees	N/A	\$ 30,000.00	
13	Architect & Engineer Fees	N/A	\$ 86,155.00	
ESTIMATED PROJECT COSTS			\$ 775,395.00	+HST

9. RESOURCES

Federal and Provincial Documents

1. Her Majesty the Queen in Right of Canada. *Standards and Guidelines for the Conservation of Historic Places in Canada*. 2010.
2. Ministry of Tourism, Culture and Sport. *Eight Guiding Principles in the Conservation of Built Heritage Properties*. 2013.
3. Ministry of Municipal Affairs and Housing. *Ontario Provincial Policy Statement, Under the Planning Act*. 2014.
4. Ontario Ministry of Culture. *Heritage Resources in the Land Use Planning Process, Cultural Heritage and Archaeology Policies of the Ontario Provincial Policy Statement*. 'Info Sheet #5, Heritage Impact Assessments and Conservation Plans.' 2005.

Municipal Documents

1. City of London. *Heritage Designation By Law L.S.P.-3455-204.*, July 26, 2016.
2. City of London. *Illustrated Urban Design Principles*. May 2010.
3. City of London - The London Advisory Committee on Heritage Department of Planning and Development. *Inventory of Heritage Resources 2006*. 2005.
5. City of London. *The London Plan*. Minister Approved December 28, 2016.
6. City of London. *Strategic Plan for the City of London 2015-2019*.

Other - Provided by Client and Team

1. Map Images: *London, Ontario*. Aug 2020. Google Maps, <https://www.google.ca/maps/place/London,+ON>
2. Drawings and Images. 17 | 21 Architects Inc. (formerly *WilsonDiaz Architects*), 2019 - 2020.
3. The London Township History Book Committee, *London Township; Families Past and Present. Volume II*, The Aylmer Express Ltd., October 2001.

10. SUPPLEMENTARY INFORMATION

APPENDICES:

A. PHASE 1-2 ARCHAEOLOGY REPORT

Stage 1-2 Archaeology Assessment of 1600-1674 Hyde Park Rad, 1480 North Routledge Park, and 1069 Gainsborough Road, in part of Lot 25, Concession 3, Township of London, Now City of London, Middlesex County, Ontario by Lincoln Environmental Consulting Corp., April 2019.

B. SCHEDULE OF PREVIOUS REPORTS AND STUDIES

C. EXISTING SITE AND HERITAGE BUILDING DRAWINGS

Site Plan

Existing Conditions, Removals and Erosion Sediment Control Plan North and South for Commercial and Residential Development - 1600 Hyde Park Road, London, ON for HLH Investments Inc., by Development Engineering, June 12, 2019.

Drawings

The following drawings are included to reflect the nature of the proposed relocation of the existing heritage building (both current and post-relocation), in context of the proposed development for Hyde Park Village, by 17 | 21 Architects Inc. (formerly WilsonDiaz Architects Inc), Dec 17, 2020

A100 – Ground Floor Plan

A101 – Partial First Floor Plan and Partial First Floor Demo Plan

A302 – Section 1

A303 – Section 2

A304 – Section 3

D. PROPOSED DRAWINGS

by 17 | 21 Architects Inc. (formerly WilsonDiaz Architects Inc), Dec 17, 2020

A010 – Site Plan (Revised January 18, 2021)

A300 – North Elevation / East Elevation

A301 – South Elevation / West Elevation

Hyde Park Village Renderings – Three Exterior Views and Two Interior Views



APPENDIX A

Stage 1-2 Archaeology Assessment of 1600-1674 Hyde Park Rad, 1480 North Routledge Park, and 1069 Gainsborough Road, in part of Lot 25, Concession 3, Township of London, Now City of London, Middlesex County, Ontario by Lincoln Environmental Consulting Corp., April 2019.

APPENDIX B

Schedule of Previous Reports + Studies

Schedule of Previous Reports and Studies – 1656 Hyde Park Road, London, Ontario

Building Condition Assessment

Building Condition Assessment at 1656 Hyde Park Road., November 5, 2015

By Strik, Baldinelli, Moniz Ltd. (SBM). Note: Not reviewed as part of the Conservation Plan.

Archaeology Assessment

Stage 1-2 Archaeology Assessment of 1600-1674 Hyde Park Rad, 1480 North Routledge Park, and 1069 Gainsborough Road, in part of Lot 25, Concession 3, Township of London, Now City of London, Middlesex County, Ontario, April 2019.

by Lincoln Environmental Consulting Corp.

Heritage Impact Assessment

Heritage Impact Statement:

Routledge Farmhouse -1656 Hyde Park Road, HLH Investments Ltd., May 1, 2019

by Zelinka Priamo Ltd.

Structural Assessment

Structural Review and Comments: 1656 Hyde Park Road N., Condition Survey Draft Report for HLH Investments Ltd., June 10, 2019

by VanBoxmeer and Stranges Structural Engineers Ltd.

Heritage Building Assessment

Heritage Building Final Report: 1656 Hyde Park Road N., HIA for HLH Investments Ltd., January 21, 2021

by VanBoxmeer and Stranges Structural Engineers Ltd.

Costing Report

Class 'C' Estimate, 1656 Hyde Park Road, October 7, 2020

by Elgin Contracting and Restoration Ltd.

Building Condition Assessment

Building Condition Assessment for Hyde Park Village

December 17, 2020; Revised January 27, 2021

by a+LiNK Architecture Inc.

Heritage Impact Assessment

Heritage Impact Assessment for Hyde Park Village

December 17, 2020; Revised January 27, 2021

by a+LiNK Architecture Inc.

APPENDIX C

Existing Site and Heritage Building Drawings

Site Plan

Existing Conditions, Removals and Erosion Sediment Control Plan North and South for Commercial and Residential Development - 1600 Hyde Park Road, London, ON for HLH Investments Inc., by Development Engineering, June 12, 2019.

Drawings

The following drawings are included to reflect the nature of the proposed relocation of the existing heritage building (both current and post-relocation), in context of the proposed development for Hyde Park Village, by 17 | 21 Architects Inc. (formerly WilsonDiaz Architects Inc), Dec 17, 2020

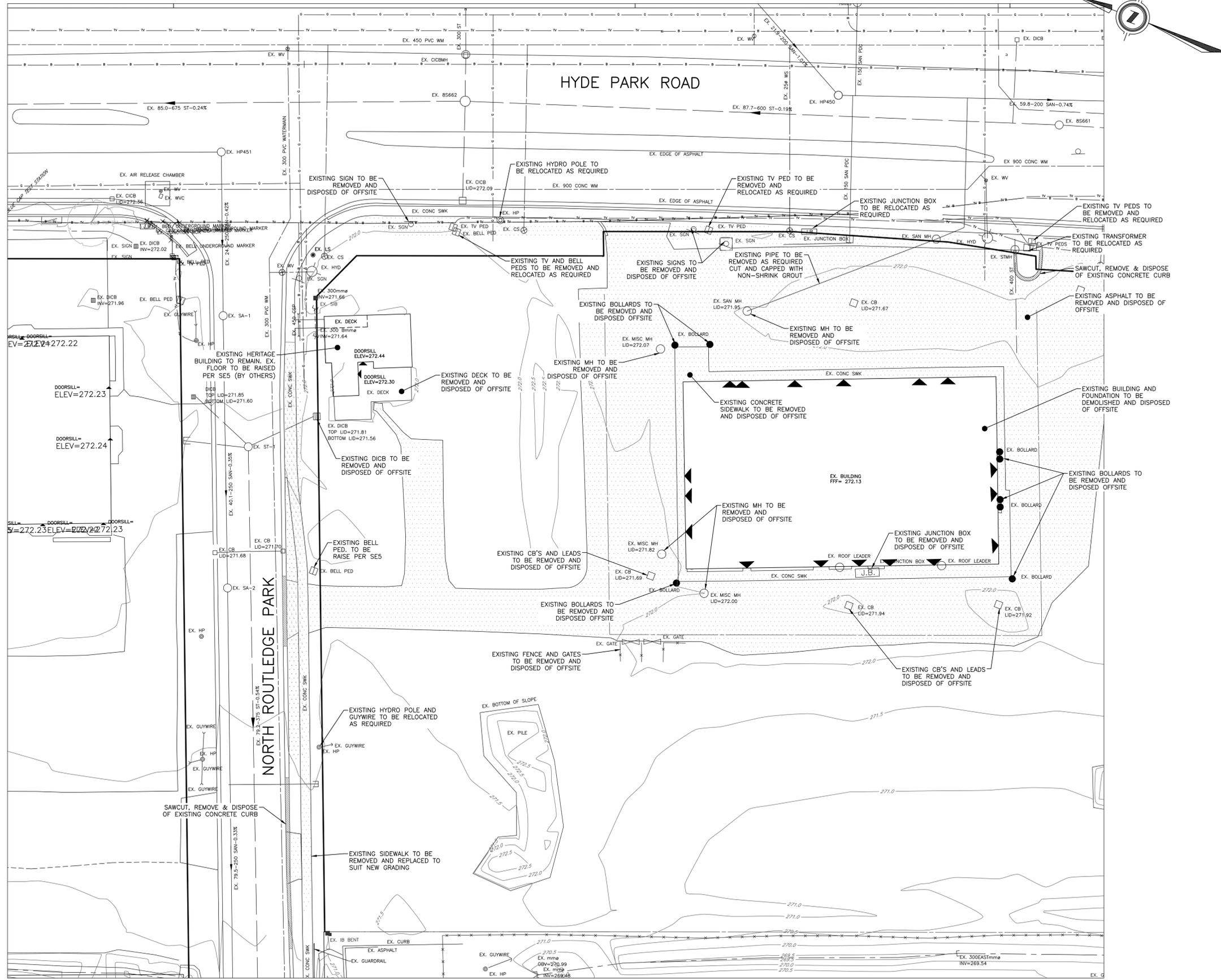
A100 – Ground Floor Plan

A101 – Partial First Floor Plan and Partial First Floor Demo Plan

A302 – Section 1

A303 – Section 2

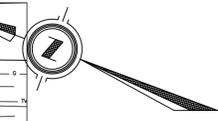
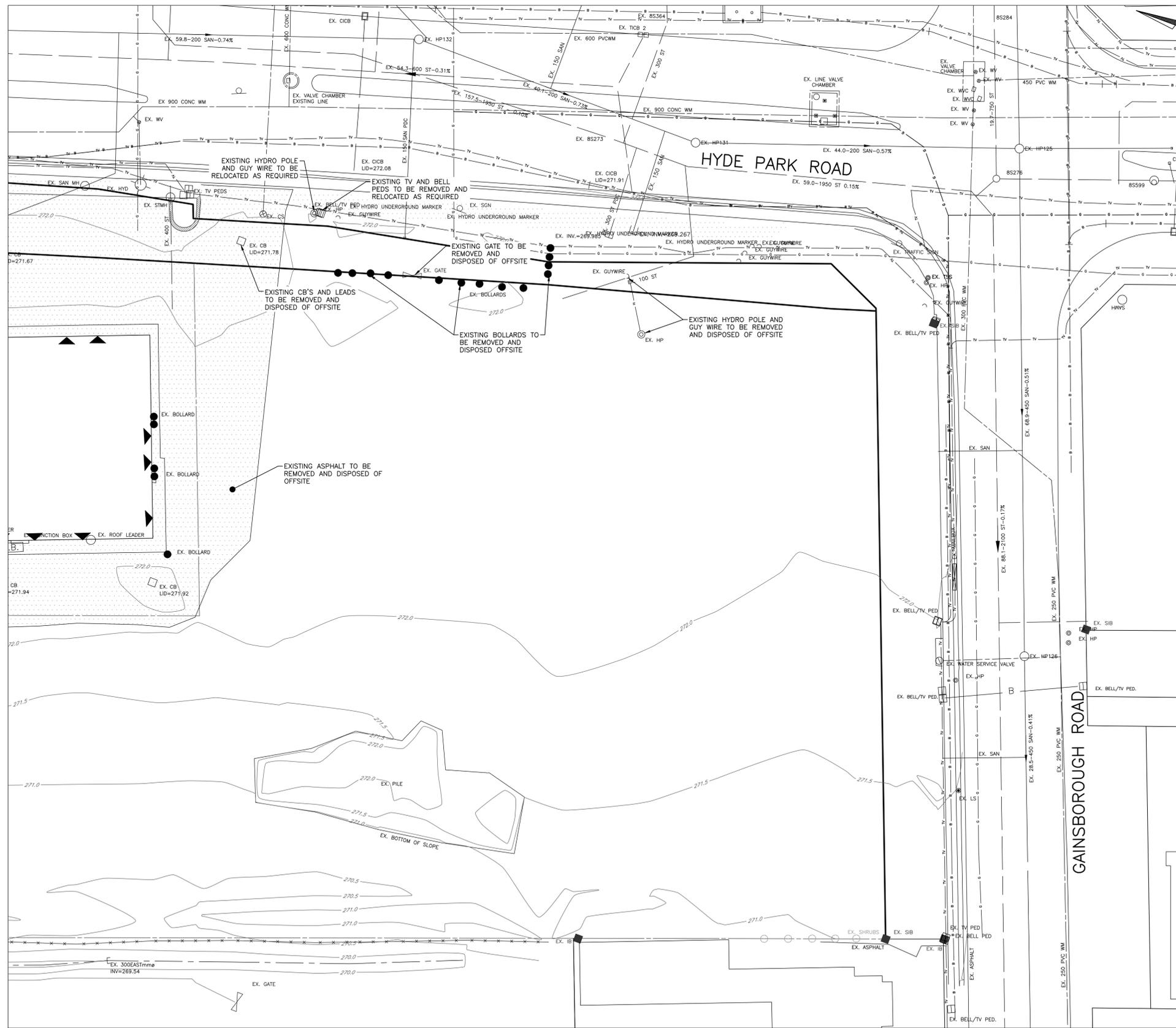
A304 – Section 3



LEGEND

- EX. STMH EXISTING STORM MANHOLE
- EX. SANMH EXISTING SANITARY MANHOLE
- EX. CBMH EXISTING CATCHBASIN MANHOLE
- EX. CB EXISTING CATCHBASIN
- EX. 50.0-200 SAN-1.0% EXISTING SANITARY SEWER
- EX. 50.0-600 ST-0.5% EXISTING STORM SEWER
- EX. FH EXISTING HYDRANT
- EX. WV EXISTING WATER VALVE
- EX. 150# WM EXISTING WATERMAIN
- — — EXISTING FENCE
- EX. TV PED EXISTING TV PEDESTAL
- — — EXISTING TV CABLE
- EX. GM EXISTING GAS METER
- EX. GV EXISTING GAS VALVE
- — — EXISTING GAS MAIN
- EX. BP EXISTING BELL PEDESTAL
- EX. B.PED EXISTING BELL MANHOLE
- EX. BMH EXISTING BELL MANHOLE
- — — EXISTING BELL CABLE
- EX. HMH EXISTING HYDRO MANHOLE
- — — EXISTING HYDRO
- EX. J.B. EXISTING JUNCTION BOX
- EX. HP/LS EXISTING HYDRO POLE/LIGHT STANDARD
- EX. HP EXISTING HYDRO POLE
- TP1 APPROXIMATE TEST PIT LOCATION
- BH1 EXISTING BOREHOLE LOCATION (REF. GEOTECHNICAL REPORT BY _____)
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- — — EXISTING HEDGE
- EXISTING SHRUB
- EXISTING TREE STUMP
- EXISTING CONIFEROUS TREE TO BE REMOVED
- EXISTING DECIDUOUS TREE TO BE REMOVED
- — — EXISTING HEDGE TO BE REMOVED
- EXISTING SHRUB TO BE REMOVED
- TEMPORARY SURFACE DRAINAGE
- STRAWBALE FILTER
- — — ROBUST SILT FENCE
- — — HEAVY DUTY SILT FENCE
- — — LIGHT DUTY SILT FENCING
- HOARDING FENCE
- EXISTING ASPHALT OR CONCRETE SIDEWALK TO BE REMOVED
- ASPHALT MILLING
- EXISTING CONCRETE CURB TO BE REMOVED
- PROPOSED CONSTRUCTION MUD MAT

	EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT	CONSULTANT OR DIVISION	ENGINEER'S STAMP	SCALE	PROJECT No.	SHEET No.	PLAN FILE No.
						DESIGN BY SD/RP DRAWN BY RP CHECKED BY SD F.B.K. ***	1	***	MM. DD/YY	DEVENG	London Office 41 Adelaide St. N., Unit 71 (519) 672-8310 Paris Office 31 Mechanic St., Unit 301 (519) 442-1441	 CONSULTING CIVIL ENGINEERS	SCALE - 1:300 	COMMERCIAL & RESIDENTIAL DEVELOPMENT 1600 HYDE PARK ROAD, LONDON ONTARIO HLH INVESTMENTS INC.	DEL18-081	1
						FILE: DEL18-081 - C3D BASE_RECORDER.DWG										



LEGEND

- EX. STMH EXISTING STORM MANHOLE
- EX. SANMH EXISTING SANITARY MANHOLE
- EX. CBMH EXISTING CATCHBASIN MANHOLE
- EX. CB EXISTING CATCHBASIN
- EX. 50.0-200 SAN-1.0% EXISTING SANITARY SEWER
- EX. 50.0-600 ST-0.5% EXISTING STORM SEWER
- EX. FH EXISTING HYDRANT
- EX. WV EXISTING WATER VALVE
- EX. 150P WM EXISTING WATERMAIN
- EX. FENCE EXISTING FENCE
- EX. TV PED EXISTING TV PEDESTAL
- EX. TV EXISTING TV CABLE
- EX. GM EXISTING GAS METER
- EX. GV EXISTING GAS VALVE
- EX. G EXISTING GAS MAIN
- EX. BP EXISTING BELL POLE
- EX. B.PED EXISTING BELL PEDESTAL
- EX. B.MH EXISTING BELL MANHOLE
- EX. B EXISTING BELL CABLE
- EX. HM EXISTING HYDRO MANHOLE
- EX. H EXISTING HYDRO
- EX. J.B. EXISTING JUNCTION BOX
- EX. HP/LS EXISTING HYDRO POLE/LIGHT STANDARD
- EX. HP EXISTING HYDRO POLE
- TP1 APPROXIMATE TEST PIT LOCATION
- BH1 EXISTING BOREHOLE LOCATION (REF. GEOTECHNICAL REPORT BY _____)
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE
- EXISTING HEDGE
- EXISTING SHRUB
- EXISTING TREE STUMP
- EXISTING CONIFEROUS TREE TO BE REMOVED
- EXISTING DECIDUOUS TREE TO BE REMOVED
- EXISTING HEDGE TO BE REMOVED
- EXISTING SHRUB TO BE REMOVED
- TEMPORARY SURFACE DRAINAGE
- STRAWBALE FILTER
- ROBUST SILT FENCE
- HEAVY DUTY SILT FENCE
- LIGHT DUTY SILT FENCING
- HOARDING FENCE
- EXISTING ASPHALT OR CONCRETE SIDEWALK TO BE REMOVED
- ASPHALT MILLING
- EXISTING CONCRETE CURB TO BE REMOVED
- PROPOSED CONSTRUCTION MUD MAT

2018/06/19 12:19:23:29pm DEL18-081 - C3D BASE_revised.dwg

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
					DESIGN BY SD/RP DRAWN BY RP CHECKED BY SD F.B.K. ***	1	***	MM. DD/YY	DEVENG

CONSULTANT OR DIVISION

London Office
41 Adelaide St. N., Unit 71
(519) 672-8310

Paris Office
31 Mechanic St., Unit 301
(519) 442-1441

development engineering
(London) Limited
CONSULTING CIVIL ENGINEERS

ENGINEER'S STAMP

SCALE

SCALE - 1:300

PROJECT No. **DEL18-081**

SHEET No. **2**

PLAN FILE No.

COMMERCIAL & RESIDENTIAL DEVELOPMENT
1600 HYDE PARK ROAD, LONDON ONTARIO
HLH INVESTMENTS INC.

**EXISTING CONDITIONS, REMOVALS
AND EROSION SEDIMENT CONTROL
PLAN SOUTH**



KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
10/01/2020	ISSUED FOR ZONING APPROVAL	1
12/17/2020	ISSUED FOR ZONING APPROVAL	2

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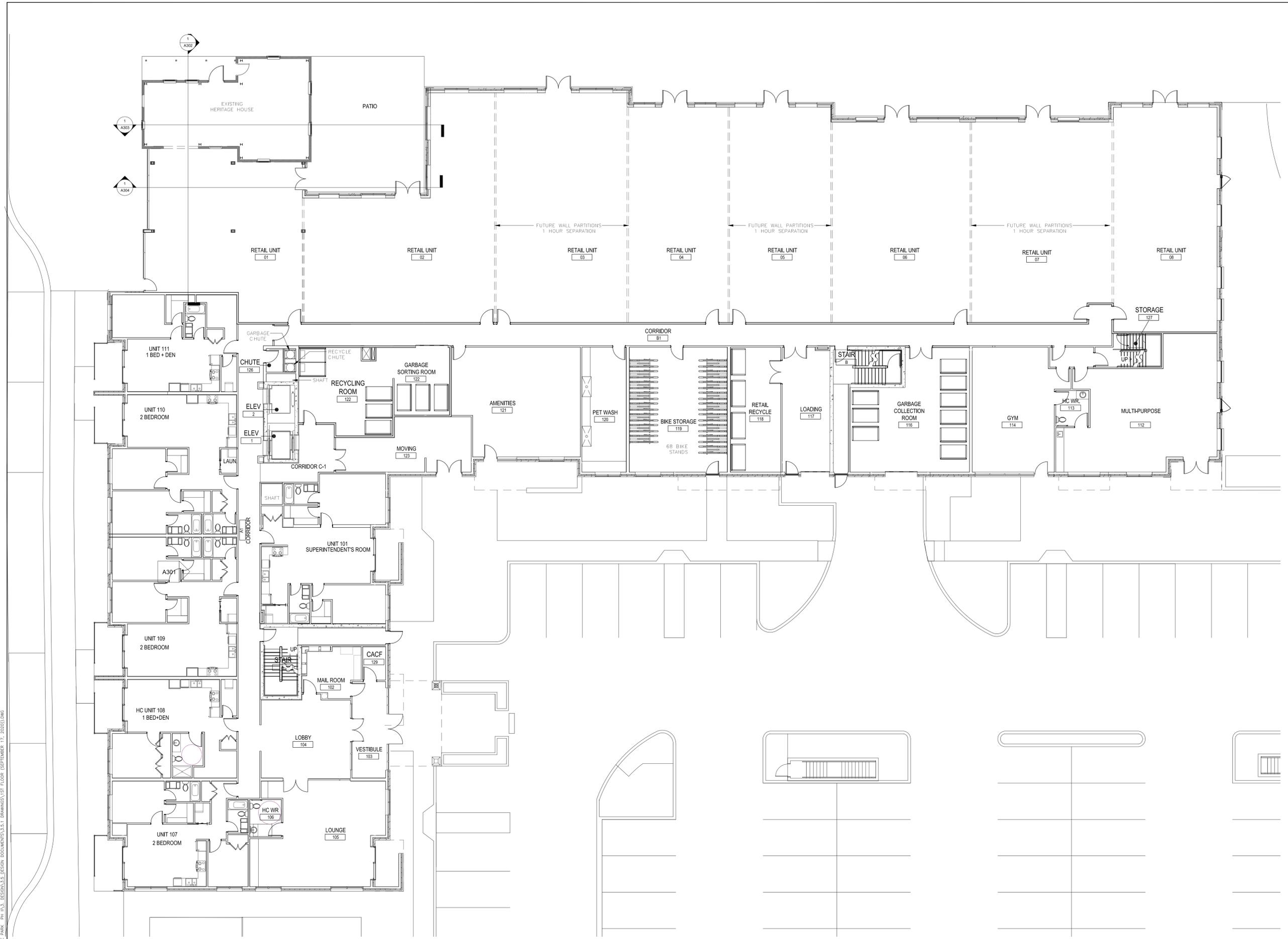
**COMMERCIAL & RESIDENTIAL
 DEVELOPMENT
 1656 HYDE PARK RD.**

1656 HYDE PARK RD., LONDON, ONTARIO

**DRAWING TITLE:
 GROUND FLOOR**

CHECKED: SD
 DRAWN: SD
 PROJECT No. 2007

SCALE: AS NOTED



**1 GROUND FLOOR PLAN
 SCALE = 1:125**

Z:\2007 - 1656 HYDE PARK PH A3 DESIGN\3.5 DESIGN\3.5.1 DRAWINGS\1ST FLOOR (SEPTEMBER 17, 2020).DWG DATE PLOTTED: YYYY.MM.DD



KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
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12/17/2020	ISSUED FOR ZONING APPROVAL	2

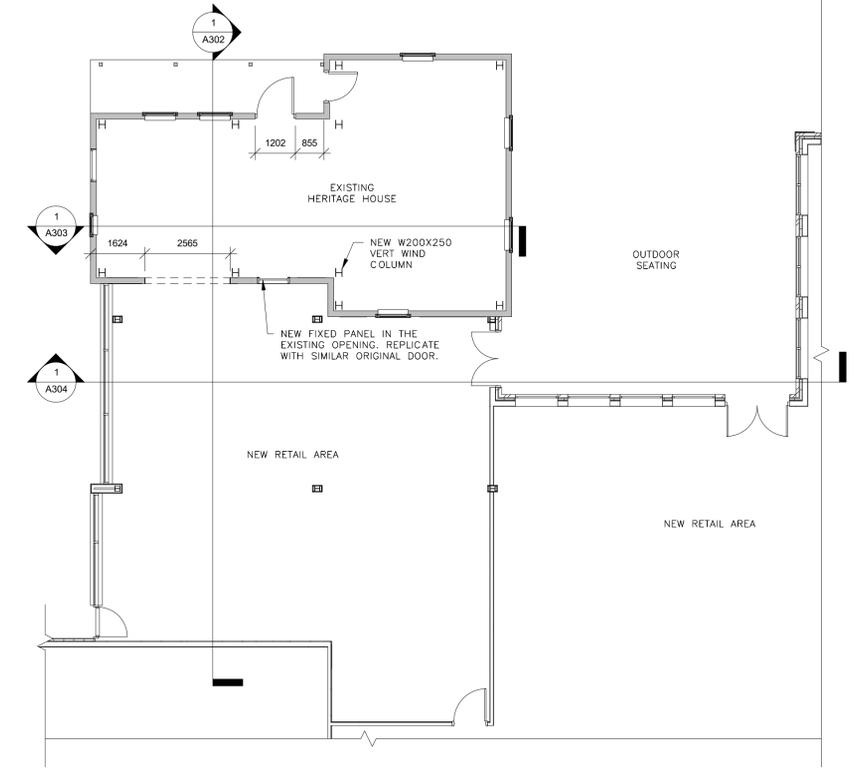
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COMMERCIAL & RESIDENTIAL DEVELOPMENT
1656 HYDE PARK RD.

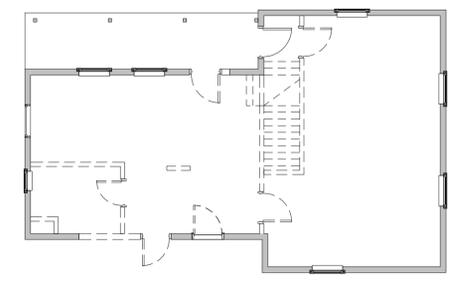
PARTIAL FIRST FLOOR PLAN AND PARTIAL FIRST FLOOR DEMO PLAN

CHECKED: TJV
 DRAWN: SD
 No. 2007

SCALE: AS NOTED



1 Level 1 - Main floor
 1 : 100



2 Level 1 - Main floor Demo
 1 : 100



KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
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12/17/2020	ISSUED FOR ZONING APPROVAL	2

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COMMERCIAL & RESIDENTIAL DEVELOPMENT
1656 HYDE PARK RD.

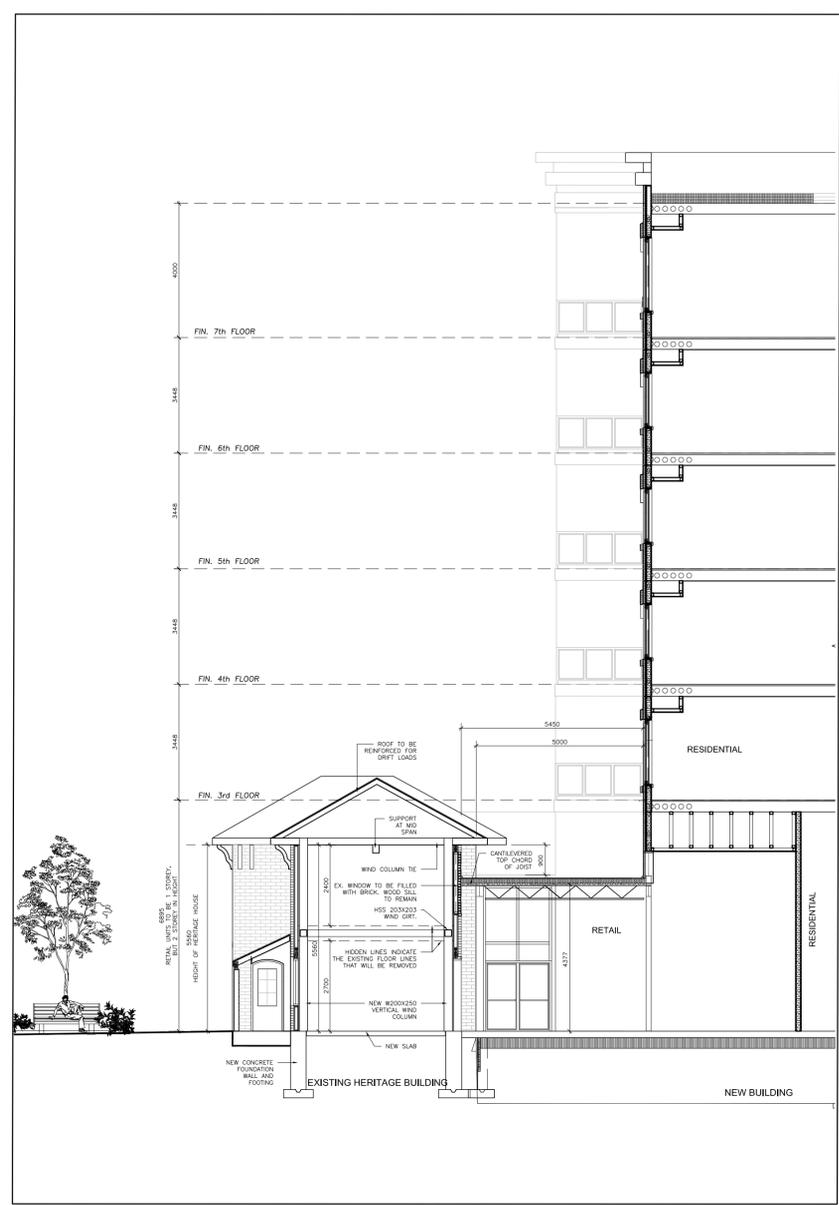
1656 HYDE PARK RD., LONDON, ONTARIO

DRAWING TITLE:
SECTION-1

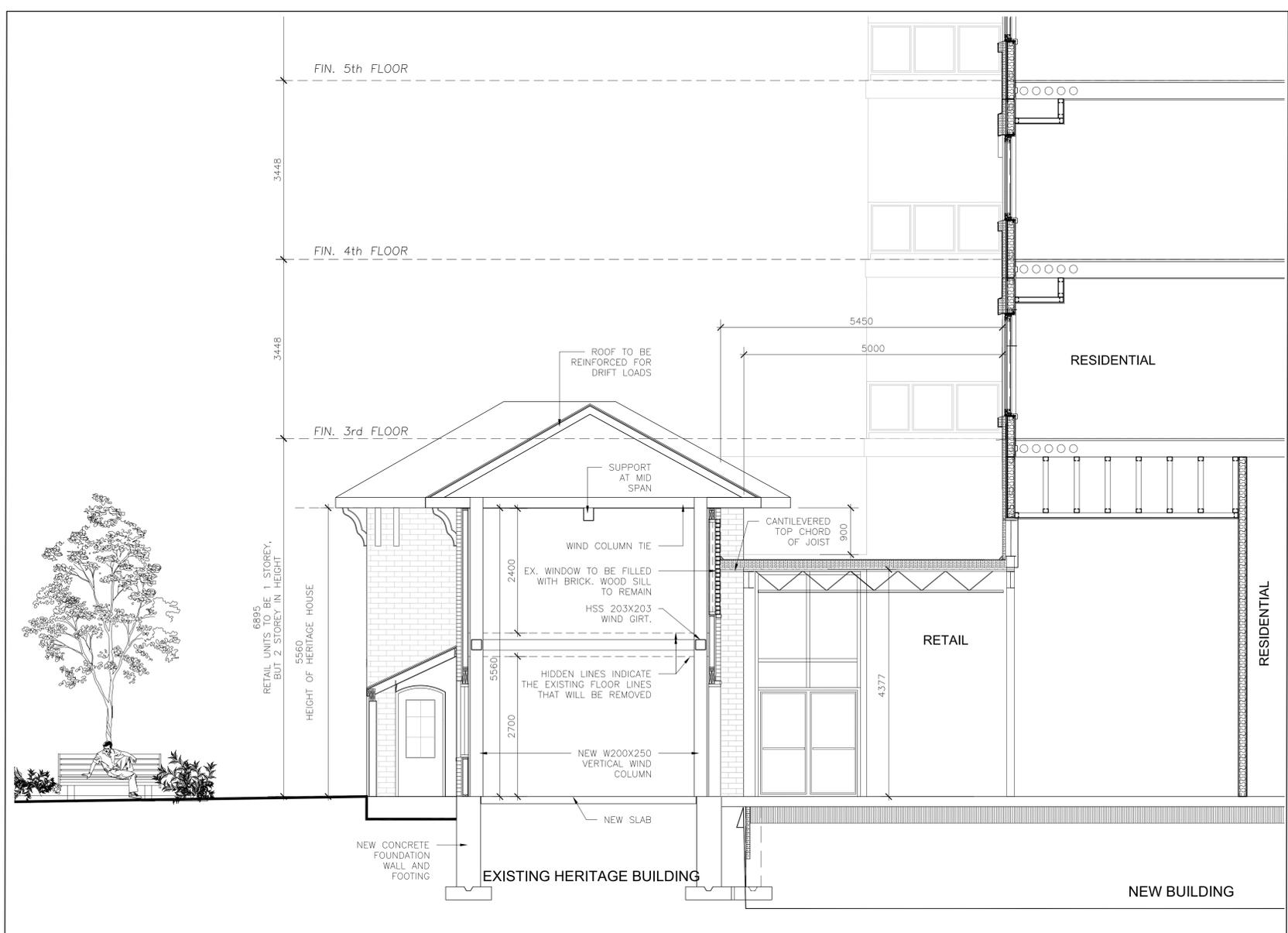
CHECKED: SD
DRAWN: SD
PROJECT No. 2107

SCALE: AS NOTED

A302



1 SECTION - 1
SCALE = 1:100



2 ENLARGED SECTION - 1
SCALE = 1:50

STRUCTURE OF THE NEW ADDITION TO BE SELF-SUFFICIENT (NOT BEAR ON THE EXIST. HERITAGE HOUSE) AND IS PROVIDED TO SEAL THE SPACE AS AN INTERIOR, THERMALLY CONTROLLED SPACE.

REFER TO CONSERVATION PLAN:
"THE LOCATION OF THE NEW STEEL STRUCTURAL BEAMS OF THE ROOF OF THE ADDITION, WHERE IT MEETS THE BRICK OF THE WEST ELEVATION, WILL TOUCH THE EXISTING HERITAGE HOUSE BUT WILL NOT BE TIED INTO THE STRUCTURE OF THE HOUSE. THE STRUCTURE WILL BE COMPLETELY SEPARATE AND SELF-SUFFICIENT, CREATING A FRAME THAT CAN BE SUPPORTED OUTSIDE OF THE CONNECTION TO THE HOUSE. WHERE THE ADDITION MEETS THE WEST ELEVATION OF THE HOUSE, THE CONNECTIONS WILL BE MINIMAL AND ONLY TO PROVIDE FOR THERMAL BRIDGING AND SEALANT TO ENCLOSE THE INTERIOR OF THE SPACE AS AN INTERNALLY AND ENVIRONMENTALLY CONTROLLED PUBLIC ENTRANCE AND COURTYARD."

REINFORCED EXISTING WOOD STUD WALL FOR ADDED LOADS FROM SNOW DRIFT.



KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
10/01/2020	ISSUED FOR ZONING APPROVAL	1
12/17/2020	ISSUED FOR ZONING APPROVAL	2

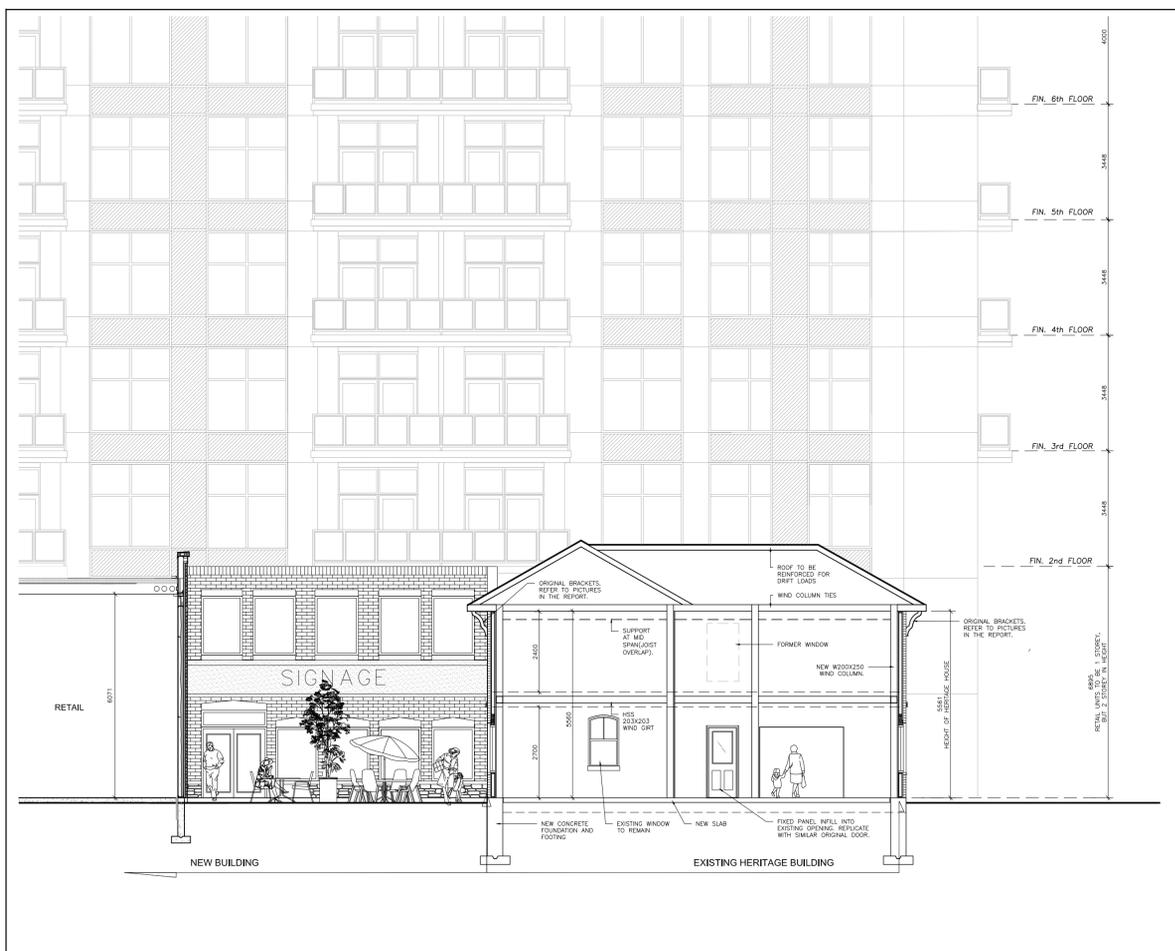
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COMMERCIAL & RESIDENTIAL DEVELOPMENT
 1656 HYDE PARK RD.

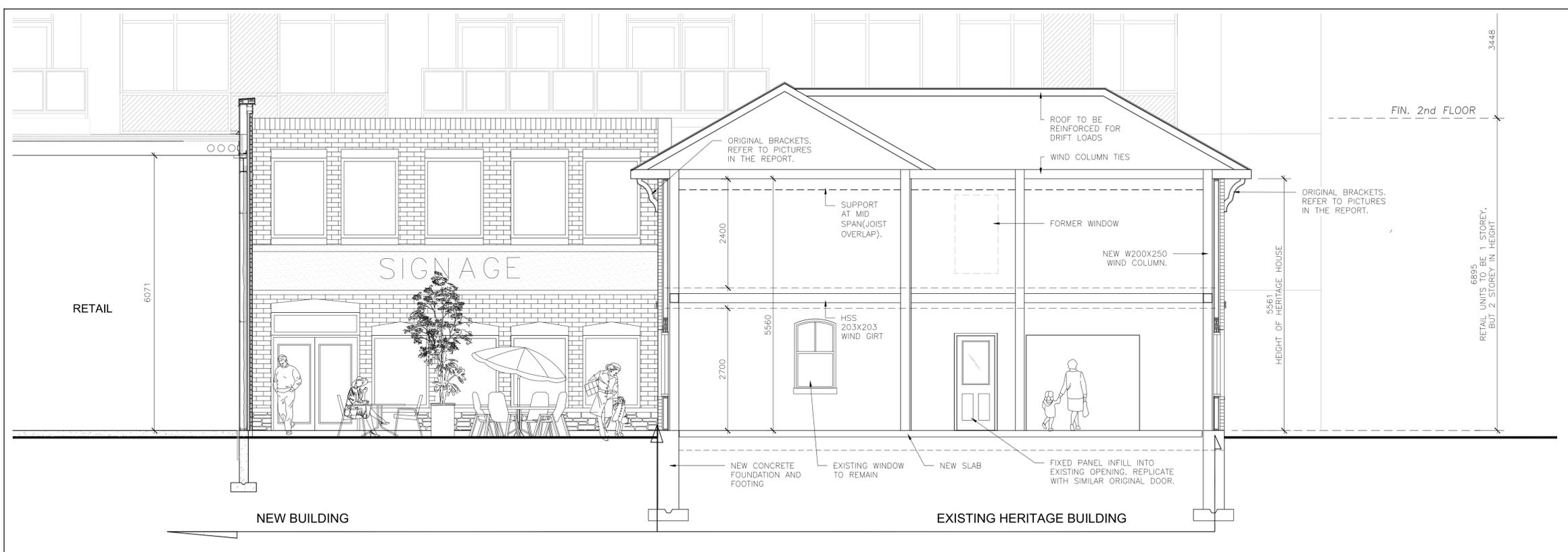
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 DRAWING TITLE:
SECTION-2

CHECKED: SD
 DRAWN: SD
 PROJECT No. 2007

SCALE: AS NOTED



1 SECTION -2
 SCALE = 1:100



2 ENLARGED SECTION -2
 SCALE = 1:50



KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
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12/17/2020	ISSUED FOR ZONING APPROVAL	2

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**COMMERCIAL & RESIDENTIAL
 DEVELOPMENT
 1656 HYDE PARK RD.**

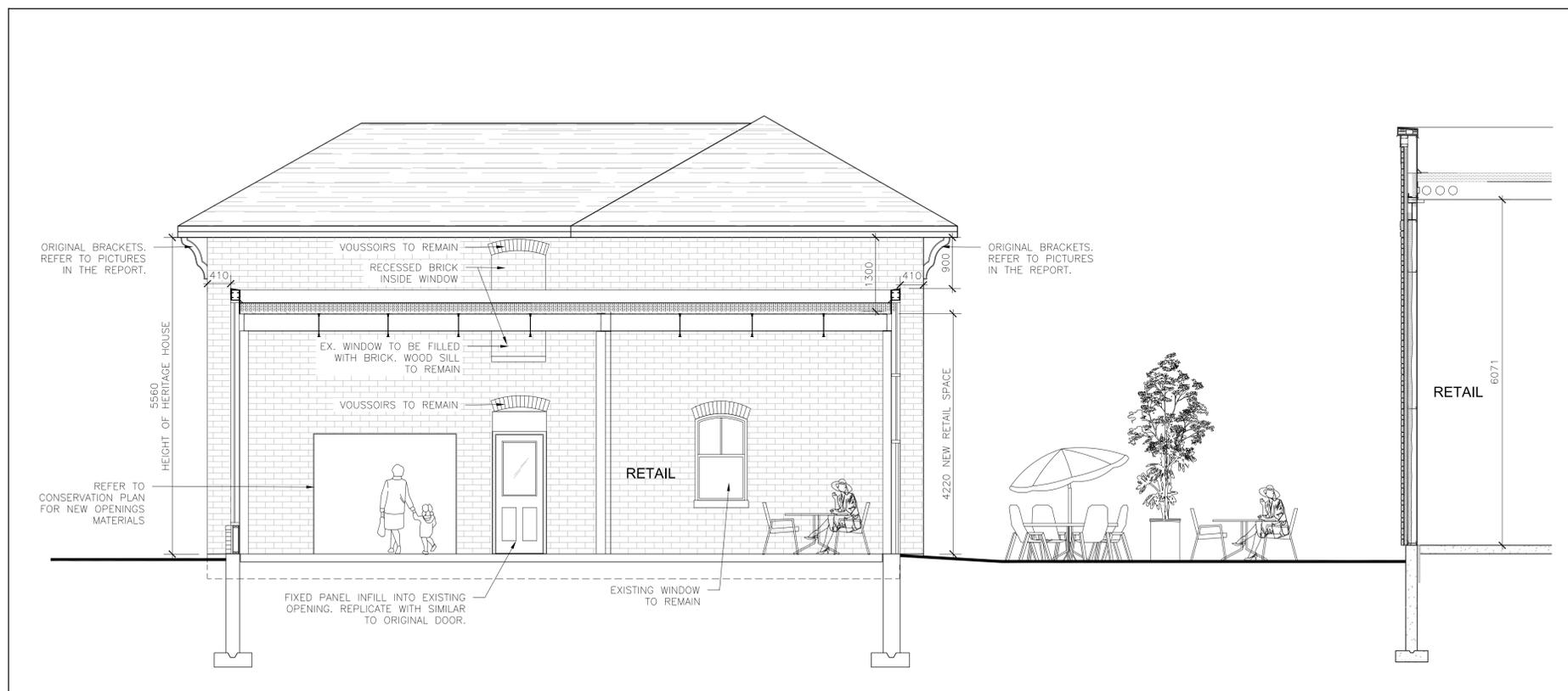
1656 HYDE PARK RD., LONDON, ONTARIO

**DRAWING TITLE:
 SECTION-3**

CHECKED: SD
 DRAWN: SD
 PROJECT No. 2107

SCALE: AS NOTED

A304



**1 SECTION -3
 SCALE = 1:50**

APPENDIX D

Proposed Drawings

17 | 21 Architects Inc. (formerly WilsonDiaz Architects Inc), Dec 17, 2020

A010 – Site Plan

A300 – North Elevation / East Elevation

A301 – South Elevation / West Elevation

Hyde Park Village Renderings – Three Exterior Views and Two Interior Views

KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
10/01/2020	ISSUED FOR ZONING APPROVAL	1
12/08/2020	ISSUED FOR ZONING APPROVAL	2

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COMMERCIAL & RESIDENTIAL DEVELOPMENT
 1656 HYDE PARK RD.

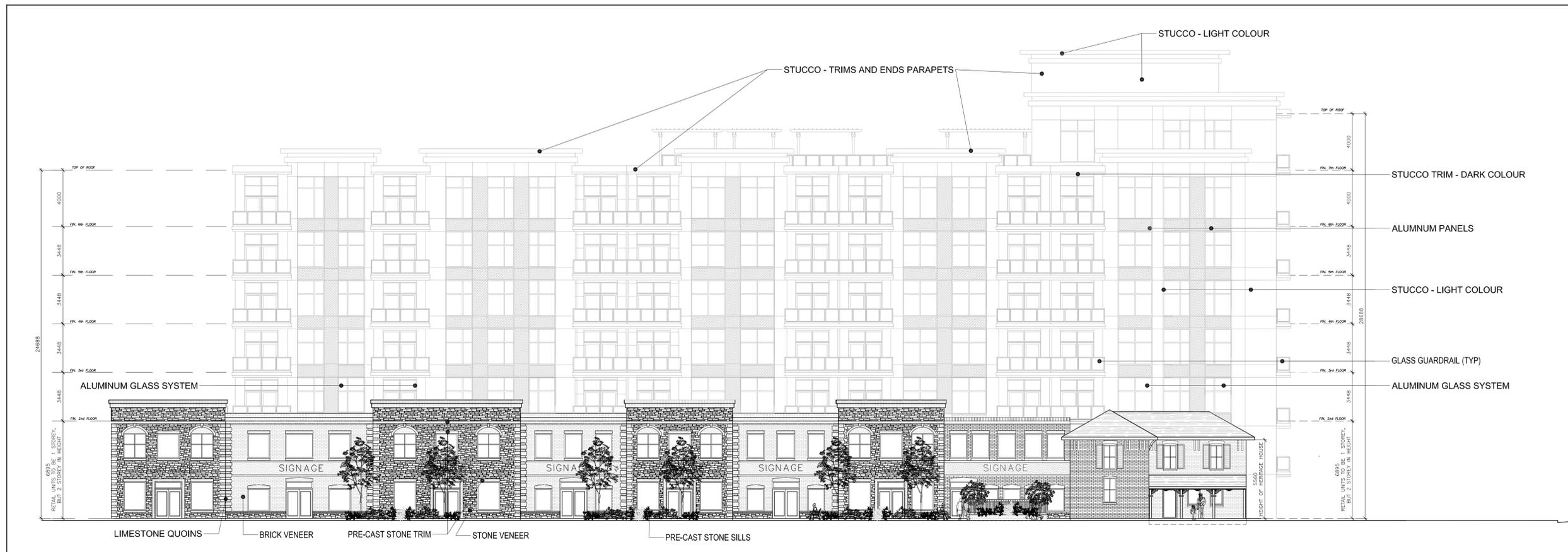
1656 HYDE PARK RD., LONDON, ONTARIO

DRAWING TITLE:
NORTH ELEVATION
EAST ELEVATION

CHECKED: SD
 DRAWN: SD
 PROJECT No. 2107

SCALE: AS NOTED

A300



1 EAST ELEVATION - HYDE PARK ROAD
 SCALE = 1:150



2 NORTH ELEVATION - NORTH RUTLEDGE PARK
 SCALE = 1:150

21\2007 - HIGH - 1656 HYDE PARK PH A3 ARCH DESIGN\3.5 DESIGN\3.5 DESIGN\3.5.1 DRAWINGS\1566 - ELEVATIONS (DEC 4, 2020)21\DWG

KEY PLAN

LEGEND

ISSUED

DATE	DESCRIPTION	No.
10/01/2020	ISSUED FOR ZONING APPROVAL	1
12/08/2020	ISSUED FOR ZONING APPROVAL	2

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**COMMERCIAL & RESIDENTIAL
 DEVELOPMENT
 1656 HYDE PARK RD.**

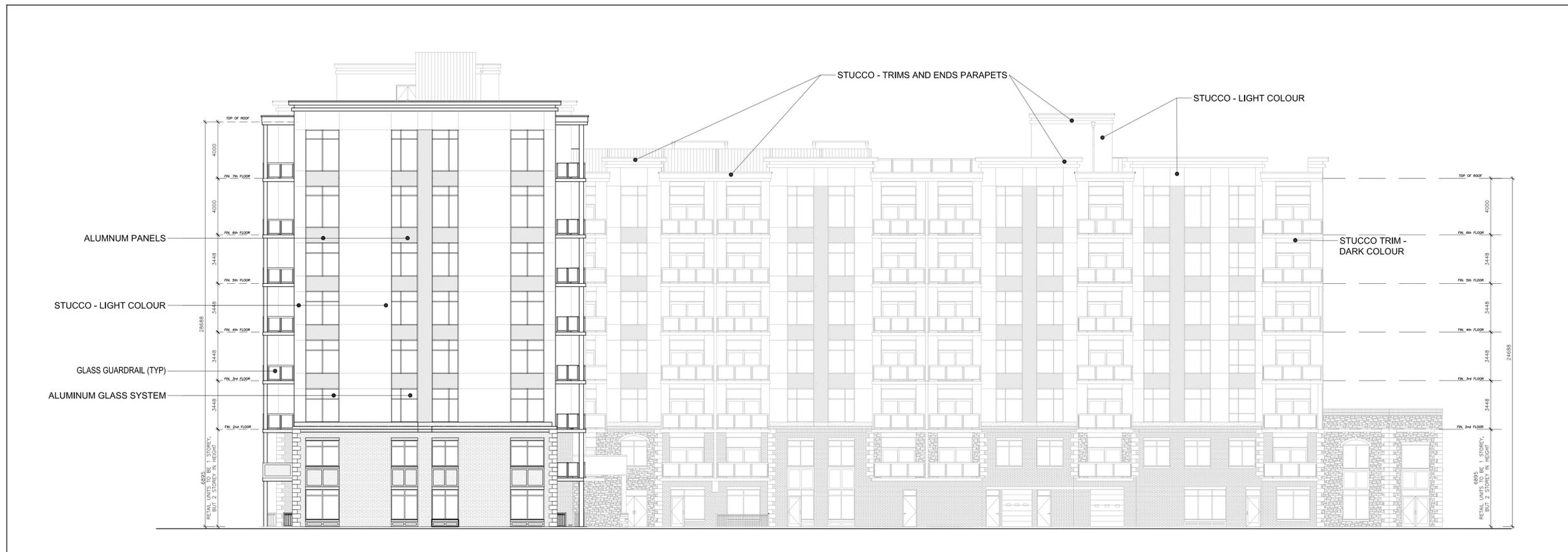
1656 HYDE PARK RD., LONDON, ONTARIO

DRAWING TITLE:
**SOUTH ELEVATION
 WEST ELEVATION**

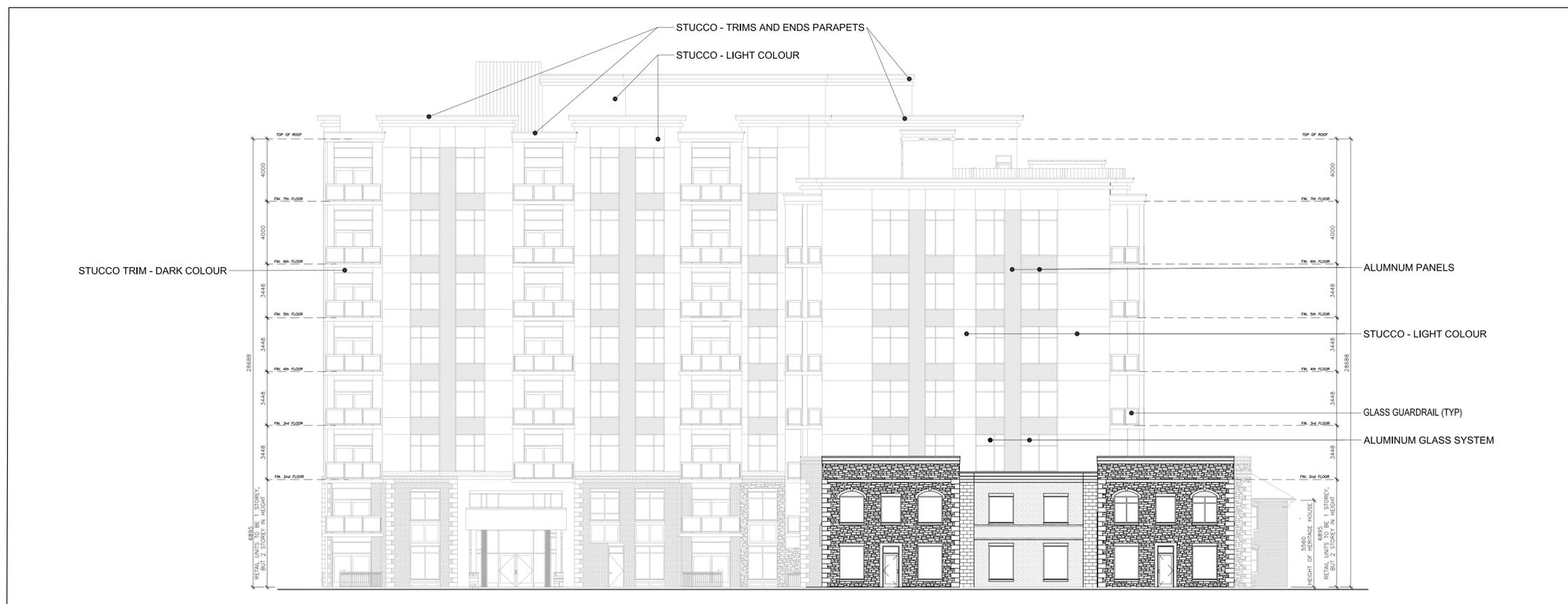
CHECKED: TJV
 DRAWN: SD
 PROJECT No. 2007

SCALE: AS NOTED

A301



**1 WEST ELEVATION
 SCALE = 1:150**



**2 SOUTH ELEVATION
 SCALE = 1:150**











SCHEDULE “F” – Eight Guiding Principles in the Conservation of Historic Properties

The following guiding principles, prepared by the Ministry of Tourism, Culture, and Sport (MTCS), are statements in the conservation of historical properties and are based on international charters that have been established over the past century. These principles provide the basis for all decisions concerning good practice in heritage conservation around the world. Principles explain the “why” of every conservation activity and apply to all heritage properties and their surroundings.

1. Respect for documentary evidence

Do not base restoration on conjecture. Conservation work should be based on historical documentation, such as historical photographs, drawings and physical evidence.

2. Respect for the original location

Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Any change in site diminishes heritage value considerably.

3. Respect for historical material

Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.

4. Respect for original fabric

Repair with like materials to return the resource to its prior condition without altering its integrity.

5. Respect for the buildings history

Do not restore to one period at the expense of another. Do not destroy later additions to a house solely to restore to a single period of time.

6. Reversibility

Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door opening is put in a stone wall, the original stone are numbered, removed and stored, allowing for future restoration.

7. Legibility

New work should be distinguishable from old. Building should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

8. Maintenance

With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

SCHEDULE "G" – Financial Securities
Details for Financial Securities to be inserted.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers, MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development

Subject: Draft Plan of Subdivision – Three Year Extension
Sunningdale Golf and Country Ltd.
600 Sunningdale Road West
File No: 39T-18501 Ward 7

Meeting on: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Sunningdale Golf and Country Club relating to the property located at 600 Sunningdale Road West, the Approval Authority **BE ADVISED** that Council supports issuing a three (3) year extension to Draft Plan Approval for the residential plan of subdivision (39T-18501), **SUBJECT TO** the conditions contained in the attached Appendix "A".

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend the Approval Authority for the City of London approve the three (3) year extension of draft-approval subject to the conditions contained in the attached Appendix "A" (39T-18501).

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, lot/block configurations, and road alignments in this subdivision do not change; therefore, an extension of the lapse date can be supported. The previous conditions of draft approval were re-circulated and reviewed with departments and agencies. New conditions, revisions and updates are recommended.
3. The request for a four (4) year extension is not recommended, as a four (4) year timeframe elongates the review process. There are no apparent extenuating circumstances for the applicant to satisfy the conditions of draft approval beyond the three (3) year period, which is staff's preference for extension considerations.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration, the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes infill and efficient use of existing urban lands and infrastructure within strategic locations such as the Downtown, Transit Villages and Corridors.

Analysis

1.0 Background Information

1.1 Property Description

The subject site consists of 20.6 ha and previously operated as a part of the Sunningdale Golf courses with approximately 650 metres of frontage on Sunningdale Road West. The subject site is located on the south side of Sunningdale Road West between Richmond Street and Wonderland Road North.

1.2 Previous Reports Related to this Matter

June 1998 – Report to the Planning Committee recommending adoption of the Sunningdale Area Plan.

November 12, 2018 – Public Participation Meeting and Report to the Planning and Environment Committee to address comments received from the public during the Public Engagement process.

July 22, 2019 – Public Participation Meeting and Report to Planning and Environment Committee recommending the consideration of draft plan of subdivision and Zoning By-law Amendment.

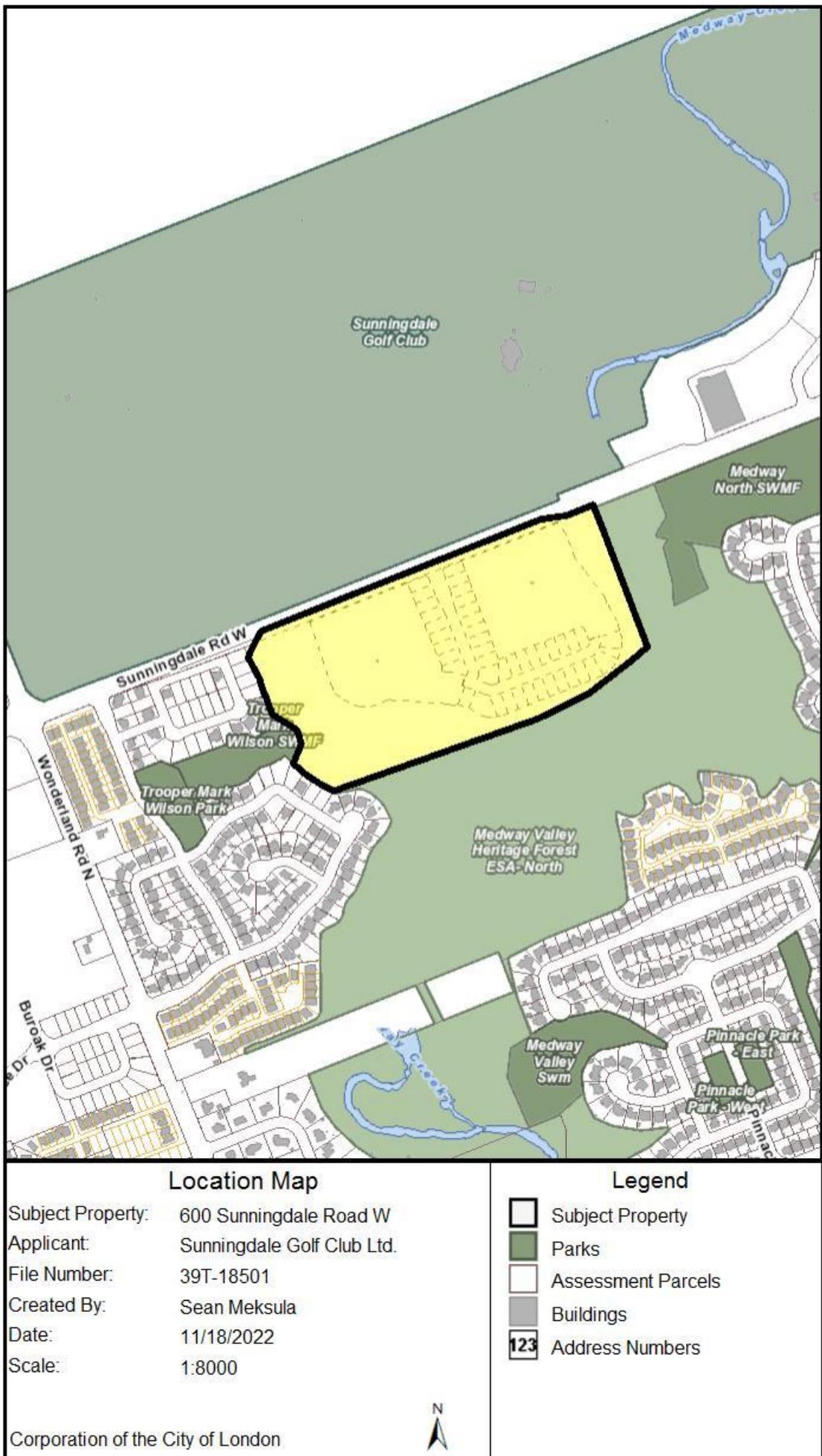
2.0 Discussion and Considerations

2.1 Planning History

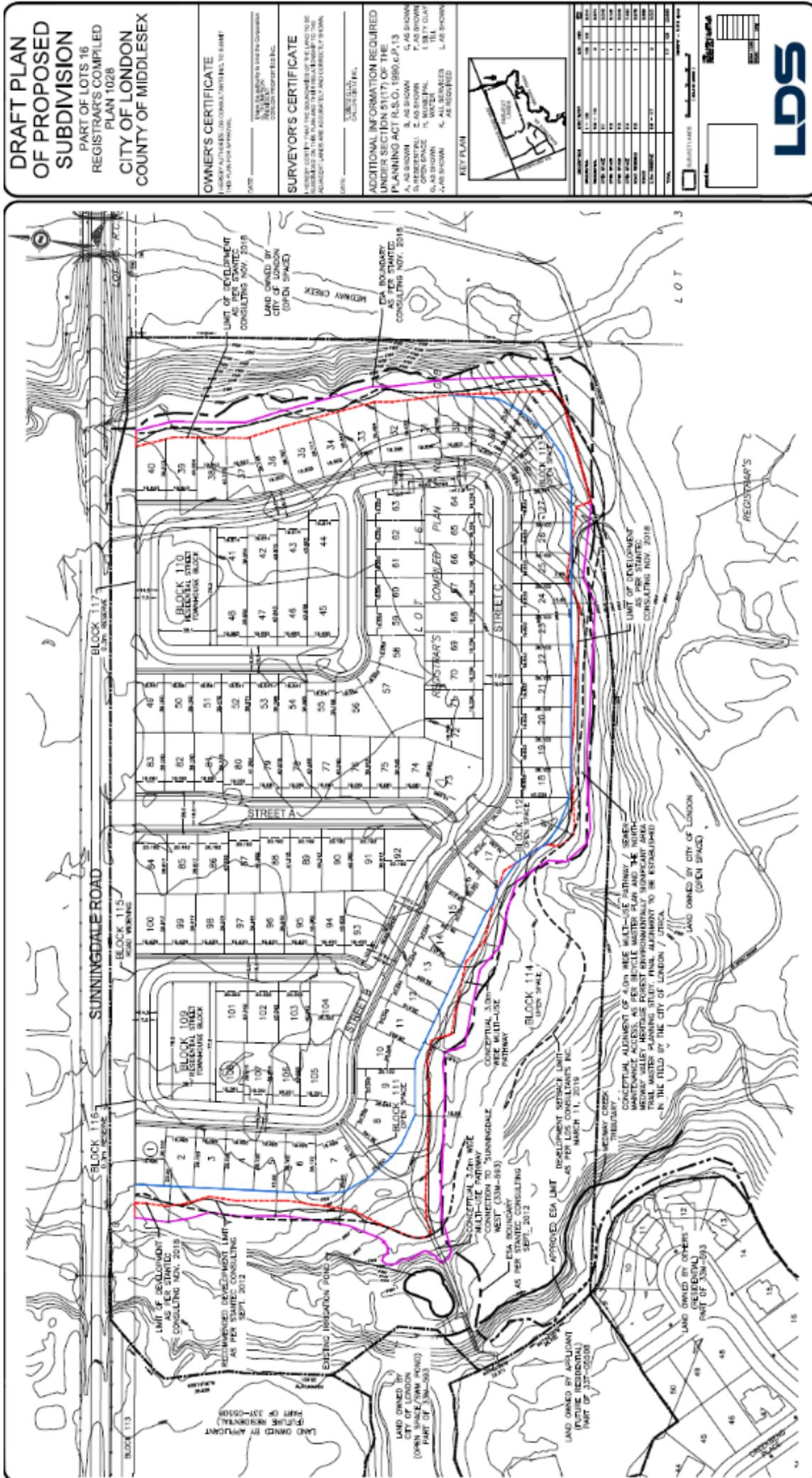
On July 30, 2019, Municipal Council adopted Zoning By-law Amendments in conjunction with a proposed Draft Plan of Subdivision submitted by Sunningdale Golf and Country Club for lands consisting of approximately 20.6 hectares on the south side of Sunningdale Road West between Richmond Street and Wonderland Road North. On October 11, 2019, the City of London Approval Authority issued Draft-Approval of the subdivision plan for three years. No appeals to the Draft Plan Approval were received within the time allowed for such appeals. Since draft approval, the Applicant has registered Phase 1 of the draft plan, consisting of 42 single detached lots, 3 Open Space blocks, 1 road widening block and 4 reserve blocks served by Creekview Chase (Street C) and Robbie's Way (Street A), was granted final approval by the Approval Authority on September 22, 2022 and is registered as 33M-827.

A six (6) month extension was granted by the Approval Authority commencing from the lapse date of October 11, 2022, extending the lapse date to April 9, 2023. The purpose of the six (6) month extension was to allow sufficient time for the circulation and full consideration of the proposed draft extension.

2.2 Location Map



2.3 Draft-Approved Plan of Subdivision



DRAFT PLAN OF PROPOSED SUBDIVISION
PART OF LOTS 16 REGISTRARS COMPILED PLAN 1028 CITY OF LONDON COUNTY OF MIDDLESEX

OWNER'S CERTIFICATE
I HEREBY AUTHORISE THE COMPILING TO BE MADE AND TO BE PRINTED.
DATE: _____
NAME: _____
LAND OWNERS TO USE THE COMPILING: REGISTRARS CONSULTANTS INC.

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE DIMENSIONS OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THAT THE ADJACENT TO THE ADJACENT LOTS ARE ACCURATELY AND CORRECTLY SHOWN.
DATE: _____
NAME: _____
QUALIFICATION: _____

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990 c.P.13
A. AS SHOWN B. AS SHOWN C. AS SHOWN
D. AS SHOWN E. AS SHOWN F. AS SHOWN
G. AS SHOWN H. AS SHOWN I. AS SHOWN
J. AS SHOWN K. AS SHOWN L. AS SHOWN

KEY PLAN

NO.	DESCRIPTION	AREA (SQ. METERS)	AREA (SQ. FEET)
1	LOT 16	1,100	12,500
2	LOT 17	1,100	12,500
3	LOT 18	1,100	12,500
4	LOT 19	1,100	12,500
5	LOT 20	1,100	12,500
6	LOT 21	1,100	12,500
7	LOT 22	1,100	12,500
8	LOT 23	1,100	12,500
9	LOT 24	1,100	12,500
10	LOT 25	1,100	12,500
11	LOT 26	1,100	12,500
12	LOT 27	1,100	12,500
13	LOT 28	1,100	12,500
14	LOT 29	1,100	12,500
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22	LOT 37	1,100	12,500
23	LOT 38	1,100	12,500
24	LOT 39	1,100	12,500
25	LOT 40	1,100	12,500
26	LOT 41	1,100	12,500
27	LOT 42	1,100	12,500
28	LOT 43	1,100	12,500
29	LOT 44	1,100	12,500
30	LOT 45	1,100	12,500
31	LOT 46	1,100	12,500
32	LOT 47	1,100	12,500
33	LOT 48	1,100	12,500
34	LOT 49	1,100	12,500
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52	LOT 67	1,100	12,500
53	LOT 68	1,100	12,500
54	LOT 69	1,100	12,500
55	LOT 70	1,100	12,500
56	LOT 71	1,100	12,500
57	LOT 72	1,100	12,500
58	LOT 73	1,100	12,500
59	LOT 74	1,100	12,500
60	LOT 75	1,100	12,500
61	LOT 76	1,100	12,500
62	LOT 77	1,100	12,500
63	LOT 78	1,100	12,500
64	LOT 79	1,100	12,500
65	LOT 80	1,100	12,500
66	LOT 81	1,100	12,500
67	LOT 82	1,100	12,500
68	LOT 83	1,100	12,500
69	LOT 84	1,100	12,500
70	LOT 85	1,100	12,500
71	LOT 86	1,100	12,500
72	LOT 87	1,100	12,500
73	LOT 88	1,100	12,500
74	LOT 89	1,100	12,500
75	LOT 90	1,100	12,500
76	LOT 91	1,100	12,500
77	LOT 92	1,100	12,500
78	LOT 93	1,100	12,500
79	LOT 94	1,100	12,500
80	LOT 95	1,100	12,500
81	LOT 96	1,100	12,500
82	LOT 97	1,100	12,500
83	LOT 98	1,100	12,500
84	LOT 99	1,100	12,500
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91	LOT 106	1,100	12,500
92	LOT 107	1,100	12,500
93	LOT 108	1,100	12,500
94	LOT 109	1,100	12,500
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96	LOT 111	1,100	12,500
97	LOT 112	1,100	12,500
98	LOT 113	1,100	12,500
99	LOT 114	1,100	12,500
100	LOT 115	1,100	12,500
101	LOT 116	1,100	12,500
102	LOT 117	1,100	12,500
103	LOT 118	1,100	12,500
104	LOT 119	1,100	12,500
105	LOT 120	1,100	12,500
106	LOT 121	1,100	12,500
107	LOT 122	1,100	12,500
108	LOT 123	1,100	12,500
109	LOT 124	1,100	12,500
110	LOT 125	1,100	12,500
111	LOT 126	1,100	12,500
112	LOT 127	1,100	12,500
113	LOT 128	1,100	12,500
114	LOT 129	1,100	12,500
115	LOT 130	1,100	12,500
116	LOT 131	1,100	12,500
117	LOT 132	1,100	12,500
118	LOT 133	1,100	12,500
119	LOT 134	1,100	12,500
120	LOT 135	1,100	12,500
121	LOT 136	1,100	12,500
122	LOT 137	1,100	12,500
123	LOT 138	1,100	12,500
124	LOT 139	1,100	12,500
125	LOT 140	1,100	12,500
126	LOT 141	1,100	12,500
127	LOT 142	1,100	12,500
128	LOT 143	1,100	12,500
129	LOT 144	1,100	12,500
130	LOT 145	1,100	12,500
131	LOT 146	1,100	12,500
132	LOT 147	1,100	12,500
133	LOT 148	1,100	12,500
134	LOT 149	1,100	12,500
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137	LOT 152	1,100	12,500
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143	LOT 158	1,100	12,500
144	LOT 159	1,100	12,500
145	LOT 160	1,100	12,500
146	LOT 161	1,100	12,500
147	LOT 162	1,100	12,500
148	LOT 163	1,100	12,500
149	LOT 164	1,100	12,500
150	LOT 165	1,100	12,500
151	LOT 166	1,100	12,500
152	LOT 167	1,100	12,500
153	LOT 168	1,100	12,500
154	LOT 169	1,100	12,500
155	LOT 170	1,100	12,500
156	LOT 171	1,100	12,500
157	LOT 172	1,100	12,500
158	LOT 173	1,100	12,500
159	LOT 174	1,100	12,500
160	LOT 175	1,100	12,500
161	LOT 176	1,100	12,500
162	LOT 177	1,100	12,500
163	LOT 178	1,100	12,500
164	LOT 179	1,100	12,500
165	LOT 180	1,100	12,500
166	LOT 181	1,100	12,500
167	LOT 182	1,100	12,500
168	LOT 183	1,100	12,500
169	LOT 184	1,100	12,500
170	LOT 185	1,100	12,500
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172	LOT 187	1,100	12,500
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179	LOT 194	1,100	12,500
180	LOT 195	1,100	12,500
181	LOT 196	1,100	12,500
182	LOT 197	1,100	12,500
183	LOT 198	1,100	12,500
184	LOT 199	1,100	12,500
185	LOT 200	1,100	12,500

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2.4 Applicant Request

The Applicant has requested a four (4) year draft plan extension for the remainder of the lands. Staff are not supportive of this request given that a four (4) year lapse date does not support the timely finalization of outstanding conditions required for Final Approval, but rather elongates the process unnecessarily. Further, there are no extenuating circumstances related to planning or engineering matters that warrants a prolonged extension timeframe. Therefore, a three (3) year extension is recommended.

2.5 Amendments

The attached amendments to the conditions of draft approval are required to ensure that these lands are developed to today's standards. The changes to conditions of draft approval are to address engineering and planning issues. The amendments to the conditions of draft approval are shown as **highlights** for revisions, ~~strikeouts~~ for deletions and underlines for additions on the attached Schedule "A".

No changes are proposed to the approved zoning, lotting pattern, or road alignments within the draft plan. As a result of these minor changes to the conditions of draft approval, an extension may be granted and there is no requirement for public notice of the changes (in accordance with Section 50 (33) & (47) of the *Planning Act*).

2.6 Policy Context

Provincial Policy Statement

The PPS contains strong policies regarding the importance of promoting efficient development and land use patterns, as well as accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents (Sections 1.1 and 1.4). The policies for Settlement Areas require that new development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). The PPS recognizes the importance of the Province's natural heritage resources, and the long term protection of natural features and areas (Section 2.1.1). Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified as significant wetland and significant wildlife habitat, unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (Section 2.1.8)

The recommended revised draft plan and zoning amendments are consistent with the *Provincial Policy Statement (PPS), 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents. The recommended draft plan and amendments also supports efficient and resilient development patterns, accommodating an appropriate range and mix of housing and protects the Natural Heritage feature.

It is staff's position that the draft plan of subdivision will provide for a healthy, livable and safe community. It will provide for a walkable community, and provides for on street pedestrian linkages to commercial, open space and parkland.

The London Plan

The policies of The London Plan encourage a mix of housing types within the Neighbourhoods Place Type. The subject lands are located within the Neighbourhoods Place Type in The London Plan. The range of primary permitted. A detailed review was undertaken to assess implications to the general policies of the Our Strategy, Our City, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. The proposed draft plan extension conforms to the policies of The London Plan.

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

The key issues and considerations have been reviewed and addressed through the draft plan of subdivision approval process. The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies. Updates to the draft conditions are recommended.

Conclusion

Staff are recommending a three (3) year extension to Draft Approval for this plan of subdivision, subject to revised conditions. The proposed plan and recommended conditions of Draft Approval will ensure that development proceeds in accordance with Provincial Policy Statement, and The London Plan. A three (3) year extension is recommended to allow sufficient time for registration of the lands within this Draft Plan. The Applicant's request for a four (4) year extension is not recommended, as there is no extenuating circumstances that warrants a prolonged extension timeframe. A three-year (3) extension is therefore recommended.

Prepared by: Sean Meksula, MCIP, RPP
Senior Planner, Subdivision Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, 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 Development Services.

cc: Bruce Page, Manager, Subdivisions
cc: Matt Davenport, Manager, Subdivision Engineering

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Appendix A

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO DRAFT APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-18501, ARE AS FOLLOWS

***highlights** for revisions, ~~strikeouts~~ for deletions and underlines for additions

- | NO. | CONDITIONS |
|------------|--|
| 1. | This draft approval applies to the draft plan submitted by Sunningdale Golf and Country Ltd, prepared by LDS, certified by Peter Moreton OLS, File No. 39T-18501, which shows a total of 108 single detached lots, 2 townhouse blocks, 4 Open Space blocks, 1 road widening block and 2 reserve blocks, served by 3 new local streets. |
| 2. | This approval of the draft plan applies for four (4) years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City, Manager of Subdivision and Special Projects. |
| 4. | 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. |
| 5. | 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. |
| 6. | Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 7. | A subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies. |
| 8. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City. |
| 9. | Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision. |
| 10. | For residential blocks proposed for street townhouse dwellings, the Owner shall as part of the registration of the plan make the necessary legal arrangements to establish a minimum of a one (1.0) metre maintenance easement where the units to be built do not provide direct access to the rear yard from the garage for "internal unit" (not "end unit") Owners, to the satisfaction of the City. |
| 11. | The Subdivision Agreement shall contain warning clauses advising future residents of nearby agricultural operations and its potential impact on residential uses by owners. |

12. Prior to final approval, the Owner shall provide (Stage 3) archaeological assessment prepared by a licensed archaeological consultant, and shall provide a letter of confirmation that the Ministry of Tourism, Culture and Sport has reviewed and accepted the archaeological assessment into the Ontario Public Register, to the satisfaction of the City.
13. The Owner shall install a 1.8 metre high noise barrier, on lots 1, 40, 49, 83, 84, and 100 as recommended in the Noise Assessment prepared by LDS Consultants Inc. dated April 17, 2019. Property Owners of these lots are to be advised that they shall not tamper with the barrier and will be responsible for its long term maintenance.
14. The following warning clauses shall be included in the subdivision agreement to be registered on Title and in subsequent Offers of Purchase and Sale for lots 1-2, 39-40, 49-50, ~~82-83~~, ~~84-85~~, 99-100 and Blocks 109 and 110:

“This dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality’s and the Ministry of the Environment’s noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property.)”

“Purchasers / tenants are advised that sound levels due to increasing road (rail) (air) traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality’s and the Ministry of the Environment’s noise criteria.”

The following warning clause shall be included in the subdivision agreement to be registered on Title and in subsequent Offers of Purchase and Sale for all residential lots and Blocks;

“The City of London assumes no responsibility for noise issues which may arise from the existing or increased traffic of Sunningdale Road West as it relates to the interior or outdoor living areas of any dwelling unit within the development. The City of London will not be responsible for constructing any form of noise mitigation for this development.”

15. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on lots 1, 40, 49, 83, 84, and 100 in this Plan, are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design except where a required noise wall has been approved abutting the exterior side yard, (Sunningdale Road West road frontage). Further, the owner shall obtain approval of their proposed design from the Director, Development Services and/or his/her designate prior to any submission of an application for a building permit for lots 1, 40, 49, 83, 84, and 100.

Parks

16. The Owner shall dedicated Blocks 111, ~~112, 113, and 114~~ to the City as partial fulfillment of the required parkland dedication associated with this draft plan. ~~Blocks 113 and 114 will be dedicated based at the Council approved constrained rate of 16:1.~~ In addition, the Owner acknowledges that there is a deficiency of parkland dedication in the amount of 0.206 ha (to be confirmed based upon acreages on final plan) and that this deficiency shall be fulfilled through dedications associated with the future development of lands by the Owner north of Sunningdale Road and east of Wonderland Road.

17. ~~Prior to first submission of engineering drawings, the Owner shall host an in-field walk with the UTRCA and the City to establish the preferred multi-use pathway alignment. This alignment will be surveyed by the Owners consultant and included as part of the first submission of the engineering drawings.~~
18. ~~As part of Focused Design Studies submission, the Owner's Landscape Architect shall prepare and submit a conceptual plan for all park blocks and pathway alignments, to the satisfaction of the City~~
19. The Owner shall construct 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the **Director, Planning and Development** City Planner, within one (1) year of the registration of the plan.
20. As part of Focused Design Studies, the Owner shall prepare and submit an implementation plan for all recommendations (including a monitoring program) within the approved EIS prepared by Stantec (2017) and any Addendums (to the Stantec EIS) to the satisfaction of the City and UTRCA.
21. As part of Focused Design Studies, the Owner's qualified consultant shall prepare and submit a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks, and completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the City Planner. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation as per the Council approved Tree Preservation Guidelines.
22. In conjunction with the first submission of engineering drawings, the Owner's Registered Professional Forester, shall undertake a Hazard Tree Assessment Study for Blocks 114. The study will undertake a tree risk assessment to identify hazard trees or hazardous parts of any trees within falling distance of residential blocks, park lot lines (this being the hazard tree management zone) and trails (as approved by the city), this also taking into account wind-firmness of adjacent trees affected by any recommended hazard tree removals, and ensure that those hazard trees, or parts thereof, are abated or removed in a timely manner by competent, certified arborists prior to any other persons (workers) entering the hazard tree management zone, or within one year of registration, whichever is sooner.
23. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover, is your cat safe outdoors 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.
24. The Owner shall not grade into any open space areas. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain exiting slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
25. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the ~~Environmental and Parks~~ Planning and Development Department monthly during development activity along the edge of the woodlot.

SEWERS & WATERMAINS

Sanitary:

26. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information, to the satisfaction of the City:
- i) Identify and demonstrate the potential servicing conflicts that have the potential to alter the existing sanitary drainage area plans and routing established as part of the Medway Trunk Sanitary Sewer, (MTSS);
 - ii) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the **Deputy City Manager, Environment and Infrastructure**;
 - iii) Provide an analysis of the downstream 750 mm diameter MTSS demonstrating the following:
 - Sufficient capacity based on the revision to the external servicing drainage areas;
 - Upgrades required to the existing sanitary system;
 - Any special consideration that are required to facilitate construction;
 - iv) Identify all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.
 - v) Provide a design which accommodates the existing Sunningdale Golf Club private forcemain with a connection to the sanitary system of this plan located on the south side of Sunningdale Road, to the satisfaction of the City;
27. In accordance with City standards required by the City, or as otherwise required by the **Deputy City Manager, Environment and Infrastructure**, 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 (8") diameter sewer located in the southeast corner of the subject lands which is the connection to the 750 mm diameter Medway Trunk Sanitary Sewer;
 - ii) Construct a connection to the sanitary system within this plan, located on the south side of Sunningdale Road, which accommodates the existing Sunningdale Golf Club private forcemain, to the satisfaction of the City;
 - iii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the **Deputy City Manager, Environment and Infrastructure**;
 - iv) 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 specifications of the **Deputy City Manager, Environment and Infrastructure**. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
 - v) Where sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the **Deputy City Manager, Environment and Infrastructure**. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the **Deputy City Manager, Environment and Infrastructure**.

28. 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) Installing Parson Manhole Inserts (or approved alternative satisfactory to the Deputy City Manager, Environment and Infrastructure in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
 - iv) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
 - v) Implementing any additional measures recommended through the Design Studies stage.
29. Prior to the registration of this Plan, the Owner shall obtain consent from the Deputy City Manager, Environment and Infrastructure to reserve capacity at the Adelaide/Greenway Wastewater Treatment Plant for this subdivision. This treatment capacity shall be reserved by the Deputy City Manager, Environment and Infrastructure 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 Deputy City Manager, Environment and Infrastructure. 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.

Storm and Stormwater Management (SWM)

30. In conjunction with the engineering drawings submission, the Owner shall have his consulting engineer prepare and submit an update to the previously submitted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to the satisfaction of the City and UTRCA to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Ensuring that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure.
 - iv) Providing supporting overland route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system to the south of this plan;

- v) Demonstrating that the proposed storm drainage and stormwater management strategy for this plan of subdivision will comply with the required technical intent/strategy of the preferred option 5 in the Sunningdale Area Storm Drainage and Stormwater Management Servicing Works for Undeveloped Lands Municipal Class EA – Schedule 'B';
 - vi) Providing necessary details regarding Oil Grit Separator/LID system and SWM strategy;
 - vii) Identifying any Low Impact Development strategies;
 - viii) Identifying storm outlet structures/conveyance to Medway Creek;
 - ix) 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; and
 - x) 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 Deputy City Manager, Environment and Infrastructure.
31. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Medway Creek Subwatershed Study;
 - ii) The Sunningdale Area Storm Drainage and Stormwater Management (SWM) Servicing Works for Undeveloped Lands Municipal Class EA – Schedule 'B';
 - iii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - iv) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - v) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design (2003); and
 - vi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
32. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, 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 outlet them to the Medway Creek via the internal storm sewer system and proposed outfall structures;
 - 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) 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
- iv) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
33. 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 Deputy City Manager, Environment and Infrastructure, 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 made by the geotechnical report accepted by the City; and
34. The Owner shall submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for the Oil Grit Separator within this plan, in accordance with the City's "Monitoring and Operational Procedures for Stormwater Management Facilities" requirements to the City for review and acceptance. The program will include, but not be limited to, the following:
- i) A work program manual for the maintenance and monitoring of the Oil Grit Separator and any LID systems; and
 - ii) Discharge monitoring in accordance with MECP ECA approval for all SWM/LID related infrastructure.
35. Following construction and prior to the assumption of the Oil Grit Separator and any LID systems, the Owner shall complete the following, at no cost to the City, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Operate, maintain and monitor the Oil Grit Separator/LID systems in accordance with the accepted maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
 - ii) Have its consulting professional engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" to the City for review and acceptance; and
 - iii) Ensure that any removal and disposal of sediment is to an approved site satisfactory to the Deputy City Manager, Environment and Infrastructure.
36. In conjunction with the first submission of engineering drawings, the Owner shall have a qualified consultant carry out a hydrogeological investigation to determine the potential short-term and long-term effects of the construction associated with the development on existing ground water elevations, private wells in the area, and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures including Low Impact Development (LIDs) solutions to the satisfaction of the Deputy City Manager, Environment and Infrastructure and UTRCA. Elements of the hydrogeological investigation should include, but are not limited to the following:
- i) Installation of borehole and monitoring wells at select locations across the Plan
 - ii) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction.
 - iii) Evaluation of water quality characteristics (both groundwater and surface water), and the potential interaction between shallow groundwater and surface water features.
 - iv) Completion of a water balance for the proposed development.

- v) Evaluation of construction related impacts, and their potential effects on the shallow groundwater system.
- vi) Evaluation of construction related impacts, and their potential effects on local significant features.
- vii) Development of appropriate short-term and long-term monitoring plans (if applicable).
- viii) Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.
- ix) identify any abandoned wells in this plan
- x) any fill required in the plan
- xi) provide recommendations for foundation design should high groundwater be encountered
- xii) address any contamination impacts that may be anticipated or experienced as a result of the said construction
- xiii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
- xiv) to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken

all to the satisfaction of the City.

37. Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
38. 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.
39. The Owner shall ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirements for permanent Private Stormwater Systems.
40. The Owner shall ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure.

Watermains

41. In conjunction with the engineering drawings submission the Owner shall have their consulting engineer prepare and submit a water servicing report including the following design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
 - i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;

- iii) Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - iv) Confirm that all required modelling scenarios can be met when water servicing is provided during phasing, in the ultimate water servicing option or when supplied from either of the two water service connections;
 - v) Include a phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision for either the ultimate water servicing option or as a temporary water servicing option to accommodate the Sunningdale Road Widening project;
 - ix) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - xi) Include full-sized water distribution and area plan(s);
 - xii) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented (including automatic flushing devices);
 - xiii) Provide a servicing concept for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services in being achieved;
42. Prior to the issuance of any Certificates of Conditional Approval the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc shall be shown clearly on the engineering drawings.
43. The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible for the following:
- i) to meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device at the time of their installation until removal;
 - ii) any incidental and/or ongoing maintenance of the automatic flushing devices;
 - iii) payment for maintenance costs for these devices incurred by the City on an ongoing basis until removal;
 - iv) all works and the costs of removing the devices when no longer required; and
 - v) ensure the automatic flushing devices are connected to an approved outlet.
44. The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging and phasing plan as set out in the accepted water servicing report and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging and phasing as set out in the accepted water servicing report, the Owner

would be required to submit revised plans and hydraulic modeling as necessary to address water quality.

45. Prior to the issuance of any Certificates of Conditional Approval, and in accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely the existing 900 mm diameter watermain on Sunningdale Road West;
 - ii) Construct a watermain extension along Sunningdale Road from Sunningdale Road West Subdivision, Plan 39T-05508, through the emergency road connection at Street 'B' (~~west leg~~), to the satisfaction of the City.
 - iii) As an alternate looped water servicing option to providing the water service connections in a. and b. above, the Owner may consider making two water service connections to the existing 900 mm diameter watermain on Sunningdale Road which are separated by an isolating splitter valve;
 - iv) If the Owner requests that the City of London constructs any of the water servicing requirements of c. or b. above in conjunction with the City of London Sunningdale Road Widening Project, the Owner shall agree to provide the required servicing information to the City and to compensate the City of London for the construction costs of these works. The Sunningdale Road Widening Project is currently estimated to be constructed in 2023, however the timing of these works may be subject to change.
 - v) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units;
 - vi) The Owner shall maintain water servicing to the subdivision throughout the construction of the Sunningdale Road Widening Project by way of temporary watermains and other improvements if necessary, at no cost to the City; and,
 - vii) The available fire flow and appropriate hydrant colour code marker (in accordance with the City of London Design Criteria) are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval;

STREETS, TRANSPORTATION & SURVEYS

Roadworks

46. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure.
47. In conjunction with the engineering drawings submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots. The roads

shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.

- ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard “Minimum Centreline Radii of Curvature of Roads in Subdivisions:”
 - iii) prepare a design for the window streets for Street ‘B’ and Creekview Chase (Street C) to consider such issues as grading the common boulevard between Sunningdale Road West and the window street, overland flow routes, sidewalk connections, servicing, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
48. At ‘tee’ intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10.6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City.
49. The Owner shall have it’s professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Robbie’s Way (Street A) has a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20 metres.
 - ii) Street ‘B’ (from Robbie’s Way (Street A) to east limit of Street ‘B’) and Creekview Chase (Street C) (from Street a’ to east limit of Creekview Chase (Street C)) have a minimum road pavement width (excluding gutters) of 7.5 7.0 metres with a minimum road allowance of 19 metres.
 - iii) Street ‘B’ and Creekview Chase (Street C) have a minimum road pavement width (excluding gutters) of 6.5 6.0 metres with a minimum road allowance of 18 metres.
 - iv) Street ‘B’ and Creekview Chase (Street C) (window street portions) have a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 14.5 metres.
 - v) Robbie’s Way (Street A) at Sunningdale Road West with a minimum right of way width of 21.5 metres for a minimum length of 30.0 metres tapered back over a distance of 30 metres to the standard local right-of-way width of 20.0 metres, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
50. The Owner shall construct the window street portion of Street ‘B’ and Creekview Chase (Street C) abutting Sunningdale Road West in accordance with the City’s window street standard or as otherwise specified by the Deputy City Manager, Environment and Infrastructure, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
51. The Owner shall align Robbie’s Way (Street A) perpendicular to Sunningdale Road West, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
52. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
- 20.0 m	9.0 m
- 19.0 m	9.5 m
- 18.0 m	10.0 m

Sidewalks

53. The Owner shall construct a 1.5 metre sidewalk on both sides of Robbie's Way (Street A), Street B and Creekview Chase (Street C), where applicable, to the specifications and satisfaction of the City.
54. The Owner shall construct a 1.5 metre sidewalk on one side of the following streets, to the specifications and satisfaction of the City:
 - i) Street 'B' – south, east and west boulevards
 - ii) Creekview Chase (Street C) – south, east and west boulevards
55. The Owner shall provide sidewalk links from Street 'B' and Creekview Chase (Street C) to the proposed sidewalk on Sunningdale Road West in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City. Breaks in the 0.3 metre reserve are to be identified on the survey plan when submitted to the City.

Street Lights

56. Within one year of registration of the plan, the Owner shall install street lighting on all streets in this plan to the satisfaction of the City, at no cost to the City.
57. Within 6 months of the issuance of any Certificate of Conditional Approval, the Owner shall install temporary street lights at the intersection of Robbie's Way (Street A) and Sunningdale Road West, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.

Boundary Road Works

58. In conjunction with the engineering drawings submission, the Owner shall provide an updated decision sight distance analysis on Sunningdale Road West at Robbie's Way having regard for the ultimate centreline on Sunningdale Road West as identified in the Council approved Environmental Assessment (EA) further noting that the ultimate centreline at this location is cutting the existing road.
59. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall undertake all work necessary and complete any required road works to establish adequate sight decision distance at the intersection of Robbie's Way (Street A) and Sunningdale Road, if required, based on the timing of any City led works, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
60. The Owner shall grade the site in accordance with the Council approved Sunningdale Road Environmental Assessment (EA) to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
61. The Owner shall have the common property line of Sunningdale Road West graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads" and the Sunningdale Road EA, at no cost to the City.
62. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be reconstructing Sunningdale Road West. The Owner shall co-operate with the City, as necessary, and co-ordinate the work associated with this Plan with the City's proposed construction of Sunningdale Road West, adjacent to the north

boundary of this Plan, to complete the project, to the satisfaction of the City and at no cost to the City.

63. 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.

Road Widening

64. The Owner shall provide a road widening dedication on Sunningdale Road West in accordance with the Council approved Sunningdale Road Environmental Assessment (EA) to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
65. The Owner shall be required to dedicate 6.0 m x 6.0 m “daylighting triangles” at the intersection of Robbie’s Way (Street A) with Sunningdale Road West in accordance with the Z-1 Zoning By-law, Section 4.24.

Traffic Calming

66. In conjunction with the engineering drawings, the Owner shall have its professional engineer provide a design of the proposed traffic calming measures for review and acceptance, including raised intersections, parking bays, curb extensions and other measures, to the satisfaction of the City.
67. The Owner shall construct traffic calming measures as determined during the engineering design, to the satisfaction of the City, at no cost to the City.
68. The Owner shall construct a raised intersection on Robbie’s Way (Street A) at Street ‘B’, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City. Should it be determined, the raised intersection will affect the major overland flow route, the Owner shall construct alternative traffic calming measures on Robbie’s Way (Street A), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Construction Access/Temporary/Second Access Roads

69. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Robbie’s Way (Street A) via Sunningdale Road West or as otherwise designated by the City.
70. In conjunction with engineering drawings submission, the Owner shall provide a design of an emergency secondary access to the plan of subdivision between Street ‘B’ and Sunningdale Road to accommodate emergency services, to the satisfaction of the City.
71. Prior to the issuance of a Certificate of Conditional Approval, the secondary emergency access shall be constructed and operational as per the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.
72. The Owner shall ensure any emergency access required is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design, etc.
73. Prior to commencing any construction on this site, the Owner shall notify the City of London Police Services of the start of construction of this plan of subdivision.
74. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that

will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

75. Should any temporary turning circle exist on the abutting street at the time this plan is registered, the Owner shall remove any existing temporary turning circles and restore the road including sidewalks to the satisfaction of the City, at no cost to the City.

GENERAL CONDITIONS

76. 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.
77. 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.
78. The Owner shall comply with Geotechnical Investigation (LDS Project No. GE-00035) dated October 16, 2018, to the satisfaction of the City. In the event that elements of the Investigation are changed due to design, the Owner shall update the Geotechnical Investigation as necessary to City standards, to the satisfaction of the City, including, but not limited to, the following:
- a. servicing, grading and drainage of this subdivision;
 - b. road pavement structure;
 - c. dewatering;
 - d. foundation design;
 - e. removal of existing fill (including but not limited to organic and deleterious materials);
 - f. the placement of new engineering fill;
 - g. any necessary setbacks related to slope stability for lands within this plan;
 - h. identifying all required mitigation measures including Low Impact Development (LIDs) solutions;
 - i. addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback; and any other requirements as needed by the City, all to the satisfaction of the City.
79. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.
80. Once construction of any private services, ie: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed replotting 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 and at no cost to the City.
81. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the Deputy City Manager, Environment, and Infrastructure.

82. In conjunction with first submission of engineering drawings, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses indicated on Street 'B' and Creekview Chase (Street C). It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
83. Where site plan approval is required, which includes street facing townhouse blocks, the Owner shall install servicing on streets in this plan of subdivision for these blocks only after site plan approval has been obtained, all to the satisfaction of the City, at no cost to the City.
84. 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:

- a. In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
- b. 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.

85. 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, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
 - a. commence upon completion of the Owner's service work, connections to the existing unassumed services; and
 - b. continue until the time of assumption of the affected services by the City.
86. 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.

The connection into and use of the subject services by an outside Owner will be conditional upon the outside Owner satisfying any requirements set out by the City, and agreement by the outside Owner to pay a proportional share of the operational maintenance and/or monitoring costs of any affected unassumed services and/or facilities.

87. 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 Deputy City Manager, Environment and Infrastructure and Chief Building Official immediately, and if required by the Deputy City Manager, Environment and Infrastructure 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 Deputy City Manager, Environment and Infrastructure 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 Deputy City Manager, Environment and Infrastructure and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the Deputy City Manager, Environment and Infrastructure 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 Deputy City Manager, Environment and Infrastructure and review for the duration of the approval program.

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 Deputy City Manager, Environment and Infrastructure, 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.

88. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the Deputy City Manager, Environment and Infrastructure 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, in accordance with the requirements of latest Ministry of Environment and Climate Change “Guidelines for Use at Contaminated Sites in Ontario” and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

89. The Owner’s professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure.

~~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 Deputy City Manager, Environment and Infrastructure.~~

90. 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 professional 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”.~~

91. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (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 the Environment, City, etc.)
92. Prior to the issuance of any Certificate of Conditional Approval, 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.
93. In conjunction with the engineering drawings submission, 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.
94. 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 Deputy City Manager, Environment and Infrastructure, at no cost to the City.
95. 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.
96. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
97. 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.
98. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
99. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
100. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the

City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary 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.

101. In conjunction with engineering drawings submission, the Owner shall submit a Development Charge work plan outlining any costs associated with the design and construction of any DC eligible works. The work plan must be approved by the Deputy City Manager, Environment and Infrastructure 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.
102. Where the proposed development calls for the construction of works, and where the Owner is of the opinion that such works are eligible to be funded in whole or in part from development charges as defined in the DC By-law, and further, where such works are not oversized pipe works (sanitary, storm or water – the reimbursement of which is provided for in subsidy tables in the DC By-law), then the Owner shall submit through their consulting engineer an engineering work plan for the proposed works satisfactory to the Deputy City Manager, Environment and Infrastructure (or designate) and City Treasurer (or designate). The Owner acknowledges that:
 - a. no work subject to a work plan shall be reimbursable until both the Deputy City Manager, Environment and Infrastructure (or designate) and City Treasurer (or designate) have reviewed and approved the proposed work plan; and
 - b. in light of the funding source and the City's responsibility to administer development charge funds collected, the City retains the right to request proposals for the work from an alternative consulting engineer.
103. Prior to the issuance of any Certificate of Conditional Approval, the Owner make any necessary adjustments to the existing works and services on Sunningdale Road West, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan fronting this street (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Streamline Development Approval Fund:
Streamlining Development Approvals (2022) – Final Report
Date: January 30, 2023

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, with respect to the Province of Ontario's Streamline Development Approval Fund, the 'Streamlining Development Approvals (2022)' report attached hereto as Appendix A, **BE RECEIVED** for information.

Executive Summary

This report is to fulfill the requirement of providing an independent third-party reviewer's final report on the contract, awarded to EZSigma Group, for the Streamlining Development Approvals project, which was funded through a Transfer Payment Agreement between the Minister of Municipal Affairs and Housing for the Province of Ontario and the City of London. The project focuses on untangling 30 years of organizational structure, mapping the current state, and identifying opportunities for improvements in the development approvals process. Recommendations for streamlining efforts are intended to reduce resubmissions and associated costs to the Applicant, and decrease the time required to obtain approval.

Linkage to the Corporate Strategic Plan

Council's 2019 to 2023 Strategic Plan for the City of London identifies 'Leading in Public Service' as a strategic area of focus. This includes increasing the efficiency and effectiveness of service delivery by conducting targeted service reviews and promoting and strengthening continuous improvement practices.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Planning and Environment Committee, April 25, 2022, Streamline Development Approval Fund: Continuous Improvement of Development Approvals – Single Source Contract Award.
- Strategic Priorities and Policy Committee, February 15, 2022, Streamline Development Approval Fund – Transfer Payment Agreement.

1.2 Background and Purpose

January 19, 2022 – the Province of Ontario accounted an investment of \$45 million in a new Streamlined Development Approval Fund – with London being eligible to receive up to \$1.75 million from the fund – to unlock housing supply by streamlining, digitizing, and modernizing approvals for residential development applications.

February 7, 2022 – London received the Transfer Payment Agreement and program guidelines from the Province, which requires that a final report on the use of this funding is due February 28, 2023 and must include a publicly posted staff report.

April 25, 2022 – Planning and Environment Committee approved the recommendation of a Single Source Contract Award to EZSigma Group to undertake one of two standardization and continuous improvement projects. The project focuses on untangling approximately 30 years of organizational structure, identifying opportunities for improvements and establishing “a single source of truth” for development approvals data.

2.0 Discussion and Considerations

2.1 Overview of the Project

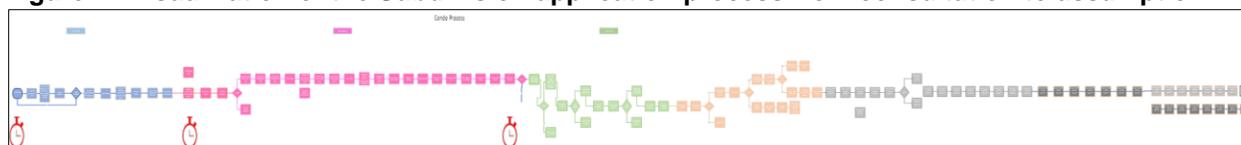
The Streamlining Development Approvals project was proposed to expedite the evaluation of the eight major *Planning Act* application processes that the City approves (Official Plan amendments, Zoning By-law amendments, Site Plans, Condominiums, Part Lot Control, Minor Variances, Subdivisions and Consents). The primary focus of the project was on mapping the current processes and developing business analytics to identify performance. The project followed the DMAIC model (Define, Measure, Analyze, Improve, Control) for continuous improvement.

At the outset, the project was defined to align with Planning and Development’s vision and goal for development approval applications:

- **Vision: One and Done.** The review of multiple resubmissions adds on additional process steps and has implications to the overall review time. In the ideal state, approval of an application would be granted with the first application submission.
- **Goal: Two and Through.** Implement improvements to the application review process to reduce the total number of resubmissions and the overall turn-around time per application.

Process mapping was undertaken to visualize the current flow of each process as it is experienced today, from end-to-end, and was used to determine the intersections with key stakeholder groups and processes (example shown in Figure 1, below).

Figure 1 - visualization of the Subdivision application process from consultation to assumption.



The process and current state of work was validated through interviews with key stakeholders to establish the ‘Voice of the Customer.’ Thirty external and internal interview sessions were conducted between July and October of 2022 on the Subdivision, Official Plan amendment, Zoning By-law amendment, and Site Plan approvals processes. More than 150 participants attended these events with representation from a range of process stakeholders including the City’s Environment and Infrastructure service area, members of the London Development Institute (LDI), London Home Builders Association (LHBA) and the Upper Thames River Conservation Authority (UTRCA). The interviews yielded more than 600 comments that highlight ‘what is working well’, where the current ‘frustrations’ lie within the process, and where there is ‘room for improvement.’

Compiling available data and metrics being tracked to date, the performance of each process was further analyzed; enabling a comparison of the actual data to target data. This exercise highlighted where there are areas of concern.

- Variability throughout the process tends to have a ripple effect on subsequent process steps.
- Controlling the quality of applications in the earlier stages of the process yielded better results throughout the remainder of the process.

The results of the analysis offered opportunities for potential solutions, which were grouped into themes and became the basis for generating process improvements. Common themes included:

- Process flow
- Technology and Templates
- Policy Interpretation
- Quality of Submissions – from Applicants at each stage.
- Quality of Comments – providing clear, actionable comments that reference specific Policies or Standards.

Huddle teams comprised of Planning and Development staff were established to implement identified improvements. Weekly team check-in meeting and leader huddles allowed staff to review improvement tickets using a visual management method to prioritize work. Rapid Improvement Events (RIE) were held for completing tasks that are straight forward and offer quick wins. Additional teams were established for larger initiatives that have increased complexity and require more time and resources to complete.

While incremental operational improvements are being made, there were some common technological changes identified that would greatly attribute to the overall success of the process implementations.

- Establish a single file management system to support all file management needs and process tracking.
- Develop a metrics-based reporting process for process monitoring and control.

2.2 Key Takeaways

2.2.1 Process Timelines

Several factors are attributed to long cycle times within the approvals process:

- Prolonged conflict resolution.
- Number of resubmissions.
- Delayed responses from the developers.
- Quality of the application – missing information, wrong information, delayed comment responses.
- Quality of comments – comments are not focused / actionable, unable to effectively guide the Applicant.
- File management – there is more than a single file directory used to store and review documents as the application proceeds through the process.

Cycle times typically fell within the target timelines where:

- Process steps were clearly defined.
- Documentation quality was assured in the previous process steps.

2.2.2 Areas of Focus

Standards

Standardization of work with the intent to improve all processes overall. Some elements will assist with internal review, such as developing standard templates, creating a tracking database, and establishing Standard Operating Procedures. Other elements that were identified will provide improved service delivery, like creating customer service standards for application responses, producing guidelines for issue resolution, establishing checklists to guide process steps, and outlining clear communication channels for escalation related to resubmissions and delays.

Journey Mapping

Establish linkages between the eight development approvals processes to avoid duplication of efforts and afford Applicants a means to determine their preferred path to receive their development approvals.

Process Tracking and Key Performance Indicators (KPIs)

Establish performance targets for the various processes and create a standard tracking system to analyze historical and current data to gain further insights on application performance.

Roles and Responsibilities

Clearly define the rolls and responsibilities for all staff based on changes to the process.

Scope of Internal Review

Streamline internal review of applications through the development of tools to support staff in their work, such as standard templates for commenting, tracking for all department approvals, and creating standards for resubmission to improve overall quality of submissions.

Continuous Improvement

Maintain the use of the Continuous Improvement (CI) methodology established through this project, including use of CI tickets, staff huddles, project teams, rapid improvement events, and visual management to actively implement necessary process changes.

2.2.3 Single Source of Truth

A major improvement to the overall development approvals process can be realized through the establishment of a ‘single source of truth.’ Staff identified a need to establish a single file management system centralized on the development application processes. The system should include standardized file and folder structures, naming conventions, and metadata and include appropriate governance and access controls. Establishing the system would enable implementation of change and version control, which will eliminate duplication and errors. Consistent document and data storage will inherently improve development application processes by connecting the end of the process to the beginning and support overall process tracking.

2.3 Legislative Impacts

2.3.1 Bill 109 (July 1, 2022)

Changes made by Bill 109, the *More Homes for Everyone Act, 2022*, will require municipalities to refund application fees for failing to reach a decision on Zoning By-law amendments, Official Plan amendments, and Site Plan approvals within the statutory timeline.

Bill 109 also requires municipal councils to delegate approval authority with respect to site plan control applications submitted on or after July 1, 2022. The timeline for Site Plan application approval was extended from 30 days to 60 days. Typically, the City approved site plans within 30 days – well within the legislative timeline – and therefore no process changes are necessary as it relates to complying with Bill 109.

2.3.2 Bill 23 (November 28, 2022)

Bill 23, the *More Homes Built Faster Act, 2022*, prescribes changes to the *Development Charges Act, Planning Act, Ontario Heritage Act, Municipal Act, Conservation Authorities Act* and other statutes, with the intent of supporting the Province’s *Housing Supply Action Plan*. Significant changes were made to the *Planning Act*, including Site Plan Control, which will no longer apply to any residential development with 10 or fewer units on the entire property.

2.4 Next Steps

Medium term improvements recommended for 2023:

- Implement a digital file management system.
- Continue team huddles to support the culture of Continuous Improvement initiatives through tickets.

- Develop Standard Operating Procedures (SOP) that incorporate Standard Work documentation by process.
- Create an onboarding process for new employees specific to their role(s) in development application processing.
- Define key milestone metrics within each of the processes as the basis for a digital tracking system.
- Institute standard tracking for all Planning and Development approvals.
- Focus on issue resolution and reducing unnecessary resubmissions.
- Improve the overall quality of Applicant submissions and create standards for resubmissions.
- Overhaul standard templates and forms.
- Improve quality of comments to guide the Applicant through the process by making them focused, actionable, and tied to Policies and Standards.
- Create Continuous Improvement goals to focus on improving quality and reducing cycle times.
- Establish a Continuous Improvement Plan for the Planning and Development division to continue work identified to date over the next 3 to 5 years, including staff development, value stream mapping (as a baseline for change), and benchmarking with other municipalities.

Long term improvements recommended for 2023 and beyond:

- Define a metrics-based process measurement standard for the full process.
- Review and align process metrics and progress through coordination with external stakeholders, as required.
- Create a mature Continuous Improvement culture, focusing on growth, reduction in process cycles time, quality, and communication.
- Create a centralized database that allows for process analytics and publication of dashboards.
- Align improvement initiatives with the Digital Planning Application Tracking (DPAT) software implementation project (Strategic Business Case #11) intended to track all Planning Act applications from consultation through build-out.

3.0 Financial Impact/Considerations

There was no financial impact to the City of London with the Transfer Payment Agreement for this project. The provincial funding received through the Streamline Development Approval Fund financed the full cost of this project. Any improvements that result in additional resource requirements will be considered through the 2024-2027 multi-year budget process.

Conclusion

This report provides the background and context for the Streamlining Development Approvals (2022) project, and includes the third-party reviewer's final report, as appended. The final report is a requirement of the agreement with the Minister of Municipal Affairs and Housing for the Transfer Payment Agreement.

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Deputy City Manager, Planning and Economic Development



Streamlining Development Approvals Fund

Streamlining Development Approvals 2022





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Project Information

Project Title: Streamlining Development Approvals

Date Started: June 2022

Date ongoing, planned completion February 28th, 2023

Project Sponsor/Champion:

Heather McNeely, Director, Planning and Development
Planning and Economic Development

City of London

300 Dufferin Avenue, London, Ontario

Acronyms and Definitions

Acronym	Definition
AODA	Accessibility for Ontarians Disabilities Act
ATSR	Administrative and Technical Support Representative
C of L	City of London
CI	Continuous Improvement
DMAIC	Define, Measure Analyze, Improve Control
ECAC	Ecological Community Advisory Committee
FMEA	Failure Mode and Effect Analysis
ILPT	Integrated Land Planning Technologist
LDI	London Development Institute
LHBA	London Home Builders Association
MHBC	MacNaughton Hermsen Britton Clarkson
OPA	Official Plan Amendment
P&D	Planning and Development
PEC	Planning and Environment Committee
RIE	Rapid Improvement Event
RPN	Risk Priority Number
SIPOC	Supplier, Input, Process, Output, Customer
SOP	Standard Operating Procedure
SWED	Stormwater Engineering Division
UTRCA	Upper Thames River Conservation Authority
VOC	Voice of the Customer
ZBA	Zoning By-Law Amendment



Executive Summary: Continuous Improvement Project

The Streamlining Development Approvals project focused on mapping the current state process, reviewing their performance metrics and defining CI (Continuous Improvement) teams to action opportunities to improve the processes. One of the early challenges in the Subdivision process was addressing 30 years of reorganization and its impacts. A sampling of the current state gave evidence of variety of mixed adaptations of technology, impacts of changing business models and multiple file directories with limited access or revision control management.

To help unravel the current state, the Define, Measure, Analyze, Improve, and Control (DMAIC) model for CI was used as the project road map. Initial activities included the capture and alignment of the VOC (Voice of the Customer) (internal and external) comments and analyzing historical data. A significant effort was given to create a single data file of historical data collected from a variety of files and directories. As an example, results from analysis from this data showed high variability in the Applicant Facing portion of the subdivision process (Consultation – Draft Approval), all phases took too long, well above the targeted cycle times. Cycle time variability decreases after the Engineering phase through to the End of Warranty phase. Various process steps are owned concurrently by both the City of London and developers, other steps are uniquely owned by the developers.

Analysis of data was used to coordinate the findings with the VOC to identify opportunities with CI targets that would have highest impact to increase quality, develop standard work and reduce cycle time. A key project that emerged has been driven by a RIE Team, creating a Single File Management Structure that utilizes Meta Data to allow for simple, quick and accurate searches for files stored throughout the subdivision process. The project also supports improved quality and creation of standard work. A sample of file searchability in the existing multiple file structure vs Meta Data and a Single File Hub shows an estimated reduction in search time of 80%

The VOC comments were aligned into themes. CI teams were established within each area of the processes. CI Team huddles were created to address CI tickets generated from the theming reviews. CI Huddle Teams are now part of Standard Work in the P&D processes.

There is a synergy and overlap in this report with that of the Accountability Plan (Site Plan, OPA, ZBA) 2022. The VOC reviews and some of the processes were conducted in parallel and similar in presentation format.

Project Approach: Summary

- The Streamlining project followed the DMAIC process. Focus was on streamlining by reducing waste and addressing elements that effect quality of work, standard work and cycle time..
- All 8 Planning and Development processes are represented in this report. Subdivision is the largest portion of this DMAIC report but also includes the remaining 7 Planning and Development process (Site Plan, OPA, ZBA, Condo, Part Lot, Minor Variances and Consent).
- The VOC (Voice of the Customer) was captured through in-person meetings (Subdivision, Site Plan, OPA and ZBA). Reviews with different customers (internal and external) of these processes asked the following questions; what was working well, what was causing frustrations and what improvements were recommended for change.
- The VOC comments were reviewed and themed. The themes that impacted quality, standard work and cycle time were flowed down through the City of London CI process to different CI Teams. CI Huddle teams were created to select and address themed issues as defined through the VOC process, creating and implementing solutions.
- RIE (Rapid Improvement Events) were held using the City of London CI model. The RIE focused on CI Team methodology with cross functional expertise. The RIE Teams created solutions for process improvements that required a wider experience knowledge to address the improvement opportunities.

Project Approach: Summary

WHAT IS DMAIC?

DMAIC is a data-driven quality strategy used to improve processes.

DMAIC is an acronym that stands for Define, Measure, Analyze, Improve, and Control. It represents the five phases that make up the Streamlining Development Approvals project:

Define the problem, improvement activity, opportunity for improvement, the project goals, and customer (internal and external) requirements.

Measure the process, understanding what we do and how we measure a process.

Analyze the health of a process. Using the analyzed data to determine root causes of variation, if the performance of the process is meeting requirements.

Improve process performance by addressing and eliminating the root causes.

Control the improved process and future process performance.



Project Approach, the DMAIC Model for Streamlining Development Approvals

PROJECT	Planning and Development Processes
ID	Description
DEFINE	
	Ensure Alignment and vision
	Communication strategies
	Review of all current state artifacts
MEASURE	
	Engagement with external and internal Stakeholder groups
	Create / validate / update current state flow
	Create / validate / update metrics
	Identify initial pain points
	Capture opportunities for Rapid Improvement Events (RIE)
ANALYZE	
	Deep dive into process inputs
	Implement Rapid Improvement Events (RIE)
IMPROVE	
	Research analysis to brainstorm potential solutions
	Benefits Analysis
CONCLUDE	
	Final Report

DEFINE Phase



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Define the problem, improvement activity, opportunity for improvement, the project goals, and customer (internal and external) requirements..



Define Phase Summary

- The Streamlining Development Approvals Project reviewed Subdivision, Site Plan, OPA, ZBA, Condo, Part Lot, Minor Variances and Consent
- The Streamlining Development Approvals Project overview reviewed the process with internal and external process owners. Focus of the project was on quality of submission from applicants, standard work and creating a file management network system.
- Voice of the Customer reviews were planned, observations were recorded on what pain points were felt by both internal and external customers. The reviews were a positive experience expressed by outside and internal customers during these sessions.
- Strategies for engaging the external and internal stakeholders created. Ultimately, there were 30 external and internal Voice of the Customer Sessions attended by 150+ participants.

MEASURE Phase



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Measure the process,
understanding what we do and
how we measure a process..

Measure Phase Summary

The key steps to the Measure Phase

- Map out the current flows of the processes to get a standard of how the process works today from start to completion and the intersections with other groups and stakeholders
- VOC (Voice of the Customer) interviews with internal and external stakeholders to capture their perception on how the process is working for them. This was categorized as: Working Well, Frustrations, Suggestions / Ideas for improvement. Using affinity mapping, this work was then grouped into themes. VOC for Subdivision, Site Plan, OPA and ZBA were collected during these interviews.
- The Measure Phase highlighted gaps between the applicants understanding of where they were in the process and that of the actual process with Planning and Development at the City of London. Clear opportunities were identified and prioritized into themes, actioned by Continuous Improvement Teams.
- All VOC feedback was themed and used to identify opportunities to improve both the method (example: improved reporting templates) and medium (example: meetings to present and discuss requirements).
- The VOC reviews with internal and external stakeholders provided a forum to meet and listen to each other.

Measure Phase Summary

The Measure Phase began with Voice of the Customer reviews. The participants were External, Internal and from the Development Community

Voice of the Customer Reviews		
External	Internal	Development Community
Auburn Development	Heritage	LDI
Drewlo Holdings	Parks	LHBA
Sifton	Clerks	
York Development	Transportation	
Monteith Brown Planning Consultants	Urban Design	
Nicholson Sheffield Architects	UTRCA	
STRIK Baldinelli	Water	
Development Engineering	Sanitary	
Zelinka Priamo	Ecology	
MHBC	Customer Support	
	SWED	
	Policy	
	ECAC	
	OPA, ZBA, Site Plan, Subdivision	

30 Review meetings held were held between July and October 2022

Measure Phase Results

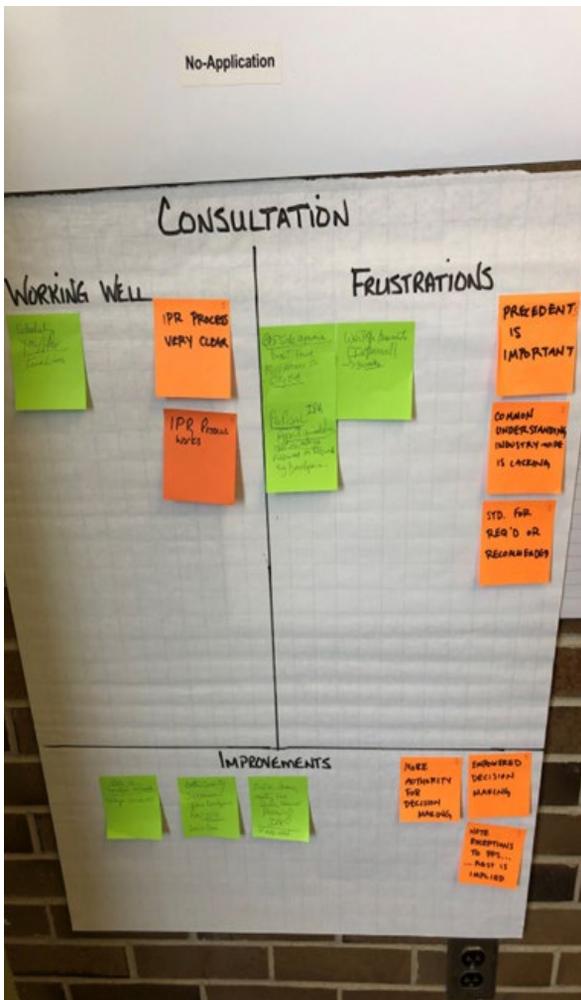
Subdivision

Voice Of the Customer Stakeholder Sessions

- 30 Sessions / 150+ participants
 - Developers
 - Consultants
 - Engineers
 - Internal Depts
 - External Agencies
 - Associations
- 276 comments captured

Subdivision Themes from Comments

1. Process
 - Templates
 - Consistency
 - Across all applications
2. Quality of Submission
 - Internal
 - External
 - Applicant
3. Technology and Communication
 - File Management System, One Source of Truth
 - Process Tracking



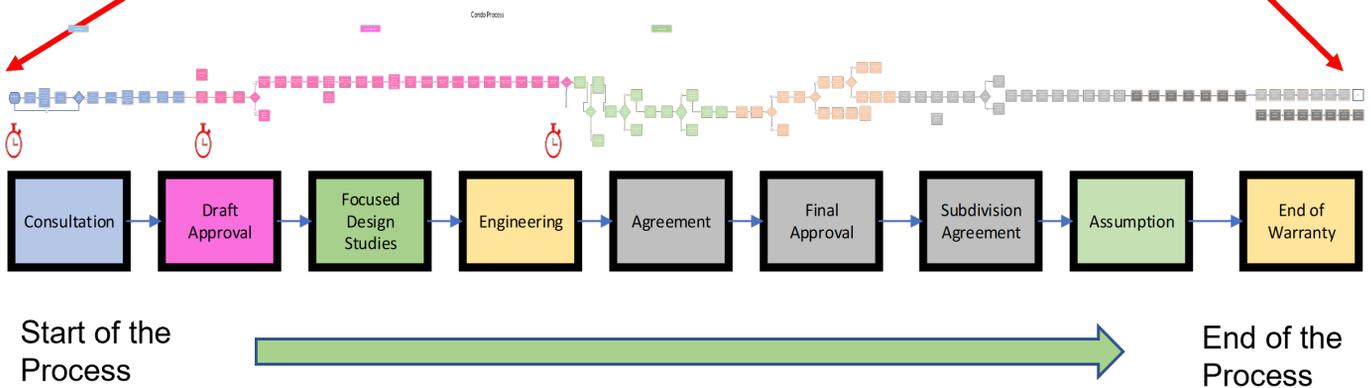
Measure Phase Results

Subdivision

Subdivision Process

- Process Steps are Consultation/Proposal, Draft Approval, Focused Design Studies, Engineering Review, Agreement, Final Approval, Conditional Clearance, Assumption and End of Warranty

2510 Median days from Proposal to Assumption
Certification
Data analyzed from 2012-2022 Applications



Variability throughout the process has a ripple confounding effect on subsequent process steps. Controlling the quality at the Consultation- Application- Draft Approval stage greatly improves the quality of information and cycle times as the application moves through to the process.

Measure Phase Results

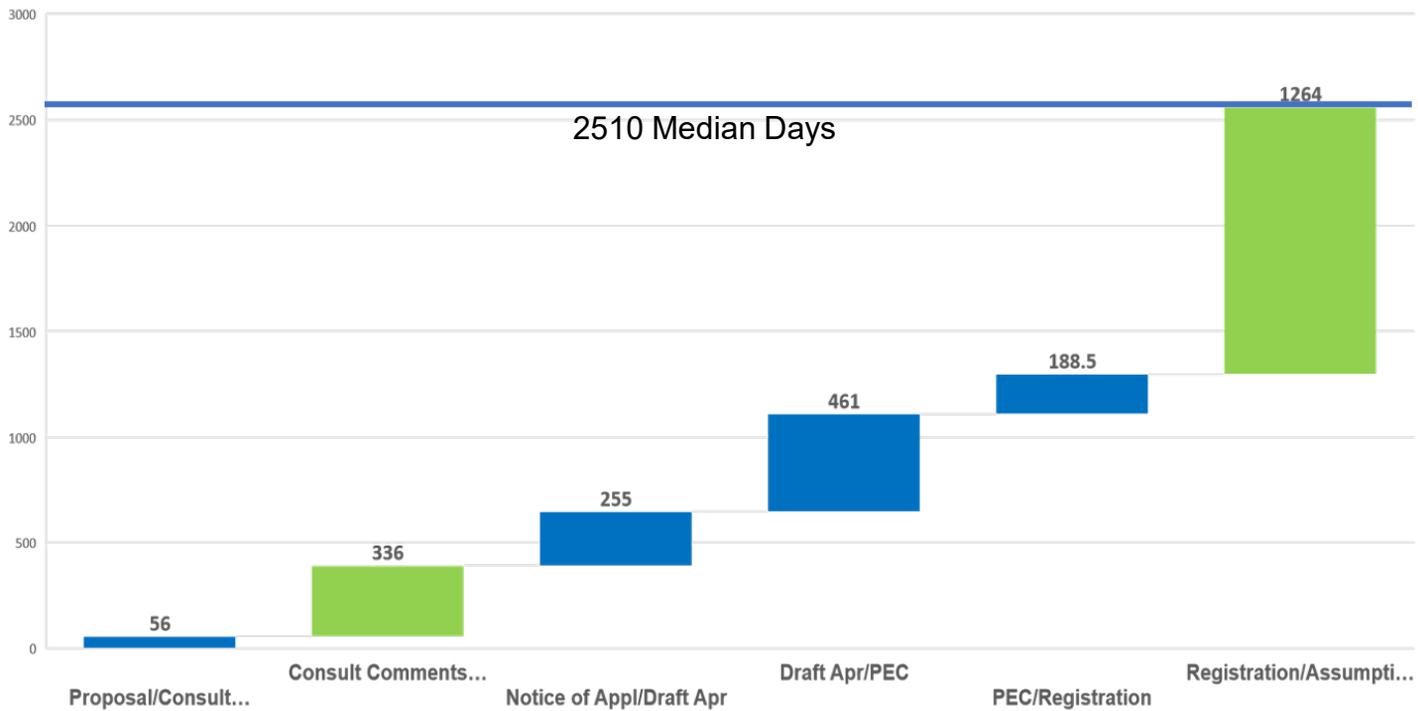
Subdivision

Subdivision Process

Proposal to Assumption

Sample range 2012-2022

A breakdown of current Milestones and cycle times (days)



Measure Phase Results

Subdivision

Long cycle times are attributed to:

- Comments process and tracking, review cycle times and conflict resolution
- More than a single file directory used to store and review forms, documents as the application proceeds through the process
- Resubmission cycles
- Quality of the application, missing information, wrong information, late comments

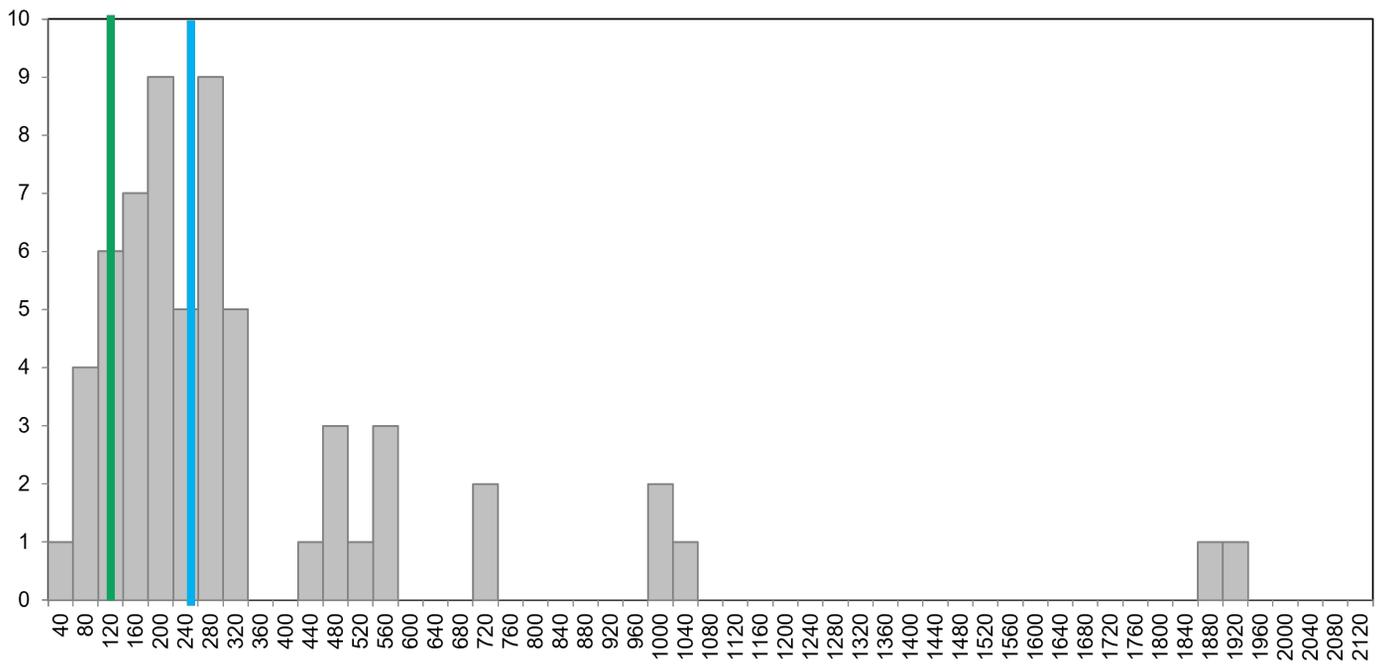
Subdivision, Notice of Application - Draft Approval
2012– 2022 (61 applications)

Process Plan Days = 120

Actual 2012-2022= 255



Histogram - Notice of Application to Draft Approval



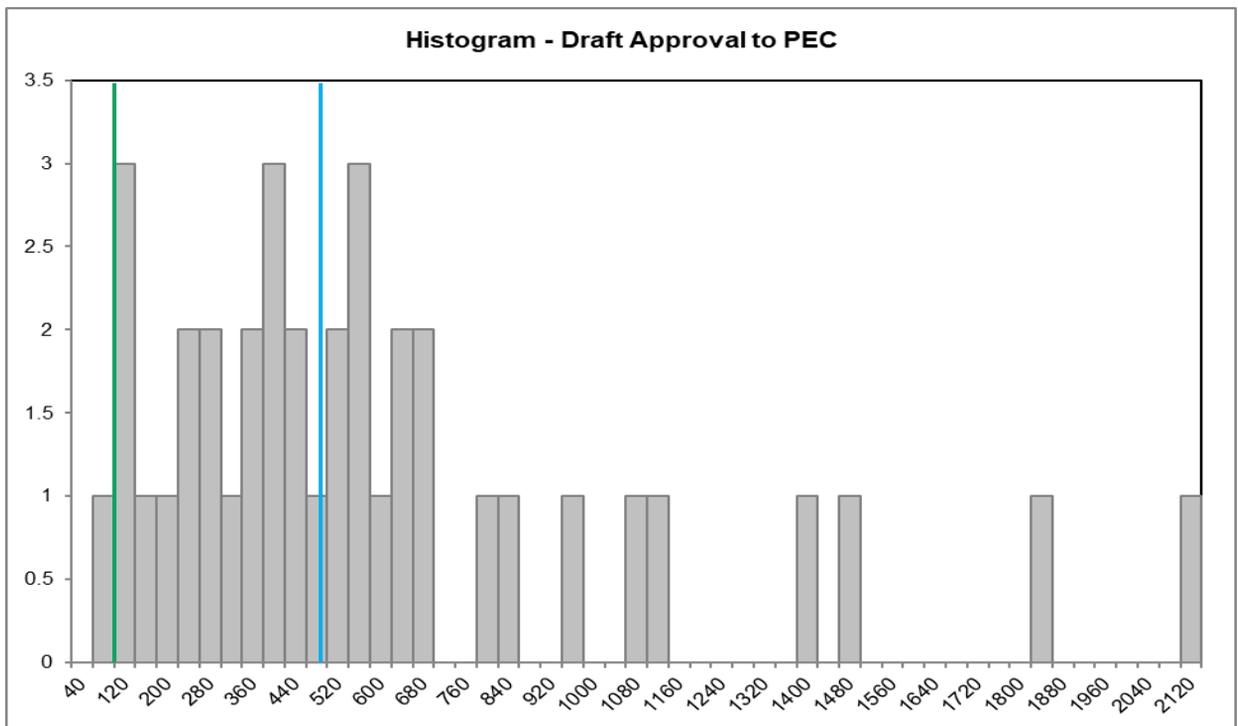
Measure Phase Results

Subdivision

Long cycle times are attributed to:

- Comments process and tracking, review cycle times and conflict resolution
- Delayed responses from the developers
- More than a single file directory used to store and review forms, documents as the application proceeds through the process

Subdivision, Draft Approval to PEC
 2012 – 2022 (38 applications)
 Process Plan days = 120 —
 Actual 2012-2022= 461 —



Measure Phase Results

Subdivision

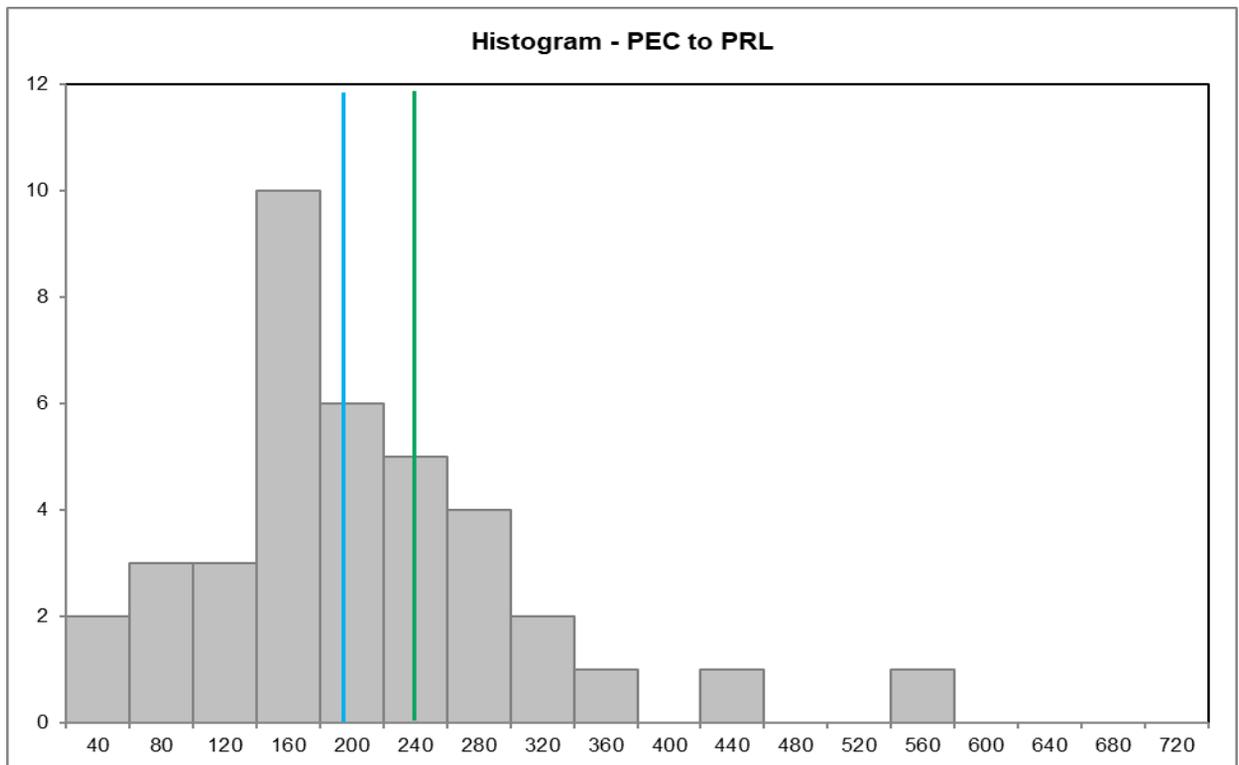
Cycle times are better than Planned Days (target):

- Clear process steps well defined and followed
- Experienced Subdivision staff, namely Document Handlers know the keys to efficiency in the process.
- Quality of documentation has been mostly addressed in previous process steps

Subdivision, PEC to Conditional Clearance 2012 – 2022 (38 applications)

Process Plan Days = 240 —

Actual Days = 188 —



Measure Phase Results

OPA / ZBA



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- The measure phase highlighted that there was large variation between applications and that the current process was not capable of consistently meeting the timelines (histogram of days to process to follow). The gap between the what is contained in the application vs requested by the Planning and Development department causes re-work delays consistently in the review / analyze part of the process flow.
- The voice of the customer with internal and external stakeholders provided a forum to meet and listen to each other.
- Feedback was themed and used to identify opportunities to improve both the method (example: improved reporting templates) and medium (example: meetings to present and discuss requirements).



Measure Phase Results

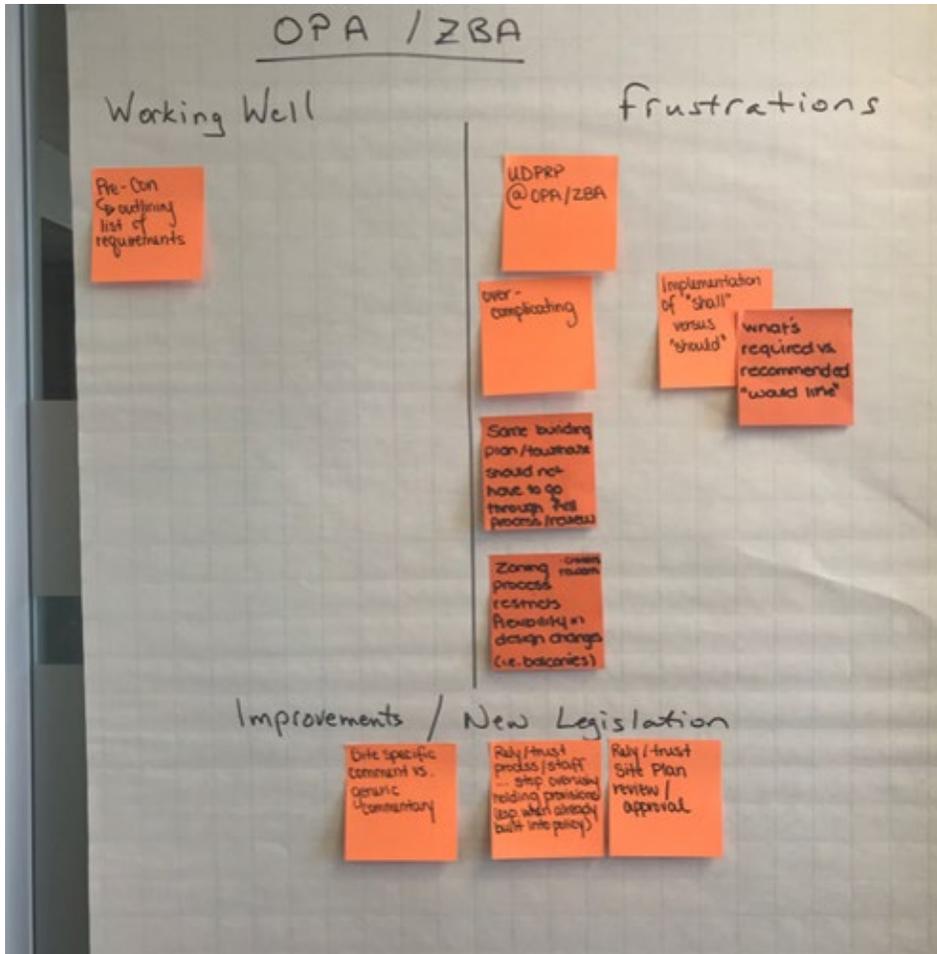
OPA / ZBA

Voice Of the Customer Stakeholder Sessions

- 30 Sessions / 150+ participants
 - Developers
 - Consultants
 - Engineers
 - Internal Depts
 - External Agencies
 - Associations
- 113 OPA / ZBA comments captured

OPA ZBA Themes from Comments

1. Comment Quality
2. Policy
3. Templates and Technology
4. Organizational Structure / Communications



Measure Phase Results

Site Plan



- The measure phase looked at the turnaround times to review an application to receive a conditional approval. It also looked at re-submission cycles to get to a Development Agreement.
- Cycle times for review were consistently within target with minimal variation. Re-submissions were sliced to look at Administrative Applications vs Standard Applications. Comment responses to the applicant were also sliced to understand where comments were originating from and how many submissions were required to mitigate them.
- Feedback was themed and used to identify opportunities to improve both the method (improved reporting templates) and medium (meetings to present and discuss requirements).
- A challenge that came out of the voice of the customer, is an expectation of multiple re-submissions on both the developer and city sides. This can lead to required detail being sorted out later in the re-submission cycles instead of earlier in the Application process.

Measure Phase Results

Site Plan Voice Of the Customer Stakeholder Sessions

- 30 Sessions / 150+ participants
 - Developers
 - Consultants
 - Engineers
 - Internal Depts
 - External Agencies
 - Associations
- 287 comments captured

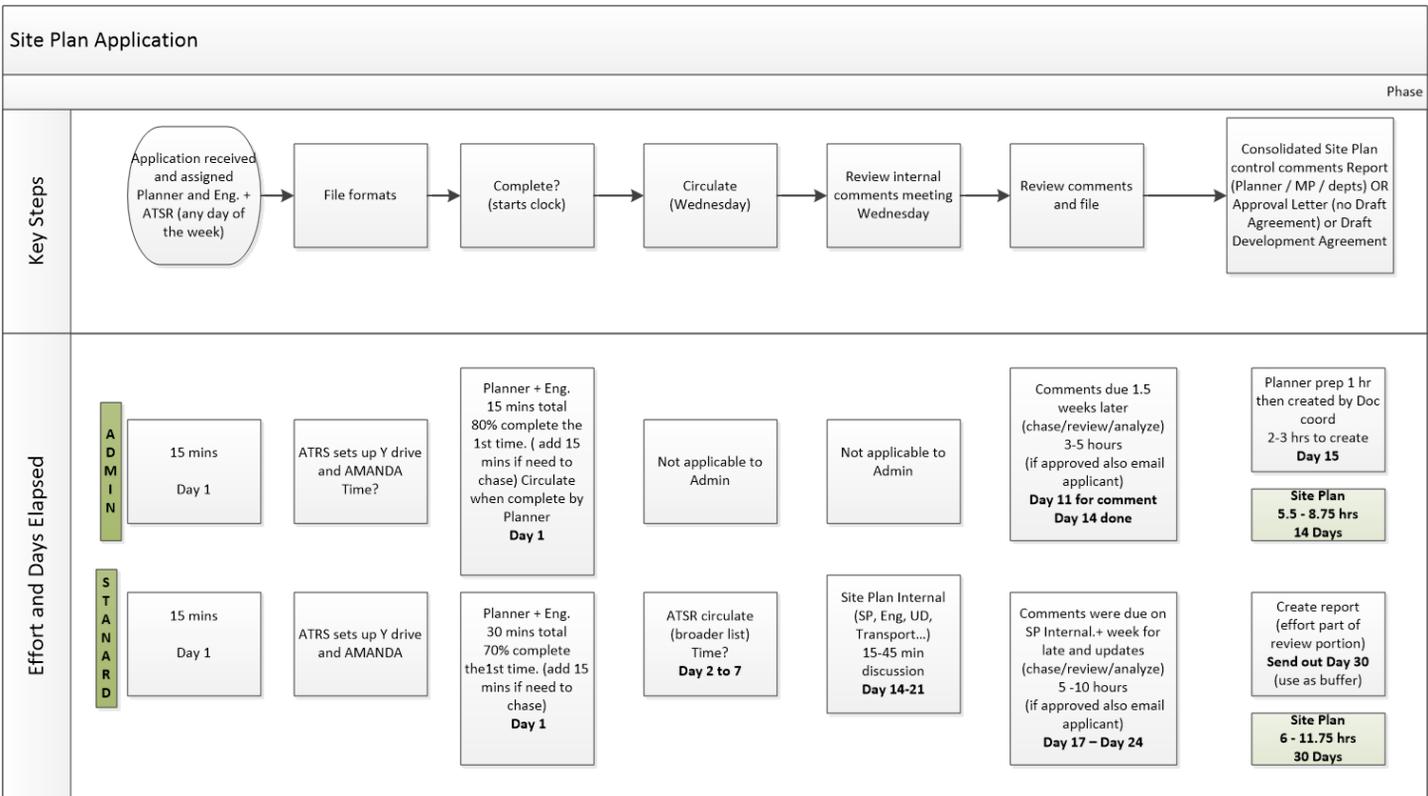
Site Plan Themes from Comments

1. Comment Quality
2. Process Flow
3. People / Staffing
4. Templates and Technology



Measure Phase Results

Site Plan Application



Site Plan Application process:

Example (above) of breaking the process into the two subcategories of Administrative Applications and Standard Applications and capturing the timelines (day) and effort required to complete.

The circulation goes to multiple groups for comment. List dependent on whether Admin or Standard Applications.

Measure Phase Results

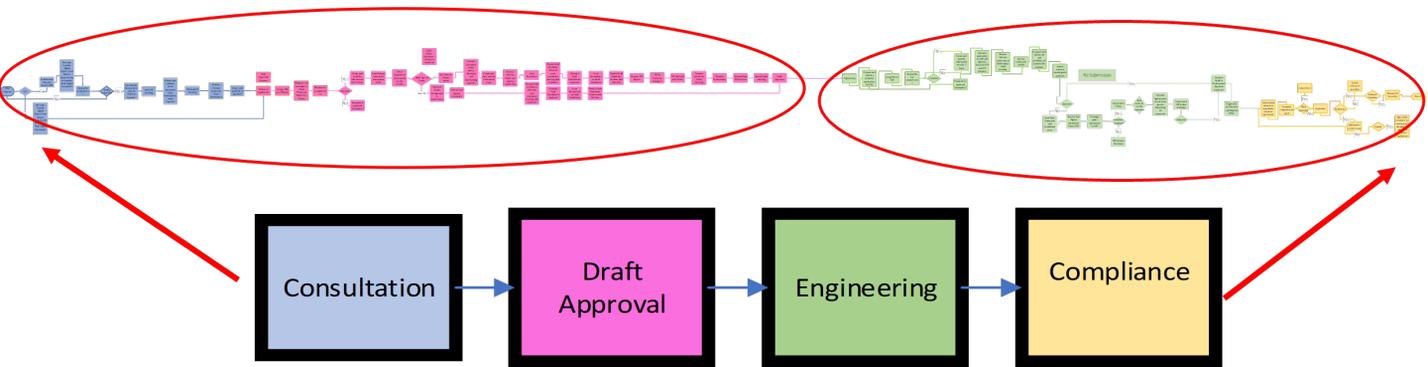
Condo Process

Process was mapped and reviewed with internal stake holders

Days from Application to Engineering
Plan = 200 Days +2-3 years for the developers time to build

Similar to Subdivision

Similar to Site Plan



Condo process shares elements of Subdivision Consultation and Draft Approval.
 Site Plan Engineering also incorporated in this process

ANALYZE Phase



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Analyze the health of a process. Using the analyzed data to determine root causes of variation, if the performance of the process is meeting requirements..



Analyze Phase Summary

The key steps to the Analyze Phase

- Using the VOC (Voice of the Customer) allowed an analysis of how well the process is performing. Analysis of what metrics are tracked and the actual data results were compared to targeted goals. It highlights where the pain points are and where improvements are needed
- Analysis of historical Subdivision data gave us a baseline of the past 10 years. Data highlighted several process areas with longer than target cycle times and other process areas that are meeting targets or better.
- The London City Continuous Improvement Lean process identified areas to focus, highlighting potential root causes
- A FMEA (Failure Mode and Effect Analysis) was used to asses risk, highlighting potential causes and effects that impact quality and cycle time in the Subdivision process
- Review of Planning and Development processes that are shared, Condo was shown to share processes in Subdivision and Site Plan

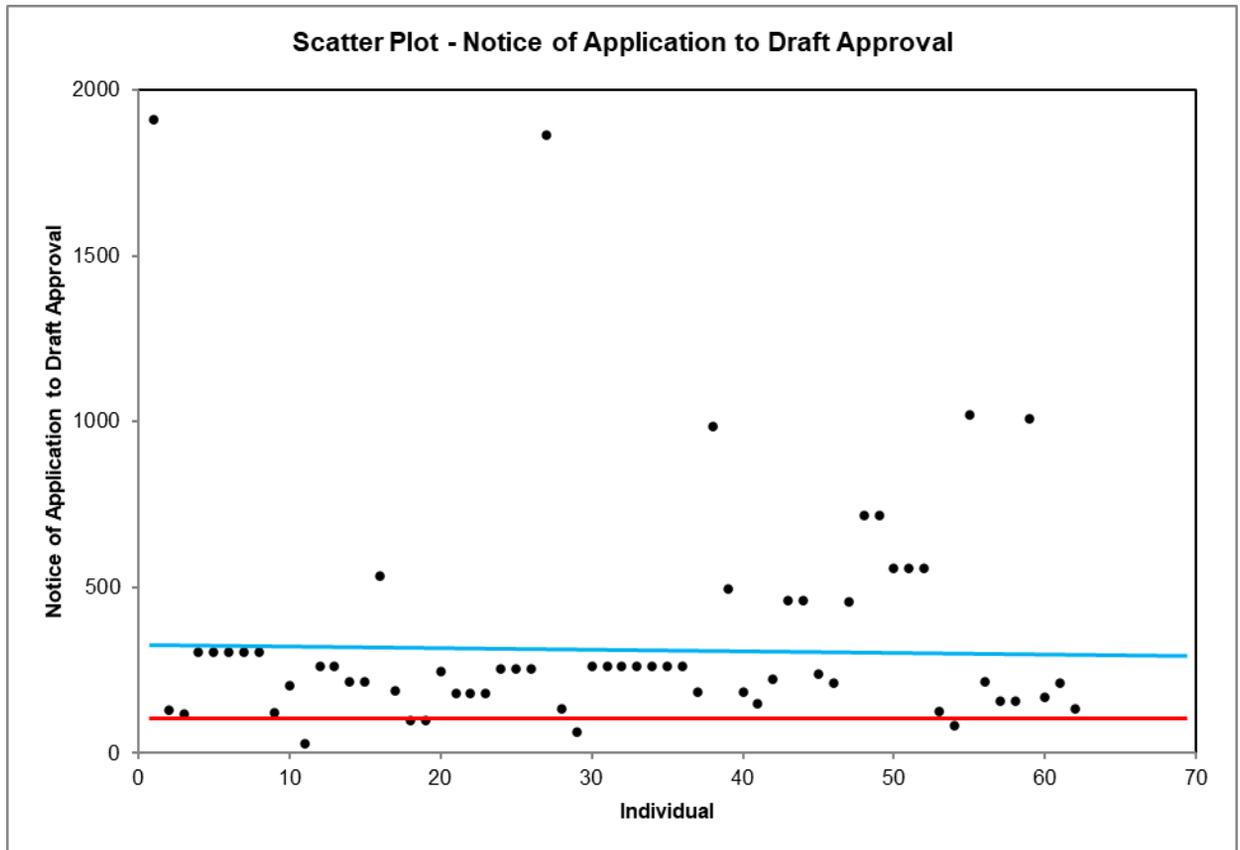
Analyze Phase Results

Subdivision

Subdivision Observations: Cycle Times from Notice of Application to Draft Approval

Long cycle times, driven by:

- Multiple File directories, multiple versions of the same files
- Variability in the quality of applications
- Variability in Service from City of London, as per external VOC
- Files difficult to search for or know where to find them
- Difficult to know what is the most current revision on file
- Conflict resolution, an undocumented process that has unknown resolution criteria or defined process time



Process Plan Days = 120 —
 Actual Median Days = 255 —

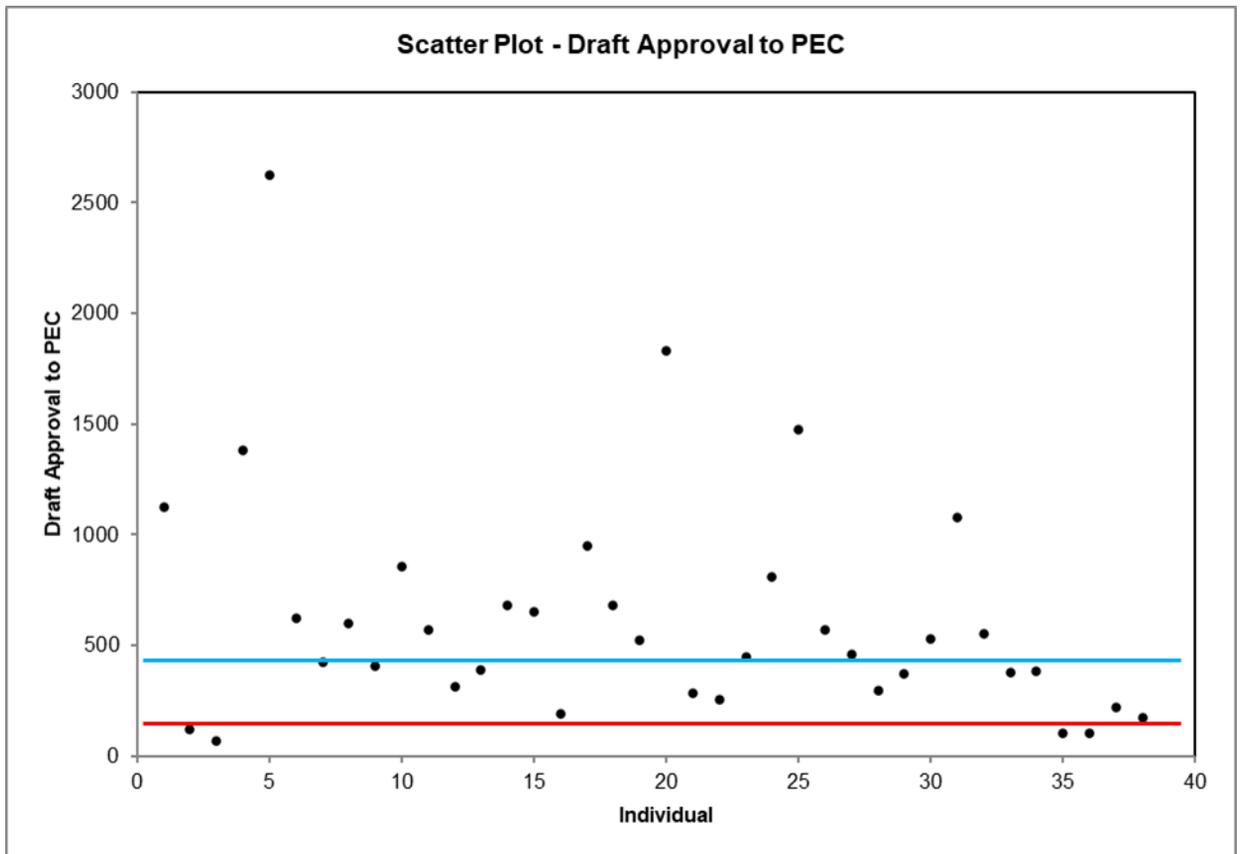
Analyze Phase Results

Subdivision

Subdivision Observations: Cycle Times from Draft Approval to PEC

Long cycle times, driven by:

- Multiple File directories, multiple versions of the same files
- Variability in the quality of applications
- Variability in Service from City of London, as per external VOC
- Files difficult to search for or know where to find them
- Difficult to know what is the most current revision on file
- Conflict resolution, an undocumented process that has unknown resolution criteria or defined process time



Process Plan Days = 120 —

Actual Median Days = 461 —

Analyze Phase Results

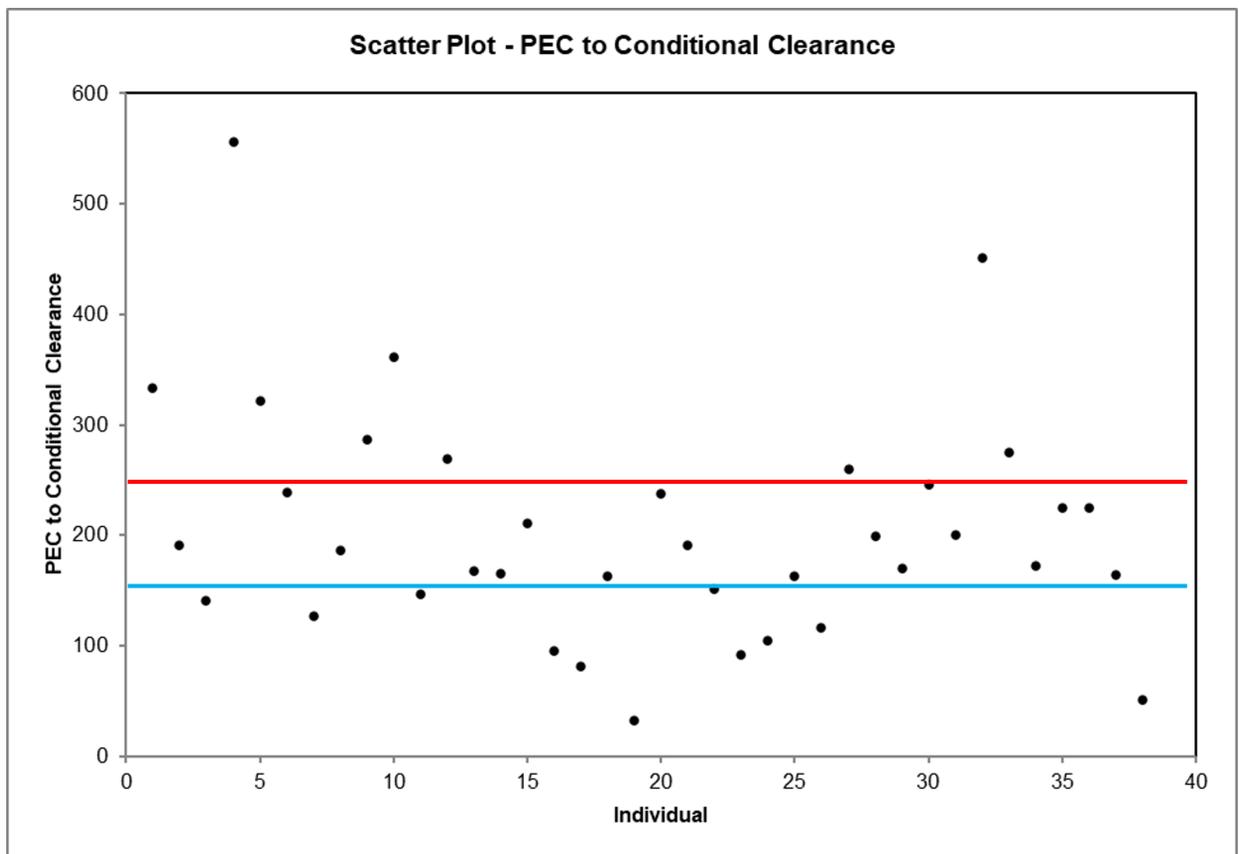
Subdivision

Subdivision Observations: Cycle Time from PEC to Conditional Clearance

- Better than Plan Target cycle times
- Standard well known process
- Experienced Document Handlers and File management

Open Issues:

- Multiple File directories, multiple versions of the same files
- Delayed response from Applicants
- Files can be difficult to search for or know where to find them
- Difficult to know what is the most current revision on file



Process Plan Days = 240 —
 Actual Median Days = 188 —

Analyze Phase Results

Subdivision

Risk assessment of the Subdivision Process using a FMEA. Review of the most common failure modes seen and the effects they have on the process.

Common Failure Modes included

- Unable to find documents, multiple file locations
- Processing errors
- Long cycle times throughout the subdivision process

Analyze Phase

Process: Subdivision				Prepared by: Planning and Development Cof L					
Process Step / Input	Failure Mode	Effect of Failure	S	SPW	Potential Cause of failure	O	Current Detection Mechanism	D	RPN (S*O*D)
Consultation - Warranty	Unable to find documents across the process flow	Increased Process Cycle Time	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45
		Random errors due to lack of process visibility	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Delayed responses due to time spend searching for documentation	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Extra processing time	3	Yes	Multiple file locations for the process that are not linked	4	Visual only to the person working the applicant's file	5	80
	Process Errors throughout the process	Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45
		Random errors due to lack of process visibility	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
	Long Cycle Times, not predicatable throughout the process	Increased Process Cycle Time	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45
		Random errors due to lack of process visibility	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Delayed responses due to time spend searching for documentation	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	80
		Extra processing time	3	Yes	Multiple file locations for the process that are not linked	4	Visual only to the person working the applicant's file	5	80

Risk is an assessment of the severity of the failure mode, it's effect on the process and how do we prevent it from happening. A RPN (Risk Priority Number) is the calculation of the Severity, Effect and Detection combined.

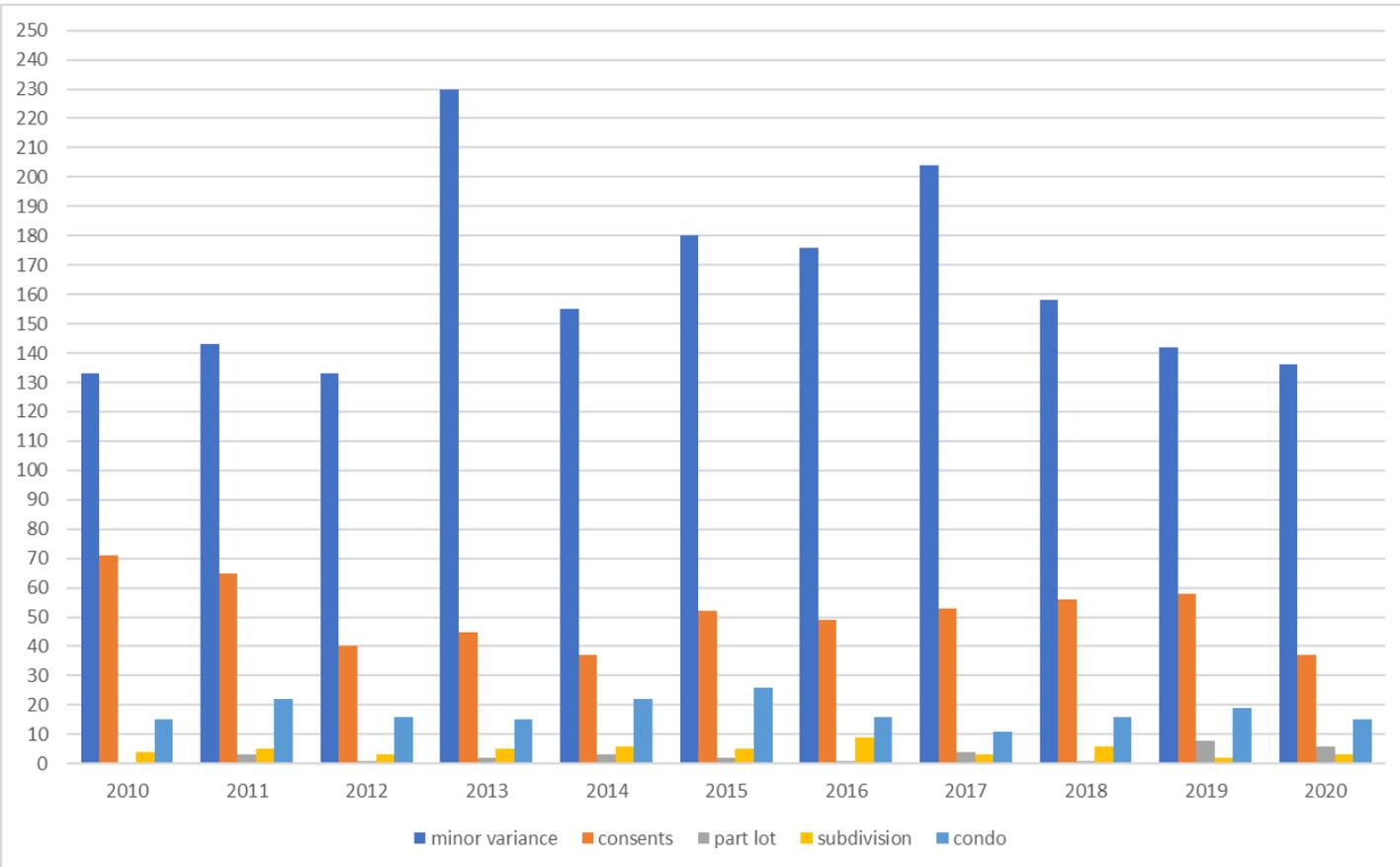
High RPN numbers offer a baseline to define Continuous Improvement opportunities

$$RPN = \text{Severity} \times \text{Occurrence} \times \text{Detection}$$

Analyze Phase Results

Planning and Development Submission Process 2010-2020

- Volume of Submissions in P&D for Minor Variance, Consents, Part Lot, Subdivision and Condo by year.
- Variation shown year over year. In looking forward, new legislative changes anticipated to increase Part Lot applications.
- High transactional demand on Minor Variance observed. Level of effort varies greatly between processes.



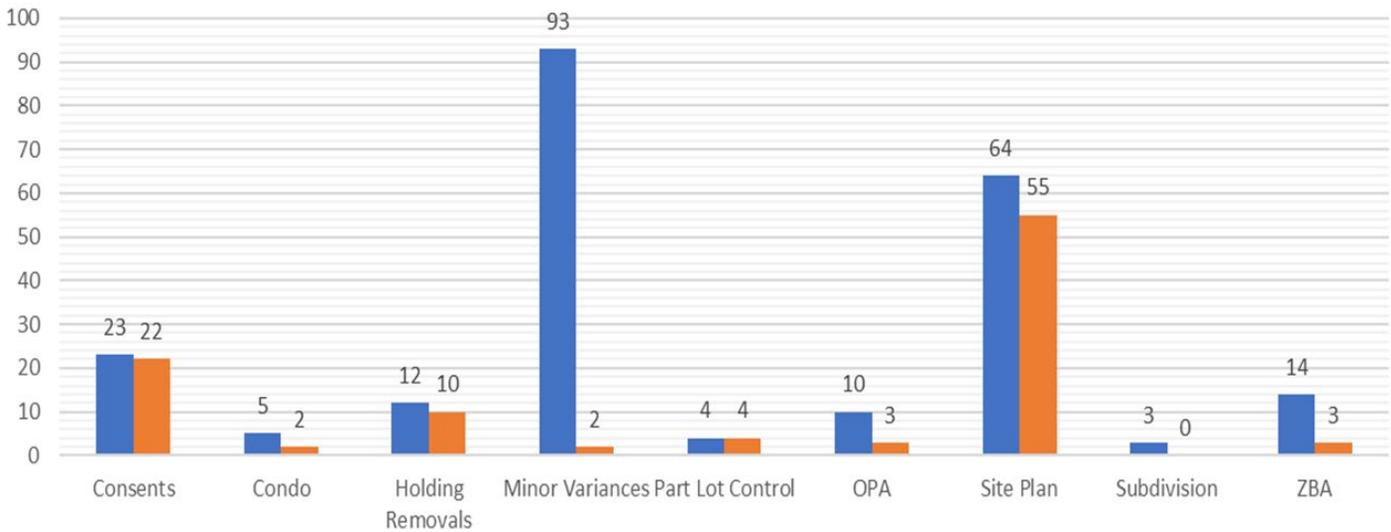
Analyze Phase Results

Planning and Development Process Review of January 2022- June 2022

- Several processes have a high volume of applications , highest demand in Minor Variance and Site Plan
- Opportunity to improve Applications Considered in, Condo, Minor Variance, OPA, Subdivision and ZBA
- OPA / ZBA not meeting regulated timelines with large variation in completion dates. Improvements will need to redefine the Consultation and Application outcomes and attributes to be successful.
- 98% of Minor Variance applications are not meeting regulated timelines, however consistent in the additional time taken. Process step handoff improvements will help improve meeting required timelines.

Volume of Applications Submitted January - June 2022

■ Number of Applications Considered ■ Applications that meet Planning Act Requirements

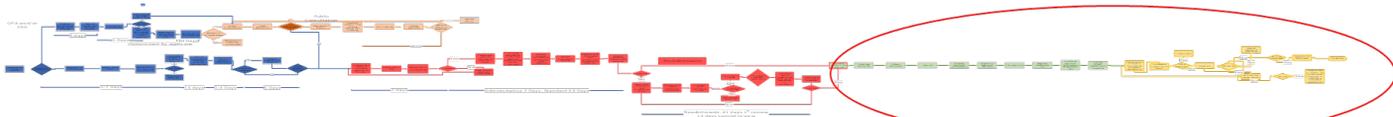


Analyze Phase Results

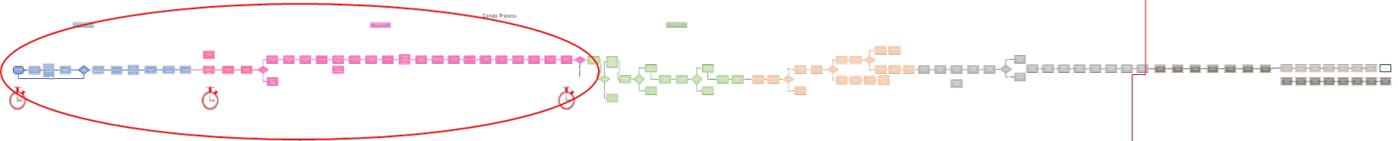
An analysis of Planning and Development processes with common process flows was reviewed. The Condo process shows a link to the Subdivision and Site Plan process

These Common/Similar Process Links are similar in process flow, but condo focused

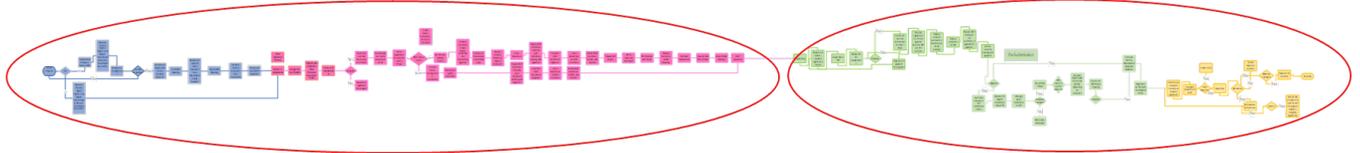
Site Plan



Subdivision



Condo



Start of the Process



End of the Process

IMPROVE Phase



London
CANADA

Improve process performance by addressing and eliminating the root causes.

Improve Phase Summary

The key steps to the Improve Phase

- The City of London Continuous Improvement methodology was used to drive change actions highlighted in the Analyze phase.
- Key areas of focus for CI (Continuous Improvement) were
 - Using the VOC comments to create themes for improvement
 - Using the CI ticket process to organize CI projects
 - Creating CI and RIE (Rapid Improvement Event) Teams to action CI tickets
- File Management System
 - Creating a RIE team to define and create the model for a File Management System that will allow a single location for all files
 - Ease of searchability using Meta data, a clear vision from all points within the Subdivision process to be able to review where a file is and its current status
 - Updating the FMEA (Failure Mode and Effect Analysis) with the impact to risk with the improved File Management System
- Building a Tiered approach to support a single File Management System structure. Connect Tiers enabling a Top-Down flow for supporting information and documentation
 - Single source location for process steps
 - Enable training
 - On boarding
 - Reference support
- Other Analysis including
 - A SIPOC (Supplier, Input Process, Output, Customer) was used to scope The Minor Variance process for a RIE
 - Improvement strategies and expected results for Site Plane, OPA and ZBA
 - OPA/ZBA Consultation Process and Change Focus
 - CI Teams current and future projects
 - Committee of Adjustment, Minor variance and Consents RIE
 - Recommendations for next steps in Subdivision, Condo, Site Plan, OPA and ZBA

Improve Phase- City of London, Continuous Improvement Approach

Continuous improvement with a lean approach

What is lean?

Although Lean began in the automotive sector, it's now used in many types of industries, including healthcare and government. Many terms are used to describe Lean, such as process improvement, Lean Six Sigma or continuous improvement. All of these strive for error free processes while improving the customer experience. Basically Lean is a long term and collaborative approach for continuous improvement. People, process and customer are the main pieces to putting continuous improvement methods into practice. This is shown in our Continuous Improvement logo:



Our Continuous Improvement Strategy provides knowledge, tools and techniques with a collaborative and innovative approach to customer service. Activity that consumes time or resources but does not add value to the customer is called "non-value added". Activity that helps improve the customer and employee experience is known as "value added".

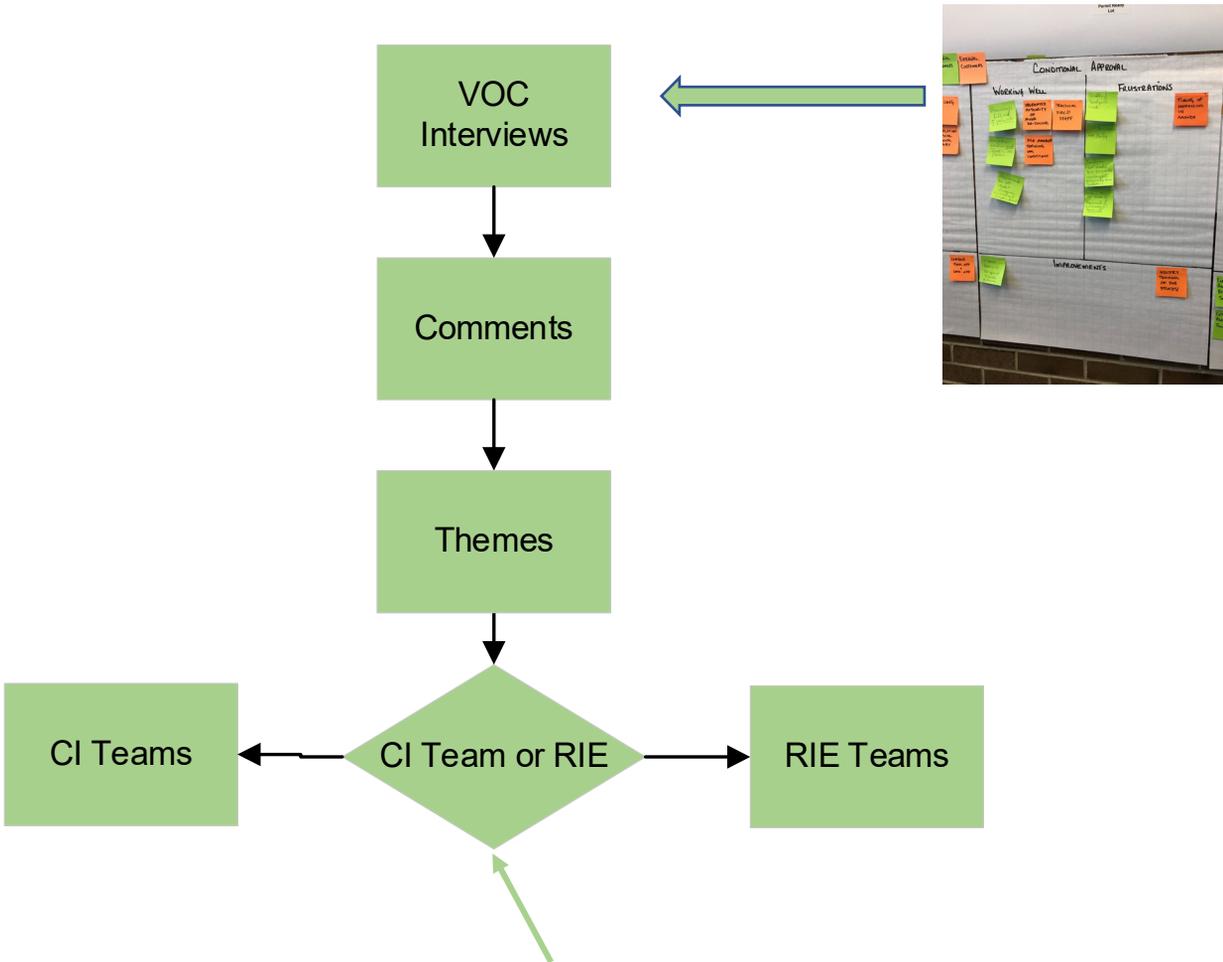
Referenced from Continuous Improvement Strategy, City of London.
August 2018

Improve Phase Summary Subdivision

Connecting the City of London Continuous Improvement approach to the VOC.

Interview comments become actionable with CI and RIE Teams

- Themes were defined with the review and input of process owners
- The City of London CI process was used to direct actions to either a RIE Team or CI team
- Respective teams were created based on concern and expertise required. Weekly Team Huddle's scheduled



City of London CI Approach, CI Tickets or RIE Teams created

Improve Phase Summary Subdivision

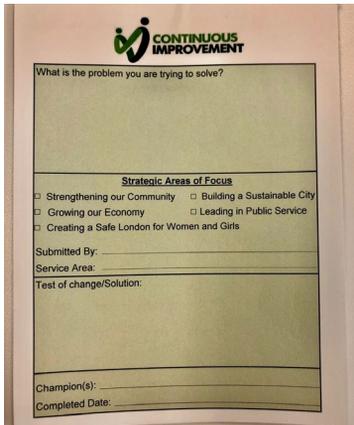
Connecting the VOC Interview comments to CI Teams via CI Tickets

CI tickets document and define

- The problem statement
- Area of focus
- What the solution is

CI Tickets can be created either manually or electronically from the CI page on CityHub

The City of London CI Leader maintains a log of open and closed CI Tickets

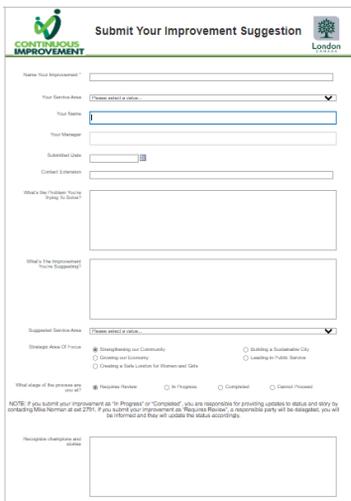


A physical form titled 'CONTINUOUS IMPROVEMENT'. It contains sections for: 'What is the problem you are trying to solve?', 'Strategic Areas of Focus' (with checkboxes for Strengthening our Community, Building a Sustainable City, Growing our Economy, Leading in Public Service, and Creating a Safe London for Women and Girls), 'Submitted By:', 'Service Area:', 'Test of change/Solution:', 'Champion(s):', and 'Completed Date:'.

Manual CI Tickets



VOC Comments



A digital form titled 'Submit Your Improvement Suggestion' from the City of London. It includes fields for: 'Name (Your Improvement):', 'Your Service Area', 'Your Name', 'Your Manager', 'Submitted Date', 'Contact Information', 'What's the Problem/Issue you're trying to solve?', 'What's the Improvement you're suggesting?', 'Suggested Service Area', 'Strategic Area of Focus', and 'What kind of the process you want?'. It also features a 'NOTE' section at the bottom regarding the submission process.

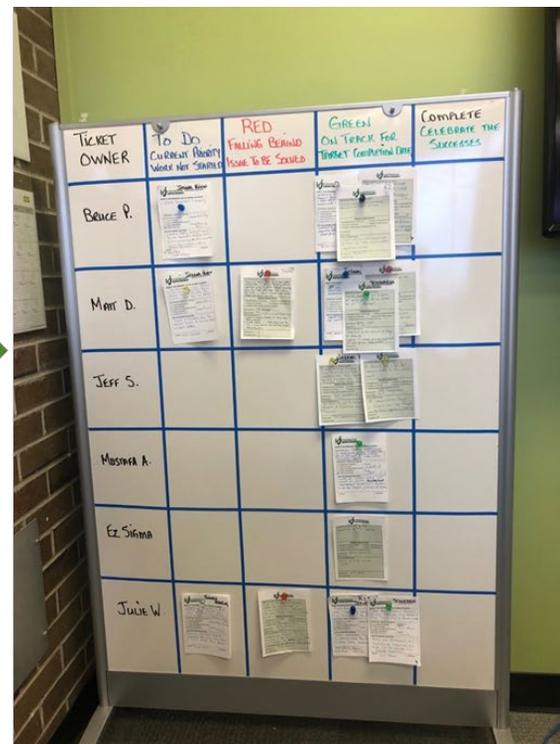
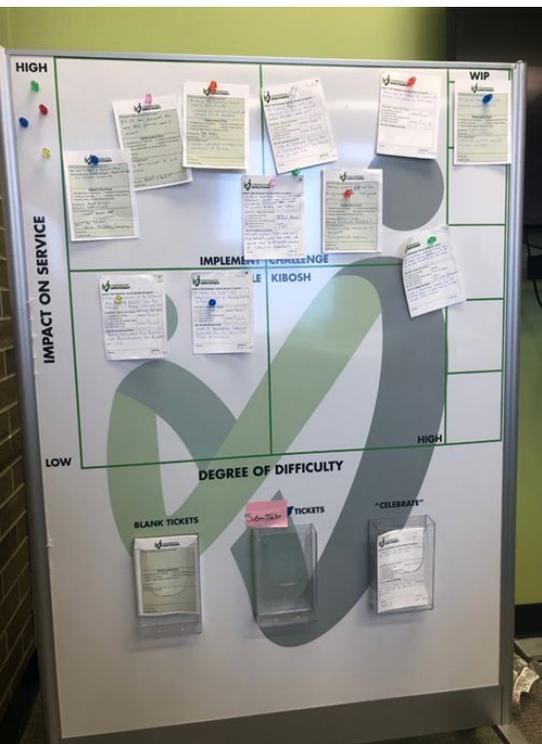
On Line CI Tickets



Improve Phase Results Subdivision

CI (Continuous Improvement) Ticket Process

- CI Tickets are ranked and placed on the CI ticket board.
- CI Teams review the open CI Tickets. Ease of Difficulty and Impact on Service drive which CI tickets get selected first. Priority is given to those CI Tickets that have high impact and low degree of difficulty to complete
- Weekly Team Huddle meetings review these visual boards status



CI Tickets generated from the VOC Theming, categorized by impact on service and degree of difficulty

Huddle Teams; Selected CI tickets, Work In Progress status. Status is reviewed in weekly Huddle Team meetings

Improve Phase Results Subdivision

Connecting the VOC comments to CI and RIE improvements

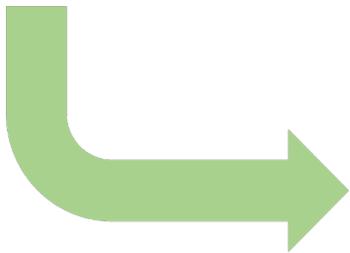
CI Teams

- CI Teams
- Planning
 - Engineering
 - Agreement
 - Inspection

RIE Teams

- RIE Team
- Single File Management System

Improvement results
assignable to focused needs in
Planning and Development



Scope of Internal
Review

Roles and
Responsibilities

Continuous
Improvement

Journey map, all
Planning Act
Application
Processes

Standards

Business Reporting

Focused Categories

- Selected CI Tickets and RIE must align to one of these 6 categories

Improve Phase Results

Subdivision

RIE Team

Single File Management Project : Current State

The current P&D file storage and handling has the following challenges:

- Multiple locations for Planning and Development files
 - Multiple shared drives on Y: with different drive names/pathways
 - Using both Y: and CityHub, with overlap sometimes
 - Some file copies/versions are maintained in Outlook (emails)
 - Separate silos of file storage and handling
- Duplication of files
 - Different versions of files are maintained manually
 - Files are copied from its original location to have a quick access reference
- Inconsistent use of folder structure on Y:
- Accessibility of Y: by other internal departments when needed
- No standard processes and procedures (naming conventions, versioning, access control, using links, etc.)
- Achieving AODA compliance for external facing files
- Lack of awareness/training on CityHub features/capabilities (e.g., search, navigation, etc.)



Improve Phase Results

Subdivision

Recommendations for change

- **File System**

- Centralized file storage and management system
- Intuitive and easy to use (Structure, UI, layout, etc.)
- Support for binary file storage (e.g., GIS needs draft plan in binary version)
- Migrate old LiveLink files with the new metadata added
- Migrate from Y:

- **Structure and Metadata**

- Move from folder structure to flat structure supported by metadata and custom views (filtering, sorting and grouping) for easy navigation and search.
- Include subdivision main two identification numbers 39T- and 33M as metadata
- Automate metadata population and updates whenever possible
- Mark and manage external facing files (website) within metadata attributes
- Mark and manage final documents

- **Change and Version Control**

- Enable Checkout/check-in with comments
- Establish standard versioning conventions
- Support change history visibility and review
- Support co-editing when needed

- **Processes, Automation, and Integrations**

- Support collaborative reviews, discussions, and comments, tied to metadata.
- Provide approval workflows to track signoffs (e.g., final documents, external facing files, etc.)
- Enable reminders and notifications for critical submissions, reviews, approvals, etc.
- AODA support
- Integration with CRM for complaints processing and tracking
- Integration with FTP program to send/receive large files
- Integration with Office 365 (Outlook, Teams, etc.) on specific use cases



Improve Phase Results

Subdivision

Recommendations for change (Continued)

- **Governance and Access Control**

- Establish standard file management processes and procedures, including:
 - File processes, version control conventions and metadata
 - File naming conventions
 - Templates management
 - Customer guidelines (e.g., size reduction/flattening for drawing files before converted to PDF)
- Support knowledge management process artifacts creation and maintenance (i.e. guides, checklists, best practices, lessons learned, etc.)
- Ensure sustainability and accountability
- Provide regular awareness and training
- Establish ownership and clear roles and responsibilities
- Conduct regular performance reviews and continuous improvements.
- File access control to be aligned with organization structure and process roles.
- Enable read access to specific groups in other departments/divisions.
- Support dynamic access control based on metadata.
- Compliance with security and privacy standards and regulations

Improve Phase Results

Subdivision

Recommendations for change (Continued)

Metadata

- **Taxonomy 1: Process Hierarchy (Planning and Development Processes)**
 - **Level 1: Planning & Development Process**
 - Example: Subdivision, Site Plan, Zoning, Minor Variance, Consent, etc.
 - **Level 2: Process Milestone:**
 - Example: Subdivision Milestones: Planning, Engineering, Agreement, Inspection (Subdivision)
 - **Level 3: Process Sub-Milestone:**
 - Example: Planning sub-milestones: Consultation, Application, Draft Conditions, Draft Approval, etc.
- **Taxonomy 2: File Type**
 - The following file types are identified:
 - Form, Report, Letter, Memo, Notice, Notice of Decision, Certificate, Email, Meeting Minutes
 - Plan, Study, Drawings, Data File
 - Submission, Response
 - Internal Department, External Agency/Committee , Applicant, Public
- **Taxonomy 3: Planning and Development Topics**
 - **Planning Topics:** Draft conditions, Zoning, Official Plan, etc.
 - **Engineering Topics:** Ecological, Water, Trees, Sanitary, etc.
 - **Agreement Topics:** Securities, Complaints, etc.
 - **Inspection Topics:** Special Provisions, Claims, Council, etc.



Improve Phase Results Subdivision

Recommendations for change (Continued)

- **Workflow Metadata**

- **Workflow Status:** Submitted/Created, Reviewed for Acceptance, Reviewed for Approval, Approved
- **Workflow Actors:** Submitted/Created by, Reviewed By, Edited By, Accepted/Approved By
- **Workflow Dates:** Creation/Submission Date, Last reviewed date, Last edited date, Accepted/Approved Date

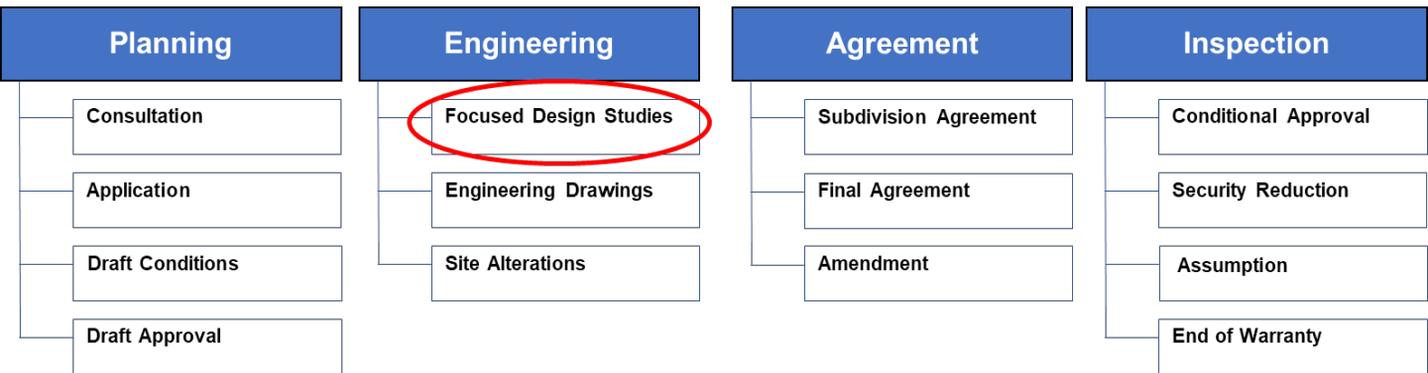
- **Other Metadata**

- **File Completion Status:** Draft, Final (these could be calculated automatically based on the version type)
- **Identification Numbers:** Consultation #, Process File # (Application), Phase # (Agreement), Stage # (inspection)

Improve Phase Results Subdivision

Single File Management Network System

Meta Data Driven Approach



Example: See next page for Engineering Focused Design Studies content and milestones

Improve Phase Results

Subdivision

Engineering: Focused Design Studies

- The Process Steps and Milestones

Process Steps

- **Receive Submission**
 - Design Studies Submitted (received from Applicant)
- **Completeness Check**
 - Design Studies Deemed Complete
 - Upload to CityHub
 - Circulate to internal/external stakeholders
- **Review and Comments**
 - Internal Stakeholder Comments Received
 - Consolidate comments
 - Internal meeting (optional)
 - Design Studies Preliminary Comments Released
- **Communicate with Applicant**
 - Design Studies Pick-up Meeting
 - Design Studies Final Comments / Clearance Released

Milestones

- **Key Dates to Track**
 - Design Studies Submitted
 - Design Studies Deemed Complete
 - Circulate to internal/external stakeholders
 - Internal Stakeholder Comments Received
 - Design Studies Preliminary Comments Released
 - Design Studies Pick-up Meeting
 - Design Studies Final Comments / Clearance Released
 - *Design Studies Package Returned Incomplete (*optional)*

Improve Phase Results

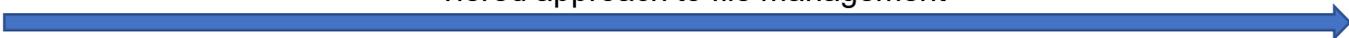
Subdivision

Engineering: Focused Design Studies, Meta Data Structure

- Hierarchical approach from Process Milestone through to Keywords/Tags allows Meta Data to be used in file searches

Process Milestone	File Type	Special Topics	File Status	Other Keywords/Tags
	<ul style="list-style-type: none"> • Report • Letter • Memo • Submission • Study • Plan • Communication (Internal, External, Applicant, Public) • Notice of Decision • Comment • Data Files • Drawings 	<ul style="list-style-type: none"> • Ecological • Water • Trees • Sanitary • Stormwater • Transportation • Active Transportation • Traffic Control • Heritage • Archaeology • Urban Design • Noise & Vibration • Securities • Parks • Solid Waste • Climate Actions • Groundwater • Erosion and Sediment Control • Geotechnical • Public Comment • Etc. 	<p>Version Status</p> <ul style="list-style-type: none"> • Working • Final <p>Workflow Status</p> <ul style="list-style-type: none"> • Submitted • Completeness Check • Under Review • Preliminary Comments • Comments Issued • Approved 	

Tiered approach to file management





Improve Phase Results Subdivision

Updating the Analyze Phase FMEA (Failure Mode Effect Analysis) with corrective actions driven by the RIE Team.

Risks have been mitigated by the actions required to implement a Single File Management Structure.

Analyze Phase

Improve Phase

Process: Subdivision		Prepared by:		Planning and Development Co L		Date:		18-Nov-22							
Process Step / Input	Failure Mode	Effect of Failure	S	SPW	Potential Cause of failure	O	Current Detection Mechanism	D	RPN (S*O*D)	Preventive Actions	S	O	D	RPN (S*O*D)	
Consultation - Warranty	Unable to find documents across the process flow	Increased Process Cycle Time	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	4	1	1	4	
		Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	3	1	1	3	
		Random errors due to lack of process visibility	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	4	1	1	4	
		Delayed responses due to time spend searching for documentation	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	4	1	1	4	
		Extra processing time	3	Yes	Multiple file locations for the process that are not linked	4	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	3	1	1	3	
		Process Errors throughout the process	Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	3	1	1	3
		Random errors due to lack of process visibility	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	4	1	1	4	
		Long Cycle Times, not predictable throughout the process	Increased Process Cycle Time	4	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	4	1	1	4
		Multiple copies of the same document, no revision control	3	Yes	Multiple file locations for the process that are not linked	3	Visual only to the person working the applicant's file	5	45	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	3	1	1	3	
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	Extra processing time	3	Yes	Multiple file locations for the process that are not linked	4	Visual only to the person working the applicant's file	5	60	Integrate a single location for all files, accessible to all P&D staff. Utilize a Meta Data Approach for searching files	3	1	1	3		

The Improve Phase FMEA shows the impact of what changed through the implementation of a Single File Management Structure

The most significant effect of a Single File Management System:

- Reducing the time it takes to search for files
- Control the revision of each file
- Clarity from anywhere in the process to see where an application is and what is its current status



Improve Phase Results

Subdivision

CI Teams:

- Standard Comment Form (Standards) – creating a standardized comment form that will function for all applications.
- Comment Tracking (Standards) – creating a comment tracker that will survive the length of a planning file (i.e., from consultation to end-of-warranty).
- Issue Resolution Mapping (Scope of Internal Review) - looking to establish a chart that identifies and ranks all issues raised through the internal and external circulation process of a plan of subdivision.
- Understanding the site alternation process - Developing a process map and FAQ for the process
- Extended timing between the completion of Drawing review and the Consultant pick up meeting (Scope of Internal Review) – Establish a process that sets the future pickup meeting at the time of the submission.
- Understanding Part Lot Control (Standards)- Developing a process map and FAQ for the process
- Standard Meeting Minutes/Comments Template (Standards)- Microsoft OneNote software for ease of usability.
- Final Approval Process (Subdivision) Template (Continuous Improvement) - Excel spreadsheet that includes columns for ALL commenting agencies (internal, external).



Improve Phase, Next Steps Subdivision

Standards

- Create a list of identified issues for the applicant and staff to resolve. Outline the process for issue resolution.
- Align stages of development approval process with Environment and Infrastructure project management checklist to establish level of detail by stage of approval
- Define and create customer service standards for responses

Journey Map

- Create cross linkages between 8 Planning and Development processes

Business

- Determine performance targets for various processes, use a standard tracking process to help analyze historical and current data.
- Create a PowerBI dashboard process to present the overall performance of subdivision

Roles and Responsibilities

- Revise rolls and responsibilities for ATSR, ILPT, Document Coordinator, Planning and Engineering based on CI process changes

Scope of Internal Review

- Create standard comment template with a review of comments
- Standard tracking for all department approvals within Planning and Development
- Create standards on resubmission and overall improved quality in submissions
- Create a standard template/form for reporting details of public inquiry and verbal reaction such as phone or in person

Continuous Improvement

- Continue the CI Ticket/Huddle process, using RIE where applicable
- Implement Digital Process Improvement that supports the Single Source of Truth project for all file management and process tracking

Improve Phase, Next Steps cont.

Subdivision

Rapid Improvement Events and Improvements initiated in 2022

- 12 Rapid Improvement Events
- 37 Continuous Improvements identified, 14 completed

Medium Term Improvement project recommendations for 2023

- Implement Digital File Management System, SharePoint solution for file management
- Continue to mature the Team huddle process, use the Continuous Improvement Tickets Process
- Develop a Standard Operating System (SOP) that incorporates Standard Work documentation by process.
- Create an Onboarding Process for new employees
- Define key milestone metrics within each of the Subdivision processes
- Live Digital Metrics on City Hub, PowerBI
- Create Continuous Improvement goals to focus on improving quality and reducing cycle times by 30% annually
- Standard tracking for all department approvals within Planning and Development
- Create standards on resubmission and overall improved quality in submissions
- Create a standard template/form for reporting details of public inquiry and verbal reaction such as phone or in person

Long Term Strategies recommendations 2023 and beyond

- Digital online solutions to support tracking process, internal to the City of London and through a portal for developers and applicants
- Define a metrics-based process measurement standard for the full process
- Coordinate a plan with external applicants, to allow review and alignment based on process metrics and progress when required
- Create a mature Continuous Improvement culture in Subdivision, focusing on growth, reduction in process cycles time, quality and communication
- Create a centralized database that allows PowerBI to pull data and publish dashboards

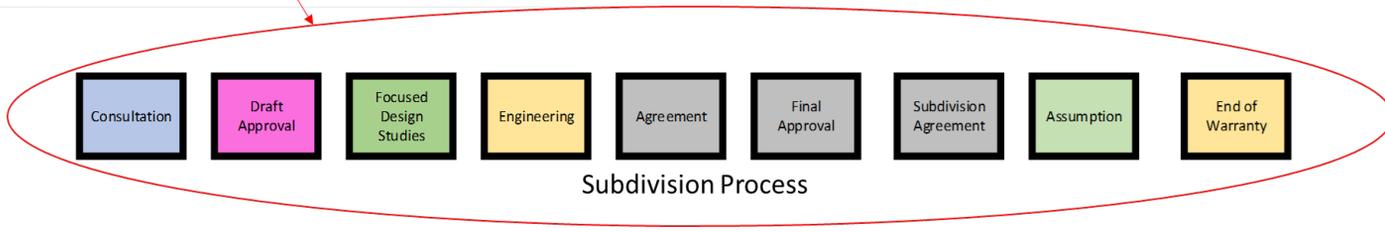
Improve Phase Results

8 Planning and Development Processes

- Building a Tiered approach to support a single File Management System structure
- Connect Tiers enabling a Top-Down flow for supporting information and documentation
 - Single source location for process steps
 - Enable training
 - On boarding
 - Reference support

City of London Planning Application Processes Current State

Click or CTRL-Click on the following to navigate to the main process:



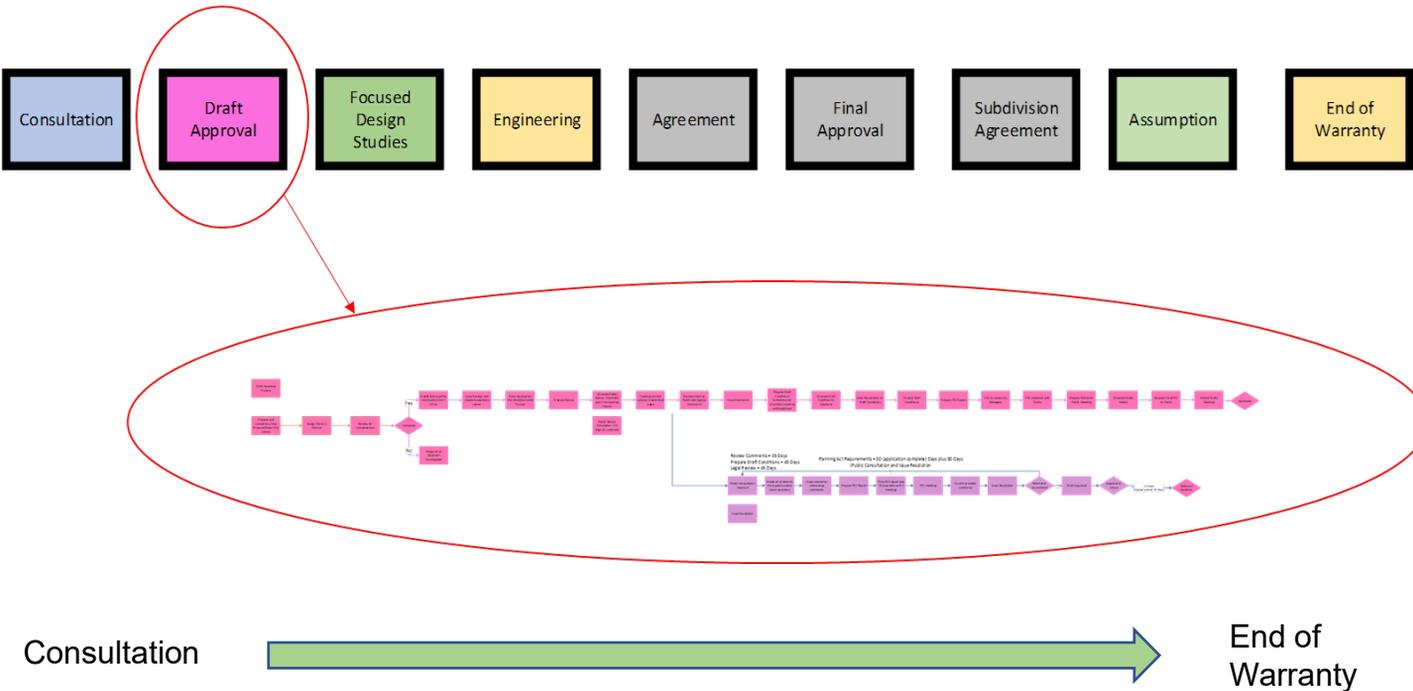
Start of the Process



End of the Process

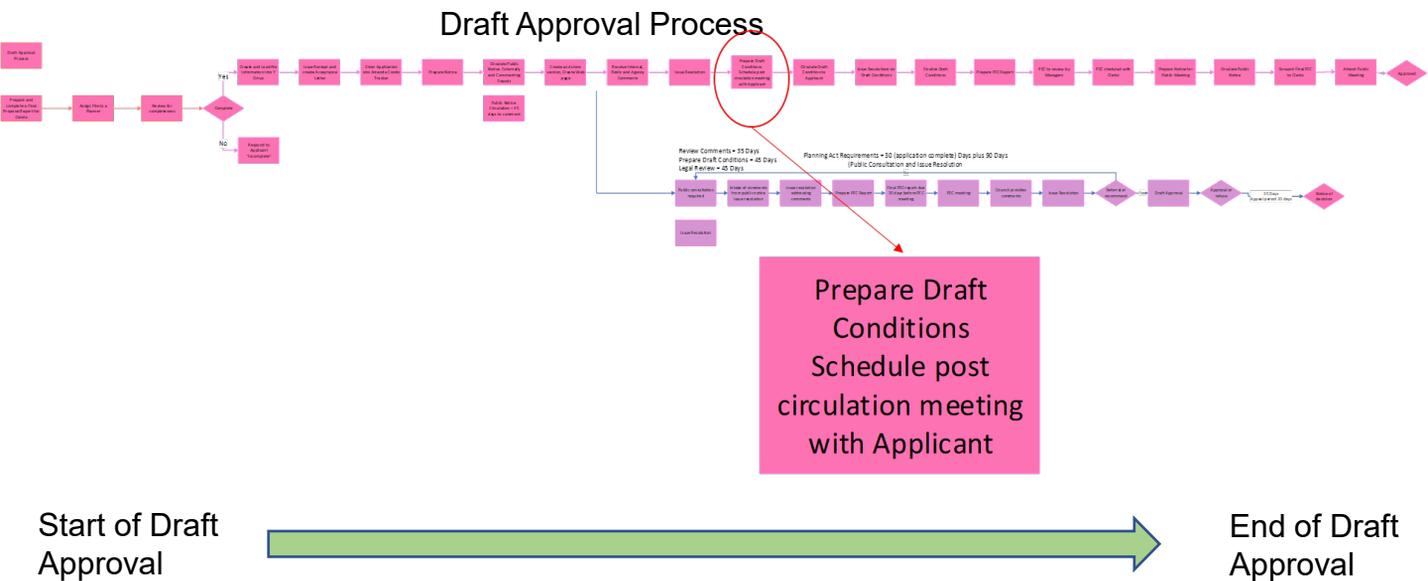
Improve Phase Results

Tier 2: Draft Approval, shows the top-level flow, step by step of the complete process



Improve Phase Results

Tier 3: Selected Process step for illustration, Prepare Draft Conditions

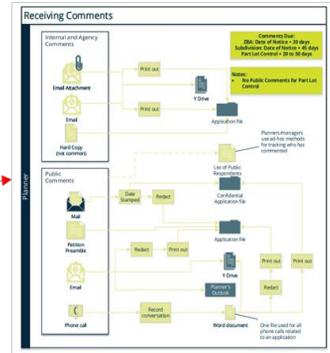


Improve Phase Results

Tier 4: Shows when selecting this Process Step the Tiered process takes you to Standard Work, Metrics and Forms that support preparation of Draft Conditions

Process Step
 Prepare Draft Conditions
 Schedule post circulation meeting with Applicant

Standard Work

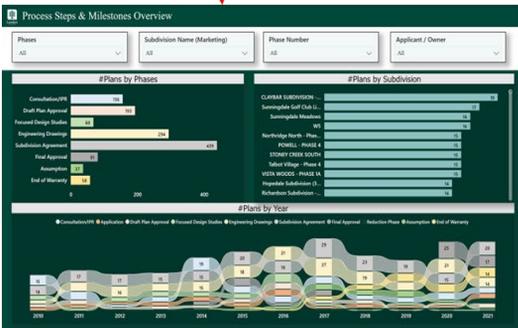


Forms

Subdivision Files

No	Stage	File/File Group	Current File Name	Proposed File Name	Type	Software Required	Description	Keywords (Content Topics)
10	Draft Approval	Draft Approval Report	397-21507_Draft Approval Report	Draft Approval Report	docx		Report outlining grades to date, proposed draft Council resolution and Draft Plan Conditions	[Report][Planning]
11	Draft Approval	Draft Approval Letter	397-21507_Draft Approval Letter	Draft Approval Letter	docx		Letter to Applicant advising of the date their Plan has Draft Approval. Provides a list of the conditions and submission requirements for Final Approval.	[Letter][Decision]
12	Draft Approval	Email for Draft Approval Letter		Draft Approval Email	msg		Draft Approval Letter emailed to Applicant	[Email][Decision]
13	Draft Approval	Email for Notice of Decision		Notice of Decision Email	msg		Notice of Decision emailed to commenting agencies and members of the public	[Email][Decision]
14	Draft Approval	Notice of Decision	397-21507_Notice of Decision	Notice of Decision	docx		Outlines the decision made with respect to the Draft Plan and the last day of appeal and lapse date of Draft Approval.	[Letter][Decision]

Metrics



“

”

This Tiered approach really helps me to see the bigger picture

Jeff Shaughnessy
 Specialist, Municipal Policy - “Subdivision Ambassador”

Improvement Strategy and Expected Impact OPA/ZBA

- More focused actionable comments tied to Policy and Standards to guide the Applicant
- Greater detailed study review, Advisory Group comment timing and Public awareness at the Consultation Phase
- Predictability for Council Decision timing when entering the Application Phase for the Applicant allows for improved resource planning. With Bill 109, the city meeting Regulatory timelines and holding 100% of fees. (current performance would lead to a refund of 69% of fees. Based on 2021 fees that would be (\$ 567,245.29)
- Pilot of new process flow targeted for February 2023

Improvement Strategy and Expected Impact Site Plan

- More focused actionable comments tied to Policy and Standards to guide the Applicant
- Improved internal and external templates and documentation to provide improved clarity and focus
- Improved communication with internal department meetings and structured review and analysis meetings with the Applicant to focus on issue resolution and reduce unnecessary re-submissions
- Pilot of process changes January 2023. Data will be collected for validation for each Consultation and Application targeting a 25 % reduction of review cycles per submission. (approximately 2 less new review cycles per week)



Committee of Adjustment- Minor Variance and Consents Rapid Improvement Event (RIE)

Project Objective: Improve Customer Experience <i>(focus on 'one time' user – approximately 70% of volume)</i>	
Strategies	Rapid Improvement Events (RIE) Actions
Strategy 1.1 <ul style="list-style-type: none"> Improve how we manage internally and externally to improve quality of engagement and process 	RIE Action 1.1.1 <ul style="list-style-type: none"> MV Document Co-Ordinator and Roles and Responsibilities, hand-offs
	RIE Action 1.1.2 <ul style="list-style-type: none"> Policy and Process Flow (use of Londoner)
Strategy 1.2 <ul style="list-style-type: none"> Improve information availability (website and systems) and template quality 	RIE Action 1.2.1 <ul style="list-style-type: none"> Use of technology to manage and track the process
	RIE Action 1.2.2 <ul style="list-style-type: none"> Communication, forms and instructions
	RIE Action 1.2.3 <ul style="list-style-type: none"> Align the folder structures for Minor Variances and Consents

Example of RIE approach.

Cascades the Objective, to the Strategies, to the improvement areas of focus.

The next page details the actual activities taken to address the issues.

Project ID:	Committee of Adjustment – Minor Variance and Consent
1.1.1	Roles and Responsibilities, hand-offs – Doc Co-ord
	<ul style="list-style-type: none"> Update/create the current state flow for Minor Variance and Consents
	<ul style="list-style-type: none"> Responsibilities for new role – Document Coordinator
	<ul style="list-style-type: none"> Onboarding (training) documentation for hand-offs between Planning staff and Client Services (ATSR)
1.1.2	Policy and Process Flow (use of Londoner, interactions at C of A)
	<ul style="list-style-type: none"> Legal opinion on the use of Londoner and requirement for the notice period to be tied to the Londoner publication date
	<ul style="list-style-type: none"> Action depending on Legal Opinion
1.2.1	Use of Technology to manage and track the process
	<ul style="list-style-type: none"> Create current use of AMANDA (database system)
	<ul style="list-style-type: none"> Update AMANDA step instructions and templates
1.2.2	Communication, forms and instructions
	<ul style="list-style-type: none"> Review and update Minor Variance Application form and other Planner forms
	<ul style="list-style-type: none"> Update inaccuracies on the City of London website
	<ul style="list-style-type: none"> Creation of a Frequently Asked Questions document to help with onboarding (standardization) and support applicants
1.2.3	Align the folder structures for Minor Variances and Consents
	<ul style="list-style-type: none"> Create comparison chart of the two folder structures and align to one standard
	<ul style="list-style-type: none"> Create instructions (training documents) for what documents go in each folder
	<ul style="list-style-type: none"> Instructions for naming conventions and file type (ex .pdf) and align old files to the new structure

Improve Phase Results

Example of tool used to scope The Minor Variance process for a Rapid Improvement Event.

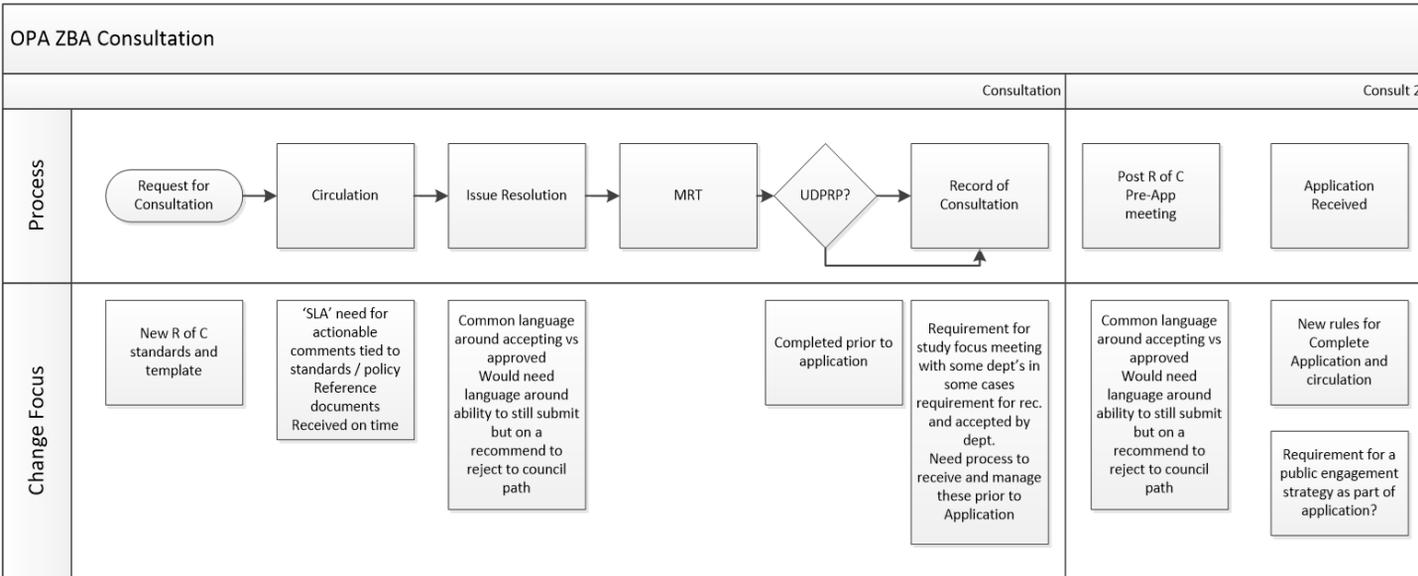
SIPOC

Supplier	Input	Process	Output	Customer
Providers of resources	Resources required by process	High level description of activities	Deliverables of the process	Stakeholders who receives the output
Architectural firm, city, applicant	Architect, website, call or visit city hall	Determine process to engage the City MV request (not through Permit)	pathway to process	applicant
applicant, Architectural firm	MV need and request for Zoning referral record, site plan drawings	Zoning referral record request	request received	Zoning, applicant
applicant, Architectural firm	request and drawings	Zoning : review for completeness (cycle with Applicant as needed) present at weekly Tuesday Zoning meeting	approved and zoning referral record emailed (typically within 5 days of receipt unless extra time to get all docs for completeness late) Next steps (MV) application form sent with Ref record	applicant
applicant, finance dept	\$\$, finance	pay fees	fees paid, now complete to apply	finance, applicant
applicant, architectural firm	MV application, site plan drawing, Zoning referral record, fees paid, MV weekly meeting	MV application received and checked for completeness	complete and ready to process	applicant, MV
MV staff	notifications	Notices sent out (plus newspaper and signs), internal circulation, put on C of A agenda	newspaper ad, signs up, letters to local residents	area citizens, internal departments
city hall, citizens	depts comments and citizens comments	Comments received and stored, file with recommendation for C of A created	application and comments document (C o A report)	C of A
C of A, City, Applicant, Community Commenters	public meeting agenda, comments, report	Committee of Adjustments meets, listens to applicant and any other interested people who requested to attend	Notice of Decision (Accepted, Accepted with conditions, Rejected)	applicant, MV
		20 day Appeal process		
		Zoning notified to update with applicable MV info File closed	zoning update to ??	applicant, city plan
		IF PERMIT Required		
applicant, Architectural firm, planning	permit application	Zoning receives Permit request and checks for zoning concerns. If yes...	notification to the applicant of changes to plan to comply with current zoning. Directions to file MV request (zoning@... for a zoning referral record) if desired direction by applicant	applicant, planning
		Permit confirms conditions met and issues PERMIT		

- The SIPOC (Supplier, Input, Process, Output, Customer) is used here to define the scope of the process to be reviewed (beginning and end), identify the key steps and the teams that are engaged at each step to ensure the right people are part of the improvement activity.

Improve Phase Results

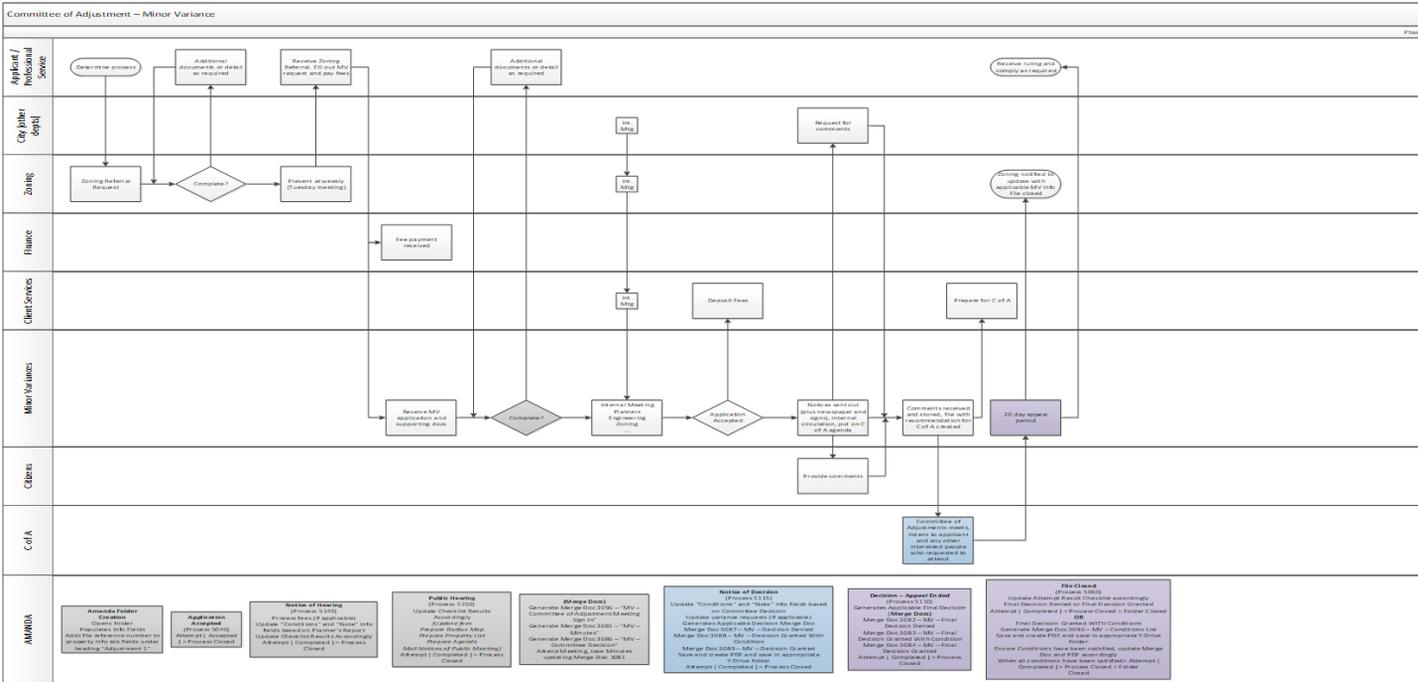
OPA/ZBA Consultation Process and Change Focus



This is an example of where each step in the process was reviewed and a change strategy requirement created to allow the throughput to meet regulatory requirements

Improve Phase Results

Swimlane of Minor Variance with where AMANDA currently connects



This is an example of where a swim lane process flow diagram was used to help visualize and understand the process flow through the various groups. The touchpoints with the AMANDA (database system) and the actions it generated helped identify gaps and opportunities to improve the use of AMANDA to manage timelines and activities.

Improve Phase Results Condo

Medium Term Improvement project recommendations for 2023

- Conduct a VOC review to improve current process
- Integrate the Subdivision solution for a file management network system
- Create a Milestone Baseline of cycle times, use historical data, 5-10 years for an estimate
- Develop a SOP (Standard Operating Procedure) that incorporates Standard Work documentation by process.
- Review of pre-existing Issues (see table)

Issue	Improvement	Action
Conditions of Draft Approval	Update the conditions to today's standards for each type of condo	Review Condo Act.
		Review existing conditions.
		Prepare draft set of conditions and review with Legal, Site Plan and Subdivision Managers.
Regulated Water System	Issues with condos when crossing property lines	Discussion with Water Engineering, DS Managers and Legal to see how we are dealing with this issue and if any changes are required.
		· How to address legacy (existing) phased condos in Greenfield and infill;
		· How to address infill and Greenfield moving forward.
Processing Application	Can Site Plan staff process Condo applications when they are dealing with the Site Plan application?	Meetings with Paul Y. and DS Managers to see if this additional workload is reasonable based on current workload.



Improve Phase Results All P&D Processes

- Long Term Strategies recommendations 2023 and beyond
 - Digital online solutions to support tracking processes, internal to the City of London and through a portal for developers and applicants
 - Continue to align File Management Structure, templates and metrics to create synergy across all 8 Planning and Development processes
 - Define a metrics-based process measurement standard for the full scope of all milestones across the 8 Planning and Development processes
 - Coordinate quarterly reviews with external applicants, to allow review and alignment based on metrics and process progresses
 - Create a mature Continuous Improvement culture at the City of London, focusing on growth, reduction in process time, quality and communication

CONTROL Phase



London
CANADA

Control the improved process and future process performance.

Control Phase Summary

All P&D Processes

In Conclusion, there has been significant Discovery in the Streamlining Process in 2022. Many opportunities have been highlighted and many actioned.

The following areas need continued focus:

- Implementation of the Digital Process Improvement Single File Management project is critical to supporting all file management and process tracking
- It is recommended that Planning and Development develop a metrics-based reporting process for process monitoring and control
- The Team Huddle Process is an essential tool for continuous improvement and cross team communication. Develop and improve the Team Huddles to allow for team engagement and improved results
- It is recommended that Planning and Development continue quarterly VOC Formal Check In meetings with stake holders to enable communication and continuous improvement
- It is recommended that Planning and Development create a Continuous Improvement plan for the next 3-5 years, including staff development, Team building, Value Stream Mapping a baseline for change, benchmarking with other municipalities for best in class and mutual improvements

Community Advisory Committee on Planning Report

2nd Meeting of the Community Advisory Committee on Planning
January 11, 2023

Attendance PRESENT: S. Bergman (Chair), M. Bloxam, I. Connidis, J. Dent, A. Johnson, S. Jory, J.M. Metrailler, M. Rice, M. Wallace, K. Waud, M. Whalley and M. Wojtak and J. Bunn (Committee Clerk)

ABSENT: S. Ashman and J. Wabegijig

ALSO PRESENT: L. Dent, K. Gonyou, M. Greguol and E. Skalski

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

None.

3. Consent

3.1 6th and 1st Reports of the Community Advisory Committee on Planning

That it BE NOTED that the 6th and 1st Reports of the Community Advisory Committee on Planning, from the meetings held on November 9, 2022 and December 14, 2022, respectively, were received.

3.2 Notice of Planning Application - Zoning By-law Amendment - 200 Albert Street

That the Planning and Environment Committee BE ADVISED of the following with respect to the Notice of Planning Application, dated December 14, 2022, from N. Pasato, Senior Planner, related to the property located at 200 Albert Street and the Cultural Heritage Impact Assessment for the property located at 200 Albert Street, dated August 9, 2022, from Parslow Heritage Consultancy Inc.:

a) the Community Advisory Committee on Planning (CACP) has reviewed the above-noted Notice of Planning Application and Cultural Heritage Impact Assessment;

b) the CACP supports this kind of mid-rise development in this area as it is sensitive to the heritage properties surrounding it and to the streetscape itself.

3.3 Revised Notice of Planning Application - Zoning By-law Amendment - 300-320 King Street

That the Planning and Environment Committee BE ADVISED of the following with respect to the Revised Notice of Planning Application, dated December 14, 2022, from A. Riley, Senior Planner, related to a Zoning By-law Amendment for the properties located at 300-320 King Street and the

Heritage Impact Assessment for the property located at 320 King Street, dated October 6, 2022, from Zelinka Priamo Ltd.:

a) the Community Advisory Committee on Planning (CACP) has reviewed the above-noted Revised Notice of Planning Application and Heritage Impact Assessment;

b) the CACP is generally supportive of this application but would like to see additional analysis and/or renderings as part of a heritage alteration permit application that addresses conservation of the Dundas Street view of the Armouries building which has been identified as a significant heritage attribute in the Downtown Heritage Conservation District.

3.4 Public Meeting Notice - Zoning By-law Amendment - 634 Commissioners Road West

That it BE NOTED that the Public Meeting Notice, dated December 21, 2022, from O. Alchits, Planner I, with respect to a Zoning By-law Amendment for the property located at 634 Commissioners Road West, was received.

3.5 Notice of Planning Application - Zoning By-law Amendment - 376-390 Hewitt Street and 748 King Street

That it BE NOTED that the Notice of Planning Application, dated January 4, 2023, from C. Maton, Senior Planner, with respect to a Zoning By-law Amendment for the properties located at 376-390 Hewitt Street and 748 King Street, was received.

3.6 Letter of Resignation - G. de Souza Barbosa

That it BE NOTED that the letter of resignation from the Community Advisory Committee on Planning, as appended to the Agenda, from G. de Souza Barbosa, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Heritage Easement Agreement - 1656 Hyde Park Road

That it BE NOTED that the Community Advisory Committee on Planning (CACP) received a report, dated January 11, 2023, with respect to a Heritage Easement Agreement for the property located at 1656 Hyde Park Road and the CACP supports the staff recommendation; it being noted that the CACP is supportive of the adaptive reuse of this structure.

5.2 Heritage Listed Properties (Bill 23)

That it BE NOTED that the presentation, dated January 11, 2023, from K. Gonyou, M. Greguol and L. Dent, Heritage Planners, with respect to More Homes Built Faster - Bill 23, was received.

5.3 Heritage Planners' Report

That it BE NOTED that the Heritage Planners' Report, dated January 11, 2023, was received.

6. Adjournment

The meeting adjourned at 6:19 PM.

Ecological Community Advisory Committee

Report

2nd Meeting of the Ecological Community Advisory Committee
January 19, 2023

Attendance PRESENT: S. Levin (Chair), S. Evans, T. Hain, S. Hall, B. Krichker, K. Lee, M. Lima, R. McGarry, S. Miklosi, S. Sivakumar and V. Tai and H. Lysynski (Committee Clerk)

ABSENT: P. Baker, K. Moser and G. Sankar

ALSO PRESENT: S. Butnari, K. Edwards, K. Murray, B. Westlake-Power and E. Williamson

The meeting was called to order at 4:32 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 2023 Budget Update

That the Municipal Council BE REQUESTED to consider a targeted consultation with all Community Advisory Committees with respect to the Strategic Plan before the Strategic Plan is adopted by the Municipal Council; it being noted that the presentation appended to the Ecological Community Advisory Committee Agenda by K. Murray, Environmental Services Engineer, with respect to the 2023 Budget update, was received.

2.2 Environmentally Significant Areas

That it BE NOTED that the presentation appended to the Ecological Community Advisory Committee Added Agenda by E. Williamson, Ecologist, with respect to Environmentally Significant Areas, was received.

3. Consent

3.1 1st Report of the Ecological Community Advisory Committee

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

3.2 Meadowlily Road Environmental Assessment

That it BE NOTED that the Ecological Community Advisory Committee received an email from K. Graham, Environmental Services Engineer, and held a general discussion with respect to the Meadowlily Road Environmental Assessment.

4. Sub-Committees and Working Groups

4.1 Western Road and Sarnia Road - Philip Aziz Avenue Improvements - Working Group Comments

That, the following actions be taken with respect to the Western Road and Sarnia Road - Philip Aziz Avenue Improvements:

- a) the Working Group comments relating to the Western Road and Sarnia Road - Philip Aziz Avenue Improvements BE FORWARDED to the Civic Administration for review and consideration; and,
- b) the Chair of the Ecological Community Advisory Committee BE DIRECTED to seek delegation status at the Civic Works Committee meeting when the Western Road and Sarnia Road - Philip Aziz Avenue Improvements are presented, specifically with respect to potential impacts of the project on species at risk.

5. Items for Discussion

5.1 Notice of Planning Application - 1300 Fanshawe Park Road East - Stoney Creek South Subdivision

That it BE NOTED that the Notice of Planning Application dated December 20, 2022, for an extension of the Plan of Subdivision draft approval for the Stoney Creek South subdivision, located at 1300 Fanshawe Park Road East, was received.

6. Adjournment

The meeting adjourned at 5:50 PM.

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 1555 Glenora Drive
Public Participation Meeting
City File No: Z-9543 Ward #5
Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Glenora Management Ltd. relating to the property located at 1555 Glenora Drive. The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting February 14, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan, to change the zoning of the subject property **FROM** an Office (OF3) Zone **TO** an Office (OF5) Zone;

Executive Summary

Summary of Request

The applicant has requested to change the zoning from an Office (OF3) Zone to an Office (OF5) Zone.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit a broader range of uses within the existing Medical/Dental Office space, most notably a pharmacy.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type.
3. The recommended amendment would facilitate the continued use reuse of the existing building with a use that is appropriate for the context of the site.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

There are no previous reports relating to the application on the subject lands.

1.2 Planning History

There are no previous applications relating to the subject lands.

1.3 Property Description

The subject lands are located at the southwest corner of Fanshawe Park Road East and Glenora Drive, in the Stoneybrook Planning District. The subject site is currently occupied by a small medical/dental office building, with surface parking located at the rear of the property. The subject lands have approximately 0.34 hectares of land and a frontage of 42.9 metres along Glenora Drive.

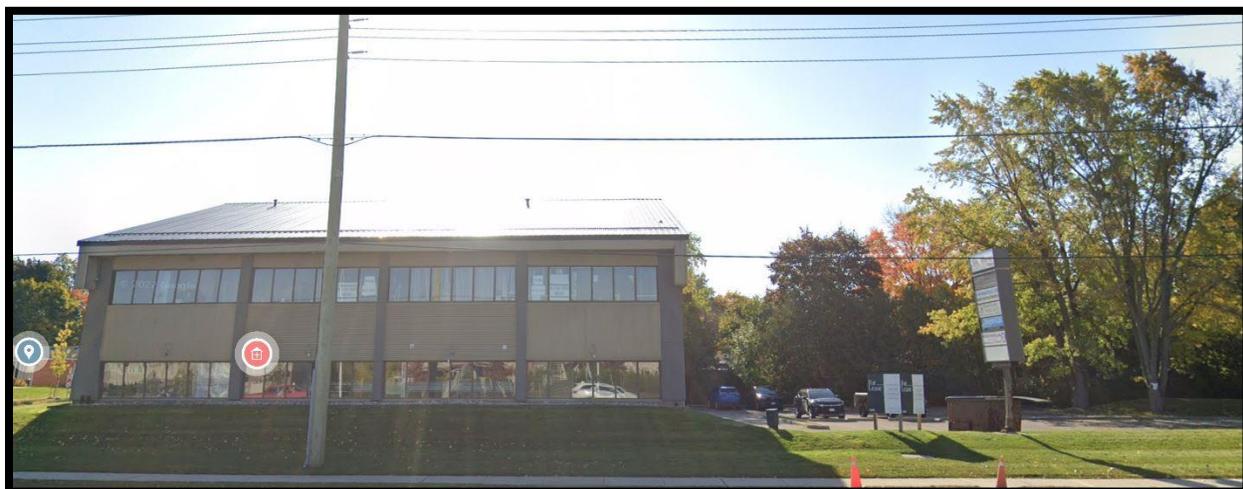


Figure 1: Photo of Subject Site and current uses (Facing South on Fanshawe Park Road East)



Figure 2: Photo of Subject Site (facing West on Glenora Drive)

1.4 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type fronting onto a Neighbourhood Connector
- Existing Zoning – Office (OF3) Zone

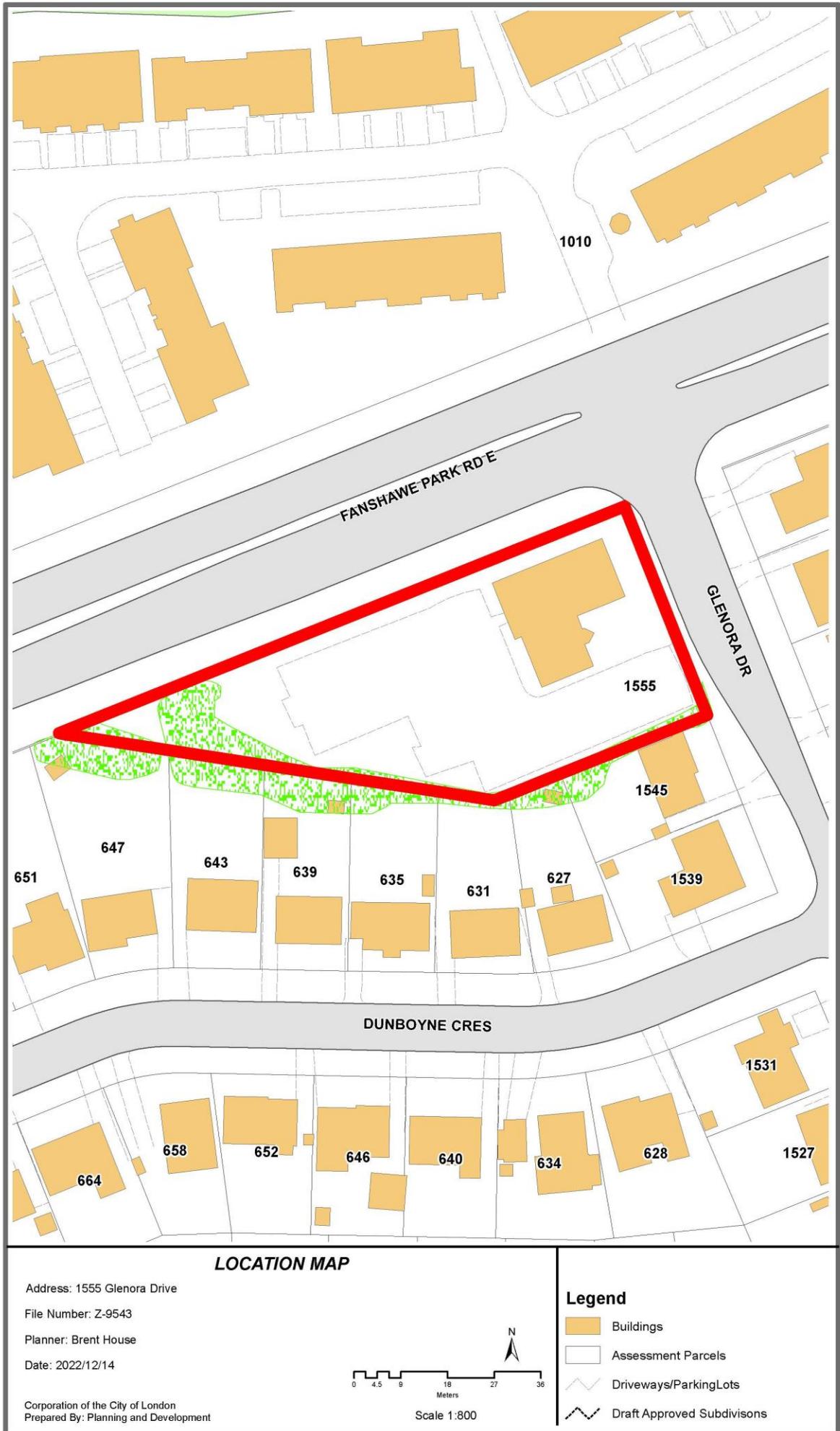
1.5 Site Characteristics

- Current Land Use – Small Medical/Dental Office, generally single tenant or owner-occupied under 7,500 square feet.
- Frontage – 42.9 metres
- Depth – approximately 116.3 metres
- Area – approximately 0.34 hectares (0.84 acres)
- Shape – Irregular

1.6 Surrounding Land Uses

- North – Cluster Townhouse Residential Development (condominium tenure)
- East – Single Family Residential Development
- South – Single Family Residential Development
- West – Single Family Residential Development

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The applicant has requested to rezone the subject lands to permit a pharmacy within the existing medical/dental office building that is currently on site. The request to rezone from an Office (OF3) Zone to an Office (OF5) will allow for a broader range of uses within the existing Medical/Dental Office space, most notably pharmacies. No additional development or site alterations are proposed as part of this amendment.



Figure 3: Existing conditions plan

2.2 Requested Amendment

The applicant has requested to rezone the lands from an Office (OF3) Zone to an Office (OF5) Zone. The request is to accommodate a standalone pharmacy on the subject lands, in order to facilitate separate ownership between the medical/dental offices and pharmacies. Uses permitted in the OF5 Zone include: clinics, medical/dental offices, medical/dental laboratories, offices, convenience stores, pharmacies and restaurants eat-in.

2.3 Community Engagement (see more detail in Appendix B)

Through the community engagement process, one email was received.

2.4 Policy Context

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

The London Plan

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward. (Key Direction #5, Directions 2 and 4).

The proposed use supports these Key Directions by providing a convenient service to Londoners in the urban area of the city. The site is in the Neighbourhoods Place Type, as identified on Map 1 – Place types.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020

The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

The recommended amendment is in keeping with the PPS 2020 as it facilitates the introduction of a new use that is suitable within the existing site context. The proposed pharmacy would be located within the existing building, making use of the existing building stock and efficiently using existing infrastructure and services. The recommended amendment will contribute to the mix and range of uses within the surrounding area and promote opportunities for economic development and community investment-readiness. Lastly, the recommended amendment provides additional uses and services in close proximity to residential neighbourhoods, thereby reducing the number of vehicle trips.

4.2 Issue and Consideration #2: Use, Intensity, and Form

The London Plan

The Neighbourhoods Place Type permits a broad range of residential uses on the subject lands (Table 10; The London Plan). The subject lands front onto a Neighbourhood Connector (Glenora Drive) and are at an intersection with an Urban Thoroughfare (Fanshawe Park Road East) (Map 3 – Street Classifications; The London Plan). Uses permitted at such intersecting road classifications include mixed-use buildings, fourplexes, stacked townhouses and low-rise apartments (Table 10; The London Plan). Policy 936_3 of The London Plan allows for non-residential uses in the Neighbourhoods Place type to be permitted when it is demonstrated that the proposed form of development can fit well within the context of the residential neighbourhood.

The subject lands have existed as an OF3 Zone since the adoption of the Zoning By-law in 1993 and continue to be utilized as a Medical/Dental office to date. In Staff's opinion the existing non-residential development and built form has demonstrated over time that it fits well within the surrounding context. Additionally, given the sites location at the outer edge of the neighbourhood along an Urban Thoroughfare staff believe the existing office uses and proposed range of new uses will continue to have minimal impacts on the internal neighbourhood and can appropriately be accommodated on site without any additional impacts.

4.3 Issue and Consideration #3: Zoning

The applicant has requested to rezone the lands from the existing Office (OF3) Zone to an Office (OF5) Zone to allow for a broader range of uses within the existing medical/dental office, most notably pharmacies. The existing uses permitted on the subject lands are clinics, medical/dental offices, medical/dental laboratories and offices. The proposed uses with the OF5 Zone permitted on the subject lands are any use mentioned above, as well as convenience stores, pharmacies and restaurants eat-in.

The proposed amendment to add additional uses on the subject lands does not seek any site alteration or additional special provisions as the existing site conditions can accommodate the proposed use and will continue to conform to the current zoning regulations.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan. The recommended amendment would facilitate the continued use of the existing building with a use that is appropriate and compatible within its surrounding context.

Prepared by: Brent House
Planner I

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely,
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Community Planning, Urban Design and Heritage
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix “A”

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1- _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1555
Glenora Drive

WHEREAS Glenora Management Ltd. has applied to rezone an area of land located at 1555 Glenora Drive, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to the lands located at 1555 Glenora Drive, as shown on the attached map comprising part of Key Map No. A103, from an Office (OF3) Zone to an Office (OF5) Zone.

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

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

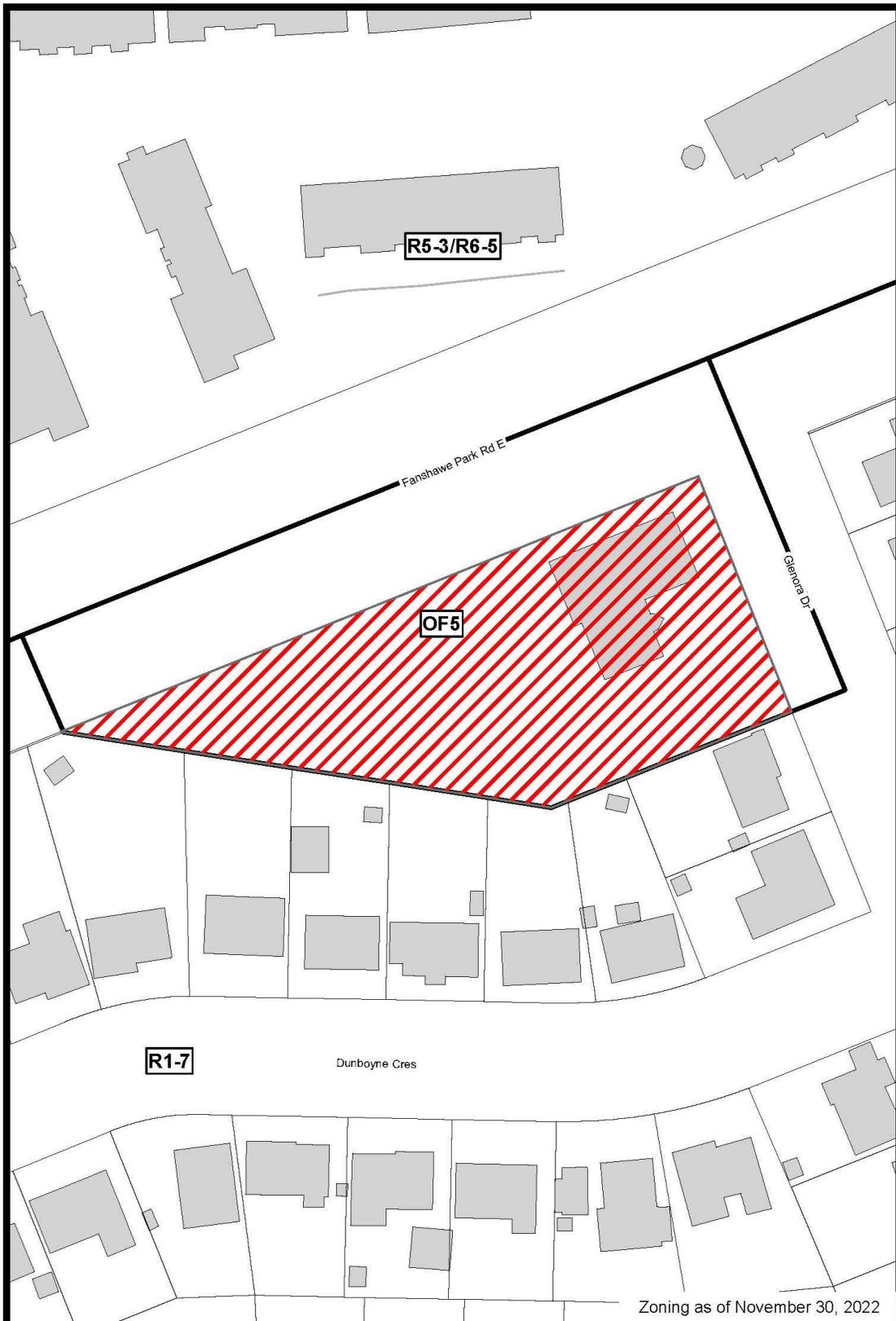
PASSED in Open Council on February 14, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023

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



<p>File Number: Z-9543 Planner: BH Date Prepared: 2022/12/14 Technician: JI By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:800</p> <p>0 4 8 16 24 32 Meters</p> 
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Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: On September 28, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 29, 2022.

One public comment was received inquiring about what new uses were being permitted on the subject lands.

Nature of Liaison: The purpose and effect of this zoning change is to permit pharmacies within the existing Medical/Dental Offices. Possible change to Zoning By-law Z.-1 FROM an Office (OF3) Zone TO an Office (OF5) Zone. The City may also consider additional special provisions.

Responses: None.

Agency/Departmental Comments

October 18, 2022: Urban Design

Urban Design has no concerns with the proposal.

October 20, 2022: Water Engineering

No comments.

October 17, 2022: Parks Planning and Design

No comments.

November 1, 2022: Ecology Planning

No comments.

October 20, 2022: Engineering

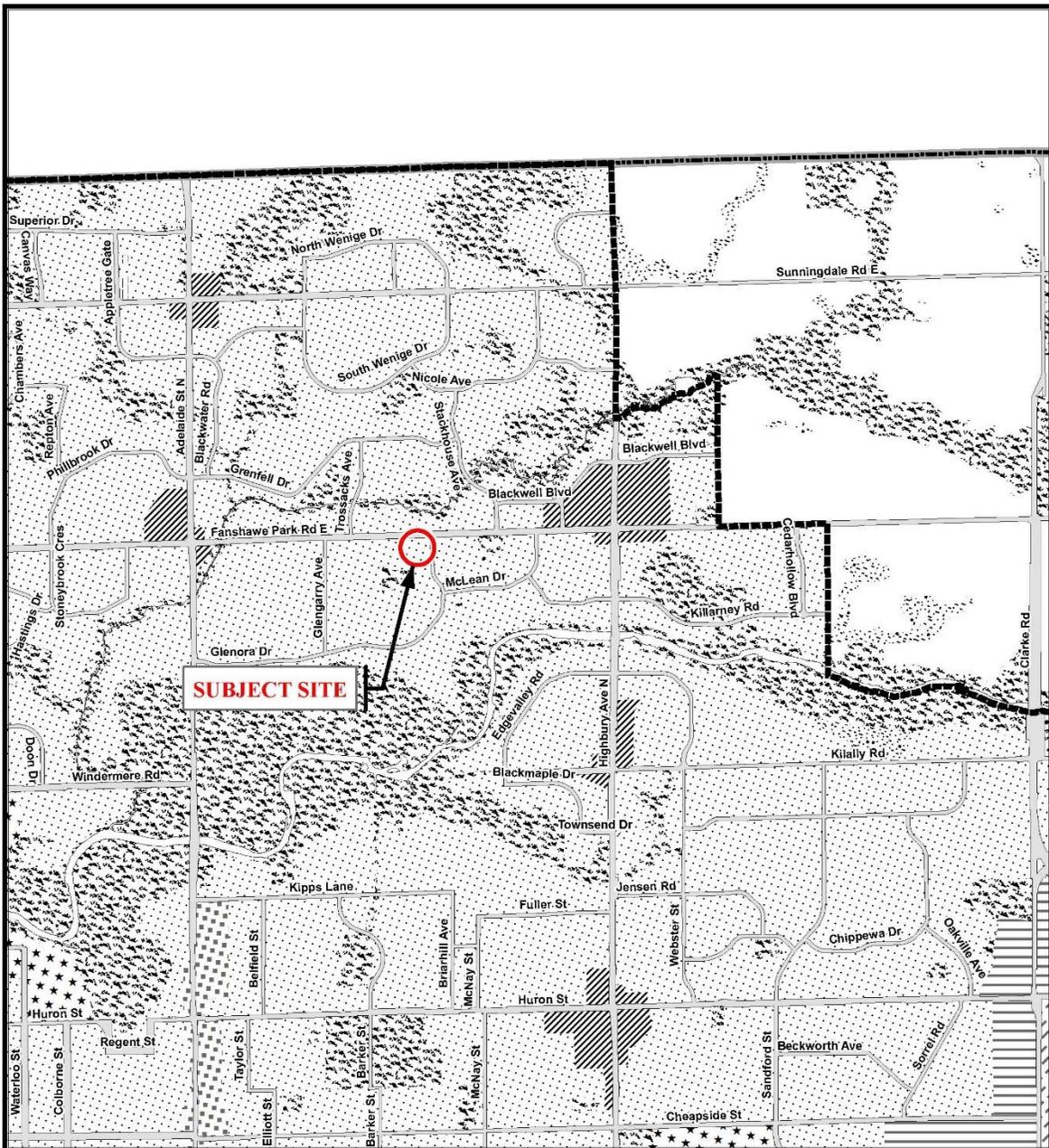
No comments.

October 27, 2022: London Hydro

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

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types

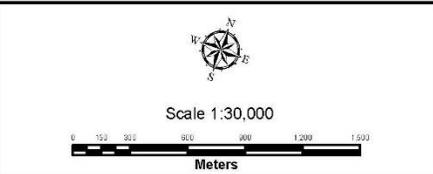


Legend

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

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

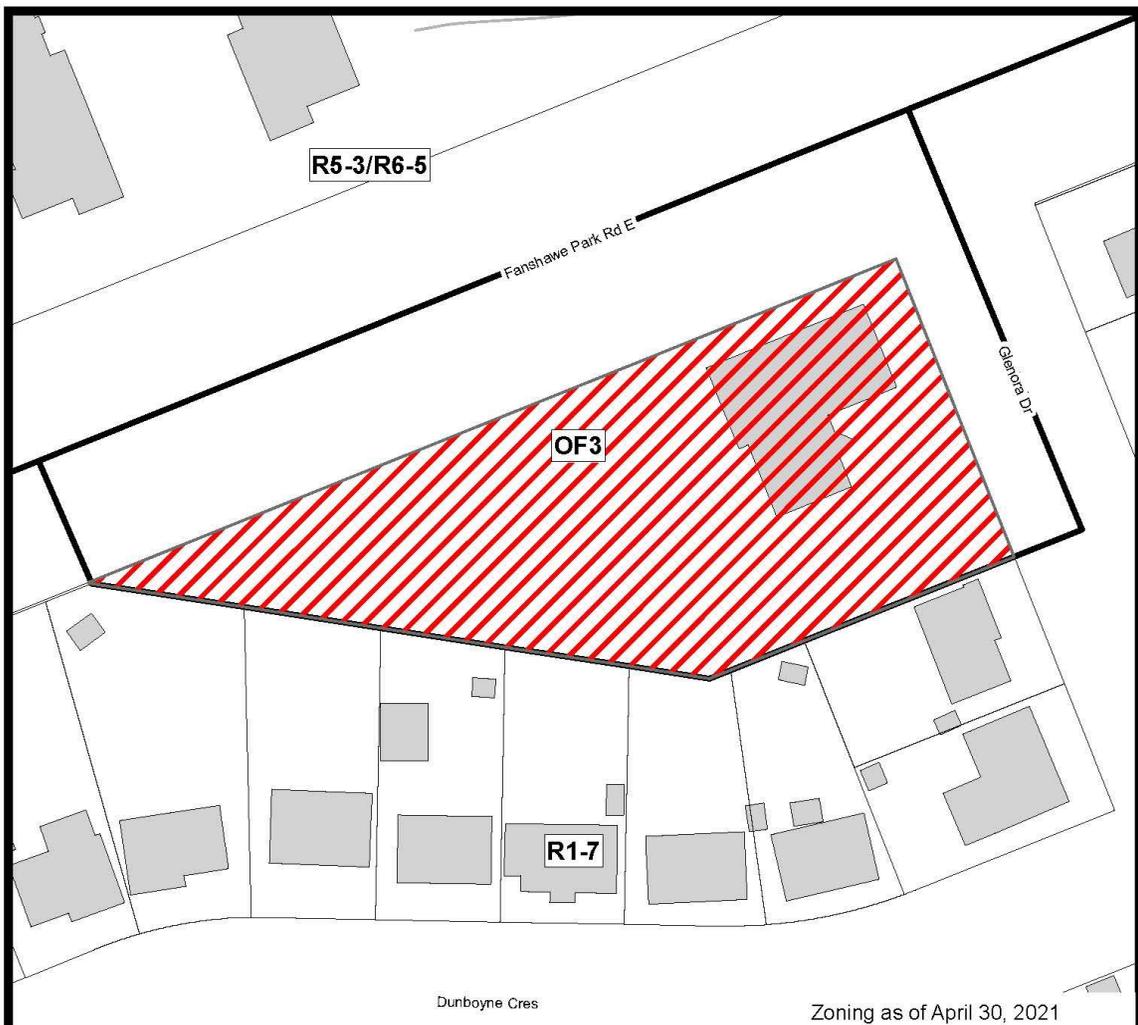
CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



File Number: Z-9543
Planner: BH
Technician: JI
Date: 2022/12/14

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxd\Z-9543-Map1_PlaceTypes.mxd

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: OF3

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
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 AGC - AGRICULTURAL COMMERCIAL
 RRC - RURAL SETTLEMENT COMMERCIAL
 TGS - TEMPORARY GARDEN SUITE
 RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL
 "D" - DENSITY SYMBOL
 "H" - HEIGHT SYMBOL
 "B" - BONUS SYMBOL
 "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z-1 SCHEDULE A



FILE NO:

Z-9543

BH

MAP PREPARED:

2022/12/14

Jl

1:800

0 4 8 16 24 32 Meters

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

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 1413045 Ontario Inc.
761 Fanshawe Park Road West
City File No: Z-9554 Ward 7 Public Participation Meeting
Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application relating to the property located at 761 Fanshawe Park Road West, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 14, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan for the City of London, to change the zoning of the subject property **FROM** a Convenience Commercial Special Provision (CC5(3)) Zone **TO** a Neighbourhood Shopping Area Special Provision (NSA3(_)).

Executive Summary

Summary of Request

The requested amendment would permit a broader range of service/retail commercial and residential uses, while retaining existing land use permissions.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to rezone the subject site to a Neighbourhood Shopping Area Special Provision (NSA3(_)) Zone to permit an increased range of uses such as service/retail, commercial and complimentary residential uses.

The following special provisions are required to retain existing land use permissions; additional permitted uses; commercial recreation establishments, and home furnishing store as well as a reduced lot frontage of 34 metres whereas 40 metres is required and a maximum gross floor area of 500m² for a food store and a maximum 1,000m² gross floor area for all other uses.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Shopping Area Place Type;
3. The recommended amendment provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to better utilize the existing building.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

In April 2009, a Zoning Amendment was approved by council to amend Zoning By-law No.Z.-1 to change the zoning of the subject lands from a Holding Convenience Commercial (h-11*CC5) Zone which permits a limited range of small-scale commercial uses to a Holding Convenience Commercial Special Provision (h-22*CC5(_)) Zone to permit a home furnishing store and a medical/ dental office.

In June 2010, Council approved to change the zoning on the subject site from a Holding Commercial Special Provision (h-11*CC5(3)) Zone to a Convenience Special Provision (CC5(3)) Zone to remove the holding provision. The holding provision was set in place to prevent development of the land until such a time as a development agreement is entered into, which ensures the appropriate access arrangements are provide to the satisfaction of Council. The holding provision was removed and facilitated the development of a home furnishing store.

1.3 Property Description

The subject site is located on the north side of Fanshawe Park Road West, approximately 390 metres west of Wonderland Road North in the Fox Hollow Planning District. The site is 2,100 m² in area, has 34 metres of street frontage and a depth of 61 metres. Currently the site contains a two-storey commercial building that contains a home furnishing business. The existing building provides a total gross floor area (GFA) of 952 m².

Figure 1: 761 Fanshawe Park Road West, facing north (Google Image, October 2022)



1.4 Current Planning Information

- The London Plan Place Type – Shopping Area fronting an Urban Thoroughfare (Fanshawe Park Road West)
- Existing Zoning – Convenience Commercial (CC5(3)) Zone

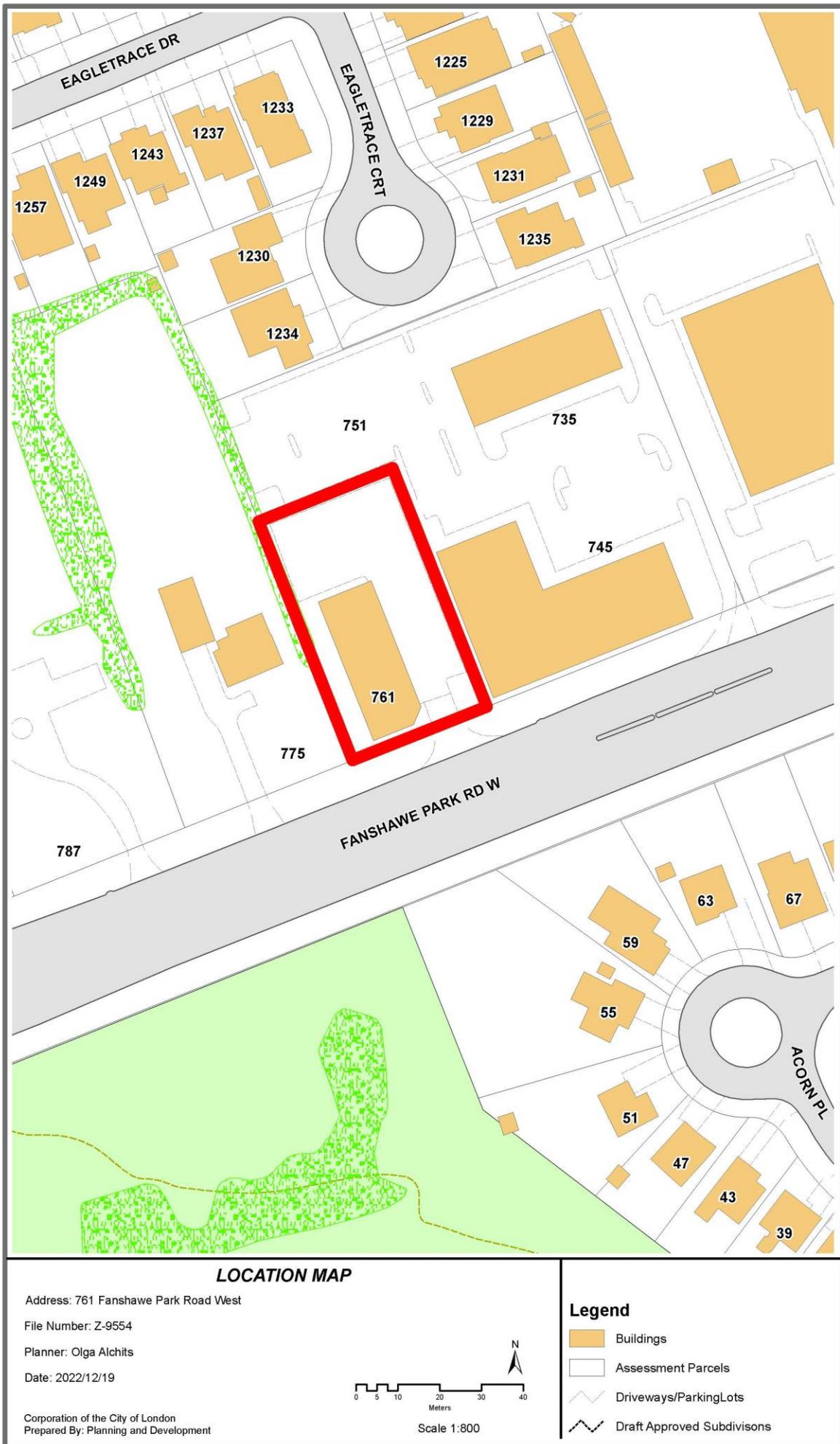
1.5 Site Characteristics

- Current Land Use – Commercial
- Frontage – 34.5 metres
- Depth – 61 metres
- Area – 2,100 m²
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Commercial, Low Density Residential
- East – Commercial, self-storage facility
- South – Low Density Residential
- West – Low Density Residential/ Vacant Medium Density Residential Block

1.7 Location Map



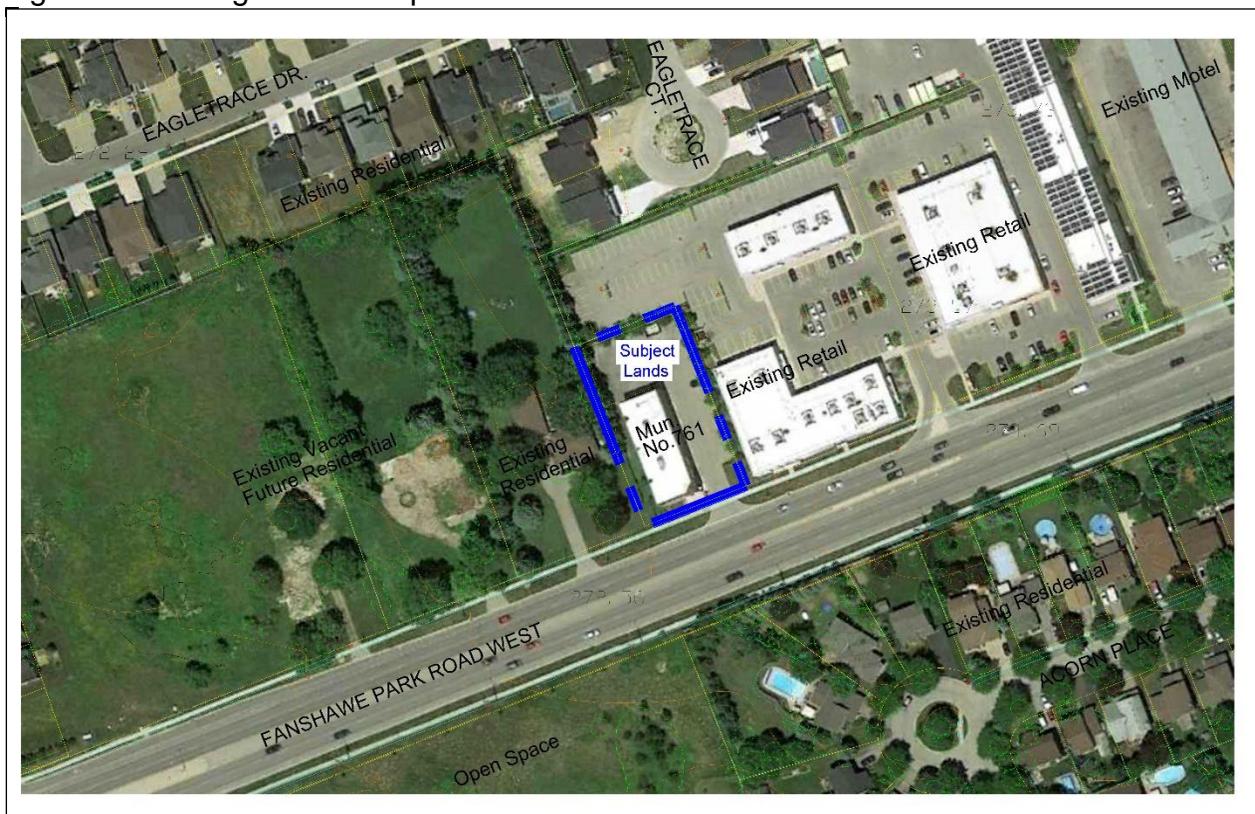
2.0 Discussion and Considerations

2.1 Development Proposal

The applicant has requested to rezone the subject site to permit a broader range of commercial uses within the existing two-story commercial building, most notably retail stores as well as complimentary residential permissions in conjunction with other commercial activities on the first and/or second floors. The applicant is further requesting to retain the existing permissions of the Convenience Commercial Special Provision (CC5(3)) Zone, including the use of commercial recreation establishments, home furnishing store, the 500m² maximum gross floor area (GFA) for a food store and the 100 m² maximum GFA permission for all other uses, as well as a reduced frontage of 34 metres whereas 40 metres is required. No alterations to the building design or site layout are planned in conjunction with this proposal.

The existing building is positioned adjacent to Fanshawe Park Road West, with parking areas and sufficient surface parking stalls located within the interior (east) and rear yards. One full movement vehicular access point is provided to Fanshawe Park Road West. A home furnishing business currently operates within the building.

Figure 2: Existing conditions plan



2.2 Requested Amendment

The applicant is requesting a Neighbourhood Shopping Area Special Provision (NSA3(_)) Zone which permits bake shops, catalogue stores, clinics, convenience service establishments, day care centres, duplicating shops, financial institutions, food stores, libraries, medical/dental offices, offices, personal service establishments, restaurants, retail stores, service and repair establishments, studios, video rental establishments, brewing on premises establishment, and an apartment building with any or all of the other permitted uses on the first and/or second floor. Special provisions are being requested for:

- Additional permitted uses; Commercial recreation establishments, home furnishing store;
- Maximum gross floor area for a food store 500m²- and maximum gross floor area for all other uses 1,000m²;
- A reduced lot frontage of 34 metres whereas 40 metres is required.

2.3 Community Engagement (see more detail in Appendix B)

Members of the public were given an opportunity to provide comments on this application in response to the notice of application given on October 26, 2022. No comments from members of the public were received.

2.4 Policy Context (see more detail in Appendix C)

The London Plan

The London Plan is the new Official Plan for the City of London and in full force and effect.

The London Plan provides key directions that must be considered to help the City effectively achieve its vision (54). These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant key directions are outlined below, as follows:

Key direction #5: Build a mixed-use compact city

- Planning to achieve a compact, contiguous pattern of growth (looking “inward and upward”) (54_2);
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (54_4).

Key direction #7: Build strong, healthy and attractive neighbourhoods for everyone

- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (61_2).

The subject site is located in the Shopping Area Place Type, as identified on Map 1 – Place Types. The Shopping Area Place Type permits a wide range of retail, service, office, entertainment, recreational, institutional, and residential uses to service nearby residents (871; 874; 877_1). Within Shopping Areas, the repurposing, reformatting, infill and intensification of existing centres is encouraged to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion (876_4). The Place Type policies direct that these centres be re-formatted over time to become mixed-use areas that are more pedestrian, cycling, and transit-oriented and less auto-dominated in their design (871).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020 (PPS)

Provincial Policy Statement, 2020

The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use

patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

Analysis:

The recommended amendment is in keeping with the PPS 2020 as it contributes to an appropriate mix and range of uses by providing a broader range of commercial and retail uses and the opportunity for residential uses through a mixed-use built form. The proposed range of uses would be located within the existing building, making use of existing building stock and efficiently using existing infrastructure and services. The amendment will promote opportunities for economic development and community investment-readiness, helping meet long-term needs. Further, no new roads or infrastructure are required to service the site and will utilize existing services reducing land consumption and servicing costs.

4.2 Issue and Consideration #2: Use

The London Plan

Based on the City of London Mapping system the subject lands appear to be within a Neighbourhoods Place Type. It is important to note that the boundaries between place types as shown on Map 1 – Place Types, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). (Policy 41_1). As such, Staff believe the subject site is intended to be in the Shopping Area Place Type as it is adjacent to the larger Shopping Area Place Type, has similar characteristics, and has existed as a commercial building for a considerable amount of time. The Shopping Area Place Type is intended to provide for the daily and weekly convenience shopping and service needs of their immediate neighbourhoods and encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently and reuse the need for outward expansion (Policy 874_, 876_). Permitted uses include a broad range of retail, service, office, entertainment, recreational, Educational, institutional, and residential uses. Mixed buildings will be encouraged. (Policy 877_).

Analysis:

The existing 2-story building on site is currently occupied by a commercial home furnishing store. In accordance with The London Plan, the proposed Neighbourhood Shopping Area (NSA3) Zone would provide for a broader range of neighbourhood scale, retail, personal service, food stores, financial and residential uses at this location, bringing the subject site into greater conformity with the Shopping Area Place Type Policy. Additionally, the requested zone is in keeping with the NSA3 zone on the abutting lands to the east which are also located within the Shopping Area Place Type.

4.3 Issue and Consideration #3: Intensity

The London Plan & Analysis

Within The Shopping Area Place Type in The London Plan, the intent is to allow for more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development (Policy 878_). Policy 878_ further states that buildings within this Place Type shall not exceed four storeys in height, up to six storeys may be permitted if the proposal is in conformity with the Our

Tools polices of the plan. As such, the existing 2-storey building is in conformity of the height permissions of the plan along with the recommended NSA3 zone which permits a maximum height of 8m. Further, the existing built form and size of the lot, will be able to accommodate a more intense range of uses. The subject property is well suited for the proposed service/retail commercial uses and residential uses given its location within an established commercial node, and its proximity to the Fanshawe Park Road West and Wonderland Road North intersection and public transit. The additional uses which are proposed support the diversification and overall vitality of the subject lands.

4.4 Issue and Consideration #4: Form

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (Policy 7_, 66_). Further, The City Building policies encourage buildings to be sited with minimal setbacks from public streets to create an inviting, active, and comfortable pedestrian environment while maintaining and reinforcing the prevailing street line of existing buildings (Policy 256_,257_). Within the Shopping Area Place Type, smaller-scale commercial uses are constructed at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall, with the front entrances oriented toward the primary street (Policy 879_). Parking facilities are to be strategically located and screened to minimize visual impacts on the public realm (Policy _272).

Analysis:

The existing form on the subject site continues to be an appropriate shape and size to accommodate the existing use, as well as the uses being proposed as part of this zoning application. Staff are satisfied that the existing setbacks and location of the existing building create an inviting, active and comfortable pedestrian environment. Further the parking areas are located within the interior (east) and rear yards screens and minimizes the visual impacts on the public realm. If the site were to redevelop under the recommended NSA3 Zone, it would be required to go through Site Plan approval and would need to meet the regulations of the Zoning By-law and appropriate design policies of The London Plan and standards of the Site Plan Control By-law, which address compatibility and mitigation measures with surrounding land uses. As noted, the height could not exceed 8 metres, which is generally no greater than 2-storeys for a commercial development.

4.6 Issues and Consideration #6: Zoning

The applicant has requested to rezone the site from the existing Convenience Commercial Special Provision (CC5(3)) Zone to a Neighborhood Shopping Area Special Provision (NSA3(_)) Zone, which permits retail and residential uses. Special provisions are being requested to permit additional uses and specific gross floor area regulations. Below is staff's response to each request.

- *Additional permitted uses; Commercial recreation establishments, home furnishing store;* The special provision would permit the continued use of the existing established use, comprised of a home furnishing store, that currently occupies the building and is recognized specifically in the current zone. Staff have no concern with the use being carried forward in the recommended zone as it is not anticipated to have any negative impacts on the neighbouring commercial sites and residential neighbourhoods. The additional commercial recreation establishments use is also supportable as it is an appropriate location and contributes the diverse uses within an identified commercial node.
- *Maximum gross floor area for a food store of 500m² and maximum gross floor area for all other uses 1,000m²;* The applicant is requesting special provisions to permit a reduction in the maximum gross floor area for restaurants from 1500 square metres to 500 square metres and increase the maximum gross floor area

of retail stores to 1000 square metres where 500m square metres is the maximum. Where possible, the Shopping Area Place Type policies encourage the repurposing, reformatting, infill and intensification of existing centres and encourage flexibility in use in order to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion (Policy, 876_3, 876_4). The proposed reduction in the maximum permitted gross floor area for restaurant and increased permissions for all other uses would allow for greater flexibility in the future use and intensification of the subject lands, which serve to meet the evolving needs of the surrounding community and to maintain an appropriate mix and intensity of uses.

- *A reduced lot frontage of 34 metres whereas 40 metres is required;* The special provision in lot frontage is a result of the proposed new NSA3 Zone regulations. The intent of the 40 metre frontage is to ensure that lots remain consistent and compatible with the general pattern, layout, size, and shape of the surrounding area. Also, the regulation ensures that there is sufficient space for the site to function without adversely impacting abutting properties of the surrounding neighbourhood. This includes having sufficient space to provide parking in the interior side yard or rear yard and landscaped open space. Staff are of the opinion that the existing 34 metre lot frontage is appropriate, is compatible with the general pattern of the surrounding area, and provides sufficient space for the site to accommodate the full range of permitted uses on the subject lands with no additional planning impacts.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Shopping Area Place Type. The recommended amendment provides additional uses that are appropriate and compatible with the surrounding area and provides an increased opportunity to better utilize the existing building.

Prepared by: Olga Alchits
Planner I, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng.
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Community Planning, Urban Design and Heritage

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 761 Fanshawe Park Road West .

WHEREAS 1413045 Ontario Inc. has applied to rezone an area of land located at 761 Fanshawe Park Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 761 Fanshawe Park Road West, as shown on the attached map comprising part of Key Map No. A101, from a Convenience Commercial Special Provision (CC5(3)) Zone to a Neighbourhood Shopping Area Special Provision (NSA3(_)) Zone.
- 2) Section Number 23.4 of the Zone is amended by adding the following Special Provision:
 -) NSA3(_) 761 Fanshawe Park Road West
 - a) Additional Permitted Uses:
 - i. Commercial recreational establishments;
 - ii. Home Furnishing Store
 - b) Regulations
 - i) Lot Frontage (Minimum) 34.0 metres (111.5 feet)
 - ii) Gross floor area, food stores (Maximum) 500m²
 - iii) Gross floor area, all other uses (Maximum) 1000m²

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

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

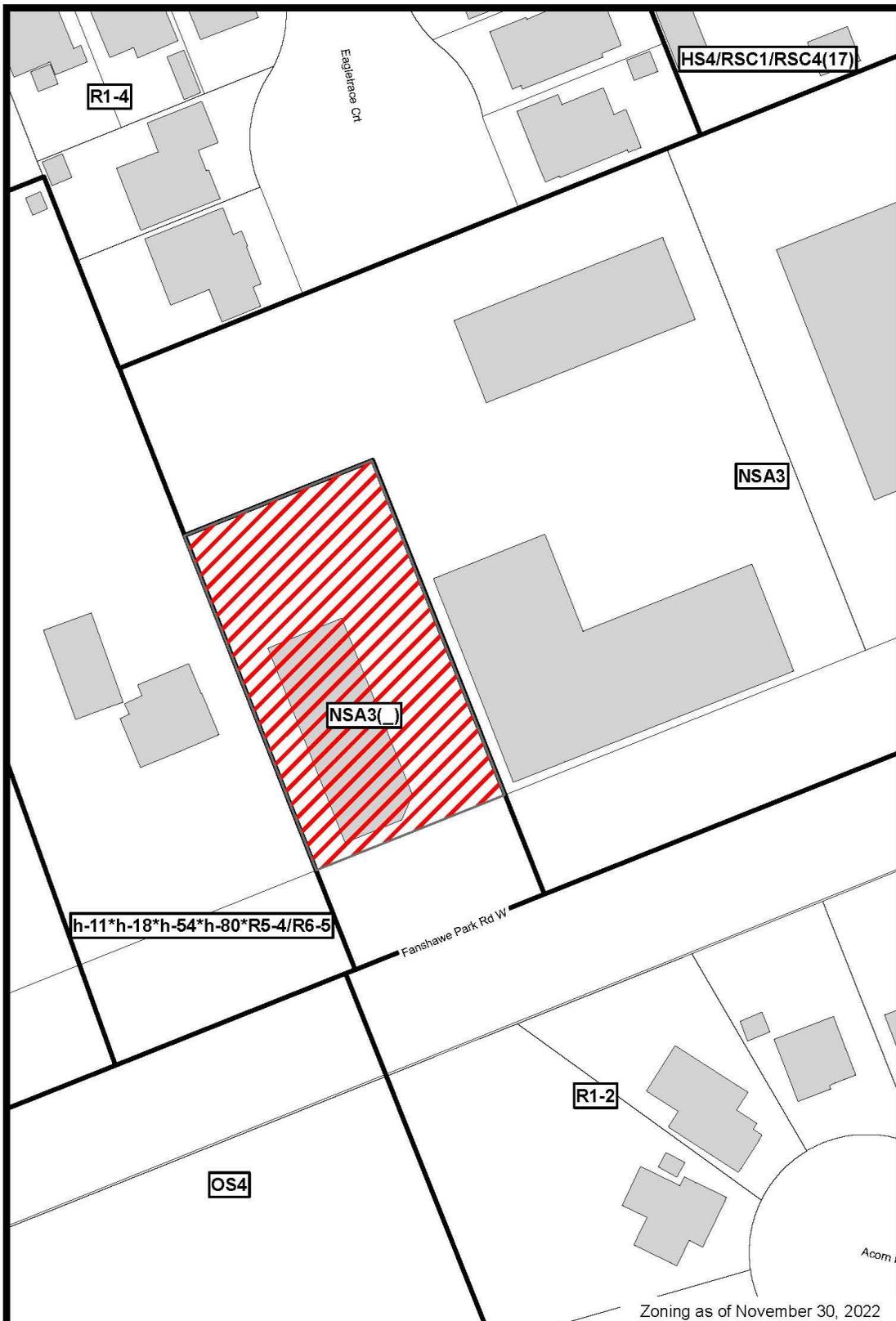
PASSED in Open Council on February 14, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023

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



<p>File Number: Z-9554 Planner: OA Date Prepared: 2022/12/19 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:800</p> <p>0 4 8 16 24 32 Meters </p> <p></p>
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Geodatabase

Appendix B – Public Engagement

Community Engagement

Notice of Application:

Public liaison: On October 26, 2022, Notice of Application was sent to surrounding property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 27, 2022. A “Planning Application” sign was also posted on the site.

No replies were received.

Nature of Liaison:

761 Fanshawe Park Road West - The purpose and effect of this zoning change is to permit additional permitted uses such as a broader range of service/retail commercial uses and complementary residential uses, while retaining existing land use permissions on the subject site. No new buildings or structures are proposed as part of this application. Possible change to Zoning By-law Z.-1 **FROM** a Convenience Commercial Special Provision (CC5(3)) Zone **TO** a Neighbourhood Shopping Area Special Provision (NSA3(_)) Zone, to permit broader range of service/retail commercial uses and complementary residential uses. The following special provisions are being proposed, additional permitted uses, commercial recreation establishments and home furnishing store and maximum gross floor area for a food store is 500m² and the maximum gross floor area for all other uses is 1,000m². The city may consider other special provisions. File Z-9554: Planner O. Alchits

Departmental and Agency Comments

Urban Design

No comments are no external changes to the building are proposed.

Site Plan

Site Plan not required for a change of commercial use.

Parks Planning and Design (November 11, 2022)

No new development, adding use for existing GFA, no Parkland dedication required.

Ecology (November 11, 2022)

Confirmation that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Notes

- None.

Heritage Planning (November 15, 2022)

- Archaeological potential at 761 Fanshawe Park Road W is identified on the City's Archaeological Mapping, however the scope of work is limited to expansion of existing uses and no new construction or paving is currently planned. No new construction is mentioned in the proposal; therefore, no soil disturbance is anticipated.
- 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.

Engineering (November 13, 2022)

Water Engineering has the following comments for the 761 Fanshawe Park Rd. W, Zoning by-law Amendment:

- The site is currently serviced by a c 50mm COPP water service connected to the municipal 300mm PVC on Fanshawe Park Road West (this is a high level watermain);
- The applicant shall confirm the adequacy of the existing 50 mm copper water service for the proposed zoning changes.
**If the applicant determines that increased water supply is needed aft rezoning, this can be reviewed at the building permit stage.*

There is no proposed development therefore engineering does not have any further comment.

Landscape Architect (November 15, 2022)

No comments.

Upper Thames River Conservation Authority (November 11, 2022)

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

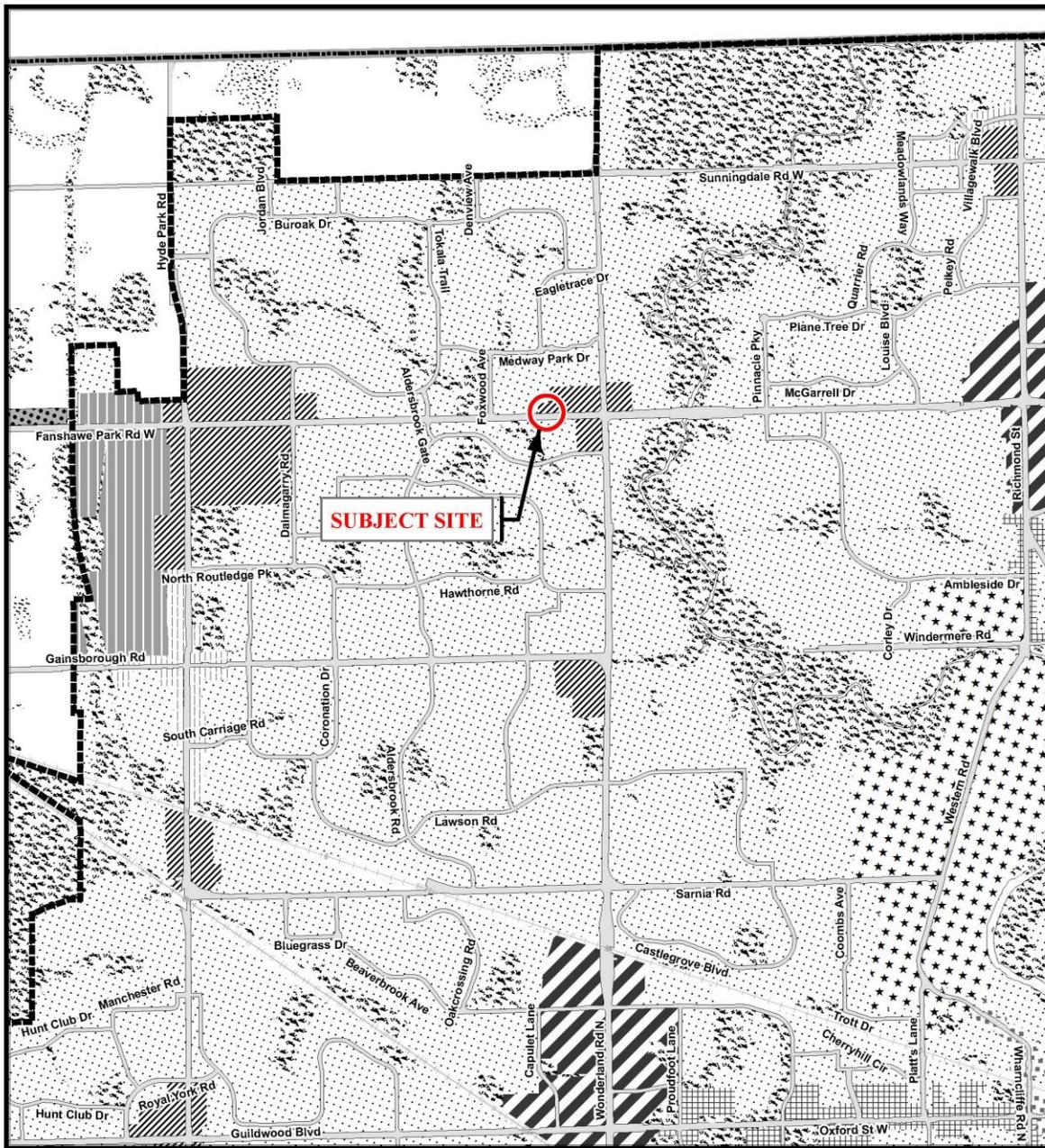
The UTRCA has **no objections** or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please Upper Thames River Conservation.

London Hydro (November 11, 2022):

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

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



Legend

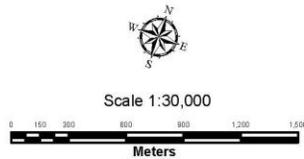
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

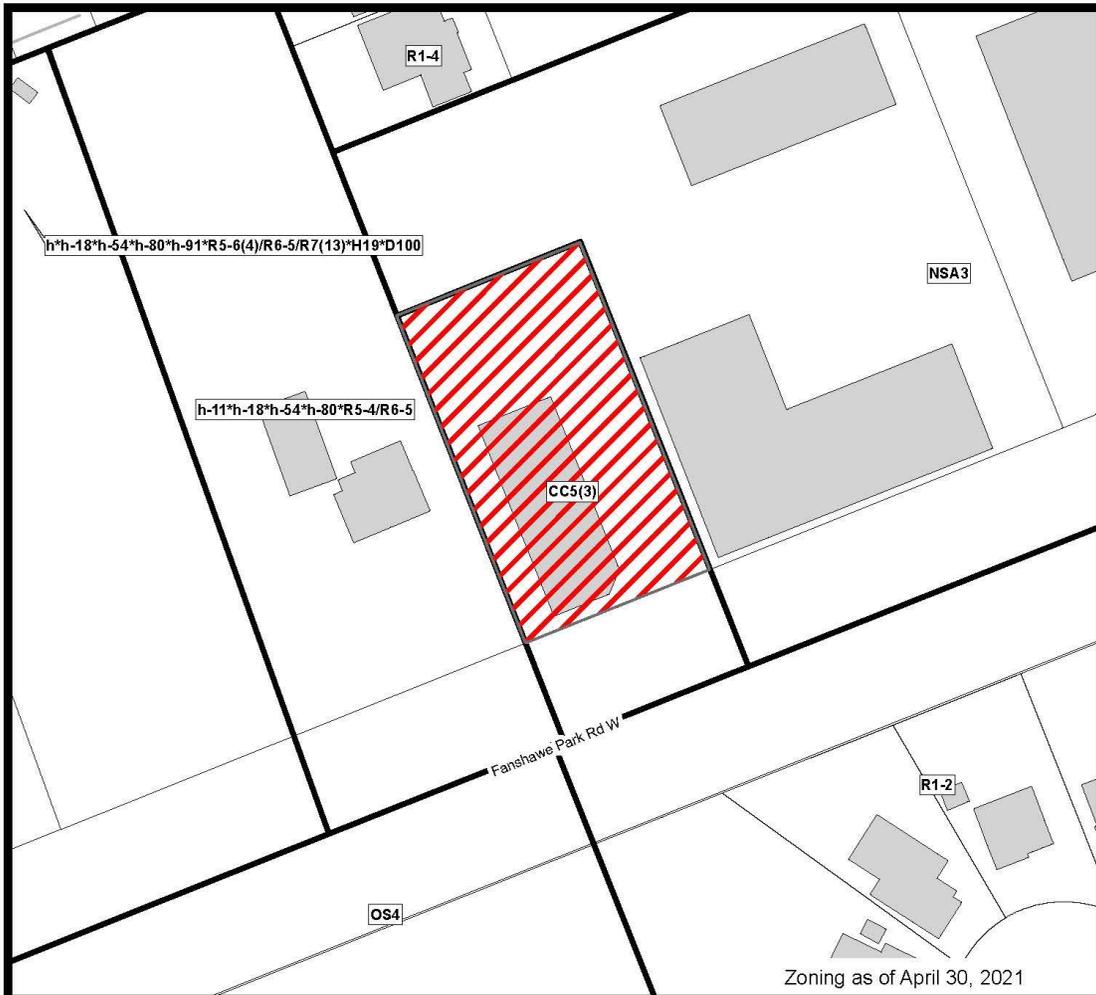
PREPARED BY: Planning & Development



File Number: Z-9554
Planner: OA
Technician: JI
Date: 2022/12/19

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9554_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: CC5(3)

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
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 "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-9554

OA

MAP PREPARED:

2022/12/19

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Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 489 Upper Queen Street
Public Participation Meeting
City File No: Z-9540 Ward 12

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2863382 Ontario Inc. c/o Siv-ik Planning & Design Inc. relating to the property located at 489 Upper Queen Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting February 14, 2023, to amend Zoning By-law No. Z.-1, in conformity with The London Plan to change the zoning of the subject property **FROM** a Residential (R1-9) Zone **TO** a Residential Special Provision (R5-7(_)) Zone.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site from a Residential (R1-9) Zone to a Residential (R5-7(_)) Special Provision Zone to permit a cluster townhouse development consisting of 10, 2-storey, dwelling units. Special Provisions are requested to permit the desired front, rear, and interior side yard setbacks as well as to reduce the maximum allowable height permitted in the requested zone.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to rezone the lands to a Residential (R5-7(_)) Special Provision Zone to permit a 2-storey cluster townhouse development consisting of 10 dwelling units. Changes to the currently permitted land uses and development regulations are summarized below.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies;
3. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood;
4. The recommended amendment facilitates the development of a vacant, underutilized site within the Built-Area Boundary with an appropriate form of development.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located on the west side of Upper Queen Street approximately 90 metres south of Commissioners Road East within the Highland Planning District. The site is 0.28 hectares in size with a frontage of 45m on Upper Queen Street and a depth of 62.7m. The property is currently vacant and nestled between single detached dwellings to the immediate north, west and south. The surrounding area primarily consists of low-rise residential development and the Highlands Country Club. Municipal services are currently available along Upper Queen Street.

Figure 1: Photo of 489 Upper Queen Street from Upper Queen Street

1.2 Current Planning Information

- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential (R1-9)
- Street Classification - Neighbourhood Connector

1.3 Site Characteristics

- Current Land Use – Vacant, Undeveloped
- Frontage – 45 metres
- Area – 0.28 hectares
- Shape – Rectangular

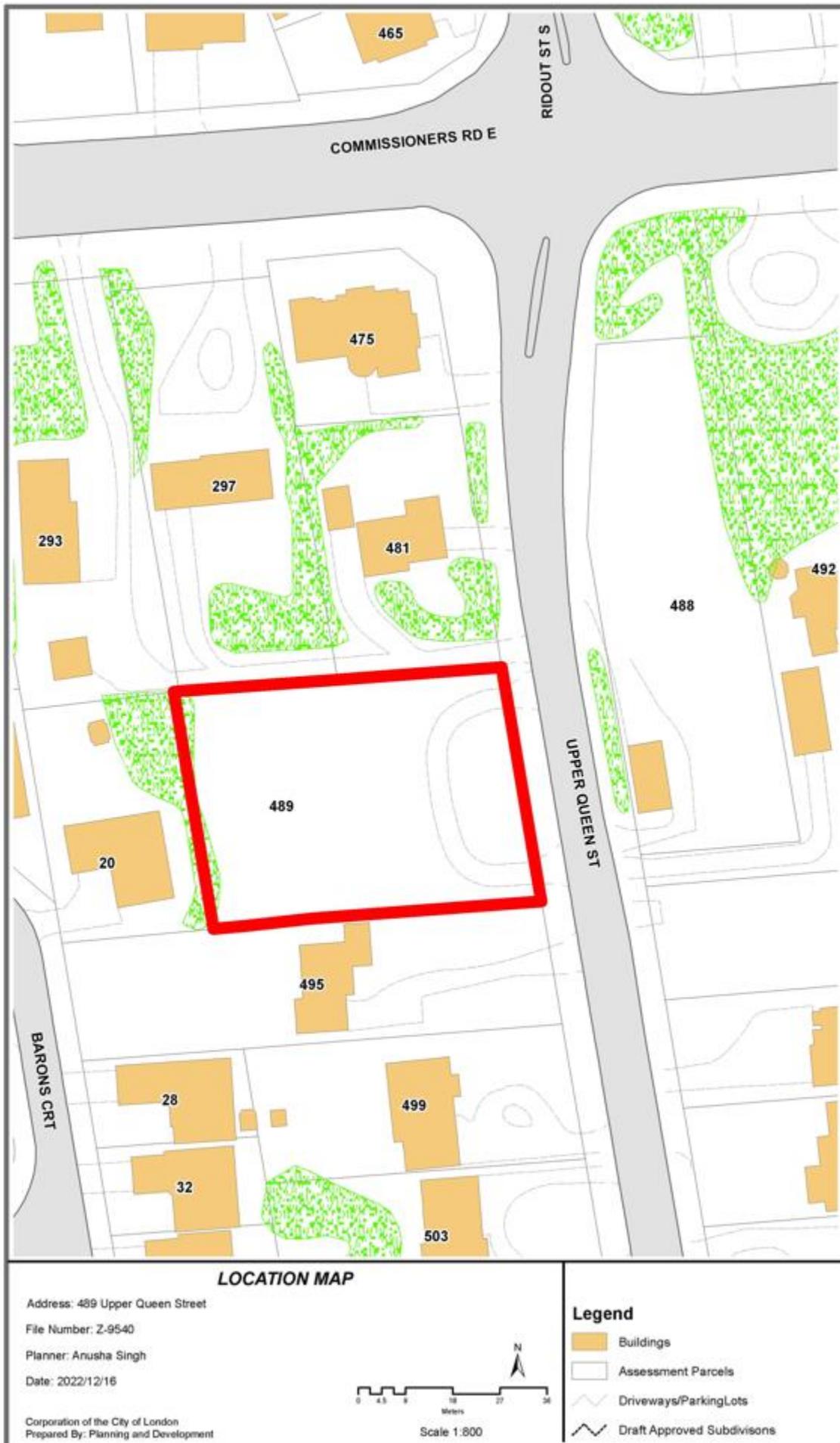
1.4 Surrounding Land Uses

- North – Residential
- East – Residential
- South – Residential
- West – Residential

1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary through the addition of 10 new residential units. The site is located within the Primary Transit Area (PTA).

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

First Submission – November 11, 2022

The proposed cluster townhouse development was originally proposed to contain 11 new residential dwelling units at a density of up to 60 units per hectare (uph) and a height of up to 10.5 metres. The front building (located to the east of the site and oriented towards Upper Queen Street) originally contained six (6) new dwelling units while the rear building (located at the west end of the site) contained five (5) new dwelling units. Vehicular access is provided via a driveway off Upper Queen Street leading to 22 vehicular parking spaces that can be accessed by way of integrated/attached garages and individual driveways. An additional 4 visitor parking stalls are also included within the site design.

A massing model and site plan of the proposed development is shown on Figure 1 and 2 (below).

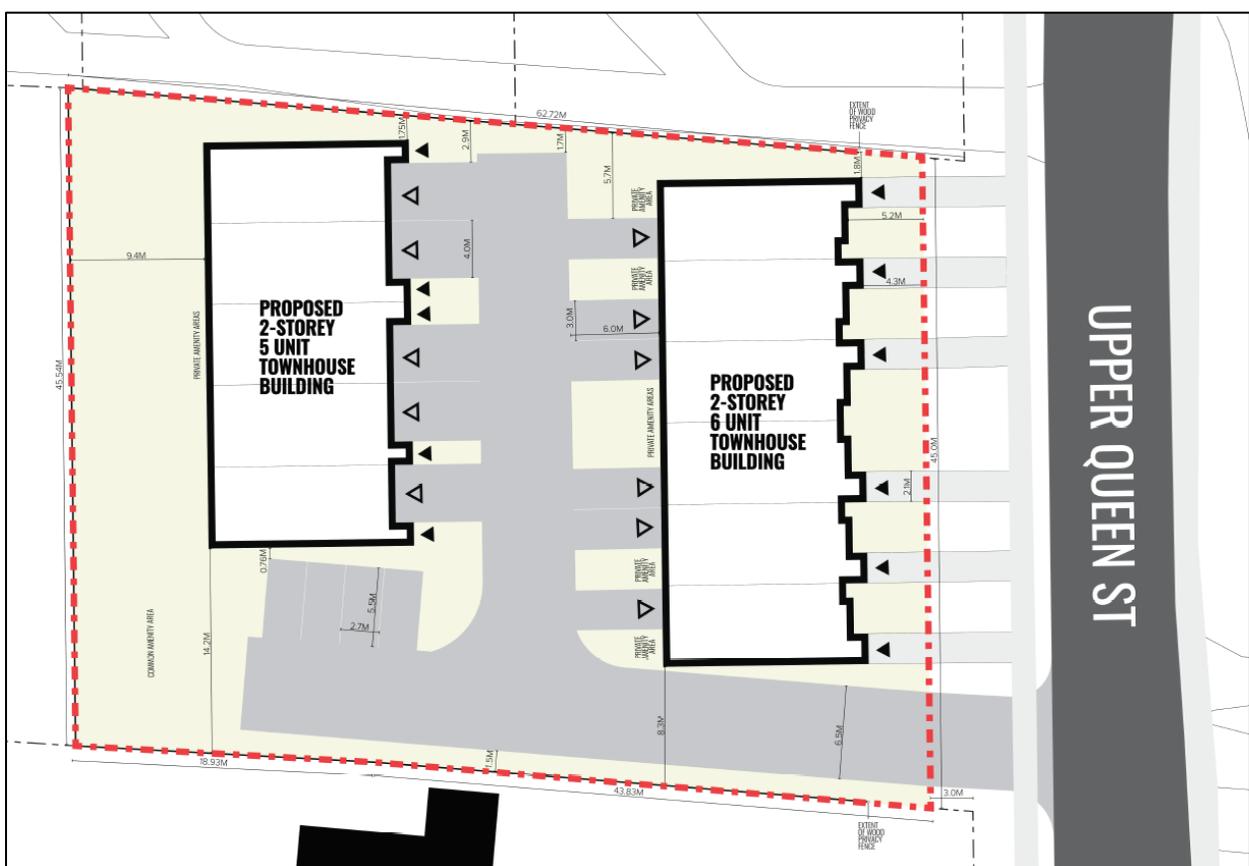


Figure 1: Site Concept Plan (First Submission)

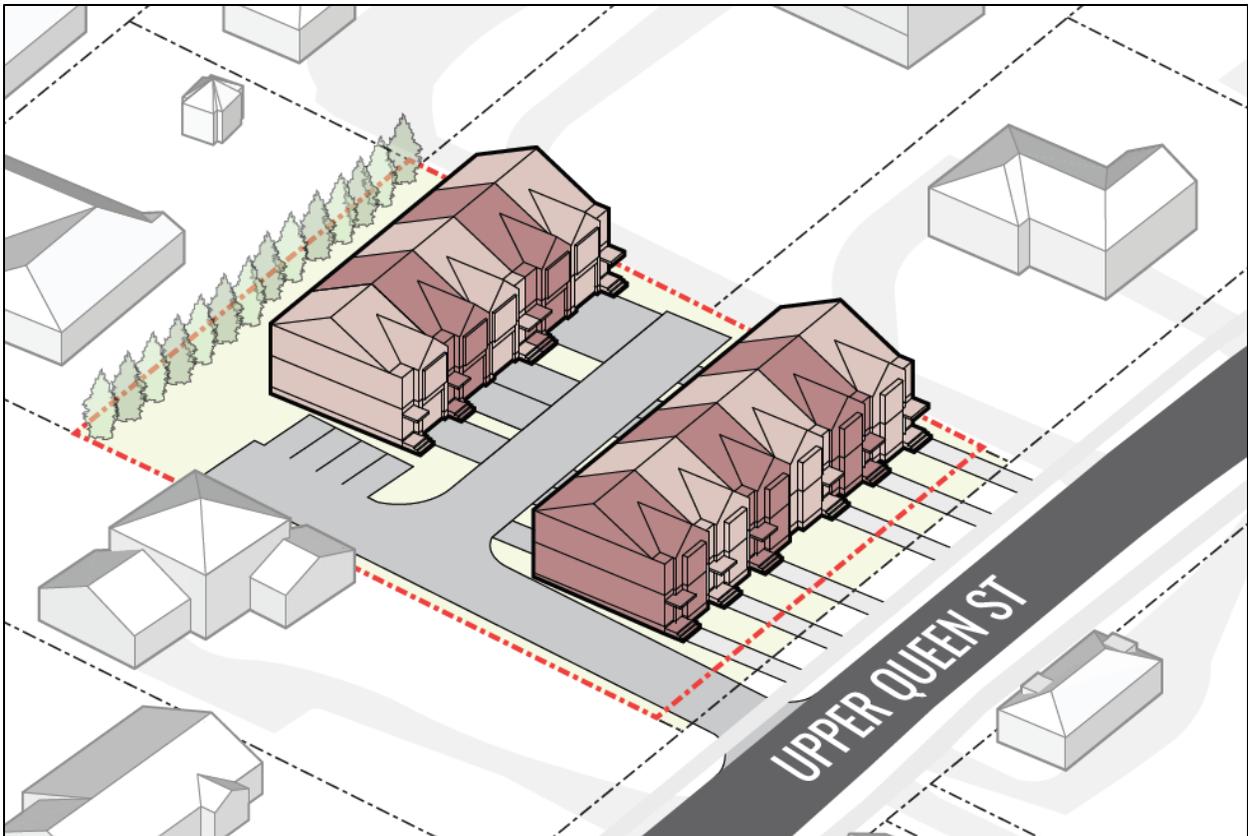


Figure 2: Proposed Massing Model (First Submission)

Second Submission (Final) – December 19, 2022

In response to Planning and Development, Site Plan, and Urban Design staff comments, the Applicant submitted a revised site concept plan to staff illustrating the following changes to the proposed site design:

First Submission (November 21, 2022)	Second Submission (December 19, 2022)
<ul style="list-style-type: none"> • 11 townhouse units (5 in the rear and 6 oriented towards Upper Queen Street) 	<ul style="list-style-type: none"> • 10 townhouse units (5 in the rear and 5 oriented towards Upper Queen Street)
<ul style="list-style-type: none"> • No dedicated pedestrian walkway from Upper Queen Street through the site. 	<ul style="list-style-type: none"> • Removal of the southerly most unit in the front row has allowed for a dedicated pedestrian walkway through the site
<ul style="list-style-type: none"> • Lack of front yard amenity space for the western row of units – over pavement of front yards 	<ul style="list-style-type: none"> • Reduction of garages and driveways for the western row of units to 3.0m to allow more landscaped space has been reflected in the special provisions at the end of this report.

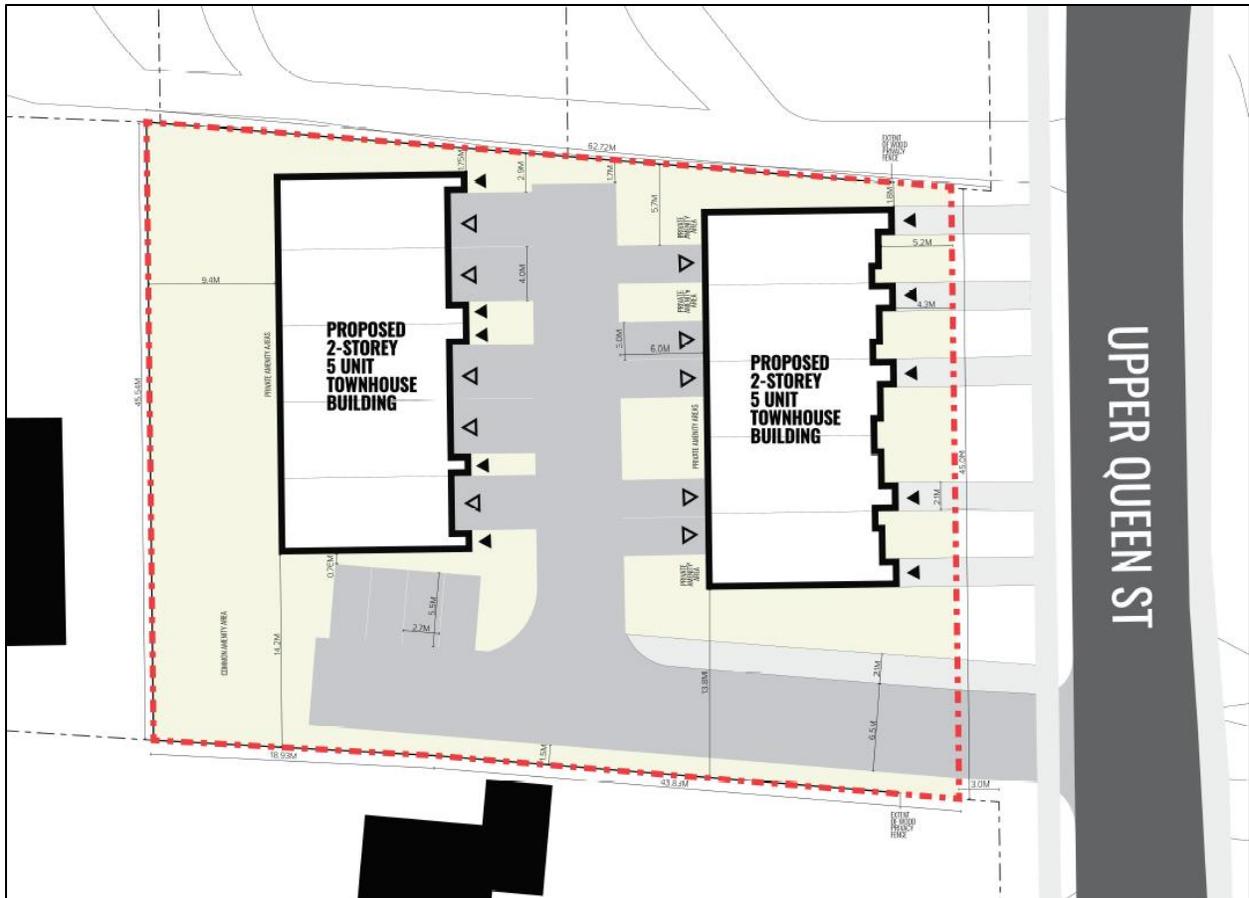


Figure 3: Revised Site Plan (Second/Final Submission)

2.2 Requested Amendment

The applicant has requested to rezone the subject site from a Residential (R1-9) Zone to a Residential Special Provision (R5-7(_)) Zone to permit a 2-storey cluster townhouse development consisting of 10 dwelling units. Special Provisions will also be implemented to prohibit cluster stacked townhouse dwellings on site, and to permit:

- a minimum front yard depth of 4.0m;
- a minimum rear yard depth of 1.0 metres per metre of main building height or fraction thereof but in no case less than 6.0 metres;
- a minimum northern interior yard depth of 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms;
- a minimum southern interior yard depth of 10 metres;
- a maximum height of 9.5 metres;
- a maximum density of 36 units per hectare (uph);
- 3.0m garage and driveway widths for all units

2.3 Community Engagement (see more detail in Appendix B)

Staff received seventy-one (71) comments during the public consultation period, which will be addressed under Section 4 of this report. The comments can be summarized as follows:

- Inappropriate and incompatible building typology that does not fit in within the character of the neighbourhood
- Over intensification
- Increase in traffic
- Insufficient on-site parking; and
- Invasion of privacy on the nearby single detached homes

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: PPS 2020

Provincial Policy Statement, 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3) and is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure, public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

Lastly, the PPS is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

The recommended amendment is in keeping with the PPS 2020 as it will permit a compatible use within an existing residential neighbourhood and will contribute to providing an appropriate range and mix of housing options and densities essential to meeting the projected requirements for current and future residents. The recommended amendment contributes to a land use pattern that makes efficient use of an underutilized parcel within an established neighbourhood and settlement area and represents an appropriate form of residential intensification, which assists in avoiding the need for unjustified, and uneconomical, expansion of land. It should also be noted that the proposed townhouse development is less than 100m from (and within walking distance to) Commissioners Road East where a number of transit stops already exist, and where the future BRT station at Wellington Road and Commissioners Road East is planned for.

4.2 Issue and Consideration #2: Key Directions, Use, Intensity and Form

The London Plan

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as

a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

Key Direction #5: The London Plan provides direction for building a mixed-use compact city for London's future by:

- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (Direction 4)
- Ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place (Direction 5)

Key Directions #7 and #8: The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).
- Thinking "big picture" and long-term when making planning decisions – considering the implications of a short-term and/or site-specific planning decision within the context of this broader view. (Key Direction #8, Direction 3)
- Ensuring new development is a good fit within the context of an existing neighbourhood. (Key Direction #8, Direction 9)

The area surrounding the subject lands primarily consists of low-rise residential and commercial uses that cater to the surrounding community. The proposed rezoning supports these Key Directions by requesting permission to allow a form of residential intensification that is low-rise in nature and includes a type of housing that would contribute to the mix of housing options in the neighbourhood. The proposed development would maximize the use of the land to accommodate appropriate residential density within the neighbourhood thereby allowing existing residents to age in place whilst taking advantage of existing municipal services and facilities.

The site is located within the Neighbourhoods Place Type of The London Plan with frontage onto a Neighborhood Connector (Upper Queen Street) as identified on Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within Neighbourhoods Place Type at this location include a broad range of residential uses that include townhouses at a maximum height of 3 storeys (The London Plan, Table 10 and 11). When proposing residential intensification projects within the Neighbourhoods Place Type, the City will also consider a variety of design policies including the intensity of the proposed development and the compatibility and fit of the proposal with the surrounding context (The London Plan, Policy 953_ 2 and 3). In order to determine whether a proposed residential intensification project is appropriate for the surrounding neighbourhood; the following design criteria are considered:

1. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
2. Building and main entrance orientation.
3. Building line and setback from the street.
4. Character and features of the neighbourhood.
5. Height transitions with adjacent development.
6. Massing appropriate to the scale of the surrounding neighbourhood.

The proposed 2 storey development represents a permitted land use at an appropriate scale and intensity that is considered compatible with the surrounding properties consisting of 1 to 2 storey single detached dwellings. The development also represents an appropriate transition in intensity from the high order uses that are permitted to the north along Commissioners Road East (Civic Boulevard), and the lower density uses that exist to the south of the site along Upper Queen Street. A reduced minimum front yard setback will be implemented for the proposed units fronting onto Upper Queen Street to better align the façade with the properties to the north. Additional special regulations will also be implemented to restrict the development to a maximum height of 9.5m (2 storeys) and 36 uph to better suit the character of the surrounding area. Parking areas will also be located internally and away from the street frontage to maintain the

visual aesthetic of the street wall along Upper Queen Street. It should also be noted that townhouse units themselves are not out of scale or character for the area as this typology of housing currently exists on multiple parcels of land south of the subject site including (but not limited to) 30 Claredon Street and 678 Upper Queen Street.

Furthermore, the applicant has proposed to incorporate a 1.5 metre pedestrian walkway from Upper Queen Street to the western row of townhouses to enhance pedestrian circulation throughout the site (Figure 3) and individual private outdoor amenity space will be provided for each unit. Shared amenity space is also proposed at the northwestern corner of the site which assists in softening the transition between the proposed development and the backyards of the single-family homes along Barons Court.

As such, the proposed development is considered to implement the planned vision of the Neighbourhoods Place Type that intends to help establish an appropriate form and scale of residential intensification while complementing the character of the surrounding area. The proposed cluster townhouse development will also contribute to a mix of housing types and provide choice and diversity in housing options for both current and future residents.

4.3 Issue and Consideration #3: Traffic and Parking

The applicant is proposing to incorporate 22 resident parking stalls and 4 visitor spots (2 per unit within driveways and private garages) on site for a total of 26 off-street parking spaces. Given that the City's Parking Standards requires that only 1 space be provided for each townhouse unit (Zoning By-Law, Section 4.19) the inclusion of 2 spaces per unit plus 4 additional visitor spaces can be considered more than sufficient to successfully accommodate the increase in vehicles anticipated for the site and assists in mitigating the risk of parking spilling over onto nearby residential streets. Additionally, the site is within close proximity (1.2 kilometres) to the Wellington Road Rapid Transit Protected Major Transit Station Area and planned BRT Station which can contribute to reducing vehicle dependency. The site is also located in close proximity to bus route #4 which runs along Upper Queen Street, south of Commissioners Road East, and bus route #24 which runs directly along Commissioners Road East. There are also several bus stops located at the intersection of Upper Queen Street and Commissioners Road East (located 90m from the subject lands).

Furthermore, Upper Queen Street is considered a Neighbourhood Connector with an average annual daily traffic volume of 12,500 vehicles per day. The Transportation Division has calculated an estimated trip generation using Institute of Traffic Engineers (ITE) trip generation rates. Based on the ITE -Trip Generation Rate, AM Peak hour (7:45am-8:45am) will generate 6 trips and PM peak hour (4:15pm-5:15 pm) will generate 8 trips only, and there should not be any foreseen traffic issues generated by the proposed development. Based on the above, a Transportation Impact Analysis (TIA) was not warranted and any increased traffic resulting from the additional 10 residential units are not anticipated to negatively impact the surrounding area.

Lastly, the City has developed a Traffic Calming and Procedures manual to assess when traffic calming measures are required. As per the point assessment table, volumes on local roads may become an issue when volumes reach 1500 vehicles a day. As per the assessment above, the addition of 6 and 8 peak hour trips will not significantly affect the capacity of the local roads.

4.3 Issue and Consideration #4: Zoning

The applicant has requested to rezone the lands from the existing Residential (R1-9) Zone to a Residential Special Provision (R5-7(_)) Zone. The intent is to permit a 2-storey cluster townhouse development consisting of 10 residential units and 26 parking spaces.

The applicant had initially requested permission to allow a maximum height of 10.5 metres and a maximum density of 60 units per hectare (uph). These regulations would

have allowed the applicant the flexibility to increase the density on site to 60uph and increase the height to 2.5-3 storeys. It is in staff's opinion that in order to ensure the development remains compatible with the surrounding properties in regard to scale and intensity, a maximum height of 9.5 metres and a maximum allowable density of 36uph should be implemented to assist in addressing both departmental and public concerns. These special regulations intend to restrict the height and density of the townhomes to 2 storeys and would not allow any flexibility for additional density.

The existing R1-9 zone is intended to be applied to most suburban low-rise developments and only permits development of single detached dwellings. The R5-7 Zone variation provides for, and regulates, medium density residential development in the form of cluster townhouses and cluster stacked townhouses and permits a maximum height of 12.0 metres and a maximum density of 60uph. In this case, a special provision to **only** permit cluster townhouses (and remove the potential development of cluster stacked townhouses) shall be implemented to align the proposed zoning with the permitted uses allowed along a Neighbourhood Connector in The London Plan (which does not include stacked townhouses outside of Central London). The provision is intended to restrict all future uses on the site to cluster townhomes to ensure development on the lands remains at an appropriate scale and building typology that is compatible with surrounding properties and does not overwhelm the neighbourhood with over intensification. Additional special provisions relating to building setbacks, height, density, and garage widths are outlined below:

Front Yard Depth: A minimum front yard depth of 4.0m

The intent of front yard setback regulations are to ensure that consistent street walls are maintained along streetscapes and that sufficient front yard space is incorporated into the design of neighbourhoods to accommodate landscaping. Front yard setbacks also ensure that adequate separation is achieved between buildings and roadways and that adequate distance is provided in the event of future road widening.

As previously mentioned, the proposed special regulation will ensure that the new units will be sited closer to the street to better align the eastern (front) row of units with the established street wall created by the properties to the north along Upper Queen Street. The proposed setback would also leave sufficient front yard space for landscaping at the eastern (front) row of units (Figure 5). The proposed 4.0 metre (minimum) setback also accounts for the 3.0 metre road widening dedication along Upper Queen Street.

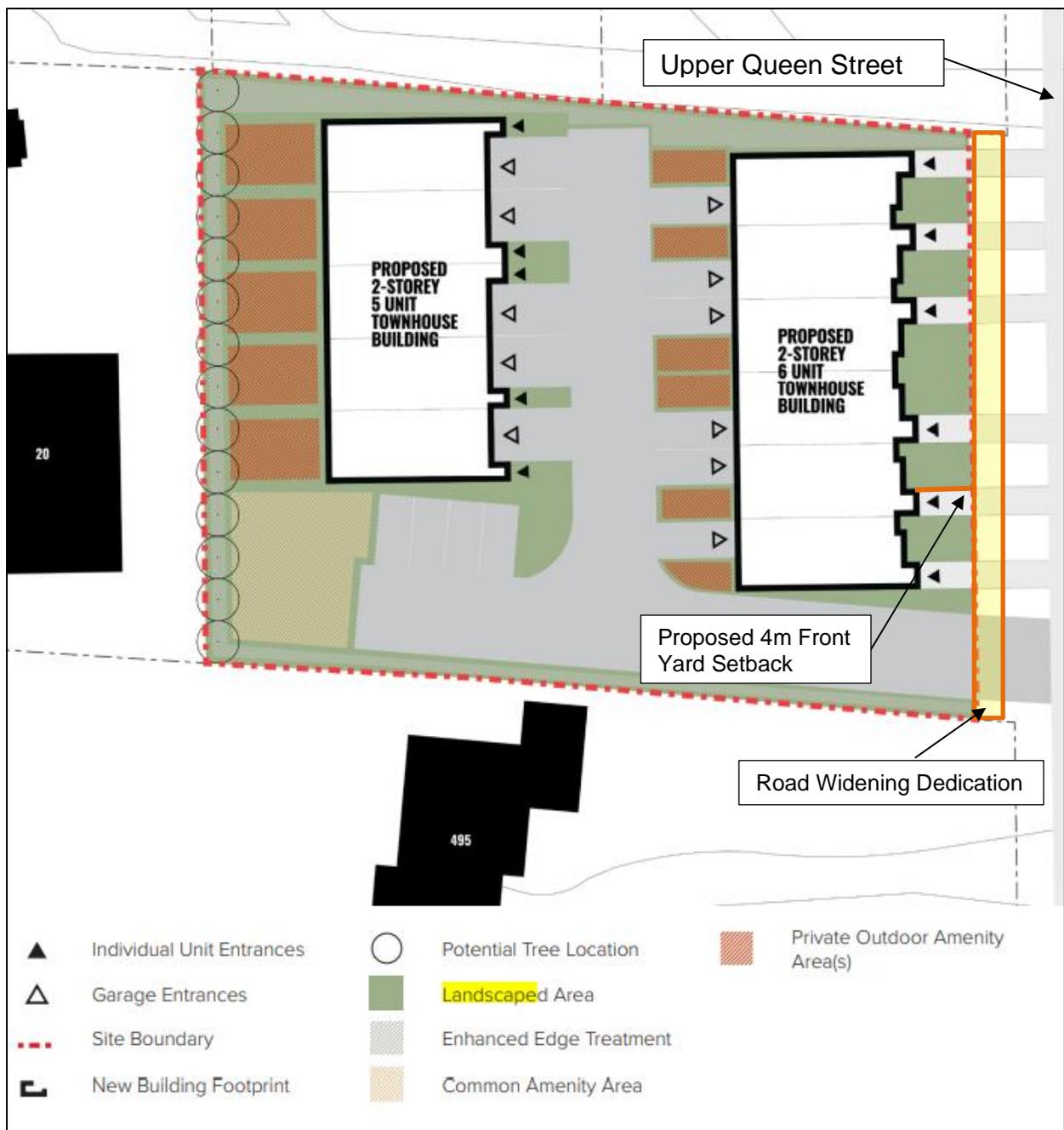


Figure 5: Conceptual Landscape Plan

Rear Yard Depth: 1.0 metre per metre of main building height or fraction thereof but in no case less than 6.0 metres

The intent of rear yard setbacks is to ensure that buildings are designed to minimize and mitigate potential impacts and privacy related concerns on adjacent properties.

In this case, the proposed rear yard depth is intended to remain proportional to the proposed building height (9.5m) to recognize the existing low rise residential dwellings along Barons Court by providing an enhanced rear yard setback that would allow more room for individual and shared amenity space. The proposed rear yard setback further assists in providing an appropriate buffer to minimize overlook between the proposed development and the single-family homes to the west along Barons Court. The regulation will also ensure all new buildings on the project site fit within a 45-degree angular plane measured from grade, thereby mitigating potential massing and shadow impacts to surrounding properties (Figure 6).

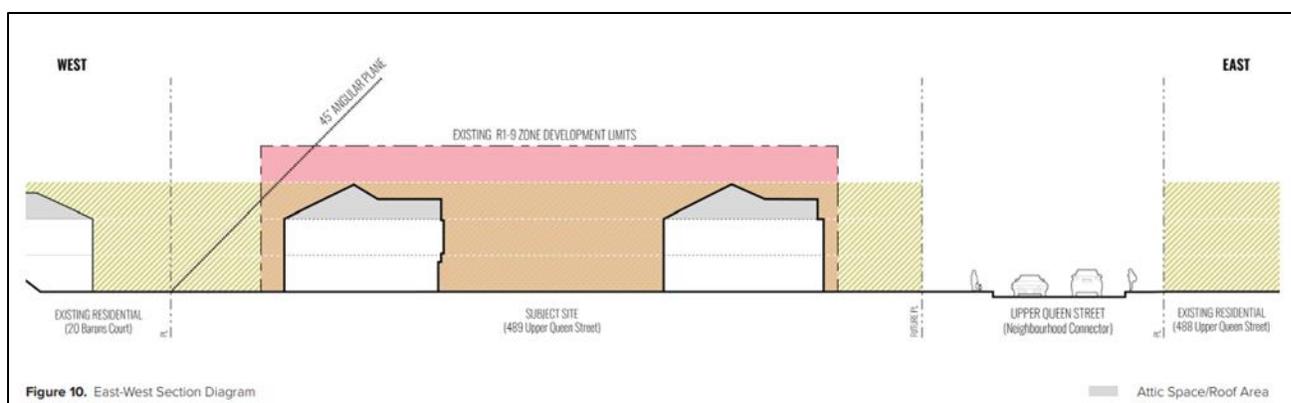


Figure 6: Proposed East-West Section Diagram

Interior Yard Depth: A minimum northern interior yard depth of 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms. A minimum southern interior yard depth of 10 metres

The intent of interior side yard setbacks is ultimately to ensure that there is perimeter access around buildings or structures for repairs and maintenance and to ensure adequate buffering is provided between adjacent properties to mitigate concerns relating to access, privacy, and runoff.

The requested minimum interior yard depth of 10 metres (to the south) is proposed to be increased from what is currently permitted in the R5-7 base zone (5.0m minimum required). The proposed regulation will allow for the inclusion of both a driveway and pedestrian walkway on the southern end of the site whilst still providing enough landscaped buffer between the proposed driveway and the residential property to the south.

Staff also consider the proposed 1.8 metre setback to the north (if the end unit contains no windows to habitable rooms) and 6.0 metre setback (if the end unit contains windows to habitable rooms) appropriate for the development given that the end walls of the townhouse units to the north directly abut the driveway and landscaped yard of the adjacent property. This would assist in providing a buffer between the townhomes and existing residential buildings at 481 Upper Queen Street and 297 Commissioners Road East. There are also no vehicular access points on the northern portion of the subject site and, as such, staff consider the proposed special regulations appropriate.

Garage Widths: Garage and Driveway widths no greater than 3.0 metres for all units

Garage width regulations within the Primary Transit Area (PTA) are in place with the intent that the width of a building will determine the permitted width of the garage. This is to ensure that the width of a garage does not interfere with porches or living space at the front of the home, and to ensure that the width of the garage remains proportional to the width of the building. This regulation, along with additional PTA regulations, were put in place to help address compatibility issues with infill developments in established communities. The proposed regulation seeks to ensure that infill developments are not dominated by garages or paved surfaces and are keeping in character with the existing built form. Furthermore, as per Section 4.19 of the Zoning By-law, parking spaces are required to only be a minimum of 2.7m wide. As such, garage and driveway widths for the proposed development will be required to be no greater and 3.0m to adequately accommodate a vehicle, whilst remaining proportional to the width of the townhouse units and leaving more space for landscaping and amenity areas.

Height and Density: A maximum height of 9.5 metres and a maximum density of 36uph.

As mentioned previously, the proposed building height regulation will allow for the implementation of the development as it is currently proposed to ensure that it remains compatible with the surrounding properties. Implementing a specific height and density

would restrict the cluster townhomes to be constructed at a maximum of 2-storeys and would not permit deviation to ensure the development is built at a scale and intensity that remains complimentary, and not intrusive, to the surrounding 1-2 storey single detached homes.

For the reasons identified above, staff are of the opinion that the proposed Residential Special Provision (R5-7(_)) Zone is appropriate for the site and would permit a specific development proposal at an appropriate scale and configuration that is compatible with the surrounding area.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan for the Neighbourhoods Place Type. The recommended Amendment would facilitate the utilization of an underutilized residential parcel within an established low-rise residential neighbourhood and would also succeed in broadening the range and mix of housing options within the area to support the needs of current and future residents. As such, the proposed amendment is being recommended for approval.

Prepared by: Anusha Singh
Planner I

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Community Planning, Urban Design and Heritage
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 489
Upper Queen Street

WHEREAS Siv-ik Planning & Design Inc. has applied to rezone an area of land located at 489 Upper Queen Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 489 Upper Queen Street, as shown on the attached map comprising part of Key Map No. A107, FROM a Residential (R1-9) Zone **TO** a Residential (R5-7(_)) Special Provision Zone.

- 1) Section Number 9.4 of the Residential (R5-7) Zone is amended by adding the following Special Provisions:

R5-7 () 489 Upper Queen Street

a) Permitted Uses

- i) Cluster Townhouse Dwellings

b) Regulations

- | | |
|--|---|
| i) Front Yard Depth (Minimum) | 4.0 metres |
| ii) Rear Yard Depth (Minimum) | 1.0 metre per 1.0 metre of main building height or fraction thereof but in no case less than 6.0 metres |
| iii) North Interior Yard Depth (Minimum) | 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms. |
| iv) South Interior Yard Depth (Minimum) | 10 metres |

- v) Height (m)
(Maximum) 9.5 metres
- vi) Density
(Maximum) 36 uph
- vii) Notwithstanding the regulations of Section 4.23 of this by-law to the contrary, garage and driveway widths for each unit shall be no greater than 3.0 metres

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

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

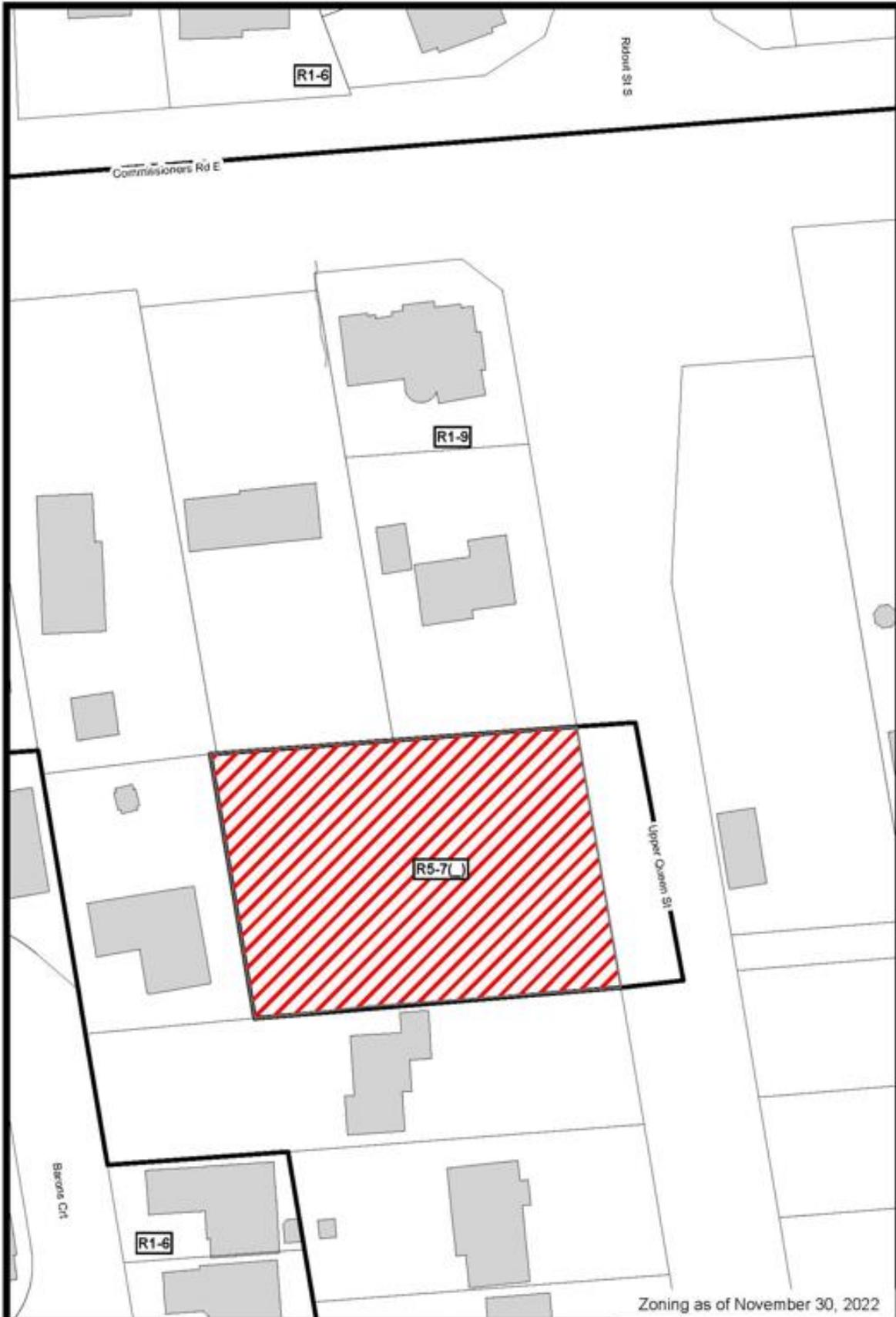
PASSED in Open Council on February 14, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023

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



File Number: Z-9540
Planner: AS
Date Prepared: 2022/12/16
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32
 Meters



Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: On September 21, 2022, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 22, 2022. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a cluster townhouse development consisting of 10, 2 storey, residential units and 26 total parking spaces. Possible change to Zoning By-law Z.-1 **FROM** a Residential (R1-9) Zone **TO** a Residential (R5-7(_)) Special Provision Zone

Public Responses: 71 (see below)

1. Gene Gordon

We are in favor of development of this property, while adhering to existing R1-9 Zoning Requirements. Nothing other than a configuration of detached single-family homes is acceptable for this property. Please do not set a precedent!

We are residents at _____, sharing a 45.54-meter boundary, and spanning the whole western side of this proposed development. We are directly affected, and negatively impacted, by the application should it be approved. We respectfully look to you at the Planning & Development Committee to REJECT this application in your report to the Planning & Environment Committee.

We are looking to your Committee (and our Councillors) to be good stewards, entrusting you to take care and careful management of the R1-9 residents and their investment into this area. We look to you for your consideration.

- a. Highland District (R1) Zoning is a single-family neighborhood with no retail/commercial plazas nearby. The proposed development is not in character with the neighborhood, which consists of large lot estate homes.
- b. Traffic, noise & sidewalk congestion so close to UQ & Commissioners Rd will intensify significantly with the proposed development
- c. Not on the Bus Rapid Transit line (BRT)
- d. Residents have purchased their properties at premium prices in this R1 zone, single detached dwellings. We built this home from property already severed from 489 Upper Queen Street. Residents have invested considerable amounts of money purchasing, building, renovating, and landscaping their homes in this R1-9 zone.
- e. Upper Queen St, is a secondary collector. The traffic count at Upper Queen St. & Commissioners Rd. intersection is currently 12.5. This proposal includes the addition of up to twenty-six cars at 489 UQ (before food & retail delivery vehicles & weekend/holiday visitors & garbage/recycling trucks) which would magnify the congestion. There is an existing laneway/right of way immediately north of the subject property serving three homes only 90 yards from the corner of Commissioners Rd
- f. A proposed new laneway on the southern boundary of the subject property would see these 26+ vehicles less than 240 yards from this already busy intersection. A bus stop exists between the right of way and the corner of UQ/Commissioners, compounding congestion. Also of note is the recent completion of bike lanes at this corner, with attendant cement curbs. At minimum, a NEW TRAFFIC STUDY IS REQUIRED by the city. Parts of Upper Queen St. has a traffic count of 13 and 14. This street is already terribly congested and cannot support more.

2. Karli Fajdiga and Vernon Martin

As a resident on _____, our home will be directly and negatively affected if this Amendment is approved. 489 Upper Queen Street is located behind our backyard.

- a. Our concerns are the following:
 - i. This proposed development is entirely NOT in keeping with the character and zoning of existing single family homes on Commissioners Road, Barons Court, Highland Heights and Upper Queen Street.
 - ii. City rezoning approval for 489 Upper Queen would set a precedent for other Upper Queen and Commissioners Road properties to be sold and redeveloped in a like manner.
 - iii. The Upper Queen/Commissioners/Ridout intersection is already congested and the addition of 11 Townhomes would only add to an existing situation.

There is a group of neighbours who will be voicing their concerns and fighting this proposed amendment. Thank you for your time

3. Ross Bishop

We must clearly state that we are against approval of a zoning change from R1-9 to R5-7 for an 11 unit townhouse development proposed for 489 Upper Queen Ave. Specific to our property location, the completed development as proposed will create a slowing and backing up of traffic at the corner of Ridout and Commissioners Rd with the increased number of vehicles entering and exiting this property location. Southbound traffic on Ridout at the commissioners intersection has been slowed and backed up with the newly installed island placements for the extended bike paths at the corner. Once the Ridout St bridge is completed this problem will be exacerbated though greater traffic volume loaded onto Ridout Street. The development will cause increased slowing and backing up of traffic heading North on Upper Queen towards Commissioners with vehicles attempting to turn left into the property against currently busy southbound traffic flows.

The building design has its drawbacks as well, in relation to matching existing home designs in the area and building height in relation to existing condo property neighbours to the west of the property.

Again, we are against the approval of this townhouse development and request the City of London to deny approval of the proposed zoning change.

4. Geoff Barron

Good morning. My name is Geoff Barron and I live at _____ and am writing to voice my objection to the zoning bylaw amendment for 489 Upper Queen St.

The plan as submitted is completely out of character for the neighborhood. The setback, lack of trees and green space being the most obvious features in the appearance of the proposed development that do not fit in. The lot which once held a single house is large enough to be divided but the overall appearance of the redevelopment should fit in with the neighborhood.

There are several other issues which come to mind as well when I reviewed the plan you sent out.

- i. Garbage. 11 units equals up to 33 garbage pails and 22 recycling buckets on Upper Queen if street collection is the plan. Seems like a lot on the sidewalk with no boulevard strip and a bike lane. It is a busy sidewalk and with the recent street widening for bike lanes

space is tight. If not out front for street collection there will be dumpsters. I did not see them on the plan. Probably would be near the back fence by visitor parking.

- ii. Building Set back from road. 11 unit plan too close to UQ . The drawings provided show a wall of townhouses that are out of place on the block. This depth of setback would work in the core where the lots are 100 deep not 200-300 deep. All other homes are 50 - 100 feet from side walk with lawns and trees. This proposal develops over 80% of property and in no way fits in. The old doctors house south of this lot set close to UQ used to front onto Commissioners and had a side entrance for the doctors office facing UQ when it was a dead end country lane.
- iii. Water runoff. The only green space is at the back on the highest elevation. All rain and snowmelt will go to street.
- iv. Trees. City tree line on street will be cut short at this property. 3 trees planted when side walk on UQ done 5+ years ago would need to be removed. Where are new trees to be planted?. Also there were other mature trees on the lot until cleared a few years back. This is not how the lot appeared before house removed.
- v. Parking . 1 outdoor parking spot per house plus 4 visitor spots for 11 units is inadequate. There is no street parking on UQ or Commissioners. If there were a proper setback driveway would allow for multiple cars as on rest of block. What happens on weekends and holidays to over flow parking? Will they park on the little bit of green space left?
- vi. Snow removal and storage on site. Where will the snow from 11 lane ways, 4 visitor parking spots, 11 walkways and 200 feet of lane be piled up. Not on the street. Not behind the back 5 units. Lots of snow falls in London.

I think a row of 3-4 townhouses set back from the road with yards , trees, gardens, and 2-3 car driveways would be fine but to develop the lot completely to within 12feet of the sidewalk is excessive. Asking to retain a lawn and trees like the rest of the street is a reasonable request.

What are the next steps to object to this project? How can I see how it compares to the city plan for this neighborhood?

5. David Judge

There is a proposal to develop townhouses on the property.at 489 Upper Queen St. I would like to object to this proposal as all of Upper Queen St is made up of single family dwellings. A development as the one proposed is not consistent with the rest of the street and would be out of place. I hope you will vote against anything other than a single family house.

6. John Clearly

Writing this email as a concerned neighbour/resident of this area (live on Mountsfield Drive) and to express opposition to the proposed rezoning application for 489 Upper Queen Street. The surrounding area is very conducive to single family housing and very concerned that this would alter the housing landscape of this area now and in the future if such a rezoning application is approved. Would hope to avoid setting a precedent for large lots in the area of Upper Queen Street and Commissioners Road to become stacked, high density, multi-story cluster townhomes. Hope these comments are taken into consideration with respect to this rezoning application.

7. Ron and Alison Smeets

We are whole heartedly against this development, if the city allows this re-zoning it will set a precedent that would make it difficult to deny other properties along Upper Queen Street from asking for the same high-density zoning. This could lead to an unsustainable burden to the streets infrastructure and traffic patterns and change the character of the neighborhood in a negative way.

We also believe the look of this development is totally out of character with the surrounding streetscape and will make the intersection of commissioner's road and upper queen street even more dangerous when up to eleven or more vehicles may try to exit the complex northbound where traffic is already backed up every day. Zoning on Upper Queen Street should remain single family housing.

8. Aline

I am a resident of London and there is a Notice of Planning Application in the works next to my home.

I'm only trying to ascertain the definitions and specifically what issues fall under each of these categories

- i. Land Use...although seems straight forward....including what specific items
- ii. Development Intensity...again, seems straight forward....including what specific items
- iii. Form of development....I'm stumped on this one.....in layman's terms what does this mean? Plus what specific items fall under this category.

I would greatly appreciate your consideration if you are able to give me the basic understanding of these 3 items.

9. Ken Ramer

I must strongly oppose this planning application at 489 Upper Queen St. The current zoning R1-9 is in place to guarantee the conformity of upscale homes and properties on the street

The current residents have all paid a premium for their homes and estate sized lots, knowing that the current zoning would protect their investment. To think that a developer could buy a lot and build 11-2 storey townhouses on this street is unfathomable and preposterous.

As a very active realtor for over 40 years mainly in the south of London, I know how difficult it is to change zoning. I have always believed that the zoning was in place to maintain conformity in neighbourhoods and to protect the homeowners from developments such as this. My extensive experience over the years has also taught me how a development like this can have a serious negative impact on property values in the immediate area.

I understand what the city is trying to accomplish but this location doesn't lend itself to a townhouse development. There are certainly other locations where a townhouse development would conform to the neighbourhood

The recent changes to the corner of Commissioners and Upper Queen will cause traffic issues and I believe adding another 20 cars to that location is dangerous. If this application is approved it sets a precedent that will allow developers to buy any property on Upper Queen and erect more townhouses, further lessening property values and increasing traffic congestion.

It will also send a message to developers that they don't need to pay too much attention to current zoning as going forward it can be easily changed. It brings the effectiveness of the zoning department into question.

In short, I find it hard to believe that this application is even being entertained as it so goes against the conformity of an upscale and desirable neighbourhood.

There is no upside to this proposal to anyone but the developers. My wife and I live at _____ and again we strongly oppose this application and the negative affects it would have on the neighbourhood

10. Debbie and Andy Mathias

We are writing to express our concerns in regards to the planning application for the erection of townhouses at 489 Upper Queen Street.

We are strongly opposed to the proposed changing of the current zoning R1-9 which has been in place to guarantee the integrity of these upscale homes and large estate properties along Upper Queen Street. If the zone is changed then there will be no stopping further developers from tearing down existing homes on these large mature lots to construct multifamily housing along this already very busy street.

In addition to the new changes to the corner of Upper Queen and Commissioners very close to the proposed lot at 489 Upper Queen Street, has already added perilous driving conditions by adding concrete islands for cyclists and narrowing the turning lanes for cars. Adding a townhouse with 20+ more vehicles pulling in and out onto Upper Queen Street will make this area even more congested and dangerous for both motorists and cyclists.

My husband and I have lived at _____ for over 20 years. Just driving along Upper Queen Street depicts a strong respect for home ownership. We all strive to keep our properties looking nice and homes have been well maintained. People tend to stay here and not sell because of the pride we take in our homes and with our neighbourhood community.

11. Val Roche

I must strongly oppose this planning application at 489 Upper Queen Street. The current zoning R1-9 is in place to guarantee the conformity of the upscale homes and properties on the street. Residents in the area have paid a premium to reside in this local. For a developer to simply buy a lot to squeeze 11-2 storey box style townhome units onto for as much monetary gain as possible is not only unfair to us but also to the renters of the units. It has not been thought through enough as there are only four guest parking spots with an adjacent small area for the garbage truck to drive in and back out of the single lane driveway. This will also cause issues in the winter as there is nowhere to pile backed up snow. Siv-ic said at the zoom meeting that the owner of the complex will most likely hire a snow removal company to truck the snow away. This sounds logistically difficult given the small parking area and if guest vehicles are parked where the large trucks need to turn around it's unworkable.

Another potential problem is the mutual drive on the south side of the lot that is a private drive and given the small guest parking area on the townhouse complex it will only invite tenant guests to park in the private drive during holiday occasions as there is nowhere else in the area to guest park.

Zoning is in place to maintain conformity in neighbourhoods and to protect the homeowners from developments such as this. The recent changes to the corner of Commissioners and Upper Queen will cause traffic issues and I believe adding another 20 cars to that location is dangerous and as mentioned above the four guest parking spots can only become a problem.

It will also send a message to developers that they don't need to pay too much attention to current zoning as going forward it can be easily changed as the developers will believe (if not already believe) that they have an in with city planning that overrides the residents well-being. It brings the effectiveness of the zoning department into question. The only winner in this proposal would be the developer.

12. Lana Tangen

In regards to the townhomes planning to be built at 489 Upper Queen str I would like to say I am totally opposed to that many homes going there . That corner is already a problem with being extremely busy , also the style if these townhomes are not going to go with this street style at all. If multi family homes are to go in I suggest one floor units and not so many crammed into that space . These will bring down the value of all the surrounding homes

13. Susan Stewart

I live at _____, which is a few houses down from the proposed townhouse development. I have lived on Upper Queen for 10 1/2 yrs and during that time have seen the traffic flow become increasingly worse. It is a daily occurrence for vehicles to travel between 70-90 KPH and blow the stop signs at Chiddington. I myself and my neighbours have all had extremely close calls as pedestrians walking our dogs. All of us have nearly been hit because of people disregarding the stop signs. Because of the fact that Upper Queen St. is used as a main thoroughfare, the speed limit and stop signs are frequently disregarded. There is never any proactive enforcement by police and police cruisers, city buses and ambulances (not going to calls) all travel well above the speed limit.

The recently installed bike lanes at the intersection of Commissioners and Upper Queen have only exacerbated traffic issues. The bike lanes are a wonderful idea, as I commute daily on my bike and appreciate the lanes. The installation of the cement islands has caused chaos, with an uptick in motor vehicle collisions already. We are unable to enter Upper Queen St. from Commissioners when hauling our travel trailer home to be unloaded. We must now go to Wellington, down Baseline and up Ridout onto Upper Queen. The turn is impossible to make with the cement structures in place and I have already observed small cars turning into the narrow bike lane in error.

I implore you to examine installation of speed bumps between Commissioners and Chiddington and from Chiddington to Ferndale. I also ask you to examine the dangerous conditions the installation of the cement barriers are causing.

I believe the Townhouse proposal, if allowed to come to fruition, will degrade all property values in the immediate area. It will only add to the traffic, noise pollution and safety of all who reside on the street. This appears to be a developer wishing to capitalize on a double lot and make as much money as possible with no concern of the current homeowner dynamic that makes living on Upper Queen desirable.

Please oppose this proposal by protecting the existing residents from the instability it will impose. I fear the 1 acre lot across the road from the proposed development will be the next target if rezoning is allowed

14. Maher Ghattas

I'm sure you have received volumes of emails and telephone calls regarding the proposed zoning amendment to 489 Upper Queen street. We are opposed to such a change across the street from our family home.

My family and I live at _____ which is one lot south of the proposed cluster townhouse development, on the east side of the street. It is hard to understand that a cluster townhouse proposal could be put forth in our area and possibly become the new normal for any developer to 'intensify' our neighbourhood! How would a townhouse cluster respect the existing character of single detached dwellings in our area?

There are several concerns that I have against the proposed amendment that I'm sure you've heard about, but I have a few more to add with respect to additional traffic being created in this section of our street.

- i. The recent changes for accessibility lanes/islands for pedestrian and cyclist has added congestion to an already busy intersection.
- ii. The visibility of the intersection is impeded as it is on a downhill and slight bend, making it difficult to react to stopped traffic, crossing pedestrians or cyclists (let alone winter snow and ice conditions).
- iii. There are two city bus stops across from each other, also on the downhill portion with slight bend in the road.
- iv. We had to ask our school board to move our children's bus stop from the area before the intersection, as it was unsafe for a school bus to stop, and then attempt to make a left turn onto Commissioners (they sent out traffic representatives/ consultants and agreed that this would be a dangerous pick-up point also citing the downhill, slight curve and two city bus stops).
- v. The thought of adding 20+ potential vehicles coming and going from a laneway that is so close to a busy intersection, close to two city bus stops, school bus stop and protected cycling lanes on the street, is incomprehensible and seems to be an oversight on the planning committee/developers to even consider this zoning amendment.
- vi. I was rear-ended in my car directly in front of 489 Upper Queen, while going north on Upper Queen street after leaving my driveway. A car was speeding north on Upper Queen street and did not see the traffic stopped ahead. I saw him approaching quickly and tapped my brake lights as I had no room to move forward. He impacted my car and I narrowly missed the car in front of me. I still suffer with neck pain and PTSD related issues to this day. This happened less than 15 meters from my driveway, and I am certain that the increased traffic coming and going from this site will cause similar, potentially dangerous/deadly traffic-pedestrian situations.

I would be happy to speak with you further regarding the proposed changes and hope that you will take our neighbourhood concerns seriously to stop such a proposal from happening in our area.

15. Shelley Galvin

I strongly oppose this proposed amendment purely because I believe it poses a significant risk to the many pedestrians and bicycle commuters that regularly use Upper Queens and Ridout street - a significant and well used SINGLE lane thoroughfare here in our lovely Old South/Lockwood Park/Hyland Golf course neighbourhood.

I live at _____ - right on the corner of Commissioners Road and Ridout/Upper Queens. I can tell you that the density of the traffic on Commissioners Road, especially at the intersection of Ridout/Upper Queens has already reached ridiculously dangerous levels and there is no doubt in my mind that someone in our neighbourhood is going to be badly injured or worse. To propose to add an additional ELEVEN households, likely 25 vehicles into this extremely overused traffic area is completely unacceptable.

As you likely know, Commissioners Road through the Ridout/Upper Queens intersection is a MAJOR thoroughfare - for fire trucks, paramedics, police cruisers and now, in the past 24 months, is also an LTC Bus route (moved south from Baseline road for reasons that are unclear). There are many, many vehicles travelling at high speeds, regularly running red lights and there are a lot of pedestrians and bicyclists. During the construction to build the safer bicycle lanes, Commissioners Road was down to one lane and was OFTEN backed up all the way to Wharncliffe to the West and Wellington to the East during that construction.

Clearly, infilling this many units with their accompanying vehicles in an already overwhelmed traffic infrastructure would be a major mistake. I believe that the fact that Ridout and Upper Queens are single lane roads each way is one of the reasons it is currently zoned R1-9 - because the road and traffic infrastructure cannot handle that many additional families and the associated vehicles.

I am extremely concerned for the safety of the following groups, if this zoning change is allowed to proceed:

- i. Students attending Mountsfield Public school who regularly walk along Commissioners Road and Ridout several times a day to attend school
- ii. Students attending South Secondary school who regularly walk or bicycle along Commissioner Road, Upper Queens, Ridout etc several times a day to attend school
- iii. Neighbours who enjoy walking in their Lockwood Park/Hyland Gold Course/Old South neighbourhood (and there are LOTS OF WALKERS) who will be put at additional risk due to the increased traffic from this infill

Just last week, I was shocked while working from my upper floor office to hear a loud BANG and a second later to see a car come hurtling up over the sidewalk into our driveway! At first I thought it was a police car because it was white with blue lettering, but it turned out to be a dealership shuttle vehicle. There had been yet another accident at the intersection of Ridout/Upper Queens and Commissioners Road - and the impact of the crash not only completely filled the vehicle with air bags, but caused the car to come flying up over the sidewalk and partly into our driveway. I shudder to think what would have happened if I had been walking my dogs down the driveway, if my son had been waiting at the end of the driveway to head to work, if a Mountsfield or South student had been walking on the sidewalk on their way to school, if one of my neighbours was out for a walk or heading home with groceries from Metro etc.

We CANNOT afford to increase the population density in this area - it was never intended to serve an excessive number of households, all clustered together, just off a very NARROW single lane road like Upper Queens - and there absolutely will be disastrous consequences if this zoning change is approved

Thank you for considering my opinion and input

16. Pamela Batzold

I do Not support the rezoning of 489 Upper Queen Street. Living in London Ontario since 1975, I have seen some extremely positive growth and some things that stick out and I question how the City approved this. I feel that based on the history of the area, and with the decisions made over the last few years, that this is a situation where money speaks before common sense.

When the original home was torn down, we questioned this as a family. Personally we loved the look of that home, but after hearing that a family was going to build two houses, one for the parents and one for a child and their family, this made sense. However this did not happen since the zoning was not

there to accommodate two homes. Then the zoning is there to accommodate 11 homes? What happened? How was this even possible from a nice family environment to multi higher density homes on the same lot?

I moved to Barons Crt and back onto Upper Queens. I hear the fast moving traffic and the speeding (mostly) overnight. I can not see how this decision to increase the incoming and outgoing of this property so close to a major intersection would not cause concern for both people walking, riding their bikes and merging into traffic. it is just too close to the intersection to make any sense.

The City of London is promoting bike lanes, this was proven with the crazy new intersection at the same corner. Changing the zoning in the exact location of the support for bike lanes is a contradiction of the bigger plan I understood the City had.

We also have a property on Barons Court at the corner that is under review to be sectioned off to accommodate a single family home on a very small lot. This property went up for sale and since the current owners have not kept up the property. When we walk or driving past it daily to see the weeds growing out of control is concerning.

My understanding it takes time to subdivide a parcel of land. Once its under review i have seen multiple times where the lot is neglected.

I believe the City should monitor these situations and know the history of the land/property and move forward in a proactive way and not reactive way

17. Kate Keating and Jean

I co-own the house at _____, close to the proposed development. We are very concerned and disappointed about this zoning change application and proposal, as presented.

There are many reasons to consider higher density housing options in urban areas, but the philosophy should not be to build anything, anywhere, without respecting the character and scale of established neighbourhoods. This seems especially important with an application that would set a precedent in an area that has been desirable and distinct for generations.

As discussed at siv-ik information meetings, the Upper Queen neighbourhood is unique within London, in part because R1-9 zoning has protected its heritage trees; green spaces around ponds, parks, and the golf course; and its single-family style of dwelling set back from the street. The current proposal to shoehorn many townhomes into one lot does not take this Forest City character into account at all. The developer has emphasized their efforts to not “exceed” maximum allowable building sizes and features allowed by the London Plan, but surely making new developments “less bad than they could be” shouldn’t be the goal of the city nor urban planning in general.

I co-own the house with my mother and, as has been the case for quite a few other neighbours over the years, we are now an example of both resident loyalty to the area and its multigenerational appeal. This house where I grew up continues to be where my parents stayed into retirement and have witnessed many changes to the street — including new people, new buildings and renovations, and the major transition from quiet dead-end street to a busy thoroughway — but the overall look and feel has, remarkably, stayed the same. Features that appealed when my parents bought the house in 1969 have stood the test of time. Both the houses and the area itself have ‘good bones’ and continue to offer a good foundation and quality of life for people at different life stages.

Early arguments that stuffing townhomes into this location could offer opportunities for seniors hoping to "downsize," or for young families, are unrealistic because such infill units often have vertical and stair-dependent designs, making them less accessible and less elder- and child-friendly than other building styles (such as the single family ranch-style homes found on Upper Queen). It seems likely that cars would be essential for most townhome residents because this side of Commissioners Road is more car-dependent and less pedestrian- and senior-friendly than other neighbourhoods such as Wortley Village.

In addition, this proposed development seems likely to add to ongoing challenges related to traffic volume and flooding. For example:

- i. Even if the proposed shared driveway is on the south side of the lot, adding multiple cars so close to the busy intersection and bike lanes adds reckless complexity for pedestrians, cyclists, and cars, especially at rush hours.
- ii. It is already difficult to leave our driveway by car at certain times of day, and there are new logistics related to watching for pedestrian and bike traffic from the north and south simultaneously; in spite of the new lanes, many cyclists still feel safer on the sidewalks.
- iii. Here at _____, we are currently rebuilding from our second basement flood and overland flood insurance claim in 15 years. Further infrastructure pressures risk affecting the already stressed water table. Drainage issues already affect the shared lane north of 489 because treacherous icy patches form on the sidewalk, from there to the bus stop, in winter.

Overall, this proposal doesn't suit the lot or neighbourhood and seems like an attempt to set a precedent for more drastic zoning changes in south London, rather than taking advantage of the street's natural features and truly making London more liveable for more people in innovative ways.

We are worried about this proposal because we already appreciate Upper Queen Street and don't want inadequate attempts to address housing challenges to, in reality, result in killing a goose that lays golden eggs.

Thank you for considering our concerns

18. Ross MacDonald

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and my request to the City of London, Planning and Environment Committee to REJECT (not recommend) Application Z-9540 to the City of London Planning and Environment Committee.

- i. **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate eleven, two story townhouses is an unacceptable and unprecedented ASK to go from R1 to R5.
- ii. **Policy/character:** Notice of Application – Planning Policies states "intensification will respect existing neighborhood character". It should not be considered that eleven, two story townhouses (plus visitor parking) respects existing neighborhood. THIS REZONING APPLICATION, DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape or form.
- iii. **Location/land Use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes and live here, with the assumption that the City of London would be good stewards to protect and maintain our investments. PROPOSAL IS A DETREMENT TO OUR INVESTMENT IN THE AREA.
- iv. **Traffic:** Mere metres away from the busy congested intersection of Commissioners/ Upper Queen/Ridout. With new bike curbs,

AND 2 private drives directly off Upper Queen on south/west corner, AND immediately next to that a private right-of-way driveway serving 3 homes. AND now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this before you include visitors, maintenance vehicles, postal vehicles, garbage/recycling trucks. THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFIC PATTERNS .

- v. **Neighborhood Impact:** A rezoning would forever change the character of this area. Families have lived here for 40 plus years.
- vi. **Intensification/infill:** can be accomplished in a manner that respects the existing neighborhood and character AND satisfies the City Plan for infill, all the while accommodating single detached dwellings, without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE.
- vii. **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots and small lots, one story and two story detached single family homes . PROPOSED DESIGN DOES NOT SUIT 489 UQ property.
- viii. **Form of Development –** from the original home on the property, R1 detached single dwelling (now demolished), to R5 Cluster townhouses? The 489 UPPER QUEEN STREET PROPERTY IS TOO SMALL FOR R5 ZONING.

I respectfully request the Planning and Development Committee take my and all residents' comments into consideration in your recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to this rezoning application.

19. Bob Wood

We are writing to express our opposition to the above application as we do not believe it conforms to the Official Plan and would be bad planning if approved. The proposal would result in housing very different from that which surrounds it for blocks, while the Official Plan calls for any zoning by-law for this location to be consistent with the surrounding properties' use. Approving this application would undermine the goals of the Official Plan

20. Don Wilkinson

I am writing you today to state my opposition to the proposed development of 489 Upper Queen.

I speak from a position of knowledge on both the history and some details concerning and a previous Sale of this property.

One of my Real Estate clients was the long time owner of the property and SOLD in 2017 in his mid 80's after raising his family and retiring in the home. When he became a widower the 5 Level Side Split with over 3500 sq ft of living space was far to big for a single person. It was put up for Sale and subsequently SOLD to some members of Highland Golf & Curling Club who were looking to remodel/rebuild on the property. The property was approx. 2/3rds of a acre having been reduced from the original acre sized lots seen regularly on Upper Queen properties.

Common sense and a quick survey of the neighbourhood would show you very little multi-residential properties in our area. The large lots are obviously coveted by developers but I'm guessing almost nobody would support townhouses on a property located amongst million dollar properties. Mrs Aziz who owns the

property to the South has the acre property that stretches to Barron's and would clearly be impacted from a value perspective as would all other neighbours if a development like the one proposed was shoehorned into a beautiful lot like 489 Upper Queen.

The original intent when Dr Biesenthal Sold that property was for it to be a remodelled home or possibly a new home. I'm not sure why the Tobicoe's decided not to move forward with their plan and in all honesty it doesn't matter at this point. They had strongly considered the plan of building a beautiful new home on half the property with the potential to hve space to either build / or sell a lot where another Million dollar property would sit.

The size of that property could support two well designed homes and fit nicely on that 200 foot lot. To add some additional credibility to that discussion one of the most well respected Urban planners in London , Greg Priamo formerly Owner/President of Zelinka Priamo had contacted me about the property prior to the Sale to the Tobicoe's. Greg and his wife Bobbi-Lyn are long time friends. They had initially put a conditional Offer in on 489 Upper Queen that was accepted by Dr Biesenthal. Greg's condition revolved around his ability to secure his selected builder to build a family home for his family. We talked at length about how this property would best be developed. Although the lot would accommodate a beautiful single home , Greg's contention was it might be too big for a property he desired that was going to be approximately 2200-2400 sq ft Bungalow. His plan was to sever the property and either build a second home of approximately the same size with the same high end quality he desired as a way to offset the financial impact of the project.

I understand I am speaking about a person who unfortunately and tragically has his life cut short and has passed away and can not confirm this discussion but I likely not only have notes on the conversations but know his wife Bobbi-Lyn was actively involved in those discussions. My point for sharing this historical dialogue is that if someone who was involved in development throughout the city for 30 years and was respected like Greg Priamo and had looked at that property as one he might purchase but knew it was either appropriately sized for a single property or possibly at most two appropriately sized million dollar homes. To attempt to justify a mult unit townhouse complex at this location is not appropriate and was never the intention of either of the past Buyers or Sellers and certainly not a consideration for any of the many neighbours impacted by a proposal like the one being discussed. I understand that the zoning change is step 1. This property should remain Single family residential but allow for a division into two lots.

I am also a neighbour who lives just down the hill on _____ in a large Single family residential property. The distance is a surprising 320 meters from 489 Upper Queen St. I'm certain this type of a multi-unit development would take away from the feel of this neighbourhood and not conform to what was initially planned by many of us who have worked hard to add to the desirability and values of our properties. Although this area seems to be categorized as "Highland district" it is essentially and extension of OLD SOUTH and has always been bundled into the fabric of the neighbourhood. People who live on Upper Queen or Commissioners E between High & Wharnccliffe call themselves Old South residents.

This proposed development does NOT respect the existing neighbourhood character and seems to be very developer centric with no regard for the neighbourhood. This plan should be opposed, and the property continue to be zoned as a single family with the flexibility for a severance and a maximum of two properties.

If you have any questions or would like to chat about this note , don't hesitate to connect with my the number in red font below.

21. Frank Gerrits

Please accept this email as my opposition to the re-zoning application at 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to reject Application Z-9540 as proposed and send it back to staff for a further review and consider reducing the number of units in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, at 489 Upper Queen Street, in a manner that would respect the existing neighbourhood and character, and remain R1 zone , (single detached dwelling).

Traffic on Commissioners Road East seems to increase on daily basis, as does Upper Queen and adding more traffic congestion, to the intersection of Commissioners Rd and Upper Queen Street, cannot sustain the volume, especially since the recent reconfiguration of the the intersection which has hindered traffic flow. Although, I do not live on Upper Queen Street but use it daily as part of my commute. The proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from a right-of-way (that serves 3 homes), and another 2 driveways right at the corner of Commissioners/Upper Queen Street. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add deliveries, garbage/recycling trucks and weekend and holiday visitors. This will affect all traffic on Upper Queens Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

22. John Sry

I am writing to express my concern and opposition for the ZONING APPLICATION Z-9540 for 489 Upper Queen St. I have been a resident on Upper Queen st for 40+ years and to see such a change on the street raises concerns for traffic and safety.

Already on Upper Queen cars travel too fast coming from the light on commissioners to the stop sign and forward. More over, since the construction of the bike lane and the median built right in the middle of the right of the right hand turn on the Upper Queen from Commissioners rd, it is a very tight road. The construction and housing project being proposed to be zoned on that lot could be potential to future traffic accidents and jams. This is a very quiet street with children and elderly, the disruption of small unit housing will impede on the peacefullness of the neighbourhood.

My family and I are greatly concerned about this zoning of property and we are GREATLY OPPOSING the proposal.

23. Russ and Susan Scorgie

My wife and I own a home within the notified area. We wish to indicate that we ARE NOT OPPOSED to this rezoning request. In fact, we encourage this and

other similar projects where appropriate. In this case, we believe that this proposed project is quite appropriate in terms of the very preliminary concept presented to date. Of course, the final proposal should be monitored and vetted before final approval. It would be appropriate to have the more developed design and landscape plan reviewed by the Urban Design Committee to ensure that the detailed proposal sets a good example.

We did receive a notice from the group opposing this application but do not agree with most of its rationale which we find excessively negative and very unrealistic. The usual NIMBY arguments against are there, but they do not represent the effects of this proposal in any reasonable way.

The City needs intensification and this is of a modest scale, density and number of units serving that purpose. It is located off of an arterial street and on a bus route. It is very near another even busier street and major bus route. If we had more such appropriate developments, it is more likely that there would be reduced automobile traffic on our streets, not more. It represents an approach which is also somewhat more beneficial to climate concerns, infrastructure costs, the housing crisis and community improvements.

As a city, if we do not start approving good quality modest improvements with respect to these bigger issues, we are headed down the wrong path.

24. Joan Cummings & Joann Degaust

I oppose the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and my request to the City of London, Planning and Development Committee to reject (not recommend) Application Z-9540 to the City of London Planning and Environment Committee.

- i. Current Zoning: R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASK - to go from R1 to R5!
- ii. Policy/character: Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character..." It should not be considered, in all good consciousness, that 11, 2 storey cluster townhouses(plus visitor parking) respects the existing neighbourhood. It does not represent this in any way shape or form.
- iii. Location/land use: Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here with the assumption the City would be stewards to protect and maintain our investments. This proposal is a detriment to our investment in this area.
- iv. Traffic: mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Ridout. With the new bike lanes and curbs, and 2 private drives directly off Upper Queen on the south/west corner and immediately next to that, a private right-of-way driveway, serving 3 homes, and now a proposal that would add a double driveway to a cluster townhouse development that will hold up to 26 cars on the property. All this before you include visitors, delivery trucks, maintenance vehicles, postal trucks, garbage trucks. This proposal cannot sustain the volume and traffic patterns.
- v. Neighbourhood Impact: A rezoning of this property would forever change the character of this area!! Families have lived in this area for 40+ years!
- vi. Intensification/infill: This can be accomplished in a manner that respects the existing neighbourhood and character and satisfies the City Plan for infill, all the while, accommodating single detached

dwellings without approval of this unprecedented rezoning application. It does not fit here!

- vii. design: The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots and small lots, one storey and two storey detached single family homes. This proposed design does not fit in this area or specific property.
- viii. Form of Development: from the original home on the property, R1 detached single dwelling (now demolished) to R5 cluster townhouses???. This site is too small for R5 zoning.

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning and Environment Committee.

Please acknowledge receipt of this opposition to this rezoning application.

25. Marcus Lennox

I, along with my neighbour, Terry Clifford, who owns and lives at _____, would like to add our voices to OPPOSE the proposal before the City of London's Planning and Development department by a developer who wishes to re-zone the subject property from R-1 to R-5. The reason for the proposed re-zoning is to enable the developer to build, what is referred to as, a "cluster townhouse development"

Attached to this email are formally signed Opposition Letters from Terry Clifford and myself. Please place them on the record. As we understand it, your department is in the stage of collecting comments and reaction from the property owners and community in which the proposed re-zoning is targeted. After this stage is completed, it is our understanding that an actual public meeting or meetings will take place – please place Terry and myself on your list of recipients of notification of such meetings. Thank you.

In closing, I would like to reiterate our hand-written comments which may be a trifle illegible. And that is to observe that – over and above the documented litany of valid legal, zoning and philosophic reasons why this proposed re-zoning and cluster townhouse development is a colossal mistake – we wish to highlight yet another. As one proceeds south along Upper Queen Street from the intersection at Commissioners' Road, one goes up a steep incline, the apex of which would meet the proposed driveway into the cluster development. Aside from the heightened level of traffic congestion which has already been detailed and which will predictably cause accidents in normal weather conditions – when one adds in the snowy and icy conditions of winter, this proposal is a recipe for DISASTER! The clear foreseeability of injury and death should make any public official (or Ward 12 Councillor) reject this re-zoning proposal from a good governance perspective alone!

26. Joanne Baril

Comments provided within a separate PDF document

27. Al and Chloe Servant

Comments provided within a separate PDF document

28. Ann Pinchin

Comments provided within a separate PDF document

29. Barry Deathe and Susan Brown

Comments provided within a separate PDF document

30. Darren Frickey and Bevinda Braga

Comments provided within a separate PDF document

31. Frances Metz

Comments provided within a separate PDF document

32. Helena Pedenko

Comments provided within a separate PDF document

33. Jay Johnson and Joanne Baril

Comments provided within a separate PDF document

34. Jim Giannoulis

Comments provided within a separate PDF document

35. John Lee

Comments provided within a separate PDF document

36. Linda Cruden

Comments provided within a separate PDF document

37. Pat Levac

Comments provided within a separate PDF document

38. Patricia Amos

Comments provided within a separate PDF document

39. Ron and Diane Bryant

Comments provided within a separate PDF document

40. Ron and Mary Martindale

Comments provided within a separate PDF document

41. Dan and Heather Colfax

Comments provided within a separate PDF document

42. Cheryl Jennings

My husband and I wish to register our concerns and objection to the rezoning of Upper Queen Street to allow for townhouses. We live on _____ near the corner of _____

Since the addition of the cement barriers for bicycles where installed at the intersection of Ridout and Commissioners, the back up of traffic to the lights has increased . As a result, it is very difficult to exit onto Ridout from Mountsfield at busy hours. When parents try to do so when picking up their children it is chaos now. Increasing the amount of traffic down Upper Queens to the intersection can only exasperate the problem. Even now drivers use our street as a shortcut to avoid the intersection.

That area has been residential for as long as I can remember. Making it multiple dwelling will change the whole character of the neighbourhood . And not for the best.

We strongly oppose this rezoning application.

43. Patrick & Karen Levac

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our home and renovated our home, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next to a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. The proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

44. Andrew Marlowe

I just received a flyer in my mailbox asking me to oppose a new townhouse development at 489 Upper Queen Street West (Zoning By-Law Amendment, File: Z-9540). It's a bit heated, and I get the impression you might get some not-so-fun emails from a small but loud minority of residents in my neighbourhood. I apologize in advance if either of you do get a flood of negativity!

Hopefully I can balance that out with some cheerful comments in support of the project! The area is a great one for infill development- it's readily accessible by public transit, walking distance to amenities like grocery stores, and walking distance from two of London's largest employers (LHSC- Victoria Hospital, and St. Joseph's Healthcare London- Parkwood Institute). As an employee of both organizations, I can tell you that both are struggling to with staff being unable to handle the rising cost of housing in the area, and the lack of transit in London to get people to work- we need MUCH more housing nearby (or a more reliable bus system, but I know that's out of your hands).

I STRONGLY believe this is within the existing character of the neighbourhood- literally around the corner from this site there are existing townhouses, and even some denser 8 story developments. I'd love if this property could be turned into a nice midrise instead, but will settle for the 11 townhouses.

London desperately needs as much infill development as it can get, and I'll happily take some of it in my backyard. I'll also try to attend whenever the rezoning meeting is set to lend my support.

45. Tim and Wendy Carroll

As an affected homeowner and a thirty eight year resident of Upper Queen Street I am very disappointed that the city would even think of allowing a cluster of townhouses on this section of Upper Queen Street. I am particularly saddened since I recently encouraged my daughter to purchase a house across the street from me on Upper Queen St.. Had I known that the street was to be re-zoned multi family I certainly would have told her to look elsewhere.

I VERY STRONGLY OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and my request to the City of London, Planning and Development Committee to REJECT (not recommend) Application 2-9540 to the City of London Planning and Environment Committee.

The City of London Planning Policy states: "intensification will respect existing neighbourhood character...". I am echoing the feelings of many of my neighbours that I have spoken with, that Eleven (11), 2 Story cluster townhouses (plus visitor parking) DOES NOT respect existing neighbourhood character in any way, shape, or form.

Friday I spoke with my elected representative Elizabeth Pelozza who agreed with me that the proposed development was excessive and out of character with the neighbourhood. The proposed change will undoubtedly set a precedent, so in the future, every time a large property comes to market, it may be 'snapped up' by a developer and a multifamily dwelling constructed in its place. When my wife and I purchased this property and our daughter bought the place across the street, we never dreamt that the city would casually allow such ruinous changes to the zoning bylaw and thus the look and feel of this proud community.

Many folks I talked to, felt infilling was acceptable as long as it conformed to the single-family designation. (R1) Surely infilling can be accomplished in a manner that respects the existing neighbourhood and character AND satisfy the City Plan for infill, while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. THIS PROJECT DOES NOT FIT HERE!

Suggestion: Perhaps the lot at 489 Upper Queen St. could be divided into 2 lots with a minor variance and that would yield a 100% increase in density! I feel infill should be accomplished reasonably with minimal impact to the 'look and feel' and infrastructure of the neighbourhood.

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my STRONG OPPOSITION to this rezoning application.

46. George Kerhoulas

I'd like to begin by reminding all involved we are discussing a Single-Family neighbourhood. We walk our dogs, ride our bikes, bbq with folks down the street, send our kids off to great nearby schools...just like other mature neighbourhoods.

Many of us have spent hundreds of thousands of dollars restoring or renovating our homes. We have resisted the urge experienced in other areas to add density to our lots. Some residences are recognized by local heritage and conservancy groups. Our municipal tax bills are shockingly high.

If one stands at the corner of Commissioners and Ridout/Upper Queen and looks a kilometre or more in all directions, there is almost no apartment/townhouse development. The minimal low impact commercial here services the area. Just because these are busy streets with bus routes does not warrant more commercial or denser residential development. That growth can be easily accommodated along the pending BRT route steps away on Wellington Rd.

I quote directly from the City of London Zoning By-Laws "SECTION 5 RESIDENTIAL R1 ZONE 5.1 GENERAL PURPOSE OF THE R1 ZONE The R1 Zone is the most restrictive residential zone, and provides for and regulates single detached dwelling" or "5.2 PERMITTED USES No person shall erect or use any building or structure, or use any land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any Residential R1 Zone variation for any use other than the following use: a) A single detached dwelling."

Personally, and not necessarily representing the position of the local group challenged by this development, I believe this site is a viable, moderate frontage, small lot, single family in-fill of a few detached homes.

Approval of this project will begin the un-stoppable erosion and eventual destruction of the fabric of our neighbourhoods along Ridout/Upper Queen and Commissioners. There is no valid reason to approve this development as there are many infill options available elsewhere.

Would any City planner or Councillor support the demolition of two or three homes on another mature Single-Family street, in a R1 Zone, to generate a lot of this size to build the project in question? Not a chance. We strongly oppose this project ask that it be denied

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47. James and Virginia Glannoulis

I am attaching a letter stating my opposition to the Zoning By-Law Amendment - 489 Upper Queen Street - File Z-9540.

Our family resides at _____ for more than 35 years. We enjoy our neighborhood consisting of single family homes with large lots. The reason we have invested in our property and continue to live there, is strictly due to the character of Upper Queen Street. Zoning R1- single detached dwellings.

I strongly state that existing neighborhoods should be protected .Rezoning would forever change the character and the historic elements that are embedded within the Upper Queen Street and the surrounding residential R1 area. Cluster housing will devalue the R1 detached homes and the existing residents will be faced with the loss of enjoyment and pride they have for their properties.

Neighborhoods similar to the Upper Queen street R1 zone area that exist throughout London serve to enhance the image of our City, and therefore, draw outside residents and new businesses to relocate here. They are designated R1 for a reason, and our City benefits as a whole. Let's keep it that way!

48. Maria Gitta and Doug Mitchell

My husband, Doug Mitchell and I are against the rezoning of 489 Upper Queen St. from R1 zoning to R5-7 which would allow 11 two-story townhouses. This

would be the death knell for this and other neighbourhoods that have a uniform zoning and similar appearance.

We have lived at _____ for over 26 years and want this small neighbourhood to maintain its lovely character.

What is the point of having zoning if not to protect neighbourhoods -- especially the smaller ones like ours?

49. Susan and Ron Fenney

We live at _____ and wish to oppose the proposed zoning amendment for 489 Upper Queen Street.

We have lived on Barons Court since its inception in 1984. Over the years we have seen London's Official Plan change to an "inward and upward" philosophy at the expense of the existing R1 designations. The direction we fear is happening is no single-family dwelling is safe in this environment. Any developer can come in and go against current neighborhood standards and try to turn it into something more.

This is similar to allowing single-family dwellings to be turned into VRBOs at the expense of others. There appears to be no integrity left in what can happen to residential neighborhoods.

Would it not be in the best interest to keep 489 Upper Queen as R1 period? We as taxpayers deserve to be treated better by our city and our concerns heard.

50. Martha Hauk

Our property is located opposite this proposed build site and would like to make it clear we completely oppose this zoning change. It is disappointing that it has gone as far as it has but we urge you to halt it in its tracks. Please see our attached opposed position letter and let us know if there is anything further, or more formal, that you require to acknowledge our position.

I am sure you have received the many indicators of why this is not being received well in the community. I understand the request for zoning change is motivated purely by financial gains of the property owner but we should not have to suffer because of this. Please protect our community

- a. I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.
- b. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.
- c. Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.
- d. The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards.
- e. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered. This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).
- f. Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a

- double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries,
- g. garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.
 - h. Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application.

51. Nancy Hind

- a. PDF comments

52. Ted and Lynda Donaldson

We would like to go on record as OPPOSING the Zoning By-Law Amendment - 489 Upper Queen Street.

Approval of this Zoning Amendment will start an unstoppable march to the destruction of the Ridout, Upper Queen, Commissioners Rd neighbourhoods.

City of London Planning Policy states that "Intensification will respect existing neighbourhood character and offer a level of certainty". This proposed amendment to permit 11 townhouses takes a sledgehammer to that Policy statement. There is NO respect for neighbourhood character and it injects a level of UNCERTAINTY for every existing and future homeowner.

Please do not confuse my objection to this Amendment with that of a knee jerk NIMBY response. I am not opposed to infill and intensification. Those objectives can be satisfied with single family homes in a way that would respect and be consistent with the existing neighbourhood character. Without question, this site is a viable candidate for moderate frontage, single family, infill detached homes. The developer would be able to fulfill the Economic Viability standard to the City and proceed with a reasonable Application that would be supported by the Neighbourhod.

You will be receiving a more thorough and broader group response that has the backing of more that 80% of the affected homes within 120 meters. Surely such an overwhelming vote of dissent must mean something to the Planning Department and City Councillors.

As responsible stewards of development in the City of London, you cannot allow this project to proceed.

53. Jean and Jim Young

We hope you will support our opposition to the possible rezoning of 489 Upper Queen Street to accommodate 11 cluster townhouses.

Major increase in traffic volume near a busy intersection of upper queen and commissioners, especially with a newly installed bike turning lane that impedes traffic flow

Out of character for the single family neighbourhood that is zoned single family. Also such a high density project, jammed on this lot, is not in keeping with the large private backyards in this area. London needs to respect and maintain such existing lots which add to the character of this city and neighbourhood

54. Brad Lindsay – Highland Country Club – 610 Members

We urge you to reject this proposal. Upper Queen is zoned R1-9, which is one of the most restrictive in the city, containing large lot estate homes. All such homes on Upper Queen which border our Club's east boundary on our 17th and 18th fairways are complimentary to the course, mostly without fencing. The concern for Highland is the establishment of a precedent to build barrack style cluster townhomes within the R1-9 zoning. We fear developers would, as quickly as possible, acquire properties along Upper Queen on our 17th and 18th hole border to build similar style townhomes, which would require Highland to implement fencing, cedar hedges, etc.

We would ask the Planning Department and city Council to function as good stewards by not providing exemptions to this zoning to protect land values of existing residents, most of whom are Highland members.

55. Pat Ramsden

- a. PDF Document with comments

56. Charlene Jones

I live across the street of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street to accommodate and permit, 11 two story box style cluster townhouses. This application for Rezoning from R1-9 to R5-7, should not be considered for such a development on this property. I am in favor of development of this property but the proposed development is not in character with the neighborhood. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing character of the neighbourhood, and protect the homeowner's property investment. This development does NOT!

As a resident of _____. for 16 years, I can see a few safety issues with this development. London is a snow belt city, with more and more snow fall every year, there is nowhere to pile snow. Siv-ic said at the zoom meeting that the owner of the complex will most likely hire a snow removal company to truck the snow away. This will be logistically difficult given the small parking area and if guest vehicles are parked where the trucks need to turn around. The space is unworkable. Snow will accumulate and flow onto the road.

Home delivery is rapidly increasing. Due to the limited space on this 11 unit develop, there's no place for deliveries to park or turn around. Delivery cars and trucks will park along Upper Queen Street blocking traffic and cutting off the new bike lanes. Creating a dangerous situation for everyone in the area. The Proposed development has no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

This proposed development will accommodate 22 resident and only 4 guest parking on the property. Street parking is not permitted on Upper Queen, Ridout St. or Commissioners Road. This design is untenable. Weekends, holiday visitors and party gatherings would overflow into all the residential area.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

57. Doug Michell

I am opposed to the change in zoning at 489 Upper Queen St. as it will set a precedent on this street for multi-dwelling units to be constructed on this street causing serious traffic congestion on an already very busy street. It is used by ambulances, fire trucks and the police. The development couldn't be in a worse place so close to the intersection of Commissioners Road and Upper Queen St. There are line ups at this location already and they will be much worse when the bridge on Ridout Street is completed. Adding a multi-dwelling development will make an already serious situation worse. Please reject this application.

58. L. Martin

I live on Chiddington, near the location of 489 Upper. I OPPOSE THE change from a R1 to an R 5 designation. I assumed, probably like many, that this empty lot would accommodate another gorgeous single family home like the the other recent new builds in recent past which have been built North of Commissioners on Upper Queens.

There are gorgeous, and prestigious homes all along Upper Queens. There has not been any cluster homes built along this section (Baseline to Southdale Road) and I believe they do not fit in.

I do think if these cluster homes are built that it will only add to the confusion at the Intersection of Commissioners and Upper Queens.

The city recently installed bike lanes and specific raised lanes for bikers to use..... what a nightmare. I had recently seen a car actually trying to navigate these narrow bike lanes OMG! The density that 11 more inhabits of these proposed cluster home would provide to an already busy and confusing intersection is, in my opinion daunting. This is, I believe, another money grab for the developer and the city of London. I vote NO for this rezoning change.

59. Ellen and John Haasen

We've been made aware of the ridiculous request to change the zoning at 489 Upper Queen Street from R1 to R5, changing this plot from what was once a ONE family home into a space that accommodates 11 two story townhouses. This corner, a major thoroughfare from north to south crossing Commissioners Road in London, is already too congested...even more so with the recent addition of bike lanes and curbs. Adding further congestion a few hundred meters going south on Upper Queens from the corner would be an insane and dangerous addition to an already busy length of vehicle roadway.

The construction stage of such a misguided development would be an additional nightmare of inconvenience to those driving on this section of roadway. This sort of infill does not belong on this relatively small plot of land and is not fair to the families in single homes around it. Clearly the developer of this thoughtless plan is not concerned with the integrity of the neighbourhood, nor the investment people had made in their single detached dwellings.

It is our feeling that this sort of infill proposition does not respect the existing neighbourhood and the traffic inherently found traversing this street. In view of this, the request for rezoning should be resoundingly rejected. Please acknowledge the receipt of our OPPOSITION to this rezoning application

60. Kathy King

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z- 9540, in their report and recommendation to the City of London, Planning & Environment Committee.

I live at _____, one home away from the intersection of Commissioners/Upper Queen/Ridout. I am very concerned that the already busy intersection would become even more congested and dangerous. On top of that, the recently installed bike curb lanes have made it even harder for traffic to get through and around this intersection, and difficult for ambulances to make their way to the hospital. With the proposed development adding even more cars, up to 26 on the property, trying to access Upper Queen Street, Ridout and Commissioners, would only add to the congestion that already exists.

I think this rezoning, for the townhouse proposal, does not suit the character of the area. More suitable use of the property would be detached single family homes.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application, by mail, as noted above.

61. Pat Amos

- a. **Current zoning:** RI, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASKto go From RI to R5.
- b. **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood. THIS REZONING APPLICATION DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape, or form
- c. **Location/land use:** Residents throughout this single detached family residential RI-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. PROPOSAL IS A DETREMENTTO OUR INVESTMENT IN THE AREA.
- d. **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/ Ridout. With new bike curbs, AND 2 private drives directly off Upper Queens on south/west corner, AND immediately next to that, a private right-of-way driveway, serving 3 homes. AND, now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this, before you include visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage/recycling trucks. THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFICE PATTERNS!
- e. **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area.
- f. Impossible to say really.....families have lived in this area for 40+ years, HISTORY WORTH SAVING!
- g. **Intensification/infill:** can be accomplished in a manner that respects the existing neighbourhood and character AND satisfies the City Plan for infill, all the while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE!

- h. **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots, and small lots, one story and two story detached single family homes. PROPOSED DESIGN DOES NOT SUIT 489UQ property.
- i. **Form of Development** - from the original home on the property, R1 detached single dwelling (now demolished), to R5 cluster townhouses?
489 UPPER QUEEN ST PROPERTY IS TOO SMALL FOR R5 ZONING

62. Marge Wikinson

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application.

The current zoning is R1-9 single detached dwelling. We would like to protect our investments we have in our homes. I support keeping the character of the area, remain R1 zone, (single detached dwelling). There is no street parking on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Our street and neighbouring streets could see an influx of vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

63. Alexandra Canie

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to you, as Ward 12 Councilor. I have sent the Planning & Development Department my concerns and comments, and that I OPPOSE Application Z-9540. I encouraged them to reject the Application in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , single detached dwelling, and still see the developer fulfil their economic viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring streets would see an influx of these vehicles to park to access 489 Upper Queen.

We are most hopeful that you, as Councillor for Ward 12, where this proposal is located, will listen to all residents' concerns and comments and take them into consideration. We hope you endeavor to explain our well-founded position on our opposition of this Planning Application, to the Planning & Development Committee and the Councillors, who will make up the Committee that will make the final decision on this Application.

64. Geoff Baron

I live at _____ and am writing you to express my objection to the planned rezoning of 489 Upper Queen St.

The proposed development is in no way fits in with the residential homes on the street. The limited greenspace is mostly at the rear of the property at the highest elevation. All runoff will go to the street. The plan to fill the lot completely with townhouses will create a high traffic area with up to 40 - 50 separate lease holders depending on the number of bedrooms created in the final plans. Separate lease holders have their own families and friends and with visitors it will be a busy location. 11 outdoor and 4 visitor parking spaces is not enough. Garages in rentals are rarely used for cars and fill with bikes and used for storage.

I have been a landlord in London for several years around the university and I know what a development like this would turn into up there. Parking, garbage, high traffic of guests to property all cause issues where this has been allowed to happen. 40 - 50 tenants is not fitting with every other lot in the Upper Queen area.

This proposal increases the density from a single detached home to that of a small apartment building. The lot is wide and could be split under current zoning rules to create multiple dwellings on this site. There are lots of townhomes being built on south Warncliffe and Southdale creating lots of inventory with current interest rates. I see no need to change the zoning for this lot other than the profit of the developer/landlord.

This change will have a negative affect on the properties that surround the lot. Once the zoning changes the builders plans will be revised to add more bedrooms and maximize their profit. The developers interest is not improving the neighborhood or building a beautiful house it is profit. If this were allowed to proceed I worry the finish of building and landscaping will be minimal at best and absentee landlord will not be around to properly manage what they want to create.

There are other areas in the city where this type of development fit in which are currently zoned to allow it. This lot will be quickly filled with a house if this rezoning application is stopped. It is not a vacant lot in an indeseable area to build a home. Someone would invest in building a high end home on this site. I oppose this zoning change.

65. Erin Carroll

As an affected homeowner and a resident of Upper Queen Street I am very disappointed that the city would consider allowing a cluster of townhouses on this section of Upper Queen Street. I am discouraged since I recently bought a house s on Upper Queen St. Had I known that the street was to be re-zoned multi family I certainly would have looked elsewhere.

I VERY STRONGLY OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and my request to the City of London, Planning and Development Committee to REJECT (not recommend) Application 2-9540 to the City of London Planning and Environment Committee.

The City of London Planning Policy states: "intensification will respect existing neighbourhood character...". I am echoing the feelings of many of my neighbours that I have spoken with, that Eleven (11), 2 Story cluster townhouses (plus visitor parking) DOES NOT respect existing neighbourhood character.

My elected representative Elizabeth Pelosa who is aware of the general dissatisfaction in the neighborhood residents with the proposal. The proposed change will undoubtedly set a precedent, so in the future, every time a large property comes to market, it may be purchased by a developer and a multifamily dwelling constructed in its place. When I purchased this property, I never imagined the city would casually allow such detrimental changes to the zoning bylaw and thus the look and feel of this proud community.

Many folks I talked to in the neighbourhood, felt infilling was acceptable as long as it conformed to the single family designation. (R1) Surely infilling can be accomplished in a manner that respects the existing neighbourhood and character AND satisfy the City Plan for infill, while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. This project does not fit here.

Suggestion: Perhaps the lot at 489 Upper Queen St. could be divided into 2 lots with a minor variance and that would yield a 100% increase in density! I feel infill should be accomplished reasonably with minimal impact to the 'look and feel' and infrastructure of the neighbourhood.

I respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my strong opposition to this rezoning application

66. Jason Sleziuk

I wanted to reach out to you and the City of London Planning and Development team to share with you my objection to a planned cluster of stacked townhomes on my street (on record). My wife and I live at _____, we are approximately 160 meters away from the planned development at 489 Upper Queen St. Although we do not fall within the 120 meter radius I understand that our concerns will still carry the same weight as those that do.

Let me first start by saying that I can appreciate the need for intensification within our city. However, we (my wife and I) feel that the proposed development of 11 clustered town homes is a little ridiculous and is in no way consistent with the current neighbourhood. Our neighbourhood consists of detached single-family homes on larger lots. The residents in the area have spent a lot of money on the initial purchase price of our homes and most have done extensive renovations. My wife and I feel like this proposed development is not even close to being consistent with the look and feel of this neighbourhood. Furthermore we are deeply concerned about the precedent that this would set for all properties along our street. If this requested zoning change passes it would open the potential flood gates for similar developments. Our family neighbourhood could be decimated and along with it the property values (our investment) will suffer greatly.

I have to assume that there are better options for intensification that would allow us to maintain the existing character of our neighbourhood. The property at 489 Upper Queen St is large enough that it could easily support 2 or maybe even 3 detached homes.

I really appreciate your time, and I would ask that you reject the requested proposal for 489 Upper Queen St.

67. Mark Vaandering

I am writing this email to address some concerns with a proposed development at 489 Upper Queen St. We have been residents of Upper Queen St for 22 years, and even in the 22 years of being on Upper Queen St we have seen many changes and additions to the street scape.

I understand the city has a mandate for intensification of urban growth within city limits and is encouraging infill developments in existing neighbourhoods. In theory development is good, but in principle there seem to be a number of elements that get lost along the way to create good development. With this particular development it looks like the developer is taking the plans they have designed for Southdale Road and just relocating the same development on Upper Queen St. What works in one neighbourhood may not be the right fit in another area.

Upper Queen St was initially a "Subdivision" of Old South and was developed in the 1860's as an estate lot neighbourhood with a dead-end street. As we all know time marches on and the lots have been divided into smaller lots (but of still good size) and the street is no longer a dead end becoming a secondary arterial road due to urban growth coming from the south. The flavour of Upper Queen still stands with large lots with mostly bungalows with a few 2 storey homes, but the integrity of the street scape still remains.

a. Architectural Landscape:

- i. Development is essential in all cities in order to sustain growth and economic stability within its boundaries, but development also needs to take into consideration of its surroundings. I think with some good planning and taking in the architectural landscape of the surrounding properties, a great development could be created on this property. The intensification of 11 units on this property may be too many and something geared to the socio-economic demographic of this area may be more advantageous to the developer and present a more cohesive pocket neighbourhood on Upper Queen St. Putting the same development on Upper Queen as is also being proposed for Southdale are two completely different communities and the developments should also reflect that in the development plan. You don't need to look very far away of another development (352 Ridout St. Ridout Village) that has blended in with the neighbourhood and has also given some intensification of development.

The condos behind this property are low one storey units and most of the houses are 1 storey homes in the area with a few 2 storey homes. The development would blend better with the surrounding community with 1 storey units with maybe a few 2 level units mixed in giving the new development a blended use and may give more appeal to different types of homeowners. The style of the development could reflect better the surrounding community with low pitched roofs, brick exteriors with some siding or stucco. A minimum sq footage for each unit could be added, which could limit the number of units on this property, but increases the value of each unit.

The proposed change in zoning could be disastrous to a development not well planned or designed. More needs to be added to make this proposed

development a great development that will be a benefit to the community it is looking to live in and be a part of.

In saying that, I am not opposed to development on this property, I am just opposed to the orientation of a big wall of units so close to the street and allowing the units to not blend better with the street scape of Upper Queen St. The design is wrong for Upper Queen St. Good design, and being aware of the street scape around the new development is as important..... or more important than the allowing development for the sake of development.

68. Vince Bezzina

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

69. Mary Bezzina

- a. PDF Letter with comments

70. Judith Blackburn

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z- 9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, at 489 Upper Queen Street, in a manner that would respect the existing neighbourhood and character, and remain R1 zone, (single detached dwelling).

Adding more traffic congestion, to the intersection of Commissioners Rd and Upper Queen Street, cannot sustain the volume. We live on Upper Queen Street and use it to commute daily. The proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from a right-of-way (that serves 3 homes), and another 2 driveways right at the corner of Commissioners/Upper Queen Street. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. This will affect all traffic on Upper Queens Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

71. Laurie Baines

My husband and I have lived in the Lockwood Park area for over 15 years. We noticed the sign on the currently vacant property at 489 Queen Street and would like to know if the proposed townhouse units will be rentals or sold to individuals/families.

We would prefer to see single family dwellings along the section of Upper Queen between Commissioner's to Mitches Park. However, if the townhouse units are approved, then it would definitely be preferable that they NOT be rentals.

Please keep me advised if a public meeting is being scheduled in the near future.

Agency/Departmental Comments

October 26, 2022: Ecology

- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements. No Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

October 26, 2022: Engineering

No comments for the rezoning

The following items are to be considered during a future site plan application stage:

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sewer on Upper Queens.

Water:

- Water is available via the municipal 300mm high-level watermain on Upper Queen Street.

Stormwater:

Specific comment for this site

- As per attached Drainage Area Plan 16073, the site at C=0.40 is tributary to the existing 525mm diameter storm sewer on Upper Queen St. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- As per the Drainage By-law, the consultant would be required to provide for a storm PDC ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- If the number of at grade parking spaces exceed 29, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the standards of the Ministry of the Environment, Conservation and Parks and to the satisfaction of the City Engineer. Applicable options to address water quality could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required sampling/inspection maintenance hole.
- The proposed land use of a medium residential density will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
 - The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.

- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. 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 convey the 250 year storm event.
- All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria and targets for the Central Thames Subwatershed.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent properties.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

- 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.
- 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.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (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.
- **Transportation:**

- Right-of-way dedication of 13.0 m from the centre line be required along Upper Queen St
- Detailed comments regarding access design and location will be made through the site plan process

August 15, 2022: Landscape Architecture

The City's Landscape Architect has reviewed the TREE ASSESSMENT REPORT for 489 UPPER QUEEN STREET for ZBA prepared by RKLA in June 2022.

In summary, the inventory captured 20 individual trees and 5 vegetation units within the subject site, within 3 meters of the legal property boundary, and within the City ROW of Upper Queen Street adjacent to the site.

No endangered or threatened species were identified; the subject site is NOT within or adjacent to a City of London Tree Protection Area and there are no boundary trees associated with the subject site.

The Tree Preservation Plan contained in the report illustrated that a handful of offsite trees will be impacted during development as proposed. In particular trees #1-3 growing at 20 Barons Court will loose up to 20%, 40% and 40% root mass loss respectfully. The removal of vegetative unit 1 from site will damage these root systems. Is a retaining wall proposed along this property line? Can the young trees in this vegetative be retained and thus cause no disturbance to adjacent trees?

Off-site trees #15 and #16, 495 Queen St, while growing in close proximity to the property line will not have significant root encroachment into site due to a retaining wall on the property line and will suffer little impacts.

At time of application for SPA, coordinate with City of London Forestry Operations for removal of 3 City owned trees (tree IDs 10, 11 & 12)

September 12, 2022: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability

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

November 3, 2022: Heritage

There were no heritage or archaeological issues related to this application. In this instance, there is no need for heritage follow-up.

September 8, 2022: Site Plan

The only change from the SPC I noticed was a coniferous row along the rear. Regarding, I included all my comments from the consultation below, which largely ask for them to clarify plan details.

Zoning Considerations:

Z.-1 9.3: To permit a Front of Yard of 5.2 metres whereas a minimum of 6.0 metres is permitted.

Z.-1 9.3: To permit northern Interior Side Yards of 1.8 metres whereas a minimum of 6.0 metres is permitted.

Z.-1 9.3: Additional minor variances may be required, if identified. A Zoning By-law Amendment or Minor Variance(s) may capture zoning discrepancies.

Z.-1 4.21: Clearly illustrate the 13-metre road allowance on the site plan.

Z.-1-93172: Please confirm that the total number of bedrooms does not exceed five bedrooms (Z.-1-041300 – OMB Order 0780 – March 15/06).

General Comments:

1. Draft approval for a Draft Plan of Vacant Land Condominium is required prior to Site Plan Approval.

Comments based on current site plan:

1. Provide elevations from all sides in metric. Provide a consistent height on the elevations and site plan legend (i.e. provide both the absolute peak and midpoint of the roof, as defined per the Z.-1 Zoning By-law). Illustrate the hardscape design and materials on plans. Building design should have regard for surrounding context, especially for elevations visible from a roadway. Avoid materials that readily deteriorate, stain, or fade.
2. Please illustrate each tree, whether existing or proposed, on the site plan. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4). Provide a 1.8-metre-tall privacy fencing along property line adjacent to residential parcels.
3. Clarify if basement ceiling height is 1.8 metres or more (Z.-1 2). Please state the total Gross Floor Area of each dwelling by including all applicable storeys. Label any proposed decks, porches, or other platforms on the site plan with dimensions to ensure compliance with the Z.-1 Zoning By-law.
4. Ensure enough space for collection access to recycling and waste. Clarify how snow storage is stored and accommodated on-site. Show all above ground utilities within the road allowance (e.g., hydro poles, hydrants, etc.). Please detail the shape of the access (street entranceway) and its connection to the roadway – ensure that the access corner radii do not encroach into designated road space nor extend beyond the projected property line (i.e. road access design is not to extend in front of a neighbouring parcel) (C.P.-1455-541 5.5.b).
5. Include a 1.5-metre setback from parking area(s) to property lines (C.P.-1455-541 6.2.b). Ensure visitor parking spaces are a minimum of 3 metres from dwellings containing windows to habitable rooms. Include parking curb stops between parking spaces and erect structures (e.g., building, light pole).
6. Show turning movements of emergency vehicles (C.P.-1455-541 6.7). Given the pronounced depth of this development, consider how firetrucks would access various parts of the site. For the design of the fire route, if required, refer to Table 6.2 of the Site Plan Control By-law. Label all entrances (barrier-free, fire, etc.), ensuring access to nearby fire department equipment as per 9.10.20.3 of the Ontario Building Code.
7. Pedestrian pathways should be graded to alleviate verticality and where applicable, prioritize ramps over staircases or steps (C.P.-1455-541 7.2). Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist. Make sure to connect any amenity space to the other portions of the site with a pathway.

November 3, 2022: Urban Design

Please see below for UD comments related to the planning application at **489 Upper Queen St**. Many of these comments were provided at SPC but were not addressed through this process.

- Provide a pedestrian connection from the city sidewalk to the front entrances of the rear units as well as the common amenity space.
- Remove a unit from each of the townhouse blocks to allow for the pedestrian connection and a buffer between the drive aisle/parking area and the townhouse building edges.

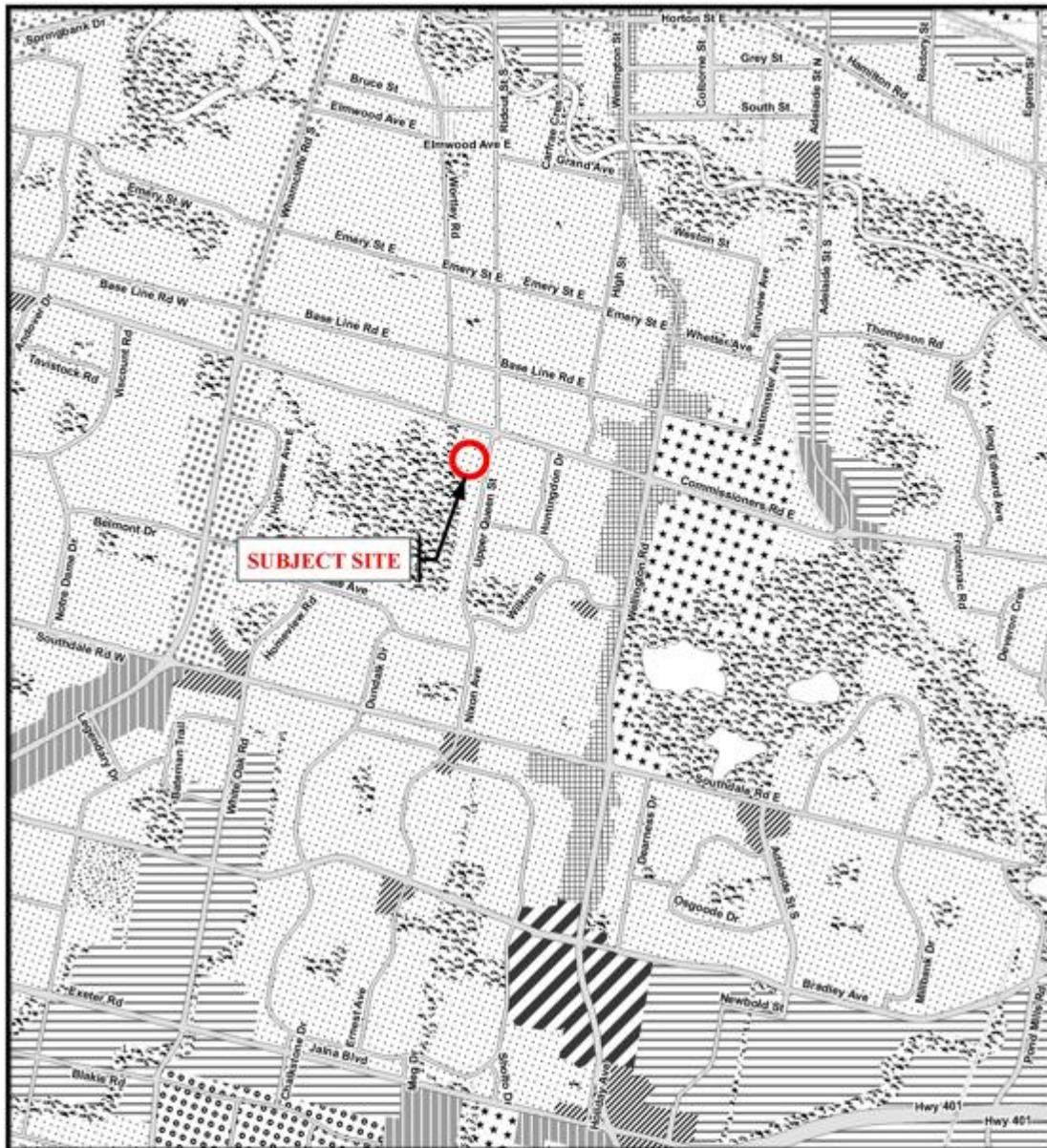
- Reduce the driveway and garage widths for the rear units to not exceed 50% of the unit façade width.
- The applicant is to submit a completed “Urban Design Peer Review Panel Comments – Applicant Response” form that will be forwarded following the UDPRP meeting scheduled for September 2022. This completed form will be required to be submitted as part of a complete application.

September 28, 2022: UTRCA

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

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



Legend

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

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

<p>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p><small>PREPARED BY: Planning & Development</small></p>	 Scale 1:30,000 	<p>File Number: Z-9540</p> <p>Planner: AS</p> <p>Technician: JI</p> <p>Date: 2022/12/16</p>
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Project Location: \\c:\file1\giswork\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9540_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-9

1) LEGEND FOR ZONING BY-LAW Z-1

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9540 AS

MAP PREPARED:
2022/12/16 JI

1:1,000
0 5 10 20 30 40 Meters

From: Reception

Sent: Friday, January 20, 2023 4:20 PM

To: ppmclerks <ppmclerks@london.ca>

Cc: Gene Gordon

Subject: [EXTERNAL] RE: NOTICE OF PLANNING APPLICATION 489 UPPER QUEEN ST.

Good afternoon,

Please put this email on the agenda of the January 30/23 PEC meeting as a written submission re the 489 Upper Queens rezoning application. We oppose the application for all the reasons expressed by the neighbourhood group which is against it. We believe the proposal is contrary to the Official Plan because it is incompatible with the long-established, very well functioning, surrounding neighbourhood. It represents bad planning.

Best regards,

Judy & Bob Wood

60 Barons Court, London, Ontario

489 UPPER QUEEN STREET

PROJECT SUMMARY

www.siv-ik.ca/489uq | Developer: 1000077448 Ontario Inc.



Updated Concept At-A-Glance

USE



RESIDENTIAL UNITS
10 NEW TOWNHOUSE UNITS

PARKING



VEHICLE SPACES
20 RESIDENT STALLS
4 VISITOR STALLS

HEIGHT



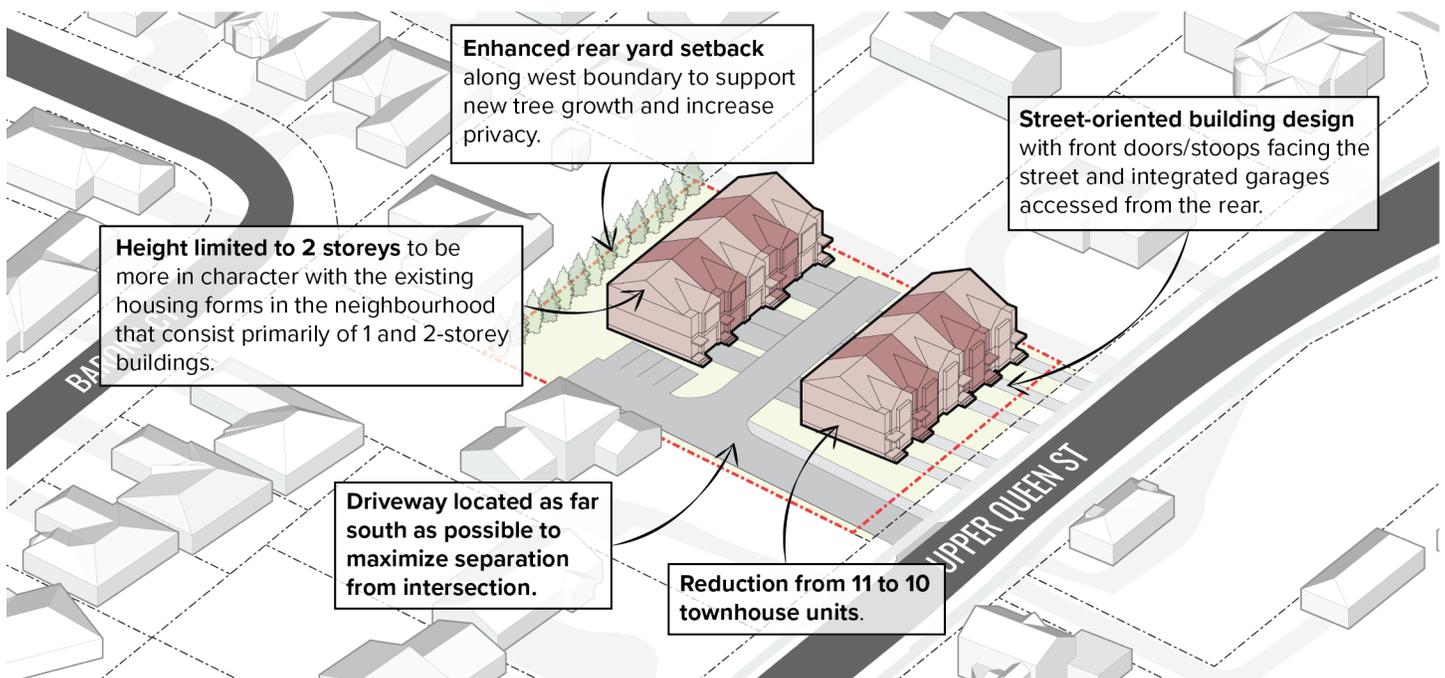
STOREYS
(UP TO 9.5m)

DENSITY

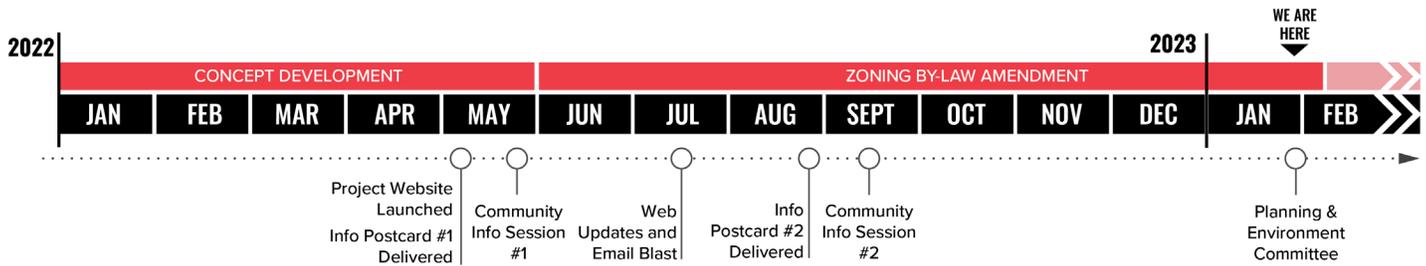


36
UNITS PER
HECTARE

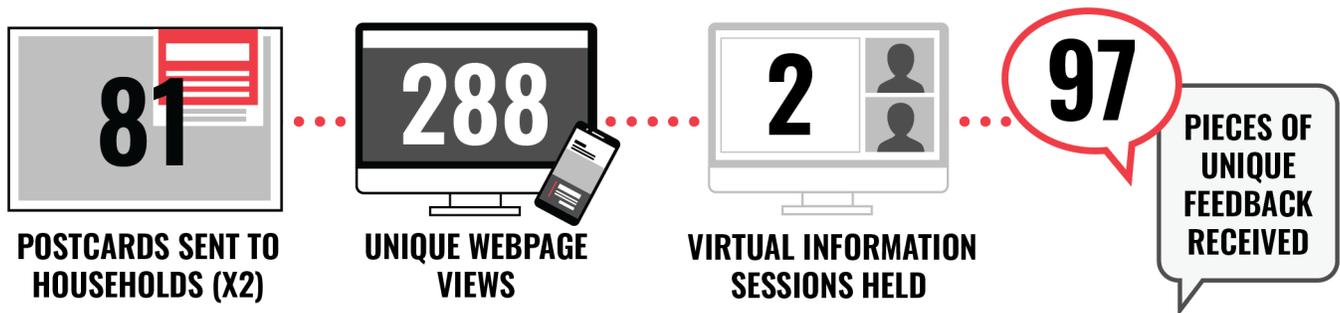
Key Features of Updated Proposal



Timeline



Community Engagement by the Numbers



*Includes feedback received from the Siv-ik project website feedback form, Virtual Community Information Meeting #1 and #2, and emails to info@siv-ik.ca. The count does not include any feedback sent directly to the City.

Key Themes Heard and Our Response

<p>Neighbourhood Character</p> <ul style="list-style-type: none"> The developer has chosen to proceed with a 2-storey development vs. the 3-storey height allowed by the London Plan. Neighbourhood Character is defined by more than the primary housing type in the area and includes features such as building setbacks and height. The concept is for a street-oriented form of development (i.e., front doors facing the street and parking and vehicle access at the rear). 	<p>Traffic</p> <ul style="list-style-type: none"> The proposal represents a form of “gentle density”. Given that Upper Queen Street currently accommodates 12,500 vehicles per day, the proposal will not significantly alter existing vehicular traffic volumes. Each unit will have two dedicated parking stalls and there will be 4 additional stalls for visitors - this exceeds City of London requirements.
<p>Privacy</p> <ul style="list-style-type: none"> The buildings are comparable in height to other 2-storey dwellings in the neighbourhood. Additionally, an enhanced setback from the west lot line has been incorporated into the proposed Concept Plan. A new privacy fence will be installed along the west, north and south boundaries of the site. The existing cedar hedgerow will be maintained along the west property line in combination with new tree planting. 	<p>Proposed Housing Type</p> <ul style="list-style-type: none"> The proposed Townhouses are permitted on the site by the applicable policies of the London Plan. The proposed zone includes a special provision that removes Cluster Stacked Townhouses from the list of permitted uses.



London
CANADA

Slide 1 – Z-9540- 489 Upper Queen Street

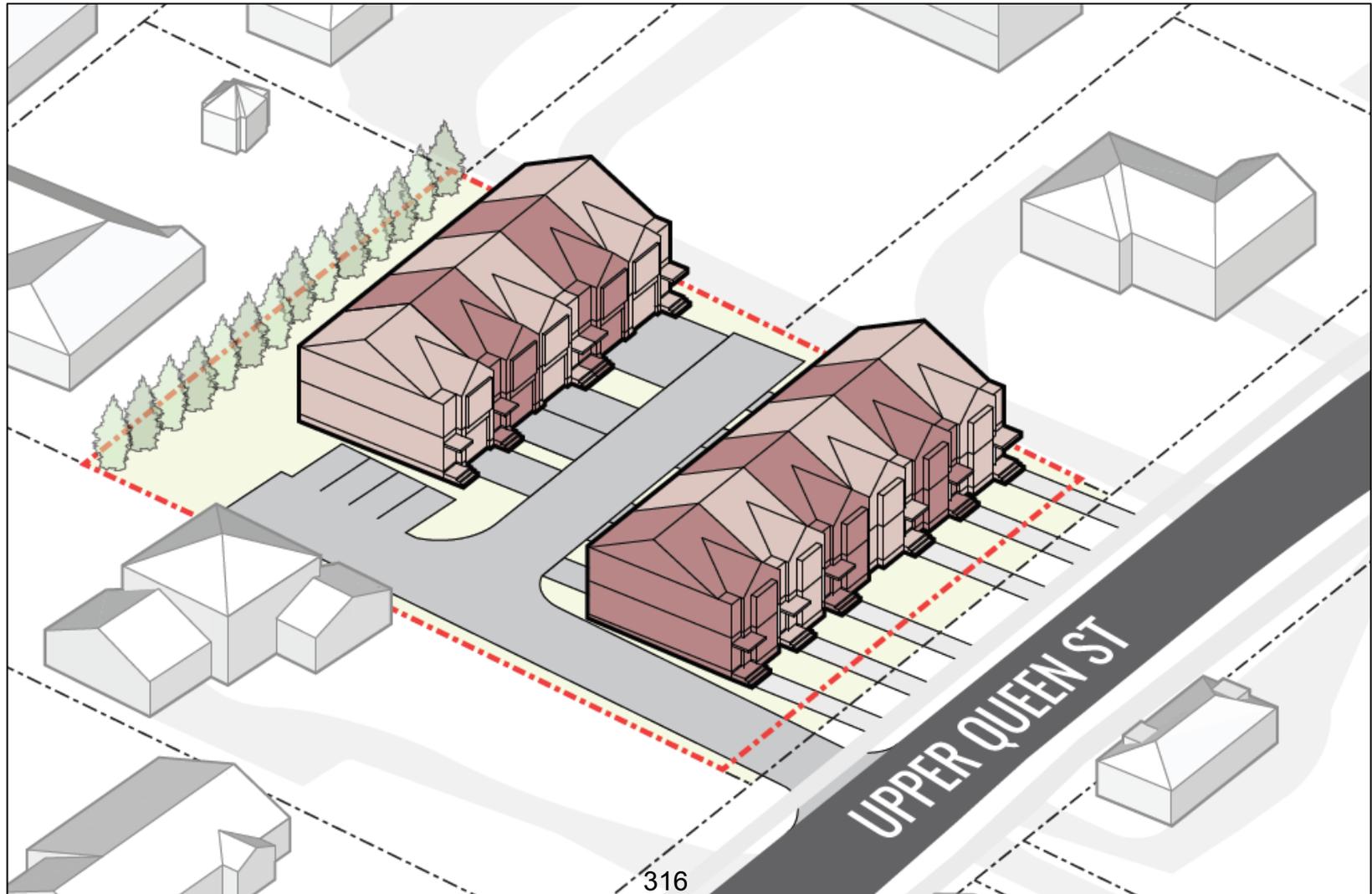


City of London
January 30, 2023

Slide 2 - Subject Site



Slide 4 – Proposed Development



**Massing model from first draft of the proposal not including the pedestrian pathway or the removal of the southern most unit

Slide 5 – Policy Context

The London Plan

- Neighbourhoods Place Type on a Local Road
- Townhouses are permitted up to a maximum of 3 storeys
- Within close proximity (approx. 90m) to Commissioners Road E (Civic Boulevard – 6 storeys max)
- Residential Intensification is encouraged within existing neighbourhoods provided that a variety of design policies/criteria is considered. (The London Plan, Policy 953_ 2 and 3). These include:
 1. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
 2. Building and main entrance orientation.
 3. Building line and setback from the street.
 4. Character and features of the neighbourhood.
 5. Height transitions with adjacent development.
 6. Massing appropriate to the scale of the surrounding neighbourhood.



Slide 7 – Neighbourhood Concerns

- Inappropriate and incompatible building typology
- Over intensification
- Increase in traffic and safety issues
- Insufficient on-site parking
- Invasion of privacy on the nearby single detached homes

Slide 8 - Recommendation



- A maximum height of 9.5 metres;
- A maximum density of 36 units per hectare (uph)
- A minimum front yard depth of 4.0m;
- A minimum rear yard depth of 1.0 metres per metre of main building height or fraction thereof but in no case less than 6.0 metres;
- A minimum northern interior yard depth of 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms;
- A minimum southern interior yard depth of 10 metres;
- Garage and driveways must remain to the rear (west) of the street facing units

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 489 Upper Queen Street
Public Participation Meeting
City File No: Z-9540 Ward 12

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2863382 Ontario Inc. c/o Siv-ik Planning & Design Inc. relating to the property located at 489 Upper Queen Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting February 14, 2023, to amend Zoning By-law No. Z.-1, in conformity with The London Plan to change the zoning of the subject property **FROM** a Residential (R1-9) Zone **TO** a Residential Special Provision (R5-7(_)) Zone.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site from a Residential (R1-9) Zone to a Residential (R5-7(_)) Special Provision Zone to permit a cluster townhouse development consisting of 10, 2-storey, dwelling units. Special Provisions are requested to permit the desired front, rear, and interior side yard setbacks as well as to reduce the maximum allowable height permitted in the requested zone.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to rezone the lands to a Residential (R5-7(_)) Special Provision Zone to permit a 2-storey cluster townhouse development consisting of 10 dwelling units. Changes to the currently permitted land uses and development regulations are summarized below.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies;
3. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood;
4. The recommended amendment facilitates the development of a vacant, underutilized site within the Built-Area Boundary with an appropriate form of development.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located on the west side of Upper Queen Street approximately 90 metres south of Commissioners Road East within the Highland Planning District. The site is 0.28 hectares in size with a frontage of 45m on Upper Queen Street and a depth of 62.7m. The property is currently vacant and nestled between single detached dwellings to the immediate north, west and south. The surrounding area primarily consists of low-rise residential development and the Highlands Country Club. Municipal services are currently available along Upper Queen Street.

Figure 1: Photo of 489 Upper Queen Street from Upper Queen Street

1.2 Current Planning Information

- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential (R1-9)
- Street Classification - Neighbourhood Connector

1.3 Site Characteristics

- Current Land Use – Vacant, Undeveloped
- Frontage – 45 metres
- Area – 0.28 hectares
- Shape – Rectangular

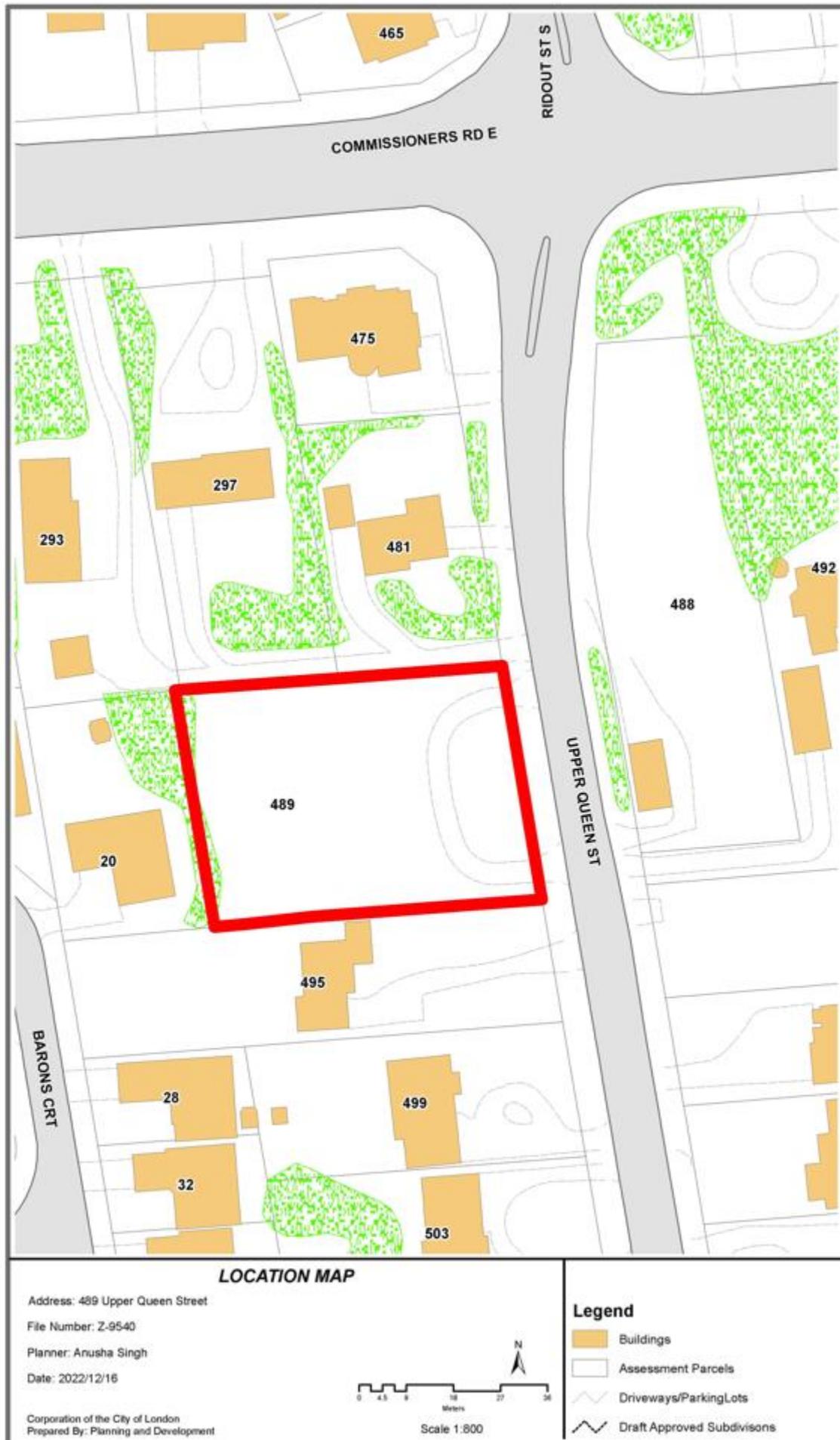
1.4 Surrounding Land Uses

- North – Residential
- East – Residential
- South – Residential
- West – Residential

1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary through the addition of 10 new residential units. The site is located within the Primary Transit Area (PTA).

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

First Submission – November 11, 2022

The proposed cluster townhouse development was originally proposed to contain 11 new residential dwelling units at a density of up to 60 units per hectare (uph) and a height of up to 10.5 metres. The front building (located to the east of the site and oriented towards Upper Queen Street) originally contained six (6) new dwelling units while the rear building (located at the west end of the site) contained five (5) new dwelling units. Vehicular access is provided via a driveway off Upper Queen Street leading to 22 vehicular parking spaces that can be accessed by way of integrated/attached garages and individual driveways. An additional 4 visitor parking stalls are also included within the site design.

A massing model and site plan of the proposed development is shown on Figure 1 and 2 (below).

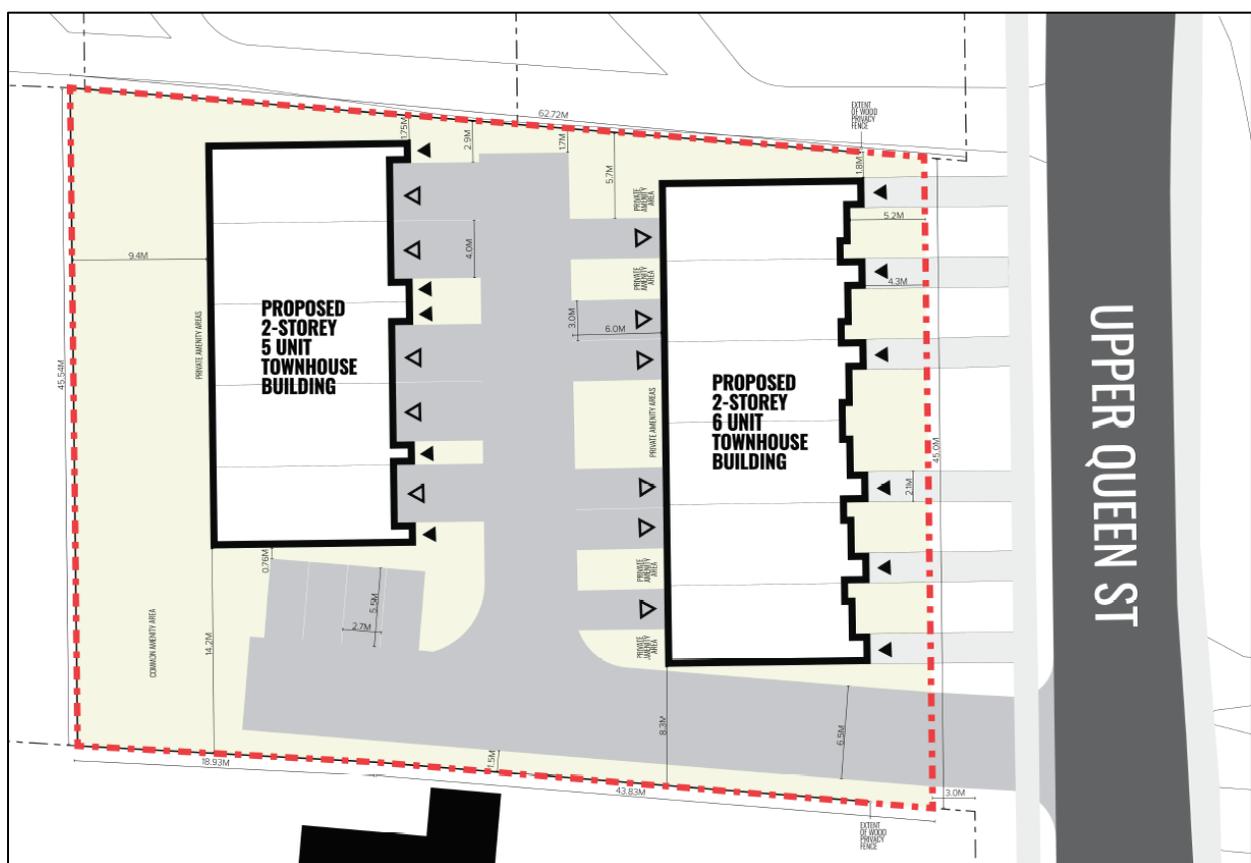


Figure 1: Site Concept Plan (First Submission)

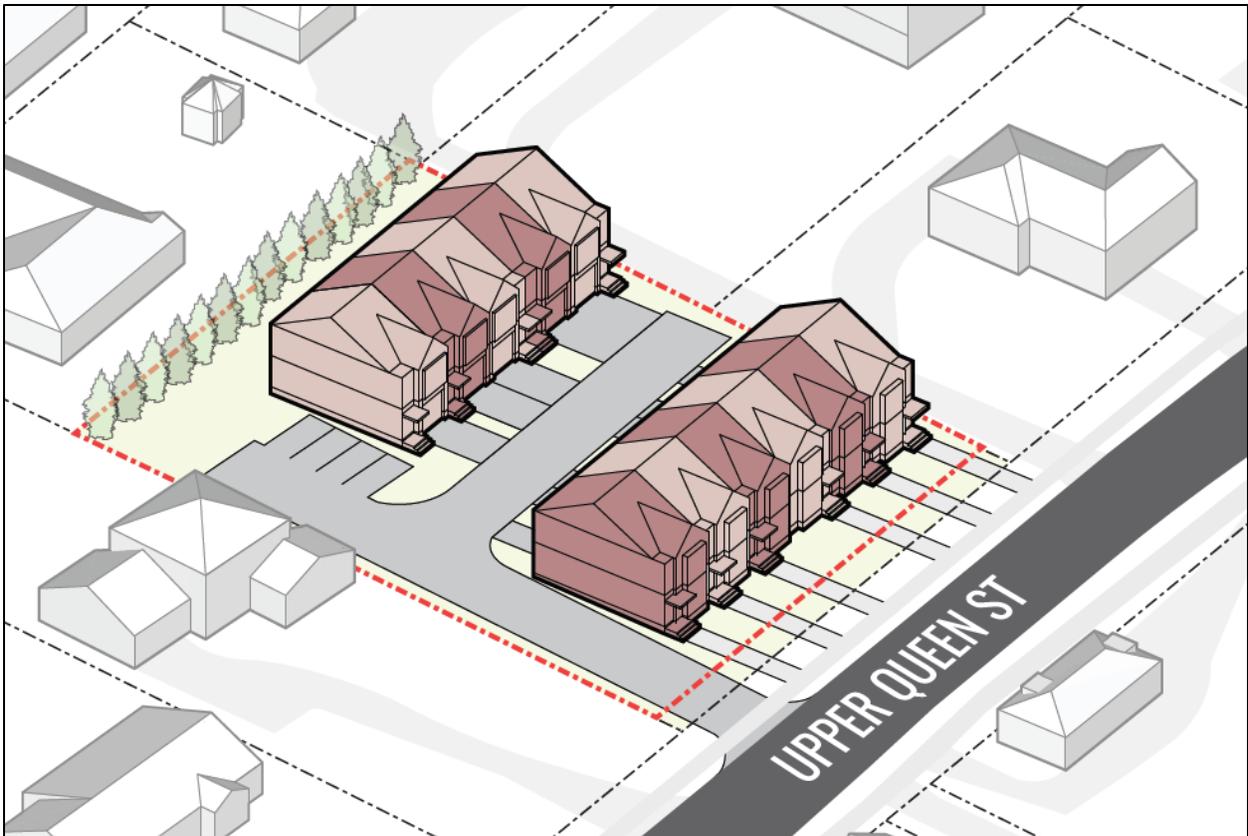


Figure 2: Proposed Massing Model (First Submission)

Second Submission (Final) – December 19, 2022

In response to Planning and Development, Site Plan, and Urban Design staff comments, the Applicant submitted a revised site concept plan to staff illustrating the following changes to the proposed site design:

First Submission (November 21, 2022)	Second Submission (December 19, 2022)
<ul style="list-style-type: none"> • 11 townhouse units (5 in the rear and 6 oriented towards Upper Queen Street) 	<ul style="list-style-type: none"> • 10 townhouse units (5 in the rear and 5 oriented towards Upper Queen Street)
<ul style="list-style-type: none"> • No dedicated pedestrian walkway from Upper Queen Street through the site. 	<ul style="list-style-type: none"> • Removal of the southerly most unit in the front row has allowed for a dedicated pedestrian walkway through the site

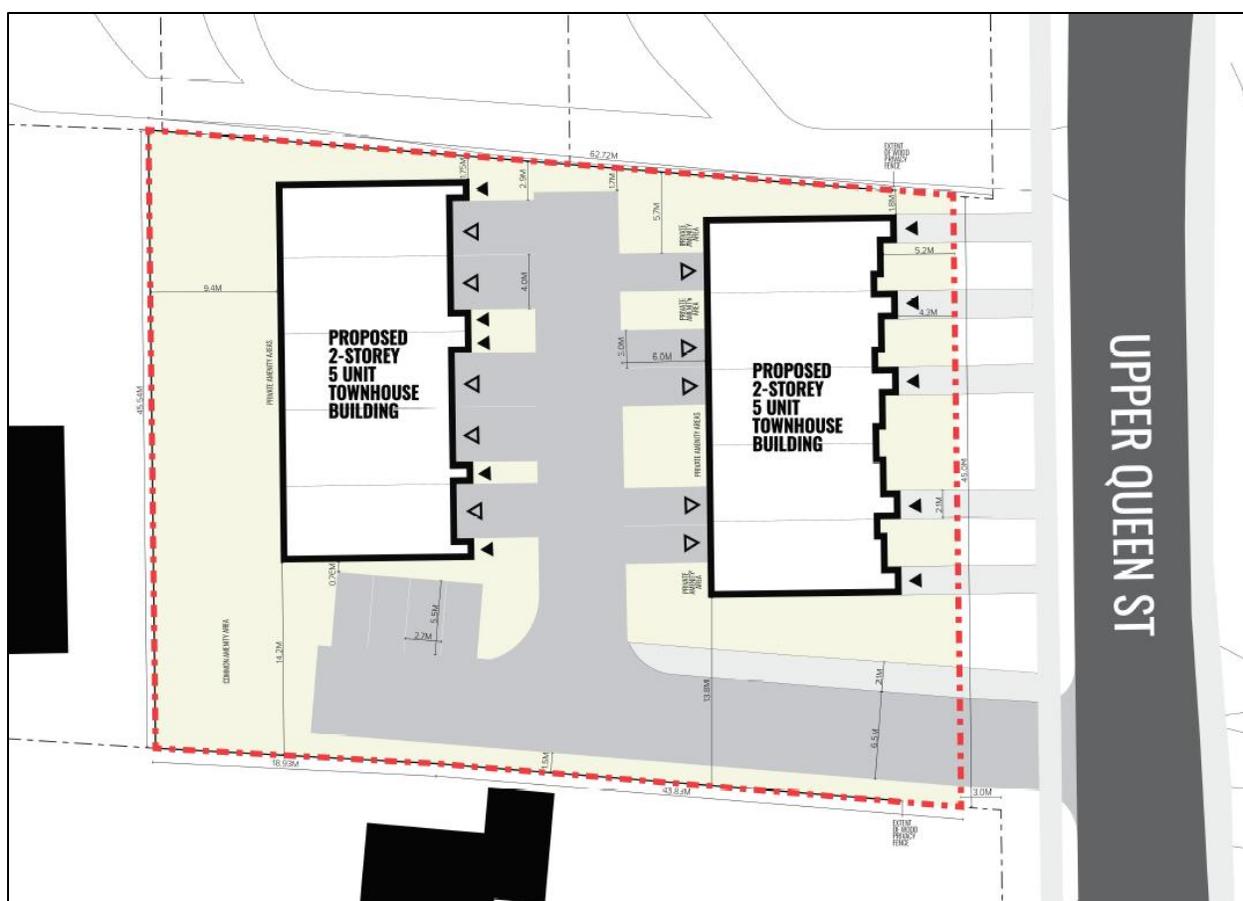


Figure 3: Revised Site Plan (Second/Final Submission)

2.2 Requested Amendment

The applicant has requested to rezone the subject site from a Residential (R1-9) Zone to a Residential Special Provision (R5-7(_)) Zone to permit a 2-storey cluster townhouse development consisting of 10 dwelling units. Special Provisions will also be implemented to prohibit cluster stacked townhouse dwellings on site, and to permit:

- a minimum front yard depth of 4.0m;
- a minimum rear yard depth of 1.0 metres per metre of main building height or fraction thereof but in no case less than 6.0 metres;
- a minimum northern interior yard depth of 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms;
- a minimum southern interior yard depth of 10 metres;
- a maximum height of 9.5 metres;
- a maximum density of 36 units per hectare (uph);

2.3 Community Engagement (see more detail in Appendix B)

Staff received seventy-four (74) comments during the public consultation period, which will be addressed under Section 4 of this report. The comments can be summarized as follows:

- Inappropriate and incompatible building typology that does not fit in within the character of the neighbourhood
- Over intensification
- Increase in traffic
- Insufficient on-site parking; and
- Invasion of privacy on the nearby single detached homes

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: PPS 2020

Provincial Policy Statement, 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3) and is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure, public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

Lastly, the PPS is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

The recommended amendment is in keeping with the PPS 2020 as it will permit a compatible use within an existing residential neighbourhood and will contribute to providing an appropriate range and mix of housing options and densities essential to meeting the projected requirements for current and future residents. The recommended amendment contributes to a land use pattern that makes efficient use of an underutilized parcel within an established neighbourhood and settlement area and represents an appropriate form of residential intensification, which assists in avoiding the need for unjustified, and uneconomical, expansion of land. It should also be noted that the proposed townhouse development is less than 100m from (and within walking distance to) Commissioners Road East where a number of transit stops already exist, and where the future BRT station at Wellington Road and Commissioners Road East is planned for.

4.2 Issue and Consideration #2: Key Directions, Use, Intensity and Form

The London Plan

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as

a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

Key Direction #5: The London Plan provides direction for building a mixed-use compact city for London's future by:

- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (Direction 4)
- Ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place (Direction 5)

Key Directions #7 and #8: The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).
- Thinking "big picture" and long-term when making planning decisions – considering the implications of a short-term and/or site-specific planning decision within the context of this broader view. (Key Direction #8, Direction 3)
- Ensuring new development is a good fit within the context of an existing neighbourhood. (Key Direction #8, Direction 9)

The area surrounding the subject lands primarily consists of low-rise residential and commercial uses that cater to the surrounding community. The proposed rezoning supports these Key Directions by requesting permission to allow a form of residential intensification that is low-rise in nature and includes a type of housing that would contribute to the mix of housing options in the neighbourhood. The proposed development would maximize the use of the land to accommodate appropriate residential density within the neighbourhood thereby allowing existing residents to age in place whilst taking advantage of existing municipal services and facilities.

The site is located within the Neighbourhoods Place Type of The London Plan with frontage onto a Neighborhood Connector (Upper Queen Street) as identified on Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within Neighbourhoods Place Type at this location include a broad range of residential uses that include townhouses at a maximum height of 3 storeys (The London Plan, Table 10 and 11). When proposing residential intensification projects within the Neighbourhoods Place Type, the City will also consider a variety of design policies including the intensity of the proposed development and the compatibility and fit of the proposal with the surrounding context (The London Plan, Policy 953_ 2 and 3). In order to determine whether a proposed residential intensification project is appropriate for the surrounding neighbourhood; the following design criteria are considered:

1. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
2. Building and main entrance orientation.
3. Building line and setback from the street.
4. Character and features of the neighbourhood.
5. Height transitions with adjacent development.
6. Massing appropriate to the scale of the surrounding neighbourhood.

The proposed 2 storey development represents a permitted land use at an appropriate scale and intensity that is considered compatible with the surrounding properties consisting of 1 to 2 storey single detached dwellings. The development also represents an appropriate transition in intensity from the high order uses that are permitted to the north along Commissioners Road East (Civic Boulevard), and the lower density uses that exist to the south of the site along Upper Queen Street. A reduced minimum front yard setback will be implemented for the proposed units fronting onto Upper Queen Street to better align the façade with the properties to the north. Additional special regulations will also be implemented to restrict the development to a maximum height of 9.5m (2 storeys) and 36 uph to better suit the character of the surrounding area. Parking areas will also be located internally and away from the street frontage to maintain the

visual aesthetic of the street wall along Upper Queen Street. It should also be noted that townhouse units themselves are not out of scale or character for the area as this typology of housing currently exists on multiple parcels of land south of the subject site including (but not limited to) 30 Claredon Street and 678 Upper Queen Street.

Furthermore, the applicant has proposed to incorporate a 1.5 metre pedestrian walkway from Upper Queen Street to the western row of townhouses to enhance pedestrian circulation throughout the site (Figure 3) and individual private outdoor amenity space will be provided for each unit. Shared amenity space is also proposed at the northwestern corner of the site which assists in softening the transition between the proposed development and the backyards of the single-family homes along Barons Court.

As such, the proposed development is considered to implement the planned vision of the Neighbourhoods Place Type that intends to help establish an appropriate form and scale of residential intensification while complementing the character of the surrounding area. The proposed cluster townhouse development will also contribute to a mix of housing types and provide choice and diversity in housing options for both current and future residents.

4.3 Issue and Consideration #3: Traffic and Parking

The applicant is proposing to incorporate 22 resident parking stalls and 4 visitor spots (2 per unit within driveways and private garages) on site for a total of 26 off-street parking spaces. Given that the City's Parking Standards requires that only 1 space be provided for each townhouse unit (Zoning By-Law, Section 4.19) the inclusion of 2 spaces per unit plus 4 additional visitor spaces can be considered more than sufficient to successfully accommodate the increase in vehicles anticipated for the site and assists in mitigating the risk of parking spilling over onto nearby residential streets. Additionally, the site is within close proximity (1.2 kilometres) to the Wellington Road Rapid Transit Protected Major Transit Station Area and planned BRT Station which can contribute to reducing vehicle dependency. The site is also located in close proximity to bus route #4 which runs along Upper Queen Street, south of Commissioners Road East, and bus route #24 which runs directly along Commissioners Road East. There are also several bus stops located at the intersection of Upper Queen Street and Commissioners Road East (located 90m from the subject lands).

Furthermore, Upper Queen Street is considered a Neighbourhood Connector with an average annual daily traffic volume of 12,500 vehicles per day. The Transportation Division has calculated an estimated trip generation using Institute of Traffic Engineers (ITE) trip generation rates. Based on the ITE -Trip Generation Rate, AM Peak hour (7:45am-8:45am) will generate 6 trips and PM peak hour (4:15pm-5:15 pm) will generate 8 trips only, and there should not be any foreseen traffic issues generated by the proposed development. Based on the above, a Transportation Impact Analysis (TIA) was not warranted and any increased traffic resulting from the additional 10 residential units are not anticipated to negatively impact the surrounding area.

Lastly, the City has developed a Traffic Calming and Procedures manual to assess when traffic calming measures are required. As per the point assessment table, volumes on local roads may become an issue when volumes reach 1500 vehicles a day. As per the assessment above, the addition of 6 and 8 peak hour trips will not significantly affect the capacity of the local roads.

4.3 Issue and Consideration #4: Zoning

The applicant has requested to rezone the lands from the existing Residential (R1-9) Zone to a Residential Special Provision (R5-7(_)) Zone. The intent is to permit a 2-storey cluster townhouse development consisting of 10 residential units and 26 parking spaces.

The applicant had initially requested permission to allow a maximum height of 10.5 metres and a maximum density of 60 units per hectare (uph). These regulations would

have allowed the applicant the flexibility to increase the density on site to 60uph and increase the height to 2.5-3 storeys. It is in staff's opinion that in order to ensure the development remains compatible with the surrounding properties in regard to scale and intensity, a maximum height of 9.5 metres and a maximum allowable density of 36uph should be implemented to assist in addressing both departmental and public concerns. These special regulations intend to restrict the height and density of the townhomes to 2 storeys and would not allow any flexibility for additional density.

The existing R1-9 zone is intended to be applied to most suburban low-rise developments and only permits development of single detached dwellings. The R5-7 Zone variation provides for, and regulates, medium density residential development in the form of cluster townhouses and cluster stacked townhouses and permits a maximum height of 12.0 metres and a maximum density of 60uph. In this case, a special provision to **only** permit cluster townhouses (and remove the potential development of cluster stacked townhouses) shall be implemented to align the proposed zoning with the permitted uses allowed along a Neighbourhood Connector in The London Plan (which does not include stacked townhouses outside of Central London). The provision is intended to restrict all future uses on the site to cluster townhomes to ensure development on the lands remains at an appropriate scale and building typology that is compatible with surrounding properties and does not overwhelm the neighbourhood with over intensification. Additional special provisions relating to building setbacks, height, and density are outlined below:

Front Yard Depth: A minimum front yard depth of 4.0m

The intent of front yard setback regulations are to ensure that consistent street walls are maintained along streetscapes and that sufficient front yard space is incorporated into the design of neighbourhoods to accommodate landscaping. Front yard setbacks also ensure that adequate separation is achieved between buildings and roadways and that adequate distance is provided in the event of future road widening.

As previously mentioned, the proposed special regulation will ensure that the new units will be sited closer to the street to better align the eastern (front) row of units with the established street wall created by the properties to the north along Upper Queen Street. The proposed setback would also leave sufficient front yard space for landscaping at the eastern (front) row of units (Figure 5). The proposed 4.0 metre (minimum) setback also accounts for the 3.0 metre road widening dedication along Upper Queen Street.

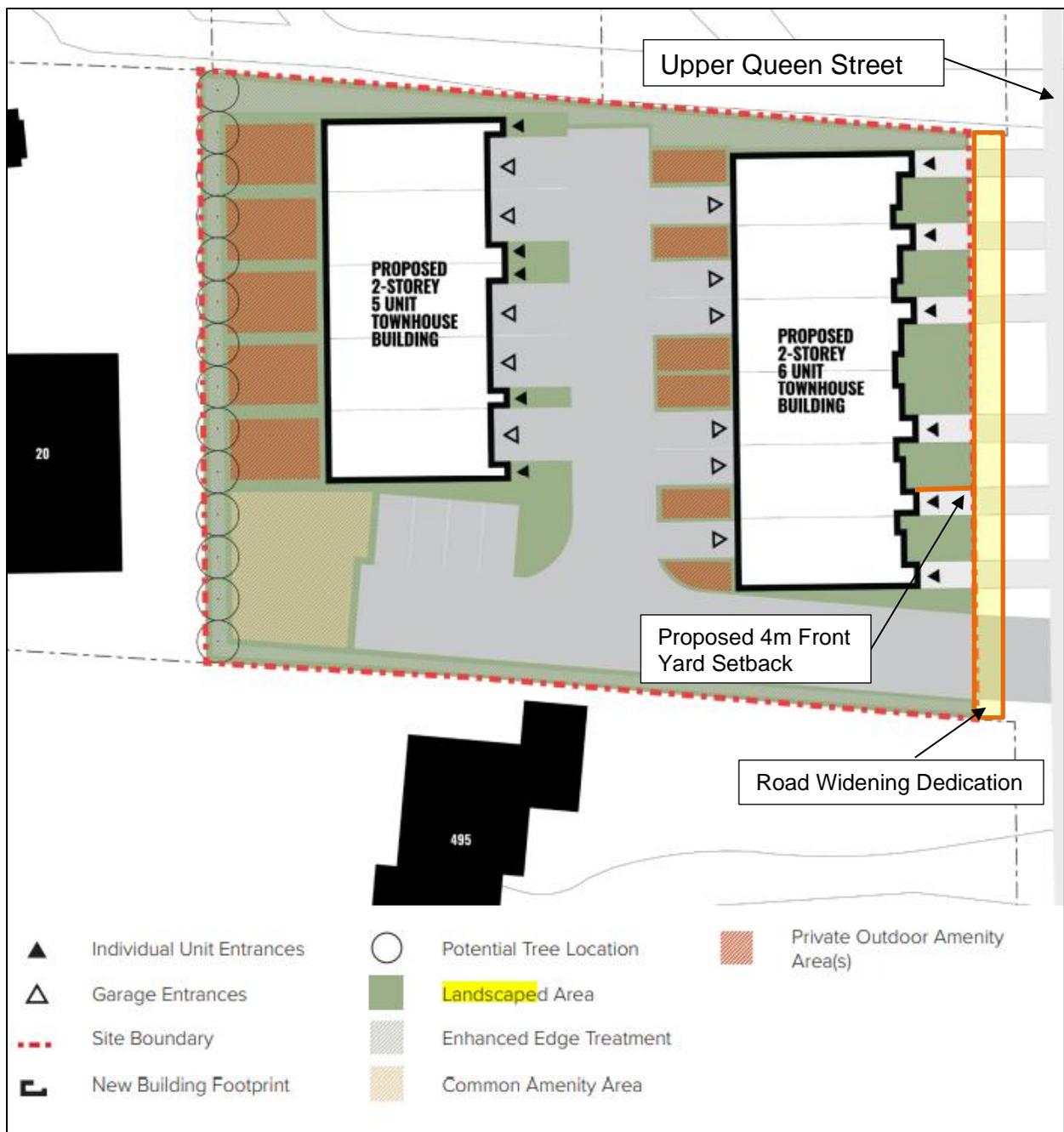


Figure 5: Conceptual Landscape Plan

Rear Yard Depth: 1.0 metre per metre of main building height or fraction thereof but in no case less than 6.0 metres

The intent of rear yard setbacks is to ensure that buildings are designed to minimize and mitigate potential impacts and privacy related concerns on adjacent properties.

In this case, the proposed rear yard depth is intended to remain proportional to the proposed building height (9.5m) to recognize the existing low rise residential dwellings along Barons Court by providing an enhanced rear yard setback that would allow more room for individual and shared amenity space. The proposed rear yard setback further assists in providing an appropriate buffer to minimize overlook between the proposed development and the single-family homes to the west along Barons Court. The regulation will also ensure all new buildings on the project site fit within a 45-degree angular plane measured from grade, thereby mitigating potential massing and shadow impacts to surrounding properties (Figure 6).

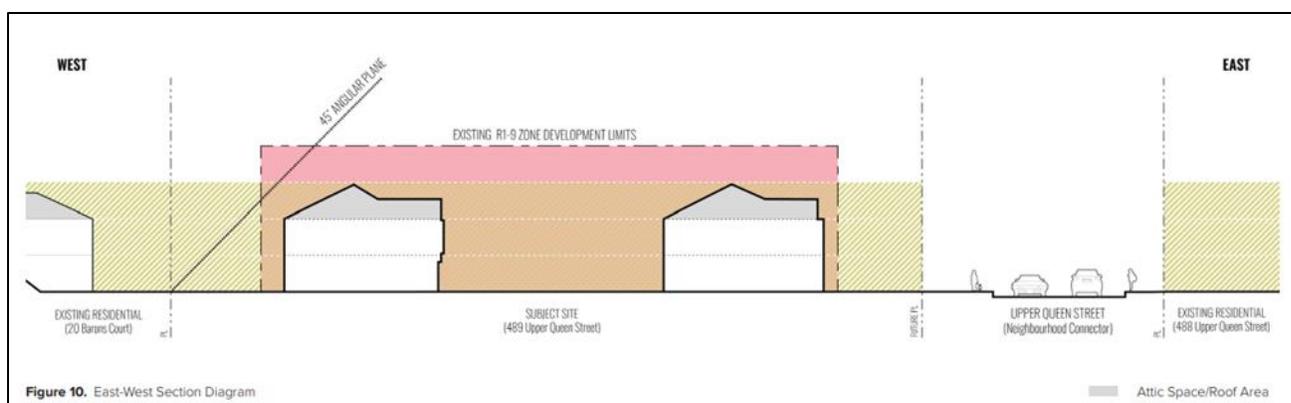


Figure 6: Proposed East-West Section Diagram

Interior Yard Depth: A minimum northern interior yard depth of 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms. A minimum southern interior yard depth of 10 metres

The intent of interior side yard setbacks is ultimately to ensure that there is perimeter access around buildings or structures for repairs and maintenance and to ensure adequate buffering is provided between adjacent properties to mitigate concerns relating to access, privacy, and runoff.

The requested minimum interior yard depth of 10 metres (to the south) is proposed to be increased from what is currently permitted in the R5-7 base zone (5.0m minimum required). The proposed regulation will allow for the inclusion of both a driveway and pedestrian walkway on the southern end of the site whilst still providing enough landscaped buffer between the proposed driveway and the residential property to the south.

Staff also consider the proposed 1.8 metre setback to the north (if the end unit contains no windows to habitable rooms) and 6.0 metre setback (if the end unit contains windows to habitable rooms) appropriate for the development given that the end walls of the townhouse units to the north directly abut the driveway and landscaped yard of the adjacent property. This would assist in providing a buffer between the townhomes and existing residential buildings at 481 Upper Queen Street and 297 Commissioners Road East. There are also no vehicular access points on the northern portion of the subject site and, as such, staff consider the proposed special regulations appropriate.

Height and Density: A maximum height of 9.5 metres and a maximum density of 36uph.

As mentioned previously, the proposed building height regulation will allow for the implementation of the development as it is currently proposed to ensure that it remains compatible with the surrounding properties. Implementing a specific height and density would restrict the cluster townhomes to be constructed at a maximum of 2-storeys and would not permit deviation to ensure the development is built at a scale and intensity that remains complimentary, and not intrusive, to the surrounding 1-2 storey single detached homes.

For the reasons identified above, staff are of the opinion that the proposed Residential Special Provision (R5-7(_)) Zone is appropriate for the site and would permit a specific development proposal at an appropriate scale and configuration that is compatible with the surrounding area.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan for the Neighbourhoods Place Type. The recommended Amendment would facilitate the utilization of an underutilized residential parcel within an established low-rise residential neighbourhood and would also succeed in broadening the range and mix of housing options within the area to support the needs of current and future residents. As such, the proposed amendment is being recommended for approval.

Prepared by: Anusha Singh
Planner I

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P. Eng
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Community Planning, Urban Design and Heritage
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 489
Upper Queen Street

WHEREAS Siv-ik Planning & Design Inc. has applied to rezone an area of land located at 489 Upper Queen Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 489 Upper Queen Street, as shown on the attached map comprising part of Key Map No. A107, FROM a Residential (R1-9) Zone **TO** a Residential (R5-7(_)) Special Provision Zone.

- 1) Section Number 9.4 of the Residential (R5-7) Zone is amended by adding the following Special Provisions:

R5-7 () 489 Upper Queen Street

a) Permitted Uses

- i) Cluster Townhouse Dwellings

b) Regulations

- | | |
|--|---|
| i) Front Yard Depth (Minimum) | 4.0 metres |
| ii) Rear Yard Depth (Minimum) | 1.0 metre per 1.0 metre of main building height or fraction thereof but in no case less than 6.0 metres |
| iii) North Interior Yard Depth (Minimum) | 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms. |
| iv) South Interior Yard Depth (Minimum) | 10 metres |

- v) Height (m)
(Maximum) 9.5 metres
- vi) Density
(Maximum) 36 uph
- vii) No garages shall be permitted on the street-facing elevation of any building(s) located directly adjacent to Upper Queen Street.

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

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

PASSED in Open Council on February 14, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023

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



File Number: Z-9540
Planner: AS
Date Prepared: 2022/12/16
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800



Geodatabase

Appendix B – Public Engagement

Community Engagement

Public liaison: On September 21, 2022, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 22, 2022. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a cluster townhouse development consisting of 10, 2 storey, residential units and 26 total parking spaces. Possible change to Zoning By-law Z.-1 **FROM** a Residential (R1-9) Zone **TO** a Residential (R5-7(_)) Special Provision Zone

Public Responses: 74 (see below)

1. Gene Gordon

We are in favor of development of this property, while adhering to existing R1-9 Zoning Requirements. Nothing other than a configuration of detached single-family homes is acceptable for this property. Please do not set a precedent!

We are residents at _____, sharing a 45.54-meter boundary, and spanning the whole western side of this proposed development. We are directly affected, and negatively impacted, by the application should it be approved. We respectfully look to you at the Planning & Development Committee to REJECT this application in your report to the Planning & Environment Committee.

We are looking to your Committee (and our Councillors) to be good stewards, entrusting you to take care and careful management of the R1-9 residents and their investment into this area. We look to you for your consideration.

- a. Highland District (R1) Zoning is a single-family neighborhood with no retail/commercial plazas nearby. The proposed development is not in character with the neighborhood, which consists of large lot estate homes.
- b. Traffic, noise & sidewalk congestion so close to UQ & Commissioners Rd will intensify significantly with the proposed development
- c. Not on the Bus Rapid Transit line (BRT)
- d. Residents have purchased their properties at premium prices in this R1 zone, single detached dwellings. We built this home from property already severed from 489 Upper Queen Street. Residents have invested considerable amounts of money purchasing, building, renovating, and landscaping their homes in this R1-9 zone.
- e. Upper Queen St, is a secondary collector. The traffic count at Upper Queen St. & Commissioners Rd. intersection is currently 12.5. This proposal includes the addition of up to twenty-six cars at 489 UQ (before food & retail delivery vehicles & weekend/holiday visitors & garbage/recycling trucks) which would magnify the congestion. There is an existing laneway/right of way immediately north of the subject property serving three homes only 90 yards from the corner of Commissioners Rd
- f. A proposed new laneway on the southern boundary of the subject property would see these 26+ vehicles less than 240 yards from this already busy intersection. A bus stop exists between the right of way and the corner of UQ/Commissioners, compounding congestion. Also of note is the recent completion of bike lanes at this corner, with attendant cement curbs. At minimum, a NEW TRAFFIC STUDY IS REQUIRED by the city. Parts of Upper Queen St. has a traffic count of 13 and 14. This street is already terribly congested and cannot support more.

2. Karli Fajdiga and Vernon Martin

As a resident on _____, our home will be directly and negatively affected if this Amendment is approved. 489 Upper Queen Street is located behind our backyard.

- a. Our concerns are the following:
 - i. This proposed development is entirely NOT in keeping with the character and zoning of existing single family homes on Commissioners Road, Barons Court, Highland Heights and Upper Queen Street.
 - ii. City rezoning approval for 489 Upper Queen would set a precedent for other Upper Queen and Commissioners Road properties to be sold and redeveloped in a like manner.
 - iii. The Upper Queen/Commissioners/Ridout intersection is already congested and the addition of 11 Townhomes would only add to an existing situation.

There is a group of neighbours who will be voicing their concerns and fighting this proposed amendment. Thank you for your time

3. Ross Bishop

We must clearly state that we are against approval of a zoning change from R1-9 to R5-7 for an 11 unit townhouse development proposed for 489 Upper Queen Ave. Specific to our property location, the completed development as proposed will create a slowing and backing up of traffic at the corner of Ridout and Commissioners Rd with the increased number of vehicles entering and exiting this property location. Southbound traffic on Ridout at the commissioners intersection has been slowed and backed up with the newly installed island placements for the extended bike paths at the corner. Once the Ridout St bridge is completed this problem will be exacerbated though greater traffic volume loaded onto Ridout Street. The development will cause increased slowing and backing up of traffic heading North on Upper Queen towards Commissioners with vehicles attempting to turn left into the property against currently busy southbound traffic flows.

The building design has its drawbacks as well, in relation to matching existing home designs in the area and building height in relation to existing condo property neighbours to the west of the property.

Again, we are against the approval of this townhouse development and request the City of London to deny approval of the proposed zoning change.

4. Geoff Barron

Good morning. My name is Geoff Barron and I live at _____ and am writing to voice my objection to the zoning bylaw amendment for 489 Upper Queen St.

The plan as submitted is completely out of character for the neighborhood. The setback, lack of trees and green space being the most obvious features in the appearance of the proposed development that do not fit in. The lot which once held a single house is large enough to be divided but the overall appearance of the redevelopment should fit in with the neighborhood.

There are several other issues which come to mind as well when I reviewed the plan you sent out.

- i. Garbage. 11 units equals up to 33 garbage pails and 22 recycling buckets on Upper Queen if street collection is the plan. Seems like a lot on the sidewalk with no boulevard strip and a bike lane. It is a busy sidewalk and with the recent street widening for bike lanes

space is tight. If not out front for street collection there will be dumpsters. I did not see them on the plan. Probably would be near the back fence by visitor parking.

- ii. Building Set back from road. 11 unit plan too close to UQ . The drawings provided show a wall of townhouses that are out of place on the block. This depth of setback would work in the core where the lots are 100 deep not 200-300 deep. All other homes are 50 - 100 feet from side walk with lawns and trees. This proposal develops over 80% of property and in no way fits in. The old doctors house south of this lot set close to UQ used to front onto Commissioners and had a side entrance for the doctors office facing UQ when it was a dead end country lane.
- iii. Water runoff. The only green space is at the back on the highest elevation. All rain and snowmelt will go to street.
- iv. Trees. City tree line on street will be cut short at this property. 3 trees planted when side walk on UQ done 5+ years ago would need to be removed. Where are new trees to be planted?. Also there were other mature trees on the lot until cleared a few years back. This is not how the lot appeared before house removed.
- v. Parking . 1 outdoor parking spot per house plus 4 visitor spots for 11 units is inadequate. There is no street parking on UQ or Commissioners. If there were a proper setback driveway would allow for multiple cars as on rest of block. What happens on weekends and holidays to over flow parking? Will they park on the little bit of green space left?
- vi. Snow removal and storage on site. Where will the snow from 11 lane ways, 4 visitor parking spots, 11 walkways and 200 feet of lane be piled up. Not on the street. Not behind the back 5 units. Lots of snow falls in London.

I think a row of 3-4 townhouses set back from the road with yards , trees, gardens, and 2-3 car driveways would be fine but to develop the lot completely to within 12feet of the sidewalk is excessive. Asking to retain a lawn and trees like the rest of the street is a reasonable request.

What are the next steps to object to this project? How can I see how it compares to the city plan for this neighborhood?

5. David Judge

There is a proposal to develop townhouses on the property.at 489 Upper Queen St. I would like to object to this proposal as all of Upper Queen St is made up of single family dwellings. A development as the one proposed is not consistent with the rest of the street and would be out of place. I hope you will vote against anything other than a single family house.

6. John Clearly

Writing this email as a concerned neighbour/resident of this area (live on Mountsfield Drive) and to express opposition to the proposed rezoning application for 489 Upper Queen Street. The surrounding area is very conducive to single family housing and very concerned that this would alter the housing landscape of this area now and in the future if such a rezoning application is approved. Would hope to avoid setting a precedent for large lots in the area of Upper Queen Street and Commissioners Road to become stacked, high density, multi-story cluster townhomes. Hope these comments are taken into consideration with respect to this rezoning application.

7. Ron and Alison Smeets

We are whole heartedly against this development, if the city allows this re-zoning it will set a precedent that would make it difficult to deny other properties along Upper Queen Street from asking for the same high-density zoning. This could lead to an unsustainable burden to the streets infrastructure and traffic patterns and change the character of the neighborhood in a negative way.

We also believe the look of this development is totally out of character with the surrounding streetscape and will make the intersection of commissioner's road and upper queen street even more dangerous when up to eleven or more vehicles may try to exit the complex northbound where traffic is already backed up every day. Zoning on Upper Queen Street should remain single family housing.

8. Aline Giroux

I am a resident of London and there is a Notice of Planning Application in the works next to my home.

I'm only trying to ascertain the definitions and specifically what issues fall under each of these categories

- i. Land Use...although seems straight forward....including what specific items
- ii. Development Intensity...again, seems straight forward....including what specific items
- iii. Form of development....I'm stumped on this one.....in layman's terms what does this mean? Plus what specific items fall under this category.

I would greatly appreciate your consideration if you are able to give me the basic understanding of these 3 items.

9. Ken Ramer

I must strongly oppose this planning application at 489 Upper Queen St. The current zoning R1-9 is in place to guarantee the conformity of upscale homes and properties on the street

The current residents have all paid a premium for their homes and estate sized lots, knowing that the current zoning would protect their investment. To think that a developer could buy a lot and build 11-2 storey townhouses on this street is unfathomable and preposterous.

As a very active realtor for over 40 years mainly in the south of London, I know how difficult it is to change zoning. I have always believed that the zoning was in place to maintain conformity in neighbourhoods and to protect the homeowners from developments such as this. My extensive experience over the years has also taught me how a development like this can have a serious negative impact on property values in the immediate area.

I understand what the city is trying to accomplish but this location doesn't lend itself to a townhouse development. There are certainly other locations where a townhouse development would conform to the neighbourhood.

The recent changes to the corner of Commissioners and Upper Queen will cause traffic issues and I believe adding another 20 cars to that location is dangerous. If this application is approved it sets a precedent that will allow developers to buy any property on Upper Queen and erect more townhouses, further lessening property values and increasing traffic congestion.

It will also send a message to developers that they don't need to pay too much attention to current zoning as going forward it can be easily changed. It brings the effectiveness of the zoning department into question.

In short, I find it hard to believe that this application is even being entertained as it so goes against the conformity of an upscale and desirable neighbourhood.

There is no upside to this proposal to anyone but the developers. My wife and I live at _____ and again we strongly oppose this application and the negative affects it would have on the neighbourhood

10. Debbie and Andy Mathias

We are writing to express our concerns in regards to the planning application for the erection of townhouses at 489 Upper Queen Street.

We are strongly opposed to the proposed changing of the current zoning R1-9 which has been in place to guarantee the integrity of these upscale homes and large estate properties along Upper Queen Street. If the zone is changed then there will be no stopping further developers from tearing down existing homes on these large mature lots to construct multifamily housing along this already very busy street.

In addition to the new changes to the corner of Upper Queen and Commissioners very close to the proposed lot at 489 Upper Queen Street, has already added perilous driving conditions by adding concrete islands for cyclists and narrowing the turning lanes for cars. Adding a townhouse with 20+ more vehicles pulling in and out onto Upper Queen Street will make this area even more congested and dangerous for both motorists and cyclists.

My husband and I have lived at _____ for over 20 years. Just driving along Upper Queen Street depicts a strong respect for home ownership. We all strive to keep our properties looking nice and homes have been well maintained. People tend to stay here and not sell because of the pride we take in our homes and with our neighbourhood community.

11. Val Roche

I must strongly oppose this planning application at 489 Upper Queen Street. The current zoning R1-9 is in place to guarantee the conformity of the upscale homes and properties on the street. Residents in the area have paid a premium to reside in this local. For a developer to simply buy a lot to squeeze 11-2 storey box style townhome units onto for as much monetary gain as possible is not only unfair to us but also to the renters of the units. It has not been thought through enough as there are only four guest parking spots with an adjacent small area for the garbage truck to drive in and back out of the single lane driveway. This will also cause issues in the winter as there is nowhere to pile backed up snow. Siv-ic said at the zoom meeting that the owner of the complex will most likely hire a snow removal company to truck the snow away. This sounds logistically difficult given the small parking area and if guest vehicles are parked where the large trucks need to turn around it's unworkable.

Another potential problem is the mutual drive on the south side of the lot that is a private drive and given the small guest parking area on the townhouse complex it will only invite tenant guests to park in the private drive during holiday occasions as there is nowhere else in the area to guest park.

Zoning is in place to maintain conformity in neighbourhoods and to protect the homeowners from developments such as this. The recent changes to the corner of Commissioners and Upper Queen will cause traffic issues and I believe adding another 20 cars to that location is dangerous and as mentioned above the four guest parking spots can only become a problem.

It will also send a message to developers that they don't need to pay too much attention to current zoning as going forward it can be easily changed as the developers will believe (if not already believe) that they have an in with city planning that overrides the residents well-being. It brings the effectiveness of the zoning department into question. The only winner in this proposal would be the developer.

12. Lana Tangen

In regards to the townhomes planning to be built at 489 UpperQueen str I would like to say I am totally opposed to that many homes going there . That corner is already a problem with being extremely busy , also the style if these townhomes are not going to go with this street style at all. If multi family homes are to go in I suggest one floor units and not so many crammed into that space . These will bring down the value of all the surrounding homes

13. Susan Stewart

I live at _____, which is a few houses down from the proposed townhouse development. I have lived on Upper Queen for 10 1/2 yrs and during that time have seen the traffic flow become increasingly worse. It is a daily occurrence for vehicles to travel between 70-90 KPH and blow the stop signs at Chiddington. I myself and my neighbours have all had extremely close calls as pedestrians walking our dogs. All of us have nearly been hit because of people disregarding the stop signs. Because of the fact that Upper Queen St. is used as a main thoroughfare, the speed limit and stop signs are frequently disregarded. There is never any proactive enforcement by police and police cruisers, city buses and ambulances (not going to calls) all travel well above the speed limit.

The recently installed bike lanes at the intersection of Commissioners and Upper Queen have only exacerbated traffic issues. The bike lanes are a wonderful idea, as I commute daily on my bike and appreciate the lanes. The installation of the cement islands has caused chaos, with an uptick in motor vehicle collisions already. We are unable to enter Upper Queen St. from Commissioners when hauling our travel trailer home to be unloaded. We must now go to Wellington, down Baseline and up Ridout onto Upper Queen. The turn is impossible to make with the cement structures in place and I have already observed small cars turning into the narrow bike lane in error.

I implore you to examine installation of speed bumps between Commissioners and Chiddington and from Chiddington to Ferndale. I also ask you to examine the dangerous conditions the installation of the cement barriers are causing.

I believe the Townhouse proposal, if allowed to come to fruition, will degrade all property values in the immediate area. It will only add to the traffic, noise pollution and safety of all who reside on the street. This appears to be a developer wishing to capitalize on a double lot and make as much money as possible with no concern of the current homeowner dynamic that makes living on Upper Queen desirable.

Please oppose this proposal by protecting the existing residents from the instability it will impose. I fear the 1 acre lot across the road from the proposed development will be the next target if rezoning is allowed

14. Maher Ghattas

I'm sure you have received volumes of emails and telephone calls regarding the proposed zoning amendment to 489 Upper Queen street. We are opposed to such a change across the street from our family home.

My family and I live at _____ which is one lot south of the proposed cluster townhouse development, on the east side of the street. It is hard to understand that a cluster townhouse proposal could be put forth in our area and possibly become the new normal for any developer to 'intensify' our neighbourhood! How would a townhouse cluster respect the existing character of single detached dwellings in our area?

There are several concerns that I have against the proposed amendment that I'm sure you've heard about, but I have a few more to add with respect to additional traffic being created in this section of our street.

- i. The recent changes for accessibility lanes/islands for pedestrian and cyclist has added congestion to an already busy intersection.
- ii. The visibility of the intersection is impeded as it is on a downhill and slight bend, making it difficult to react to stopped traffic, crossing pedestrians or cyclists (let alone winter snow and ice conditions).
- iii. There are two city bus stops across from each other, also on the downhill portion with slight bend in the road.
- iv. We had to ask our school board to move our children's bus stop from the area before the intersection, as it was unsafe for a school bus to stop, and then attempt to make a left turn onto Commissioners (they sent out traffic representatives/ consultants and agreed that this would be a dangerous pick-up point also citing the downhill, slight curve and two city bus stops).
- v. The thought of adding 20+ potential vehicles coming and going from a laneway that is so close to a busy intersection, close to two city bus stops, school bus stop and protected cycling lanes on the street, is incomprehensible and seems to be an oversight on the planning committee/developers to even consider this zoning amendment.
- vi. I was rear-ended in my car directly in front of 489 Upper Queen, while going north on Upper Queen street after leaving my driveway. A car was speeding north on Upper Queen street and did not see the traffic stopped ahead. I saw him approaching quickly and tapped my brake lights as I had no room to move forward. He impacted my car and I narrowly missed the car in front of me. I still suffer with neck pain and PTSD related issues to this day. This happened less than 15 meters from my driveway, and I am certain that the increased traffic coming and going from this site will cause similar, potentially dangerous/deadly traffic-pedestrian situations.

I would be happy to speak with you further regarding the proposed changes and hope that you will take our neighbourhood concerns seriously to stop such a proposal from happening in our area.

15. Shelley Galvin

I strongly oppose this proposed amendment purely because I believe it poses a significant risk to the many pedestrians and bicycle commuters that regularly use Upper Queens and Ridout street - a significant and well used SINGLE lane thoroughfare here in our lovely Old South/Lockwood Park/Hyland Golf course neighbourhood.

I live at _____ - right on the corner of Commissioners Road and Ridout/Upper Queens. I can tell you that the density of the traffic on Commissioners Road, especially at the intersection of Ridout/Upper Queens has already reached ridiculously dangerous levels and there is no doubt in my mind that someone in our neighbourhood is going to be badly injured or worse. To propose to add an additional ELEVEN households, likely 25 vehicles into this extremely overused traffic area is completely unacceptable.

As you likely know, Commissioners Road through the Ridout/Upper Queens intersection is a MAJOR thoroughfare - for fire trucks, paramedics, police cruisers and now, in the past 24 months, is also an LTC Bus route (moved south from Baseline road for reasons that are unclear). There are many, many vehicles travelling at high speeds, regularly running red lights and there are a lot of pedestrians and bicyclists. During the construction to build the safer bicycle lanes, Commissioners Road was down to one lane and was OFTEN backed up all the way to Wharncliffe to the West and Wellington to the East during that construction.

Clearly, infilling this many units with their accompanying vehicles in an already overwhelmed traffic infrastructure would be a major mistake. I believe that the fact that Ridout and Upper Queens are single lane roads each way is one of the reasons it is currently zoned R1-9 - because the road and traffic infrastructure cannot handle that many additional families and the associated vehicles.

I am extremely concerned for the safety of the following groups, if this zoning change is allowed to proceed:

- i. Students attending Mountsfield Public school who regularly walk along Commissioners Road and Ridout several times a day to attend school
- ii. Students attending South Secondary school who regularly walk or bicycle along Commissioner Road, Upper Queens, Ridout etc several times a day to attend school
- iii. Neighbours who enjoy walking in their Lockwood Park/Hyland Gold Course/Old South neighbourhood (and there are LOTS OF WALKERS) who will be put at additional risk due to the increased traffic from this infill

Just last week, I was shocked while working from my upper floor office to hear a loud BANG and a second later to see a car come hurtling up over the sidewalk into our driveway! At first I thought it was a police car because it was white with blue lettering, but it turned out to be a dealership shuttle vehicle. There had been yet another accident at the intersection of Ridout/Upper Queens and Commissioners Road - and the impact of the crash not only completely filled the vehicle with air bags, but caused the car to come flying up over the sidewalk and partly into our driveway. I shudder to think what would have happened if I had been walking my dogs down the driveway, if my son had been waiting at the end of the driveway to head to work, if a Mountsfield or South student had been walking on the sidewalk on their way to school, if one of my neighbours was out for a walk or heading home with groceries from Metro etc.

We CANNOT afford to increase the population density in this area - it was never intended to serve an excessive number of households, all clustered together, just off a very NARROW single lane road like Upper Queens - and there absolutely will be disastrous consequences if this zoning change is approved

Thank you for considering my opinion and input

16. Pamela Batzold

I do Not support the rezoning of 489 Upper Queen Street. Living in London Ontario since 1975, I have seen some extremely positive growth and some things that stick out and I question how the City approved this. I feel that based on the history of the area, and with the decisions made over the last few years, that this is a situation where money speaks before common sense.

When the original home was torn down, we questioned this as a family. Personally we loved the look of that home, but after hearing that a family was going to build two houses, one for the parents and one for a child and their family, this made sense. However this did not happen since the zoning was not

there to accommodate two homes. Then the zoning is there to accommodate 11 homes? What happened? How was this even possible from a nice family environment to multi higher density homes on the same lot?

I moved to Barons Crt and back onto Upper Queens. I hear the fast moving traffic and the speeding (mostly) overnight. I can not see how this decision to increase the incoming and outgoing of this property so close to a major intersection would not cause concern for both people walking, riding their bikes and merging into traffic. it is just too close to the intersection to make any sense.

The City of London is promoting bike lanes, this was proven with the crazy new intersection at the same corner. Changing the zoning in the exact location of the support for bike lanes is a contradiction of the bigger plan I understood the City had.

We also have a property on Barons Court at the corner that is under review to be sectioned off to accommodate a single family home on a very small lot. This property went up for sale and since the current owners have not kept up the property. When we walk or driving past it daily to see the weeds growing out of control is concerning.

My understanding it takes time to subdivide a parcel of land. Once its under review i have seen multiple times where the lot is neglected.

I believe the City should monitor these situations and know the history of the land/property and move forward in a proactive way and not reactive way

17. Kate Keating and Jean

I co-own the house at _____, close to the proposed development. We are very concerned and disappointed about this zoning change application and proposal, as presented.

There are many reasons to consider higher density housing options in urban areas, but the philosophy should not be to build anything, anywhere, without respecting the character and scale of established neighbourhoods. This seems especially important with an application that would set a precedent in an area that has been desirable and distinct for generations.

As discussed at siv-ik information meetings, the Upper Queen neighbourhood is unique within London, in part because R1-9 zoning has protected its heritage trees; green spaces around ponds, parks, and the golf course; and its single-family style of dwelling set back from the street. The current proposal to shoehorn many townhomes into one lot does not take this Forest City character into account at all. The developer has emphasized their efforts to not “exceed” maximum allowable building sizes and features allowed by the London Plan, but surely making new developments “less bad than they could be” shouldn’t be the goal of the city nor urban planning in general.

I co-own the house with my mother and, as has been the case for quite a few other neighbours over the years, we are now an example of both resident loyalty to the area and its multigenerational appeal. This house where I grew up continues to be where my parents stayed into retirement and have witnessed many changes to the street — including new people, new buildings and renovations, and the major transition from quiet dead-end street to a busy thoroughway — but the overall look and feel has, remarkably, stayed the same. Features that appealed when my parents bought the house in 1969 have stood the test of time. Both the houses and the area itself have ‘good bones’ and continue to offer a good foundation and quality of life for people at different life stages.

Early arguments that stuffing townhomes into this location could offer opportunities for seniors hoping to "downsize," or for young families, are unrealistic because such infill units often have vertical and stair-dependent designs, making them less accessible and less elder- and child-friendly than other building styles (such as the single family ranch-style homes found on Upper Queen). It seems likely that cars would be essential for most townhome residents because this side of Commissioners Road is more car-dependent and less pedestrian- and senior-friendly than other neighbourhoods such as Wortley Village.

In addition, this proposed development seems likely to add to ongoing challenges related to traffic volume and flooding. For example:

- i. Even if the proposed shared driveway is on the south side of the lot, adding multiple cars so close to the busy intersection and bike lanes adds reckless complexity for pedestrians, cyclists, and cars, especially at rush hours.
- ii. It is already difficult to leave our driveway by car at certain times of day, and there are new logistics related to watching for pedestrian and bike traffic from the north and south simultaneously; in spite of the new lanes, many cyclists still feel safer on the sidewalks.
- iii. Here at _____, we are currently rebuilding from our second basement flood and overland flood insurance claim in 15 years. Further infrastructure pressures risk affecting the already stressed water table. Drainage issues already affect the shared lane north of 489 because treacherous icy patches form on the sidewalk, from there to the bus stop, in winter.

Overall, this proposal doesn't suit the lot or neighbourhood and seems like an attempt to set a precedent for more drastic zoning changes in south London, rather than taking advantage of the street's natural features and truly making London more liveable for more people in innovative ways.

We are worried about this proposal because we already appreciate Upper Queen Street and don't want inadequate attempts to address housing challenges to, in reality, result in killing a goose that lays golden eggs.

Thank you for considering our concerns

18. Ross MacDonald

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and my request to the City of London, Planning and Environment Committee to REJECT (not recommend) Application Z-9540 to the City of London Planning and Environment Committee.

- i. **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate eleven, two story townhouses is an unacceptable and unprecedented ASK to go from R1 to R5.
- ii. **Policy/character:** Notice of Application – Planning Policies states "intensification will respect existing neighborhood character". It should not be considered that eleven, two story townhouses (plus visitor parking) respects existing neighborhood. THIS REZONING APPLICATION, DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape or form.
- iii. **Location/land Use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes and live here, with the assumption that the City of London would be good stewards to protect and maintain our investments. PROPOSAL IS A DETREMENT TO OUR INVESTMENT IN THE AREA.
- iv. **Traffic:** Mere metres away from the busy congested intersection of Commissioners/ Upper Queen/Ridout. With new bike curbs,

AND 2 private drives directly off Upper Queen on south/west corner, AND immediately next to that a private right-of-way driveway serving 3 homes. AND now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this before you include visitors, maintenance vehicles, postal vehicles, garbage/recycling trucks. THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFIC PATTERNS .

- v. **Neighborhood Impact:** A rezoning would forever change the character of this area. Families have lived here for 40 plus years.
- vi. **Intensification/infill:** can be accomplished in a manner that respects the existing neighborhood and character AND satisfies the City Plan for infill, all the while accommodating single detached dwellings, without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE.
- vii. **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots and small lots, one story and two story detached single family homes . PROPOSED DESIGN DOES NOT SUIT 489 UQ property.
- viii. **Form of Development –** from the original home on the property, R1 detached single dwelling (now demolished), to R5 Cluster townhouses? The 489 UPPER QUEEN STREET PROPERTY IS TOO SMALL FOR R5 ZONING.

I respectfully request the Planning and Development Committee take my and all residents' comments into consideration in your recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to this rezoning application.

19. Bob Wood

We are writing to express our opposition to the above application as we do not believe it conforms to the Official Plan and would be bad planning if approved. The proposal would result in housing very different from that which surrounds it for blocks, while the Official Plan calls for any zoning by-law for this location to be consistent with the surrounding properties' use. Approving this application would undermine the goals of the Official Plan

20. Don Wilkinson

I am writing you today to state my opposition to the proposed development of 489 Upper Queen.

I speak from a position of knowledge on both the history and some details concerning and a previous Sale of this property.

One of my Real Estate clients was the long time owner of the property and SOLD in 2017 in his mid 80's after raising his family and retiring in the home. When he became a widower the 5 Level Side Split with over 3500 sq ft of living space was far to big for a single person. It was put up for Sale and subsequently SOLD to some members of Highland Golf & Curling Club who were looking to remodel/rebuild on the property. The property was approx. 2/3rds of a acre having been reduced from the original acre sized lots seen regularly on Upper Queen properties.

Common sense and a quick survey of the neighbourhood would show you very little multi-residential properties in our area. The large lots are obviously coveted by developers but I'm guessing almost nobody would support townhouses on a property located amongst million dollar properties. Mrs Aziz who owns the

property to the South has the acre property that stretches to Barron's and would clearly be impacted from a value perspective as would all other neighbours if a development like the one proposed was shoehorned into a beautiful lot like 489 Upper Queen.

The original intent when Dr Biesenthal Sold that property was for it to be a remodelled home or possibly a new home. I'm not sure why the Tobicoe's decided not to move forward with their plan and in all honesty it doesn't matter at this point. They had strongly considered the plan of building a beautiful new home on half the property with the potential to hve space to either build / or sell a lot where another Million dollar property would sit.

The size of that property could support two well designed homes and fit nicely on that 200 foot lot. To add some additional credibility to that discussion one of the most well respected Urban planners in London , Greg Priamo formerly Owner/President of Zelinka Priamo had contacted me about the property prior to the Sale to the Tobicoe's. Greg and his wife Bobbi-Lyn are long time friends. They had initially put a conditional Offer in on 489 Upper Queen that was accepted by Dr Biesenthal. Greg's condition revolved around his ability to secure his selected builder to build a family home for his family. We talked at length about how this property would best be developed. Although the lot would accommodate a beautiful single home , Greg's contention was it might be too big for a property he desired that was going to be approximately 2200-2400 sq ft Bungalow. His plan was to sever the property and either build a second home of approximately the same size with the same high end quality he desired as a way to offset the financial impact of the project.

I understand I am speaking about a person who unfortunately and tragically has his life cut short and has passed away and can not confirm this discussion but I likely not only have notes on the conversations but know his wife Bobbi-Lyn was actively involved in those discussions. My point for sharing this historical dialogue is that if someone who was involved in development throughout the city for 30 years and was respected like Greg Priamo and had looked at that property as one he might purchase but knew it was either appropriately sized for a single property or possibly at most two appropriately sized million dollar homes. To attempt to justify a mult unit townhouse complex at this location is not appropriate and was never the intention of either of the past Buyers or Sellers and certainly not a consideration for any of the many neighbours impacted by a proposal like the one being discussed. I understand that the zoning change is step 1. This property should remain Single family residential but allow for a division into two lots.

I am also a neighbour who lives just down the hill on _____ in a large Single family residential property. The distance is a surprising 320 meters from 489 Upper Queen St. I'm certain this type of a multi-unit development would take away from the feel of this neighbourhood and not conform to what was initially planned by many of us who have worked hard to add to the desirability and values of our properties. Although this area seems to be categorized as "Highland district" it is essentially and extension of OLD SOUTH and has always been bundled into the fabric of the neighbourhood. People who live on Upper Queen or Commissioners E between High & Wharncliffe call themselves Old South residents.

This proposed development does NOT respect the existing neighbourhood character and seems to be very developer centric with no regard for the neighbourhood. This plan should be opposed, and the property continue to be zoned as a single family with the flexibility for a severance and a maximum of two properties.

If you have any questions or would like to chat about this note , don't hesitate to connect with my the number in red font below.

21. Frank Gerrits

Please accept this email as my opposition to the re-zoning application at 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to reject Application Z-9540 as proposed and send it back to staff for a further review and consider reducing the number of units in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, at 489 Upper Queen Street, in a manner that would respect the existing neighbourhood and character, and remain R1 zone , (single detached dwelling).

Traffic on Commissioners Road East seems to increase on daily basis, as does Upper Queen and adding more traffic congestion, to the intersection of Commissioners Rd and Upper Queen Street, cannot sustain the volume, especially since the recent reconfiguration of the the intersection which has hindered traffic flow. Although, I do not live on Upper Queen Street but use it daily as part of my commute. The proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from a right-of-way (that serves 3 homes), and another 2 driveways right at the corner of Commissioners/Upper Queen Street. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add deliveries, garbage/recycling trucks and weekend and holiday visitors. This will affect all traffic on Upper Queens Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

22. John Sry

I am writing to express my concern and opposition for the ZONING APPLICATION Z-9540 for 489 Upper Queen St. I have been a resident on Upper Queen st for 40+ years and to see such a change on the street raises concerns for traffic and safety.

Already on Upper Queen cars travel too fast coming from the light on commissioners to the stop sign and forward. More over, since the construction of the bike lane and the median built right in the middle of the right of the right hand turn on the Upper Queen from Commissioners rd, it is a very tight road. The construction and housing project being proposed to be zoned on that lot could be potential to future traffic accidents and jams. This is a very quiet street with children and elderly, the disruption of small unit housing will impede on the peacefullness of the neighbourhood.

My family and I are greatly concerned about this zoning of property and we are GREATLY OPPOSING the proposal.

23. Russ and Susan Scorgie

My wife and I own a home within the notified area. We wish to indicate that we ARE NOT OPPOSED to this rezoning request. In fact, we encourage this and

other similar projects where appropriate. In this case, we believe that this proposed project is quite appropriate in terms of the very preliminary concept presented to date. Of course, the final proposal should be monitored and vetted before final approval. It would be appropriate to have the more developed design and landscape plan reviewed by the Urban Design Committee to ensure that the detailed proposal sets a good example.

We did receive a notice from the group opposing this application but do not agree with most of its rationale which we find excessively negative and very unrealistic. The usual NIMBY arguments against are there, but they do not represent the effects of this proposal in any reasonable way.

The City needs intensification and this is of a modest scale, density and number of units serving that purpose. It is located off of an arterial street and on a bus route. It is very near another even busier street and major bus route. If we had more such appropriate developments, it is more likely that there would be reduced automobile traffic on our streets, not more. It represents an approach which is also somewhat more beneficial to climate concerns, infrastructure costs, the housing crisis and community improvements.

As a city, if we do not start approving good quality modest improvements with respect to these bigger issues, we are headed down the wrong path.

24. Joan Cummings & Joann Degaust

I oppose the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and my request to the City of London, Planning and Development Committee to reject (not recommend) Application Z-9540 to the City of London Planning and Environment Committee.

- i. Current Zoning: R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASK - to go from R1 to R5!
- ii. Policy/character: Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character..." It should not be considered, in all good consciousness, that 11, 2 storey cluster townhouses(plus visitor parking) respects the existing neighbourhood. It does not represent this in any way shape or form.
- iii. Location/land use: Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here with the assumption the City would be stewards to protect and maintain our investments. This proposal is a detriment to our investment in this area.
- iv. Traffic: mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Ridout. With the new bike lanes and curbs, and 2 private drives directly off Upper Queen on the south/west corner and immediately next to that, a private right-of-way driveway, serving 3 homes, and now a proposal that would add a double driveway to a cluster townhouse development that will hold up to 26 cars on the property. All this before you include visitors, delivery trucks, maintenance vehicles, postal trucks, garbage trucks. This proposal cannot sustain the volume and traffic patterns.
- v. Neighbourhood Impact: A rezoning of this property would forever change the character of this area!! Families have lived in this area for 40+ years!
- vi. Intensification/infill: This can be accomplished in a manner that respects the existing neighbourhood and character and satisfies the City Plan for infill, all the while, accommodating single detached

dwellings without approval of this unprecedented rezoning application. It does not fit here!

- vii. design: The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots and small lots, one storey and two storey detached single family homes. This proposed design does not fit in this area or specific property.
- viii. Form of Development: from the original home on the property, R1 detached single dwelling (now demolished) to R5 cluster townhouses???. This site is too small for R5 zoning.

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning and Environment Committee.

Please acknowledge receipt of this opposition to this rezoning application.

25. Marcus Lennox

I, along with my neighbour, Terry Clifford, who owns and lives at _____, would like to add our voices to OPPOSE the proposal before the City of London's Planning and Development department by a developer who wishes to re-zone the subject property from R-1 to R-5. The reason for the proposed re-zoning is to enable the developer to build, what is referred to as, a "cluster townhouse development"

Attached to this email are formally signed Opposition Letters from Terry Clifford and myself. Please place them on the record. As we understand it, your department is in the stage of collecting comments and reaction from the property owners and community in which the proposed re-zoning is targeted. After this stage is completed, it is our understanding that an actual public meeting or meetings will take place – please place Terry and myself on your list of recipients of notification of such meetings. Thank you.

In closing, I would like to reiterate our hand-written comments which may be a trifle illegible. And that is to observe that – over and above the documented litany of valid legal, zoning and philosophic reasons why this proposed re-zoning and cluster townhouse development is a colossal mistake – we wish to highlight yet another. As one proceeds south along Upper Queen Street from the intersection at Commissioners' Road, one goes up a steep incline, the apex of which would meet the proposed driveway into the cluster development. Aside from the heightened level of traffic congestion which has already been detailed and which will predictably cause accidents in normal weather conditions – when one adds in the snowy and icy conditions of winter, this proposal is a recipe for DISASTER! The clear foreseeability of injury and death should make any public official (or Ward 12 Councillor) reject this re-zoning proposal from a good governance perspective alone!

26. Cheryl Jennings

My husband and I wish to register our concerns and objection to the rezoning of Upper Queen Street to allow for townhouses. We live on _____ near the corner of _____

Since the addition of the cement barriers for bicycles where installed at the intersection of Ridout and Commissioners, the back up of traffic to the lights has increased. As a result, it is very difficult to exit onto Ridout from Mountsfield at busy hours. When parents try to do so when picking up their children it is chaos now. Increasing the amount of traffic down Upper Queens to the intersection can only exasperate the problem. Even now drivers use our street as a shortcut to avoid the intersection.

That area has been residential for as long as I can remember. Making it multiple dwelling will change the whole character of the neighbourhood. And not for the best.

We strongly oppose this rezoning application.

27. Patrick & Karen Levac

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our home and renovated our home, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered.

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone, (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next to a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. The proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

28. Andrew Marlowe

I just received a flyer in my mailbox asking me to oppose a new townhouse development at 489 Upper Queen Street West (Zoning By-Law Amendment, File: Z-9540). It's a bit heated, and I get the impression you might get some not-so-fun emails from a small but loud minority of residents in my neighbourhood. I apologize in advance if either of you do get a flood of negativity!

Hopefully I can balance that out with some cheerful comments in support of the project! The area is a great one for infill development- it's readily accessible by public transit, walking distance to amenities like grocery stores, and walking distance from two of London's largest employers (LHSC- Victoria Hospital, and

St. Joseph's Healthcare London- Parkwood Institute). As an employee of both organizations, I can tell you that both are struggling to with staff being unable to handle the rising cost of housing in the area, and the lack of transit in London to get people to work- we need MUCH more housing nearby (or a more reliable bus system, but I know that's out of your hands).

I STRONGLY believe this is within the existing character of the neighbourhood- literally around the corner from this site there are existing townhouses, and even some denser 8 story developments. I'd love if this property could be turned into a nice midrise instead, but will settle for the 11 townhouses.

London desperately needs as much infill development as it can get, and I'll happily take some of it in my backyard. I'll also try to attend whenever the rezoning meeting is set to lend my support.

29. Tim and Wendy Carroll

As an affected homeowner and a thirty eight year resident of Upper Queen Street I am very disappointed that the city would even think of allowing a cluster of townhouses on this section of Upper Queen Street. I am particularly saddened since I recently encouraged my daughter to purchase a house across the street from me on Upper Queen St.. Had I known that the street was to be re-zoned multi family I certainly would have told her to look elsewhere.

I VERY STRONGLY OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street. Please accept my comments and my request to the City of London, Planning and Development Committee to REJECT (not recommend) Application 2-9540 to the City of London Planning and Environment Committee.

The City of London Planning Policy states: "intensification will respect existing neighbourhood character...". I am echoing the feelings of many of my neighbours that I have spoken with, that Eleven (11), 2 Story cluster townhouses (plus visitor parking) DOES NOT respect existing neighbourhood character in any way, shape, or form.

Friday I spoke with my elected representative Elizabeth Pelosa who agreed with me that the proposed development was excessive and out of character with the neighbourhood. The proposed change will undoubtedly set a precedent, so in the future, every time a large property comes to market, it may be 'snapped up' by a developer and a multifamily dwelling constructed in its place. When my wife and I purchased this property and our daughter bought the place across the street, we never dreamt that the city would casually allow such ruinous changes to the zoning bylaw and thus the look and feel of this proud community.

Many folks I talked to, felt infilling was acceptable as long as it conformed to the single-family designation. (R1) Surely infilling can be accomplished in a manner that respects the existing neighbourhood and character AND satisfy the City Plan for infill, while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. THIS PROJECT DOES NOT FIT HERE!

Suggestion: Perhaps the lot at 489 Upper Queen St. could be divided into 2 lots with a minor variance and that would yield a 100% increase in density! I feel infill should be accomplished reasonably with minimal impact to the 'look and feel' and infrastructure of the neighbourhood.

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my STRONG OPPOSITION to this rezoning application.

30. George Kerhoulas

I'd like to begin by reminding all involved we are discussing a Single-Family neighbourhood. We walk our dogs, ride our bikes, bbq with folks down the street, send our kids off to great nearby schools...just like other mature neighbourhoods.

Many of us have spent hundreds of thousands of dollars restoring or renovating our homes. We have resisted the urge experienced in other areas to add density to our lots. Some residences are recognized by local heritage and conservancy groups. Our municipal tax bills are shockingly high.

If one stands at the corner of Commissioners and Ridout/Upper Queen and looks a kilometre or more in all directions, there is almost no apartment/townhouse development. The minimal low impact commercial here services the area. Just because these are busy streets with bus routes does not warrant more commercial or denser residential development. That growth can be easily accommodated along the pending BRT route steps away on Wellington Rd.

I quote directly from the City of London Zoning By-Laws "SECTION 5 RESIDENTIAL R1 ZONE 5.1 GENERAL PURPOSE OF THE R1 ZONE The R1 Zone is the most restrictive residential zone, and provides for and regulates single detached dwelling" or "5.2 PERMITTED USES No person shall erect or use any building or structure, or use any land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any Residential R1 Zone variation for any use other than the following use: a) A single detached dwelling."

Personally, and not necessarily representing the position of the local group challenged by this development, I believe this site is a viable, moderate frontage, small lot, single family in-fill of a few detached homes.

Approval of this project will begin the un-stoppable erosion and eventual destruction of the fabric of our neighbourhoods along Ridout/Upper Queen and Commissioners. There is no valid reason to approve this development as there are many infill options available elsewhere.

Would any City planner or Councillor support the demolition of two or three homes on another mature Single-Family street, in a R1 Zone, to generate a lot of this size to build the project in question? Not a chance. We strongly oppose this project ask that it be denied

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31. James and Virginia Glannoulis

I am attaching a letter stating my opposition to the Zoning By-Law Amendment - 489 Upper Queen Street - File Z-9540.

Our family resides at _____ for more than 35 years. We enjoy our neighborhood consisting of single family homes with large lots. The reason we have invested in our property and continue to live there, is strictly due to the character of Upper Queen Street. Zoning R1- single detached dwellings.

I strongly state that existing neighborhoods should be protected .Rezoning would forever change the character and the historic elements that are embedded within the Upper Queen Street and the surrounding residential R1 area. Cluster housing will devalue the R1 detached homes and the existing residents will be faced with the loss of enjoyment and pride they have for their properties.

Neighborhoods similar to the Upper Queen street R1 zone area that exist throughout London serve to enhance the image of our City, and therefore, draw outside residents and new businesses to relocate here. They are designated R1 for a reason, and our City benefits as a whole. Let's keep it that way!

32. Maria Gitta and Doug Mitchell

My husband, Doug Mitchell and I are against the rezoning of 489 Upper Queen St. from R1 zoning to R5-7 which would allow 11 two-story townhouses. This would be the death knell for this and other neighbourhoods that have a uniform zoning and similar appearance.

We have lived at _____ for over 26 years and want this small neighbourhood to maintain its lovely character.

What is the point of having zoning if not to protect neighbourhoods -- especially the smaller ones like ours?

33. Susan and Ron Fenney

We live at _____ and wish to oppose the proposed zoning amendment for 489 Upper Queen Street.

We have lived on Barons Court since its inception in 1984. Over the years we have seen London's Official Plan change to an "inward and upward" philosophy at the expense of the existing R1 designations. The direction we fear is happening is no single-family dwelling is safe in this environment. Any developer can come in and go against current neighborhood standards and try to turn it into something more.

This is similar to allowing single-family dwellings to be turned into VRBOs at the expense of others. There appears to be no integrity left in what can happen to residential neighborhoods.

Would it not be in the best interest to keep 489 Upper Queen as R1 period? We as taxpayers deserve to be treated better by our city and our concerns heard.

34. Martha Hauk

Our property is located opposite this proposed build site and would like to make it clear we completely oppose this zoning change. It is disappointing that it has gone as far as it has but we urge you to halt it in its tracks. Please see our attached opposed position letter and let us know if there is anything further, or more formal, that you require to acknowledge our position.

I am sure you have received the many indicators of why this is not being received well in the community. I understand the request for zoning change is motivated purely by financial gains of the property owner but we should not have to suffer because of this. Please protect our community

- a. I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.
- b. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.
- c. Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.
- d. The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards.

- e. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered. This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).
- f. Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries,
- g. garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.
- h. Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application.

35. Ted and Lynda Donaldson

We would like to go on record as OPPOSING the Zoning By-Law Amendment - 489 Upper Queen Street.

Approval of this Zoning Amendment will start an unstoppable march to the destruction of the Ridout, Upper Queen, Commissioners Rd neighbourhoods.

City of London Planning Policy states that "Intensification will respect existing neighbourhood character and offer a level of certainty". This proposed amendment to permit 11 townhouses takes a sledgehammer to that Policy statement. There is NO respect for neighbourhood character and it injects a level of UNCERTAINTY for every existing and future homeowner.

Please do not confuse my objection to this Amendment with that of a knee jerk NIMBY response. I am not opposed to infill and intensification. Those objectives can be satisfied with single family homes in a way that would respect and be consistent with the existing neighbourhood character. Without question, this site is a viable candidate for moderate frontage, single family, infill detached homes. The developer would be able to fulfill the Economic Viability standard to the City and proceed with a reasonable Application that would be supported by the Neighbourhod.

You will be receiving a more thorough and broader group response that has the backing of more that 80% of the affected homes within 120 meters. Surely such an overwhelming vote of dissent must mean something to the Planning Department and City Councillors.

As responsible stewards of development in the City of London, you cannot allow this project to proceed.

36. Jean and Jim Young

We hope you will support our opposition to the possible rezoning of 489 Upper Queen Street to accommodate 11 cluster townhouses.

Major increase in traffic volume near a busy intersection of upper queen and commissioners, especially with a newly installed bike turning lane that impedes traffic flow

Out of character for the single family neighbourhood that is zoned single family. Also such a high density project, jammed on this lot, is not in keeping with the large private backyards in this area. London needs to respect and maintain such existing lots which add to the character of this city and neighbourhood

37. Brad Lindsay – Highland Country Club – 610 Members

We urge you to reject this proposal. Upper Queen is zoned R1-9, which is one of the most restrictive in the city, containing large lot estate homes. All such homes on Upper Queen which border our Club's east boundary on our 17th and 18th fairways are complimentary to the course, mostly without fencing. The concern for Highland is the establishment of a precedent to build barrack style cluster townhomes within the R1-9 zoning. We fear developers would, as quickly as possible, acquire properties along Upper Queen on our 17th and 18th hole border to build similar style townhomes, which would require Highland to implement fencing, cedar hedges, etc.

We would ask the Planning Department and city Council to function as good stewards by not providing exemptions to this zoning to protect land values of existing residents, most of whom are Highland members.

38. Charlene Jones

I live across the street of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street to accommodate and permit, 11 two story box style cluster townhouses. This application for Rezoning from R1-9 to R5-7, should not be considered for such a development on this property. I am in favor of development of this property but the proposed development is not in character with the neighborhood. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing character of the neighbourhood, and protect the homeowner's property investment. This development does NOT!

As a resident of _____. for 16 years, I can see a few safety issues with this development. London is a snow belt city, with more and more snow fall every year, there is nowhere to pile snow. Siv-ic said at the zoom meeting that the owner of the complex will most likely hire a snow removal company to truck the snow away. This will be logistically difficult given the small parking area and if guest vehicles are parked where the trucks need to turn around. The space is unworkable. Snow will accumulate and flow onto the road.

Home delivery is rapidly increasing. Due to the limited space on this 11 unit develop, there's no place for deliveries to park or turn around. Delivery cars and trucks will park along Upper Queen Street blocking traffic and cutting off the new bike lanes. Creating a dangerous situation for everyone in the area. The Proposed development has no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

This proposed development will accommodate 22 resident and only 4 guest parking on the property. Street parking is not permitted on Upper Queen, Ridout St. or Commissioners Road. This design is untenable. Weekends, holiday visitors and party gatherings would overflow into all the residential area.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

39. Doug Michell

I am opposed to the change in zoning at 489 Upper Queen St. as it will set a precedent on this street for multi-dwelling units to be constructed on this street causing serious traffic congestion on an already very busy street. It is used by ambulances, fire trucks and the police. The development couldn't be in a worse place so close to the intersection of Commissioners Road and Upper Queen St. There are line ups at this location already and they will be much worse when the bridge on Ridout Street is completed. Adding a multi-dwelling development will make an already serious situation worse. Please reject this application.

40. L. Martin

I live on Chiddington, near the location of 489 Upper. I OPPOSE THE change from a R1 to an R 5 designation. I assumed, probably like many, that this empty lot would accommodate another gorgeous single family home like the the other recent new builds in recent past which have been built North of Commissioners on Upper Queens.

There are gorgeous, and prestigious homes all along Upper Queens. There has not been any cluster homes built along this section (Baseline to Southdale Road) and I believe they do not fit in.

I do think if these cluster homes are built that it will only add to the confusion at the Intersection of Commissioners and Upper Queens.

The city recently installed bike lanes and specific raised lanes for bikers to use..... what a nightmare. I had recently seen a car actually trying to navigate these narrow bike lanes OMG! The density that 11 more inhabitants of these proposed cluster home would provide to an already busy and confusing intersection is, in my opinion daunting. This is, I believe, another money grab for the developer and the city of London. I vote NO for this rezoning change.

41. Ellen and John Haasen

We've been made aware of the ridiculous request to change the zoning at 489 Upper Queen Street from R1 to R5, changing this plot from what was once a ONE family home into a space that accommodates 11 two story townhouses. This corner, a major thoroughfare from north to south crossing Commissioners Road in London, is already too congested...even more so with the recent addition of bike lanes and curbs. Adding further congestion a few hundred meters going south on Upper Queens from the corner would be an insane and dangerous addition to an already busy length of vehicle roadway.

The construction stage of such a misguided development would be an additional nightmare of inconvenience to those driving on this section of roadway. This sort of infill does not belong on this relatively small plot of land and is not fair to the families in single homes around it. Clearly the developer of this thoughtless plan is not concerned with the integrity of the neighbourhood, nor the investment people had made in their single detached dwellings.

It is our feeling that this sort of infill proposition does not respect the existing neighbourhood and the traffic inherently found traversing this street. In view of this, the request for rezoning should be resoundingly rejected. Please acknowledge the receipt of our OPPOSITION to this rezoning application

42. Ellen and John Haasen

I am writing to voice our concerns over the proposed and wildly inappropriate townhouse infill for 489 Upper Queens Ave.

Recent adjustments for bicycle lanes at the very near cross roads of Upper Queens and Commissioners Road have made for much tighter lane allowances as it is. To imagine the traffic that would be generated by 11 townhouse units not a 1/2 a block away to the south would be dangerous and could not help but impede traffic flow from north to south.

The building construction of such a large complex would be an unnecessary inconvenience to both neighbors and Londoners travelling through to the densely populated White Oaks area.

The proposed infill would be inconsistent with the neighborhood and would make a busy convoluted corner even less safe.

This plan should not be allowed to go forward as it is clearly not in the interests of a better, safer neighborhood.

We appreciate you hearing our concerns.

43. Kathy King

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z- 9540, in their report and recommendation to the City of London, Planning & Environment Committee.

I live at _____, one home away from the intersection of Commissioners/Upper Queen/Ridout. I am very concerned that the already busy intersection would become even more congested and dangerous. On top of that, the recently installed bike curb lanes have made it even harder for traffic to get through and around this intersection, and difficult for ambulances to make their way to the hospital. With the proposed development adding even more cars, up to 26 on the property, trying to access Upper Queen Street, Ridout and Commissioners, would only add to the congestion that already exists.

I think this rezoning, for the townhouse proposal, does not suit the character of the area. More suitable use of the property would be detached single family homes.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application, by mail, as noted above.

44. Pat Amos

- a. **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASK ...to go From R1 to R5.
- b. **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story

cluster townhouses (plus visitor parking) respects existing neighbourhood. THIS REZONING APPLICATION DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape, or form

- c. **Location/land use:** Residents throughout this single detached family residential RI-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. PROPOSAL IS A DETREMENTTO OUR INVESTMENT IN THE AREA.
- d. **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/ Ridout. With new bike curbs, AND 2 private drives directly off Upper Queens on south/west corner, AND immediately next to that, a private right-of-way driveway, serving 3 homes. AND, now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this, before you include visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage/recycling trucks. THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFICE PATTERNS!
- e. **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area.
- f. Impossible to say really.....families have lived in this area for 40+ years, HISTORY WORTH SAVING!
- g. **Intensification/infill:** can be accomplished in a manner that respects the existing neighbourhood and character AND satisfies the City Plan for infill, all the while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE!
- h. **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots, and small lots, one story and two story detached single family homes. PROPOSED DESIGN DOES NOT SUIT 489UQ property.
- i. **Form of Development** - from the original home on the property, RI detached single dwelling (now demolished), to R5 cluster townhouses? 489 UPPER QUEEN ST PROPERTY IS TOO SMALL FOR R5 ZONING

45. Marge Wikinson

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application. I OPPOSE the Notice of Planning Application.

The current zoning is RI-9 single detached dwelling. We would like to protect our investments we have in our homes. I support keeping the character of the area, remain R1 zone, (single detached dwelling). There is no street parking on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Our street and neighbouring streets could see an influx of vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

46. Alexandra Canie

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to you, as Ward 12 Councilor. I have sent the Planning & Development Department my concerns and comments, and that I OPPOSE Application Z-9540. I encouraged them to reject the Application in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , single detached dwelling, and still see the developer fulfil their economic viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring streets would see an influx of these vehicles to park to access 489 Upper Queen.

We are most hopeful that you, as Councillor for Ward 12, where this proposal is located, will listen to all residents' concerns and comments and take them into consideration. We hope you endeavor to explain our well-founded position on our opposition of this Planning Application, to the Planning & Development Committee and the Councillors, who will make up the Committee that will make the final decision on this Application.

47. Geoff Baron

I live at _____ and am writing you to express my objection to the planned rezoning of 489 Upper Queen St.

The proposed development is in no way fits in with the residential homes on the street. The limited greenspace is mostly at the rear of the property at the highest elevation. All runoff will go to the street. The plan to fill the lot completely with townhouses will create a high traffic area with up to 40 - 50 separate lease holders depending on the number of bedrooms created in the final plans. Separate lease holders have their own families and friends and with visitors it will be a busy location. 11 outdoor and 4 visitor parking spaces is not enough. Garages in rentals are rarely used for cars and fill with bikes and used for storage.

I have been a landlord in London for several years around the university and I know what a development like this would turn into up there. Parking, garbage, high traffic of guests to property all cause issues where this has been allowed to happen. 40 - 50 tenants is not fitting with every other lot in the Upper Queen area.

This proposal increases the density from a single detached home to that of a small apartment building. The lot is wide and could be split under current zoning rules to create multiple dwellings on this site. There are lots of townhomes being built on south Warncliffe and Southdale creating lots of inventory with current

interest rates. I see no need to change the zoning for this lot other than the profit of the developer/landlord.

This change will have a negative affect on the properties that surround the lot. Once the zoning changes the builders plans will be revised to add more bedrooms and maximize their profit. The developers interest is not improving the neighborhood or building a beautiful house it is profit. If this were allowed to proceed I worry the finish of building and landscaping will be minimal at best and absentee landlord will not be around to properly manage what they want to create.

There are other areas in the city where this type of development fit in which are currently zoned to allow it. This lot will be quickly filled with a house if this rezoning application is stopped. It is not a vacant lot in an indeseable area to build a home. Someone would invest in building a high end home on this site. I oppose this zoning change.

48. Erin Carroll

As an affected homeowner and a resident of Upper Queen Street I am very disappointed that the city would consider allowing a cluster of townhouses on this section of Upper Queen Street. I am discouraged since I recently bought a house s on Upper Queen St. Had I known that the street was to be re-zoned multi family I certainly would have looked elsewhere.

I VERY STRONGLY OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and my request to the City of London, Planning and Development Committee to REJECT (not recommend) Application 2-9540 to the City of London Planning and Environment Committee.

The City of London Planning Policy states: "intensification will respect existing neighbourhood character...". I am echoing the feelings of many of my neighbours that I have spoken with, that Eleven (11), 2 Story cluster townhouses (plus visitor parking) DOES NOT respect existing neighbourhood character.

My elected representative Elizabeth Pelosa who is aware of the general dissatisfaction in the neighborhood residents with the proposal. The proposed change will undoubtedly set a precedent, so in the future, every time a large property comes to market, it may be purchased by a developer and a multifamily dwelling constructed in its place. When I purchased this property, I never imagined the city would casually allow such detrimental changes to the zoning bylaw and thus the look and feel of this proud community.

Many folks I talked to in the neighbourhood, felt infilling was acceptable as long as it conformed to the single family designation. (R1) Surely infilling can be accomplished in a manner that respects the existing neighbourhood and character AND satisfy the City Plan for infill, while, accommodating single detached dwellings, without approval of this unprecedented rezoning application. This project does not fit here.

Suggestion: Perhaps the lot at 489 Upper Queen St. could be divided into 2 lots with a minor variance and that would yield a 100% increase in density! I feel infill should be accomplished reasonably with minimal impact to the 'look and feel' and infrastructure of the neighbourhood.

I respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my strong opposition to this rezoning application

49. Jason Sleziuk

I wanted to reach out to you and the City of London Planning and Development team to share with you my objection to a planned cluster of stacked townhomes on my street (on record). My wife and I live at _____, we are approximately 160 meters away from the planned development at 489 Upper Queen St. Although we do not fall within the 120 meter radius I understand that our concerns will still carry the same weight as those that do.

Let me first start by saying that I can appreciate the need for intensification within our city. However, we (my wife and I) feel that the proposed development of 11 clustered town homes is a little ridiculous and is in no way consistent with the current neighbourhood. Our neighbourhood consists of detached single-family homes on larger lots. The residents in the area have spent a lot of money on the initial purchase price of our homes and most have done extensive renovations. My wife and I feel like this proposed development is not even close to being consistent with the look and feel of this neighbourhood. Furthermore we are deeply concerned about the precedent that this would set for all properties along our street. If this requested zoning change passes it would open the potential flood gates for similar developments. Our family neighbourhood could be decimated and along with it the property values (our investment) will suffer greatly.

I have to assume that there are better options for intensification that would allow us to maintain the existing character of our neighbourhood. The property at 489 Upper Queen St is large enough that it could easily support 2 or maybe even 3 detached homes.

I really appreciate your time, and I would ask that you reject the requested proposal for 489 Upper Queen St.

50. Mark Vaandering

I am writing this email to address some concerns with a proposed development at 489 Upper Queen St. We have been residents of Upper Queen St for 22 years, and even in the 22 years of being on Upper Queen St we have seen many changes and additions to the street scape.

I understand the city has a mandate for intensification of urban growth within city limits and is encouraging infill developments in existing neighbourhoods. In theory development is good, but in principle there seem to be a number of elements that get lost along the way to create good development. With this particular development it looks like the developer is taking the plans they have designed for Southdale Road and just relocating the same development on Upper Queen St. What works in one neighbourhood may not be the right fit in another area.

Upper Queen St was initially a "Subdivision" of Old South and was developed in the 1860's as an estate lot neighbourhood with a dead-end street. As we all know time marches on and the lots have been divided into smaller lots (but of still good size) and the street is no longer a dead end becoming a secondary arterial road due to urban growth coming from the south. The flavour of Upper Queen still stands with large lots with mostly bungalows with a few 2 storey homes, but the integrity of the street scape still remains.

a. Architectural Landscape:

- i. Development is essential in all cities in order to sustain growth and economic stability within its boundaries, but development also needs to take into consideration of its surroundings. I think with some good planning and taking in the architectural landscape of the

surrounding properties, a great development could be created on this property. The intensification of 11 units on this property may be too many and something geared to the socio-economic demographic of this area may be more advantageous to the developer and present a more cohesive pocket neighbourhood on Upper Queen St. Putting the same development on Upper Queen as is also being proposed for Southdale are two completely different communities and the developments should also reflect that in the development plan. You don't need to look very far away of another development (352 Ridout St. Ridout Village) that has blended in with the neighbourhood and has also given some intensification of development.

The condos behind this property are low one storey units and most of the houses are 1 storey homes in the area with a few 2 storey homes. The development would blend better with the surrounding community with 1 storey units with maybe a few 2 level units mixed in giving the new development a blended use and may give more appeal to different types of homeowners. The style of the development could reflect better the surrounding community with low pitched roofs, brick exteriors with some siding or stucco. A minimum sq footage for each unit could be added, which could limit the number of units on this property, but increases the value of each unit.

The proposed change in zoning could be disastrous to a development not well planned or designed. More needs to be added to make this proposed development a great development that will be a benefit to the community it is looking to live in and be a part of.

In saying that, I am not opposed to development on this property, I am just opposed to the orientation of a big wall of units so close to the street and allowing the units to not blend better with the street scape of Upper Queen St. The design is wrong for Upper Queen St. Good design, and being aware of the street scape around the new development is as important..... or more important than the allowing development for the sake of development.

51. Vince Bezzina

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves

3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

52. Judith Blackburn

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z- 9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, at 489 Upper Queen Street, in a manner that would respect the existing neighbourhood and character, and remain R1 zone, (single detached dwelling).

Adding more traffic congestion, to the intersection of Commissioners Rd and Upper Queen Street, cannot sustain the volume. We live on Upper Queen Street and use it to commute daily. The proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from a right-of-way (that serves 3 homes), and another 2 driveways right at the corner of Commissioners/Upper Queen Street. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. This will affect all traffic on Upper Queens Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

53. Laurie Baines

My husband and I have lived in the Lockwood Park area for over 15 years. We noticed the sign on the currently vacant property at 489 Queen Street and would

like to know if the proposed townhouse units will be rentals or sold to individuals/families.

We would prefer to see single family dwellings along the section of Upper Queen between Commissioner's to Mitches Park. However, if the townhouse units are approved, then it would definitely be preferable that they NOT be rentals.

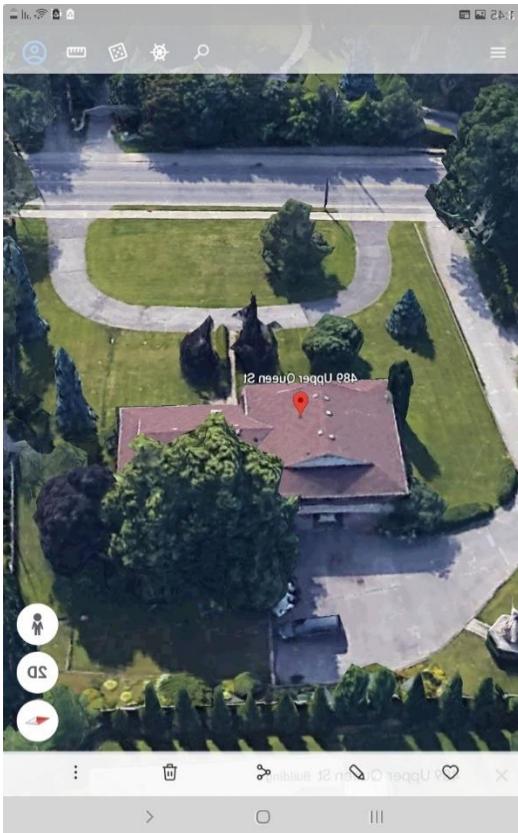
Please keep me advised if a public meeting is being scheduled in the near future.

54. Aline Giroux

Our property spans the complete 45.5 metre East/West boundary of 489 UQ. Our property was severed from 489 UQ in 2005 and our property is zoned R1-9.

A PICTURE IS WORTH A THOUSAND WORDS:

BEFORE



Google Earth

AFTER



City Zoning

FOR ANY DEVELOPMENT THAT OCCURS ON 489UQ, I submit the following areas of concern:

I OPPOSE the rezoning application set out in the Notice of Application for all the reasons set out in the community's group submission, notably that townhouse development is completely inconsistent with the character of the existing neighbourhood. Additionally, I will explain how townhouse development will create or exacerbate problems relating to lack of green space, water runoff and traffic, given the characteristics of the lot and surrounding areas.

- 1. FOR US PERSONALLY: Court, London, Ontario**

The high point of our property is 276 metres above sea level and the low point of 489 UQ is 273 metres. There is a 3 metre (9.8-foot steep grade decline), right behind our fence line. The retaining wall on the west boundary of 489 UQ contains many pieces of broken concrete, stone, rubble, and railroad ties. It is clearly a man-made retaining wall. Several railroad ties at the base of this were already removed by the previous owner. **Whatever gets constructed on 489 UQ**, we would appreciate assurances that the grade between properties is not altered to affect soil erosion from our property, assurances we will not lose any of our mature trees or experience any property damage of any kind.

2. FOR CONCERNED RESIDENTS OF THE IMMEDIATE AREA: that responded to the City

Among their many concerns, is the **lack of green space, hard surface cover, water runoff**. For **any development on 489 UQ property** (foundations, roadway, driveway parking, visitor parking, walkways). Greenspace takes up water, hard surfaces do not, and are unable to capture and take up water, and therefore there is more runoff. Hard surface covering of the property leads to flooding of neighbouring properties/driveways/right-of-way and flooding to City Streets and infrastructure.

3. FOR THE LARGER SURROUNDING AREA OF HIGHLAND:

LOOK BEYOND THE BORDER OF THE PERIMETER OF THE PROPERTY AT 489UQ!

This whole area is in the **Upper Thames River Watershed** and in extremely close proximity to the **Dingman subwatershed**, affecting all rainwater, snow, surface water and groundwater, in accordance with where it is heading by elevation, The Thames River.

ELEVATIONS: see London Topographic Map

ABOVE SEA LEVEL

Highland 9 th tee elevation (highest point is only 430 metres from 489UQ)	286
metres	
20 Barons Court (_____ – next lowest point)	276
metres	
489UQ (next lowest point)	273
metres	
Intersection Commissioners/UQ/Ridout (next lowest point)	267
metres	
Thames River (the lowest point)	237
metres	

All water, rain, snow, **(surface water)**, that is not used up on the high ground green spaces, holding ponds at Highland Country Club, and everything else in its way, **adds** to the existing aquifers, **(underground water)**, creeks, which is all working its way down toward the Thames River at an elevation of 237 meters.

DINGMAN SUBWATERSHED SCREENING AREA: view online

489 UQ property is in the immediate periphery of, and precariously close to, the Dingman Subwatershed. With elevations stated above, 489 UQ is 13 metres (42 feet) below the high point at Highland 9th tee, and then there is another 6 metres (19.6 feet) drop to the intersection, lastly, another 30 metres (98.4 feet) drop from the intersection to the Thames River.

-Highland and the immediate surrounding area are a series of **underground water flows, highly vulnerable** aquifers, Dingman Creek, and Traction Creek (since rerouted for development), and is comprised of significant clay with a groundwater table that has a delicate hydraulic cycle.

-Highland and this immediate surrounding area live where water is constantly moving, over our properties, through our properties and under our properties, trying to make its way to the Thames River below.

LONDON PLAN – MAP 6 HAZARDS & NATURAL RESOURCES

- Highly vulnerable aquifers
- Subwatershed Boundary – 3 subwatershed boundaries meet directly under Highland Country Club – a stone throw away from 489UQ
- Conservation Authority Regulation Limit – Regulated aquifer use
 - Highland Country Club has 2 holding ponds for water conservation, and it also uses water from the aquifer in the Dingman subwatershed (by Permit).

489 UQ is extremely near in fact, a stone's throw, and at considerably lower elevation.

UPPER THAMES RIVER CONSERVATION AUTHORITY FLOOD & EROSION HAZARD MAPPING – Q & A section

Topics dealing with responsibilities and regulations when considering proposed development and the cumulative impact on the watershed "within or near the screening area"

On the Map of Dingman Subwatershed Screening area, the legend shows there is a screening area on the furthestmost northern border boundary, right under Highland Country Club, very close to 489 UQ. Although the screening area appears to stop at the boundary, it is obvious that the screening area overlaps the next subwatershed and does not end simply because it meets the edge of the graphic boundary.

In summer, during **surface water rain** downpours, if the property at 489 UQ is covered in hard surface, this is hazardous. There is no opportunity for rainwater to permeate, filter, evaporate and it will only have escape onto neighbouring properties creating hazards for them, and out onto Upper Queen Street, creating hazardous City street conditions.

In winter, for both surface water and **underground water**, this will create a problem with buildup under all the hard surface, and around foundations, it will freeze in winter and heave and buckle road surfaces and crack foundations, trying to escape. Nowhere for it to escape the property again due to hard surfaces, it will spill over onto adjacent properties, creating hazards again, and out onto Upper Queen Street.

UPPER THAMES RIVER CONSERVATION AUTHORITY – a better solution STORMWATER LOW IMPACT DEVELOPMENT (LID)

LID mimics the natural movement of water in order to manage stormwater (rainwater and urban runoff) close to its source. It seeks to lessen the impact of increased stormwater runoff and pollution, by using designs and landscape features to infiltrate, filter, retain and slow down runoff.

LID is being used more frequently in Ontario due to its many benefits, including:

- Improving water quality , and
- **delaying runoff** into the Thames
- provide **cost effective** stormwater management option
- reduce urban flooding**
- adapts to local site conditions
- Improves water quality
- Improves **aesthetics** in streams, rivers, and **neighbourhoods**
- conserves water and energy
- reduces and delays flows into traditional stormwater infrastructure

4. THE INTERSECTION AND PROPOSED FLOW OF TRAFFIC

– Refer to 489UQ-Siv-ik, Planning & Design Brief

- S6.2,Proposed Development Concept,
- Site Access and Circulation Plan

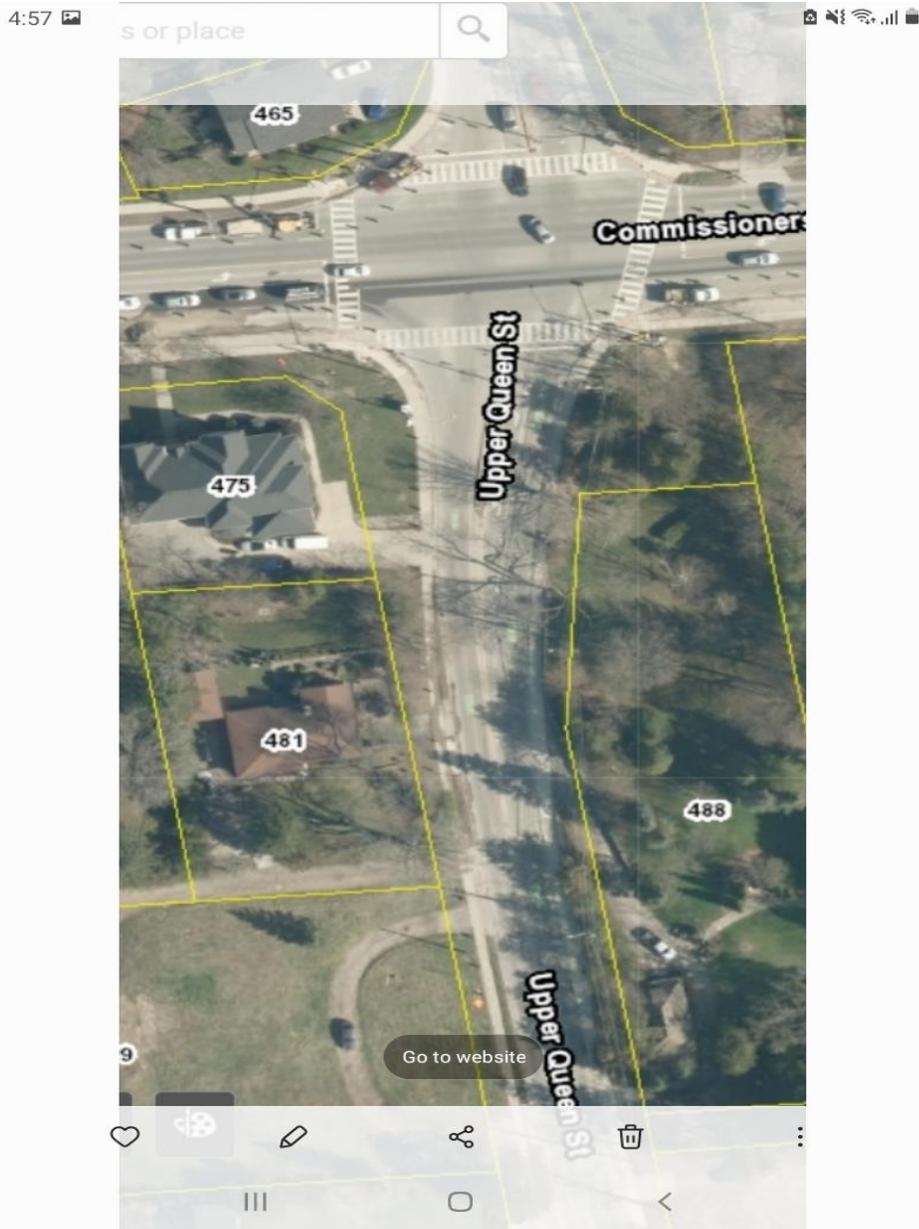
This design graphic indicates a double driveway for incoming and outgoing traffic for the site. This design graphic indicates that outgoing traffic will turn either right or left onto Upper Queen Street.

This design indicates traffic turning into property from Upper Queen Street from both north and south.

Upper Queen Street is a **one lane only connector**, and within mere meters of the extremely busy intersection of Upper Queen/Ridout/Commissioners. The actual graphic is revealing.

How would this configuration account for 11 households, with up to 26 cars on the property, constant traffic, food deliveries, bus stop, Amazon, UPS, Purolator, Canada Post, garbage trucks, recycling trucks, visitors, family gatherings, emergency vehicles of Fire and Ambulance.

This would back up traffic on all these streets, at the corners of the very busy intersection at Upper Queen/Ridout/Commissioners, creating hazards for cars, pedestrians, residents and all the children walking to Mountsfield Public School.



Google Earth

5. Tree Assessment and Preservation Report – refer to 489UQ-Siv-ik

- Tree Assessment Report

4.0 Tree Inventory

4.1 Tree Data Table

5.0 Potential Construction Impact on Trees

This has been a very misleading conceptual visual right from the start. This graphic remains in the Application to the City. If P&D or P&E are looking at this report in their decision-making process, they may incorrectly assume the developer is preserving this large, long stand of mature hedge between our properties. It is misleading as **we planted these trees 16 years ago and they are inside of the fence on our lawn.** The developer has slotted all the much smaller cedar hedge on their side of property for removal.

**6. ECONOMIC VIABILITY - What INFORMS NEW DEVELOPMENT –
“ECONOMIC VIABILITY”**

THE STANDARD: A developer’s project must be financially viable, or the project cannot go forward.

Quote from Siv-ik zoom virtual community information session #2:

“For a developer, considering all the costs of the project, the amount of time it will take, the market that they build on, the project must be financially viable, OR IT CANNOT GO FORWARD”

THE CITY: ECONOMIC VIABILITY - THE BURDEN TO BEAR ON THE CITY

The burden to bear on the City and their provision to provide civic infrastructure to support development that is reliable, coordinated, and cost-effective **AND** the city's ability to **recover costs:** **INFRASTRUCTURE**

- transportation
- municipal services
- emergency services
- Sanitary sewers – sewage and solid waste
- Rainwater management
- Stormwater drainage systems/management, flood control
- Drinking water
- electrical services and other utilities

THE DEVELOPER: The developer now finds the situation a **very delicate balancing act:**

They must **FULLFILL** the City's **Economic Viability** standard
They must deal with the depreciated book value of the property, (purchased in the height of the real estate frenzy)
They want to realize a profit
They can't let this property just sit.

THE APPLICANT: Siv-ik Planning & Design Inc. (on behalf of the Property Owner/Developer/Builder)

Siv-ik has presented 2 zoom virtual community information sessions, as a courtesy, to the surrounding residents served Notice of Planning Application within 120 metres.

-Siv-ik assured us that the project falls well within the London Plan, and alluded, that we should be very happy because it is **only 11 units, 2 story cluster townhome development. That it could be 3 story development with more units!**

-Siv-ik has presented an Application to Rezone from R1 to R5, to accommodate and permit the construction of these 11 units, 2 story cluster townhomes (indicating that the **developer must meet their Economic Viability standard to be able to proceed**).

-Siv-ik assures, the developers are not even maxing out under the London Plan. Assures anybody could have purchased that property to build a 3-story home, without needing any city permission or involvement, nor any surrounding area involvement. Indirectly alluded, we should be very happy that they did not apply for 3 story townhomes. **That it could be 3 story homes!**

This should not be an indication that the application, therefore, fulfills all the other concerns:

- Neighbourhood Character
- current zoning R1 to R5
- protection of existing residents investments
- good planning
- traffic/the intersection of UQ/Ridout/Commissioners and the Level of Service Standard used by transportation officials which reflect the relative ease of traffic flow.
- lack of greenspace
- stormwater, hazards, watersheds, erosion
- stormwater Low Impact Development (LID)

THE RESIDENTS: (BURDEN TO BEAR)

-Are presented with this Notice of Application to rezone from R1 to R5 (to accommodate the developer).

-It should not be the residents 'burden to bear', to accept what is applied for, so the Developer can fulfil their obligations under the London Plan and fulfil their Economic Viability to the City, without consideration as itemized above.

7. As a topic unrelated to the owner/developer/applicant/design firm:

Demolition:

-We are already faced with the **PREMATURE demolition** of an existing perfectly good home, without any committed plan by the owner of the property at that time, without the City having our best interests in mind, without notification from the City of the demolition of this home and the designation of it becoming vacant land, and the consequences we now all find ourselves in.

- As it stands, previously Demolition Control by-law 19.9.8 would have given us some protection and recourse, there are no regulations remaining to protect residents. A copy of the demolition permit is accessible through the Citizen Portal, City of London.

At some point in time, regardless of whether it is at the Planning and Development Stage, the Planning and Environment Department stage, or the Development and Services Department stage, there are surely many obvious red flags on several topics, including that **88% of residents served the Notice of Application within 120 metres, OPPOSE the rezoning of 489UQ from R1 to R5.**

These items are truly and surely, something that must be taken into consideration when making any decision for any proposal **that will be constructed on the property at 489 UQ.**

Regards,

55. Joanne Baril

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with an Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



56. Al and Chloe Servant

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards, 

57. Ann Pinchin

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Rideout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

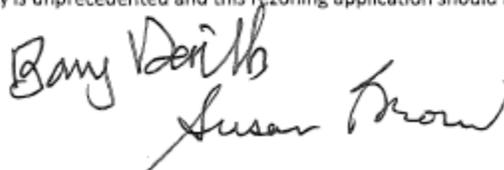
58. Barry Deathe and Susan Brown

I DO NOT SUPPORT proposed rezoning of 489 Upper Queen Street

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning from R1 to R5 (to accommodate 11 two story townhouses) **should not be considered for this property/location.**
- **Policy/character:** Notice of Application - Planning Policies - states " intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood character. By the exact words contained in the Planning Policies, it is a blatant contradiction. **PROPOSED CLUSTER TOWNHOUSES DO NOT RESPECT EXISTING NEIGHBOURHOOD/CHARACTER IN ANY WAY, SHAPE OR FORM**
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **This proposal is not suited to the property/location.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/ Rideout. With the new bike lanes, 2 private drives directly off Upper Queens on south/west corner, then immediately NEXT TO THAT, a private right-of-way drive, serving 3 homes. Now a proposal to add another driveway to a cluster townhouse development that will hold up to 26 cars on the property (11 townhomes 2 cars per, and a **parking lot** with an additional 4, add visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage trucks/recycling trucks. **This proposal cannot sustain volume/traffic patterns!**
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. Hopefully, by the number of responses you receive to this Application, it will be an indication as to the full impact on the residents all though this area if this Application were ever to be approved.
- **Intensification/infill:** The **purchaser** of 489 UQ surely should have been fully aware of the character of the area before proceeding with this application. The design firm should also have been fully aware. Intensification/infill **can be accomplished** in a manner that respects the existing neighbourhood/character **AND** satisfies the City Plan for infill, while **accommodating single detached dwellings, without approval of this unprecedented rezoning application...** deep in heart of R1 zone. **IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lot and small lot, one story and two story detached single family homes. **PROPOSED DESIGN DOES NOT SUIT, nor is it a fit, on 489UQ.**
- **Form of Development** going from previous one single detached dwelling to 11 cluster townhouses on this property is unprecedented and this rezoning application should not be recommended forward.

Respectfully,



59. Darren Frickey and Bevinda Braga

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Regards,



60. Frances Metz

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards, *Frances Metz*

61. Helena Pedenko

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



62. Jay Johnson and Joanne Baril

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with an Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



63. Jim Giannoulis

I **OPPOSE** the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street

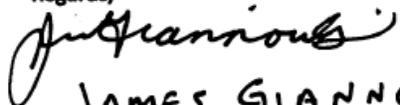
Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASKto go From R1 to R5.
- **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood. THIS REZONING APPLICATION DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY In any way, shape, or form
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **PROPOSAL IS A DETREMENT TO OUR INVESTMENT IN THE AREA.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Ridout. With new bike curbs, AND 2 private drives directly off Upper Queens on south/west corner, AND immediately next to that, a private right-of-way driveway, serving 3 homes. AND , now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this, before you include visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage/recycling trucks. **THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFICE PATTERNS!**
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. Impossible to say really.....families have lived in this area for 40+ years, **HISTORY WORTH SAVING!**
- **Intensification/Infill:** can be accomplished in a manner that respects the existing neighbourhood and character AND satisfies the City Plan for infill, all the while, accommodating single detached dwellings, **without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots, and small lots, one story and two story detached single family homes. **PROPOSED DESIGN DOES NOT SUIT 489UQ property.**
- **Form of Development** - from the original home on the property, R1 detached single dwelling (now demolished), to R5 cluster townhouses? **489 UPPER QUEEN ST PROPERTY IS TOO SMALL FOR R5 ZONING**

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my **OPPOSITION** to this rezoning application.

Regards,


JAMES GIANNOULIS

64. John Lee

I **OPPOSE** the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an **unacceptable and unprecedented ASKto go From R1 to R5.**
- **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should **not** be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) **respects** existing neighbourhood. **THIS REZONING APPLICATION DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape, or form**
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **PROPOSAL IS A DETREMENT TO OUR INVESTMENT IN THE AREA.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Ridout. With new bike curbs, **AND** 2 private drives directly off Upper Queens on south/west corner, **AND** immediately next to that, a private **right-of-way** driveway, serving 3 homes. **AND** , now a proposal that would add a **DOUBLE** driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this, before you include visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage/recycling trucks. **THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFICE PATTERNS!**
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. Impossible to say really.....families have lived in this area for 40+ years, **HISTORY WORTH SAVING!**
- **Intensification/infill:** can be accomplished in a manner that **respects** the existing neighbourhood and character **AND** satisfies the City Plan for infill, all the while, accommodating single detached dwellings, **without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots, and small lots, one story and two story detached single family homes. **PROPOSED DESIGN DOES NOT SUIT 489UQ property.**
- **Form of Development** - from the original home on the property, R1 detached single dwelling (now demolished), to R5 cluster townhouses? **489 UPPER QUEEN ST PROPERTY IS TOO SMALL FOR R5 ZONING**

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my **OPPOSITION** to this rezoning application.

Regards,



65. Linda Cruden

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone , (single detached dwelling), and still see the developer fulfil their Economic Viability to the city to be able to proceed with a reasonable Application.

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



66. Pat Levac

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our home and renovated our home, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

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Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next to a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. The proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,
Patrick & Karen Levac

67. Patricia Amos

I **OPPOSE** the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning to accommodate 11 two story townhouses is an unacceptable and unprecedented ASKto go From R1 to R5.
- **Policy/character:** Notice of Application - Planning Policies - states " Intensification will respect existing neighbourhood character...". It should **not** be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood. THIS REZONING APPLICATION DOES NOT RESPECT CHARACTER, RESIDENTS, COMMUNITY in any way, shape, or form
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **PROPOSAL IS A DETREMENT TO OUR INVESTMENT IN THE AREA.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/ Ridout. With new bike curbs, **AND** 2 private drives directly off Upper Queens on south/west corner, **AND** immediately next to that, a private **right-of-way** driveway, serving 3 homes. **AND** , now a proposal that would add a DOUBLE driveway (in and out) to a cluster townhouse development that will hold up to 26 cars on the property. All this, before you include visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage/recycling trucks. **THIS PROPOSAL CANNOT SUSTAIN VOLUME/TRAFFICE PATTERNS!**
- **Neighbourhood impact:** A rezoning of this property would forever change the character of this area. Impossible to say really.....families have lived in this area for 40+ years, **HISTORY WORTH SAVING!**
- **Intensification/infill:** can be accomplished in a manner that respects the existing neighbourhood and character **AND** satisfies the City Plan for infill, all the while, accommodating single detached dwellings, **without approval of this unprecedented rezoning application. IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lots, and small lots, one story and two story detached single family homes. **PROPOSED DESIGN DOES NOT SUIT 489UQ property.**
- **Form of Development** - from the original home on the property, R1 detached single dwelling (now demolished), to R5 cluster townhouses? **489 UPPER QUEEN ST PROPERTY IS TOO SMALL FOR R5 ZONING**

We respectfully request the Planning and Development Committee take all residents' comments into consideration in your recommendation to the Planning & Environment Committee.

Please acknowledge receipt of my **OPPOSITION** to this rezoning application.

Regards,



68. Ron and Diane Bryant

I am within the 120 metre boundary and I **DO NOT SUPPORT** proposed rezoning of 489 Upper Queen Street

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning from R1 to R5 (to accommodate 11 two story townhouses) **should not be considered for this property/location.**
- **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood character. By the exact words contained in the Planning Policies, it is a blatant contradiction. **PROPOSED CLUSTER TOWNHOUSES DO NOT RESPECT EXISTING NEIGHBOURHOOD/CHARACTER IN ANY WAY, SHAPE OR FORM**
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **This proposal is not suited to the property/location.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Rideout. With the new bike lanes, 2 private drives directly off Upper Queens on south/west corner, then immediately NEXT TO THAT, a private right-of-way drive, serving 3 homes. Now a proposal to add another driveway to a cluster townhouse development that will hold up to 26 cars on the property (11 townhomes 2 cars per, and a **parking lot** with an additional 4, add visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage trucks/recycling trucks. **This proposal cannot sustain volume/traffic patterns!**
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. Hopefully, by the number of responses you receive to this Application, it will be an indication as to the full impact on the residents all though this area if this Application were ever to be approved.
- **Intensification/infill:** The **purchaser** of 489 UQ surely should have been fully aware of the character of the area before proceeding with this application. The design firm should also have been fully aware. Intensification/infill **can be accomplished** in a manner that respects the existing neighbourhood/character **AND** satisfies the City Plan for infill, while **accommodating single detached dwellings, without approval of this unprecedented rezoning application...** deep in heart of R1 zone. **IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lot and small lot, one story and two story **detached single family homes.** **PROPOSED DESIGN DOES NOT SUIT, nor is it a fit, on 489UQ.**
- **Form of Development** going from previous one single detached dwelling to 11 cluster townhouses on this property is unprecedented and this rezoning application should not be recommended forward.

Please acknowledge receipt of my concerns/position on this rezoning application from information above.

Respectfully,



69. Ron and Mary Martindale

I am within the 120 metre boundary and I **DO NOT SUPPORT** proposed rezoning of 489 Upper Queen Street

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current zoning:** R1, most restricted zoning, single detached dwelling. Rezoning from R1 to R5 (to accommodate 11 two story townhouses) **should not be considered for this property/location.**
- **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". It should not be considered, in all good consciousness, that Eleven (11), 2 story cluster townhouses (plus visitor parking) respects existing neighbourhood character. By the exact words contained in the Planning Policies, it is a blatant contradiction. **PROPOSED CLUSTER TOWNHOUSES DO NOT RESPECT EXISTING NEIGHBOURHOOD/CHARACTER IN ANY WAY, SHAPE OR FORM**
- **Location/land use:** Residents throughout this single detached family residential R1-9 zone, chose to purchase, build, renovate, pay taxes, and live here, with assumption the City would be stewards to protect and maintain our investments. **This proposal is not suited to the property/location.**
- **Traffic:** mere metres away from the busy, congested intersection of Commissioners/Upper Queen/Rideout. With the new bike lanes, 2 private drives directly off Upper Queens on south/west corner, then immediately NEXT TO THAT, a private right-of-way drive, serving 3 homes. Now a proposal to add another driveway to a cluster townhouse development that will hold up to 26 cars on the property (11 townhomes 2 cars per, and a **parking lot** with an additional 4, add visitors, delivery trucks, maintenance vehicles, postal vehicles, garbage trucks/recycling trucks. **This proposal cannot sustain volume/traffic patterns!**
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. Hopefully, by the number of responses you receive to this Application, it will be an indication as to the full impact on the residents all though this area if this Application were ever to be approved.
- **Intensification/infill:** The **purchaser of 489 UQ** surely should have been fully aware of the character of the area before proceeding with this application. The design firm should also have been fully aware. Intensification/infill **can be accomplished** in a manner that respects the existing neighbourhood/character **AND** satisfies the City Plan for infill, while **accommodating single detached dwellings, without approval of this unprecedented rezoning application...** deep in heart of R1 zone. **IT DOES NOT FIT HERE!**
- **Design:** The land use density is far too high with proposed Cluster townhouse dwellings. A visit to the area would show a variety of homes, including heritage, large lot and small lot, one story and two story **detached single family homes. PROPOSED DESIGN DOES NOT SUIT, nor is it a fit, on 489UQ.**
- **Form of Development** going from previous one single detached dwelling to 11 cluster townhouses on this property is unprecedented and this rezoning application should not be recommended forward.

Please acknowledge receipt of my concerns/position on this rezoning application from information above.

Respectfully,

Mary E. Lamb
R. Martindale

70. Dan and Heather Colfax

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards.

Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered .

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, at 489 Upper Queen Street, in a manner that would respect the existing neighbourhood and character, and remain R1 zone , (single detached dwelling).

Adding more traffic congestion, to the intersection of Commissioners Rd and Upper Queen Street, cannot sustain the volume. We live on Upper Queen Street and use it to commute daily. The proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from a right-of-way (that serves 3 homes), and another 2 driveways right at the corner of Commissioners/Upper Queen Street. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. This will affect all traffic on Upper Queens Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



71. Nancy Hind

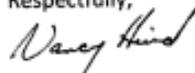
I am within the 120 metre boundary and I **DO NOT SUPPORT** proposed rezoning of 489 Upper Queen Street.

Please accept my comments and my request to the City of London, Planning and Development Committee to **REJECT (not recommend) Application Z-9540** to the City of London Planning and Environment Committee.

- **Current Zoning:** R1, most restricted zoning, single detached dwelling. Rezoning from R1 to R5 (to accommodate 11 two story townhouses) **should not be considered for this property/location**.
- **Policy/character:** Notice of Application - Planning Policies - states "intensification will respect existing neighbourhood character...". All of the homes in this neighbourhood are single family, detached and it should remain that way. A zoning change will definitely *not respect the existing neighbourhood character*.
- **Location/land use:** When the house that was on this lot was torn down, it was anticipated that there would be one or two single family homes, each of one or two stories, and with moderate-sized back yards. That would have been quite acceptable. There wouldn't be any need or talk of removing any trees or shrubs. I am very concerned about the property's new owner's request for rezoning, which will remove much of the green space on the lot. Their plan is to remove all trees and "protect" the neighbour's trees. I'm no arbourist, but due to the closeness and presumably intertwined roots, I very much doubt that any of the neighbours' trees will survive. Those trees, especially the ones to the west of the lot are valued not just for privacy but also for cushioning the traffic noise and purifying the air. Wouldn't removing healthy trees to put more of a footprint on a lot be something that the City should discourage?
- **Traffic:** The intersection of Commissioners/Upper Queen/ Ridout is an extremely busy one, and because of the slope can be quite tricky when it's snowy or icy. With the extended bike lanes and new curbing, the traffic backs up considerably more than before because anyone turning right is blocking all the through traffic. Once frustrated drivers can finally go straight through, they're often really gunning it. Currently there are 2 private drives directly off Upper Queens on south/west corner, then immediately next to that, a private right-of-way drive, serving 3 homes. Adding another driveway from a cluster townhouse development that will hold up to 26 cars on the property is going to further aggravate the problem of traffic and backed-up cars. Not only will residents and those driving through be affected, but it's also a main route for ambulance and other emergency vehicles.
- **Neighbourhood Impact:** A rezoning of this property would forever change the character of this area. In recent memory, any home that has been torn down, has only had a single family detached home put in its place. No other lot in this neighbourhood has been subject to this proposed intensification, nor zoning change that I'm aware of. I'm also concerned about the precedent that a zoning change for this property may set. As properties go on the market, will that precedent be used for more cluster townhomes or even worse?

Please acknowledge receipt of my concerns/position on this rezoning application from information above.

Respectfully,



72. Pat Ramsden

I am within the 120 metre boundary of this Requested Zoning By-law Amendment Application.

I OPPOSE the Notice of Planning Application for proposed rezoning of 489 Upper Queen Street.

Please accept my comments and concerns to the Planning & Development Committee to REJECT Application Z-9540, in their report and recommendation to the City of London, Planning & Environment Committee.

The current zoning is R1-9 single detached dwelling. We have purchased our homes, renovated our homes, and built our homes, choosing this R1 zone to do so. We look to the City to protect our investments as good stewards. Application for Rezoning from R1-9 to R5-7, to accommodate and permit, 11 two story cluster townhouses (plus a parking lot in a residential area), should not be considered.

This rezoning will forever change the character of the area. London City Plan intensification/infill can be accomplished, in a manner that would respect the existing neighbourhood and character, remain R1 zone, (single detached dwelling).

Immediately, after turning right off Commissioners Rd. onto Upper Queen, there already exist, two parking driveways, and then next a private right-of-way (serves 3 private homes). Proposed development would add a double drive (to accommodate in/out traffic on the property) mere meters away from the right-of-way. This is untenable. Proposed development will accommodate up to 26 vehicles on the property. Now add, deliveries, garbage/recycling trucks and weekend and holiday visitors. There is no emergency outlet on any other side of the property for 11 cluster townhomes that would allow access through the proposed development for Ambulance or Fire, if required, which would block townhouse driveways, and their exits.

Street parking is not permitted on Upper Queen, Ridout, Commissioners Road, nor Baseline Road. Neighbouring interior streets would see an influx of these vehicles to park to access 489 Upper Queen Street.

I respectfully request the Planning & Development Department to take all area residents' concerns and comments into consideration in your report and recommendation to the Planning and Environment Committee.

Please acknowledge receipt of my OPPOSITION to the rezoning application

Regards,



Pat Ramsden

73. Mary Bezzina

Dear Ms. Singh,

Re: NOTICE OF PLANNING APPLICATION, FILE: Z-9540

We are 25 year home owners on Upper Queen Street and wish to express our opposition to the proposed development at 489 Upper Queen Street. While we respect the city's plan of intensification of neighbourhoods, we believe this needs to be carried out with careful consideration of the impact on the existing neighbourhood of the property in question.

Allowing the proposed townhouse development to proceed would have a harshly detrimental impact on traffic congestion and safety in the area around the Upper Queen/Commissioners intersection, on the aesthetics of this long established neighbourhood of detached single family homes and on the value of the nearby properties.

It is difficult to imagine how it is possible to construct 11 townhomes with parking for 26 vehicles on this one property that previously held one home, and it wasn't a mansion! This development would set a precedent of poorly considered infill development on our street that could permanently destroy the beauty and character of our neighbourhood.

As put forward by other concerned neighbours, we maintain the following concerns:

The London Plan, in realizing its vision, states:

"We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:"

"Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live."

OUR COMMENTS TO EACH SPECIFICALLY:

- Existing Neighbourhood Character:

Cluster townhouse dwellings are inconsistent and not a compatible form of intensification compared to the character of all detached existing single-family homes in the area (Upper Queen,

Commissioners Road, Ridout Street, Highland Heights, and Barons Court). The incompatibility is, undeniably, obvious. The rezoning of this property would forever change the character of this area.

In two Engagement opportunities/virtual information sessions that the Design Firm/Applicant, Siv-ik Planning and Design conducted, it fails to account for, or justify, the incompatibility. In place, they recited that it is permitted by the London Plan, and that the request is less than the maximum form permitted.

It does not follow that: because an Application to the City fulfills the London Plan, that therefore **IT IS** compatible with the existing neighbourhood character.

- **Offer a Level of Certainty:**

The current zoning R1-9 is in place to guarantee the conformity of homes and properties on the affected streets. The current residents have all paid a premium for their homes and have effected renovations and landscaping, trusting that the current zoning would protect their investment.

GOOD PLANNING: Homeowners have always believed that the zoning is in place to maintain conformity in neighbourhoods to protect the residents.

A development like this can have a serious negative impact on property values in the immediate area. We understand the city's desire for intensification; however, this location does not lend itself to a townhouse development.

Approval of this project to rezone from R1 to R5, would set a precedent and begin the 'tearing of the fabric' of our neighbourhoods along Upper Queen Street/Ridout and Commissioners. The rezoning of this property would be the beginning of scattered 'leap-frog' development patterns along Upper Queen Street.

- **Provides strategic ways to accommodate development:**

The London Plan, Forms of Residential Intensification, states:

"This Plan creates a variety of opportunities for intensification. The following list spans from a very 'light' and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:"
It does not follow that: because a developer's Application fulfills Economic Viability Standard to the City (burden to bear on the City), that **IT HAS** fulfilled the London Plan's vision goals of purposeful, sensitive, and compatible intensification within our neighbourhoods (the burden to bear of the existing taxpaying residents).

We look to **THE LONDON PLAN** to be the 'balancing scales,' to realize the City's Vision, for developers and to protect existing residents of London, in neighbourhoods such as ours.

The proposed development may meet the City's requirements, but we believe, so would a severance and several detached single-family residences. Allowing severances to permit more single-family homes is **STRATEGIC**.

- **Support local businesses:**

There are no retail or commercial businesses in this area. The closest retail/commercial areas are Wellington Street, Wharncliffe Road and Wortley Village Road. Townhouses in this area would do little to increase support of those businesses.

- Enhance our physical and Social Health:

Upper Queen Street is a Neighbourhood Connector. The proposed development is meters away from the busy intersection of Commissioners/Upper Queen/Ridout. This corner had a 12.5 traffic count prior to the newly installed bike curbs. Further, there are two private drives (on Zone map) directly off Upper Queen on the Southwest corner. Immediately next to that exists a private right-of-way driveway (on Zone map) serving three private residences. The present proposal of the cluster townhouse development would add a double driveway, with right and left hand turns onto Upper Queen Street (as noted on Siv-ik Planning and Design Brief graphic), holding up to 26 cars on the property. The existing infrastructure will not support this development. It will only add to the traffic congestion, noise pollution, and safety of all residing on the street.

There is no street parking on Upper Queen, Commissioners, Ridout, nor Baseline Road. There is no place for overflow parking to the proposed development, other than an influx into residential streets.

- Create Dynamic, Lively, and engaging places to live:

The existing neighbourhood has already achieved that objective. The proposed development would see congested living arrangements, insufficient green space on its property and congested traffic.

SUMMARY

For reasons we set out, we are opposed to this requested rezoning amendment. If the City allows this rezoning, it will set a precedent (R1 to R5) that would make it difficult to deny other properties along Upper Queen the same zoning. This would lead to an unsustainable burden to the street's infrastructure and traffic patterns and change the character of the neighbourhood in a negative way and potentially lead to scattered leapfrog development.

Intensification and infill can be accomplished in a manner that respects the existing neighbourhood and character and satisfies the City Plan for infill, all the while, accommodating single, detached dwellings without approval of this unprecedented rezoning application.

We are in favour of development of this property, while adhering to existing R1 zoning.

Respectfully, for all reasons set forth above, we ask you to REJECT the requested Zoning By-Law Amendment for 489 Upper Queen Street, London, Ontario.

Sincerely,

The image shows two handwritten signatures in black ink. The signature on the left is stylized and appears to be 'A. Bell'. The signature on the right is more legible and reads 'Vince P. Begg'.

74. Group Response and Petition (44 Property Owners)

NOTICE OF PLANNING APPLICATION

ZONING BY-LAW AMENDMENT

489 UPPER QUEEN STREET

FILE: Z-9540

APPLICANT: Siv-ik Planning & Design Inc.

ZONING AMENDMENT TO:

- To permit a cluster townhouse development consisting of 11, 2 storey, dwelling units. Special provisions are requested to permit the desired front, rear, and interior side yard setbacks as well as to reduce the maximum allowable height permitted in the requested zone.

REQUESTED ZONING BY-LAW AMENDMENT:

- To change the zoning from a Residential (R1-9) Zone to a Residential (R5-7 (_)) Special Provision Zone to permit a cluster townhouse development consisting of 11, 2-storey, dwelling units. Special Provisions are requested to permit the desired front, rear, and interior side yard setbacks as well as to reduce the maximum allowable height permitted in the requested zone.

Attn: Anusha Singh; Planning & Development, City of London

CC: Mayor of London; and All City Councillors

Date: October 8th, 2022

Please consider this as our, "GROUP OF CONCERNED RESIDENTS", formal comments to the Notice of Planning Application (mailed to 50 homeowners) described above. We understand the developer and its design company were each mailed an Application as well.

This note is written on behalf of 44, or 88%, of these 50 affected property owners, including Highland Country Club, (Served with a Notice of Planning Application within 120 meters of 489UQ).

See attachment entitled “Homeowners within 120 Meters”. You may also have received comments from residents within the 120-metre boundary, which are not on this list.

This note also represents an additional 18 neighbours “Homeowners Outside of 120 Metres” (see attachment). You may also have received comments from residents outside the 120-metre boundary, which are not on this list.

We request the Planning & Development Committee consider all area residents’ written and verbal comments in their report and recommendation to the Planning & Environment Committee

At the future Public Participation Meeting, Mr. Peter Aziz, Mr. Ted Donaldson, Mr. George Kerhoulas, and additions or alternates to be named before the meeting, will function as the group’s speakers for **Neighbours Adjacent to 489 UQ and Homeowners Outside of 120 Meters”**.

Please acknowledge receipt of this submission.

WE OPPOSE THE APPLICATION FOR REZONING

BACKGROUND:

In 1958, an estate home was built upon 489 UQ and until 2016 (almost 60 years) only two families owned the property (Flanagan’s and then Biesenthal’s) The latter owner, in 2005 severed a 95’ x 150’ lot on the western boundary, which the current property owners bought and built a home at what is now, 20 Barons Court. 489 UQ has already had intensification by that severance.

The 2016 purchaser of 489 UQ removed several 60-year-old mature silver maple trees and demolished the home with a view to building two single family homes. That situation changed and the property was sold to the developer in 2022.

The point here is that this is **not** simply a long-term vacant lot.

We are a residential neighbourhood experiencing pressure for an infill development to a much higher intensity than exists in this area. If, in place of the Application, the developer was to request the severance of the subject property to accommodate two or more, two storey, single family homes, the density on the lot would triple or more, while adhering to R1-9 Zoning and maintaining the

character of the neighborhood, and the severance would be embraced by adjacent homeowners.

CURRENT SITUATION:

- Barons Court (18 single storey detached homes), and Highland Heights (2 single family homes) are the residential areas immediately to the East of Highland Country Club, many of which back directly onto the golf club. Highland Country Club is a one-hundred-year-old Private Club with a Golf Course, Club House, and Curling Rink on 145 acres in the middle of the city.
- Upper Queen, Commissioners Road and Ridout consist of a wide range of lot sizes and detached single-family homes sizes. Some of the larger lots are two to three hundred feet deep on the west side of UQ, backing onto either Barons Court or directly onto Highland Country Club.
- All properties in the affected area pay significant levels of property tax. The premium purchase prices were, and continue to be, based on lying within the most restrictive zoning (R-1) in the city. Purchasers do this with the understanding that their investment is protected by the zoning. We expect the current and future Councils to function as dependable Stewards of this restrictive zoning to offer a level of certainty to buyers/sellers to protect our investments in these properties.
- Over the history of this residential area, the heritage and integrity of these contiguous large lot, single family home areas have only experienced a handful of variances/severances that were approved, only for single detached dwellings.

RATIONALE FOR DECLINING THIS REZONING APPLICATION

- Quote directly from the City of London Zoning By-Laws
"SECTION 5 RESIDENTIAL R1 ZONE 5.1 GENERAL PURPOSE OF THE R1 ZONE
The R1 zone is the most restrictive residential zone, and provides for and regulates single detached dwelling" or "5.2 PERMITTED USES – No person shall erect or use any building or structure, or use any land or cause or

permit any building or structure to be erected or used, or cause or permit any land to be used, in any Residential R1 Zone variation for any use other than the following use: a) A single detached dwelling”

- **LONDON PLAN - Neighbourhood Place Type Policies:**
The London Plan, in realizing its vision, states:

“We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake.”

“Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.”

OUR COMMENTS TO EACH SPECIFICALLY:

- **Existing Neighbourhood Character:**
Cluster townhouse dwellings are inconsistent and not a compatible form of intensification compared to the character of all detached existing single-family homes in the area (Upper Queen, Commissioners Road, Ridout Street, Highland Heights, and Barons Court). The extreme degree of incompatibility is obvious to any person, acting reasonably, who views the sketches of the proposed townhouses in relation to the neighbouring properties.
In two community meetings, the Applicant has failed to account for or justify the incompatibility. In place of any justification, the Applicant merely recited that it is permitted by the Official Plan to make the request, and that the request is less than the maximum form it is permitted by the Official Plan to request. The Applicant thereby confuses the ability to make the request with the justification required for the Planning Committee and London City Council to grant the request. In other words, the fact that the Applicant is requesting two-story townhomes instead of three-story ones can not and does not result in the two-story townhomes becoming compatible with the neighbourhood.

Furthermore, the Applicant points to townhouses at the southern end of Upper Queens, south of Mitches Park, as a precedent for the Application. Those townhouses are in a different neighbourhood, one that was constructed decades later, on open fields as a carefully planned subdivision, with considerably smaller lots. They in no way serve as precedent for 489 UQ.

Just as the townhouses south of Mitches Park are part of a carefully thought-out subdivision, so are the large estate lots north of the park to Commissioners Road. The character of Upper Queens north of the park, as well as Commissioners Road and neighbouring streets has remained constant for so long – over 60 years – that those streets form a *de facto* heritage site. City council has preserved this heritage over the many decades, and it remains precious and worth preserving today and for many decades to come. The requested rezoning of this property would forever negatively change the character of this area, for reasons that cannot be justified.

- **Offer a Level of Certainty:**

The current zoning R1-9 is in place to guarantee the conformity of homes and properties on the affected streets. The current residents have all paid a premium for their homes and have effected renovations and landscaping, trusting that the current zoning would protect their investment. There are certainly other locations where a townhouse development would conform to the neighbourhood character, such as where there is a mix of land uses.

GOOD PLANNING: Homeowners have always believed that the zoning is in place to maintain conformity in neighbourhoods to protect the residents. A development like this can have a serious negative impact on property values in the immediate area. We understand the city's desire for intensification; however, this location does not lend itself to a townhouse development.

Approval of this project to rezone from R1 to R5, would set a precedent and begin the 'tearing of the fabric' of our neighbourhoods along Upper Queen Street/Ridout and Commissioners. The rezoning of this property would be the beginning of scattered 'leap-frog' development patterns along Upper Queen Street.

- **Provides Strategic Ways to Accommodate Development:**

The London Plan, Forms of Residential Intensification, states:

"This Plan creates a variety of opportunities for intensification. The following list spans from a very 'light' and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:"

It does not follow that: because a developer's Application fulfills Economic Viability Standard to the City (burden to bear on the city), that IT HAS fulfilled the London Plan's vision goals of purposeful, sensitive, and compatible intensification within our neighbourhoods (the burden to bear of the existing taxpaying residents).

We look to THE LONDON PLAN to be the 'balancing scales' to realize the City's Vision, for developers and to protect existing residents of London, in neighbourhoods such as ours.

The proposed development does not meet the city's requirement, but we believe allowing severances to permit more detached single-family residences is STRATEGIC.

- **Support Local Businesses:**

There are no retail or commercial businesses in this area. The closest retail/commercial areas are Wellington Street, Wharncliffe Road and

Wortley Village Road. Townhouses in this area would do little to increase support of those businesses.

Enhance our Physical and Social Health:

The requested zoning would endanger physical and social health.

Upper Queen Street is a Neighbourhood Connector. The proposed development is meters away from the busy intersection of Commissioners/Upper Queen/Ridout. This corner had a 12.5 traffic count prior to the newly installed bike curbs. Further, there are two private drives (on Zone map) directly off Upper Queen on the Southwest corner. Immediately next to that exists a private right-of-way driveway (on Zone map) serving three private residences. The present proposal of the cluster townhouse development would add a double driveway, with right and left hand turns onto Upper Queen Street (as noted on Siv-ik Planning and Design Brief graphic), holding up to 26 cars on the property. The existing infrastructure will not support this development. It will only add to the traffic congestion, noise pollution, and safety of all residing on the street.

There is no street parking on Upper Queen, Commissioners, Ridout, nor Baseline Road. There is no place for overflow parking to the proposed development, other than an influx into residential streets.

Furthermore, the lack of green space of the proposed development would inhibit rainfall absorption, not allow space to place cleared snow and represent destruction of a large lot heritage property that forms part of what is known as the Forest City.

- **Create Dynamic, Lively, and Engaging Places to Live:**
The existing neighbourhood has already achieved that objective. The proposed development would violate this principle with congested living arrangements, insufficient green space, and congested traffic.

SUMMARY

For the reasons set out herein, we are opposed to this requested rezoning amendment. If the City allows this rezoning, it will set a precedent (R1 to R5) that would make it difficult to deny other properties along Upper Queen the same zoning. This would lead to an unsustainable burden to the street's infrastructure and traffic patterns and change the character of the neighbourhood in a negative way and leading to scattered leapfrog development.

Intensification and infill can be accomplished in a manner that respects the existing neighbourhood and character and satisfies the City Plan for infill, all the while, accommodating single, detached dwellings without approval of this unprecedented rezoning application.

We are in favour of development of this property, while adhering to existing R1 zoning.

Respectfully, for all reasons set forth above, including that the Applicant has failed to satisfy the criteria for By-Law amendment, we ask you to REJECT the requested By-Law Amendment for 489 Upper Queen.

Agency/Departmental Comments

October 26, 2022: Ecology

- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements. No Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

October 26, 2022: Engineering

No comments for the rezoning

The following items are to be considered during a future site plan application stage:

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sewer on Upper Queens.

Water:

- Water is available via the municipal 300mm high-level watermain on Upper Queen Street.

Stormwater:

Specific comment for this site

- As per attached Drainage Area Plan 16073, the site at C=0.40 is tributary to the existing 525mm diameter storm sewer on Upper Queen St. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- As per the Drainage By-law, the consultant would be required to provide for a storm PDC ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- If the number of at grade parking spaces exceed 29, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the standards of the Ministry of the Environment, Conservation and Parks and to the satisfaction of the City Engineer. Applicable options to address water quality could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required sampling/inspection maintenance hole.
- The proposed land use of a medium residential density will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 -

- the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - “normal” level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
 - The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. 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 convey the 250 year storm event.
 - All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria and targets for the Central Thames Subwatershed.
 - Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent properties.
 - The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
 - Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

- 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.
- 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.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.

- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (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.
- **Transportation:**
 - Right-of-way dedication of 13.0 m from the centre line be required along Upper Queen St
 - Detailed comments regarding access design and location will be made through the site plan process

August 15, 2022: Landscape Architecture

The City's Landscape Architect has reviewed the TREE ASSESSMENT REPORT for 489 UPPER QUEEN STREET for ZBA prepared by RKLA in June 2022.

In summary, the inventory captured 20 individual trees and 5 vegetation units within the subject site, within 3 meters of the legal property boundary, and within the City ROW of Upper Queen Street adjacent to the site.

No endangered or threatened species were identified; the subject site is NOT within or adjacent to a City of London Tree Protection Area and there are no boundary trees associated with the subject site.

The Tree Preservation Plan contained in the report illustrated that a handful of offsite trees will be impacted during development as proposed. In particular trees #1-3 growing at 20 Barons Court will loose up to 20%, 40% and 40% root mass loss respectfully. The removal of vegetative unit 1 from site will damage these root systems. Is a retaining wall proposed along this property line? Can the young trees in this vegetative be retained and thus cause no disturbance to adjacent trees?

Off-site trees #15 and #16, 495 Queen St, while growing in close proximity to the property line will not have significant root encroachment into site due to a retaining wall on the property line and will suffer little impacts.

At time of application for SPA, coordinate with City of London Forestry Operations for removal of 3 City owned trees (tree IDs 10, 11 & 12)

September 12, 2022: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability

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

November 3, 2022: Heritage

There were no heritage or archaeological issues related to this application. In this instance, there is no need for heritage follow-up.

September 8, 2022: Site Plan

The only change from the SPC I noticed was a coniferous row along the rear. Regarding, I included all my comments from the consultation below, which largely ask for them to clarify plan details.

Zoning Considerations:

Z.-1 9.3: To permit a Front of Yard of 5.2 metres whereas a minimum of 6.0 metres is permitted.

Z.-1 9.3: To permit northern Interior Side Yards of 1.8 metres whereas a minimum of 6.0 metres is permitted.

Z.-1 9.3: Additional minor variances may be required, if identified. A Zoning By-law Amendment or Minor Variance(s) may capture zoning discrepancies.

Z.-1 4.21: Clearly illustrate the 13-metre road allowance on the site plan.

Z.-1-93172: Please confirm that the total number of bedrooms does not exceed five bedrooms (Z.-1-041300 – OMB Order 0780 – March 15/06).

General Comments:

1. Draft approval for a Draft Plan of Vacant Land Condominium is required prior to Site Plan Approval.

Comments based on current site plan:

1. Provide elevations from all sides in metric. Provide a consistent height on the elevations and site plan legend (i.e. provide both the absolute peak and midpoint of the roof, as defined per the Z.-1 Zoning By-law). Illustrate the hardscape design and materials on plans. Building design should have regard for surrounding context, especially for elevations visible from a roadway. Avoid materials that readily deteriorate, stain, or fade.

2. Please illustrate each tree, whether existing or proposed, on the site plan. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4). Provide a 1.8-metre-tall privacy fencing along property line adjacent to residential parcels.

3. Clarify if basement ceiling height is 1.8 metres or more (Z.-1 2). Please state the total Gross Floor Area of each dwelling by including all applicable storeys. Label any proposed decks, porches, or other platforms on the site plan with dimensions to ensure compliance with the Z.-1 Zoning By-law.

4. Ensure enough space for collection access to recycling and waste. Clarify how snow storage is stored and accommodated on-site. Show all above ground utilities within the road allowance (e.g., hydro poles, hydrants, etc.). Please detail the shape of the access (street entranceway) and its connection to the roadway – ensure that the access corner radii do not encroach into designated road space nor extend beyond the projected property line (i.e. road access design is not to extend in front of a neighbouring parcel) (C.P.-1455-541 5.5.b).

5. Include a 1.5-metre setback from parking area(s) to property lines (C.P.-1455-541 6.2.b). Ensure visitor parking spaces are a minimum of 3 metres from dwellings containing windows to habitable rooms. Include parking curb stops between parking spaces and erect structures (e.g., building, light pole).

6. Show turning movements of emergency vehicles (C.P.-1455-541 6.7). Given the pronounced depth of this development, consider how firetrucks would access various parts of the site. For the design of the fire route, if required, refer to Table 6.2 of the Site Plan Control By-law. Label all entrances (barrier-free, fire, etc.), ensuring access to nearby fire department equipment as per 9.10.20.3 of the Ontario Building Code.

7. Pedestrian pathways should be graded to alleviate verticality and where applicable, prioritize ramps over staircases or steps (C.P.-1455-541 7.2). Ensure pedestrian circulation and access refinements are done with the Accessibility Review Checklist. Make sure to connect any amenity space to the other portions of the site with a pathway.

November 3, 2022: Urban Design

Please see below for UD comments related to the planning application at **489 Upper Queen St.** Many of these comments were provided at SPC but were not addressed through this process.

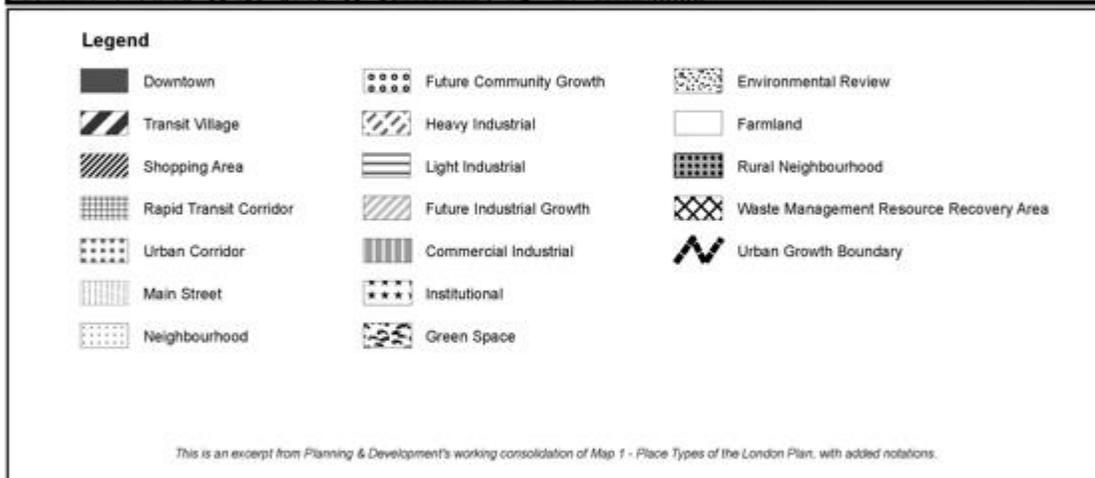
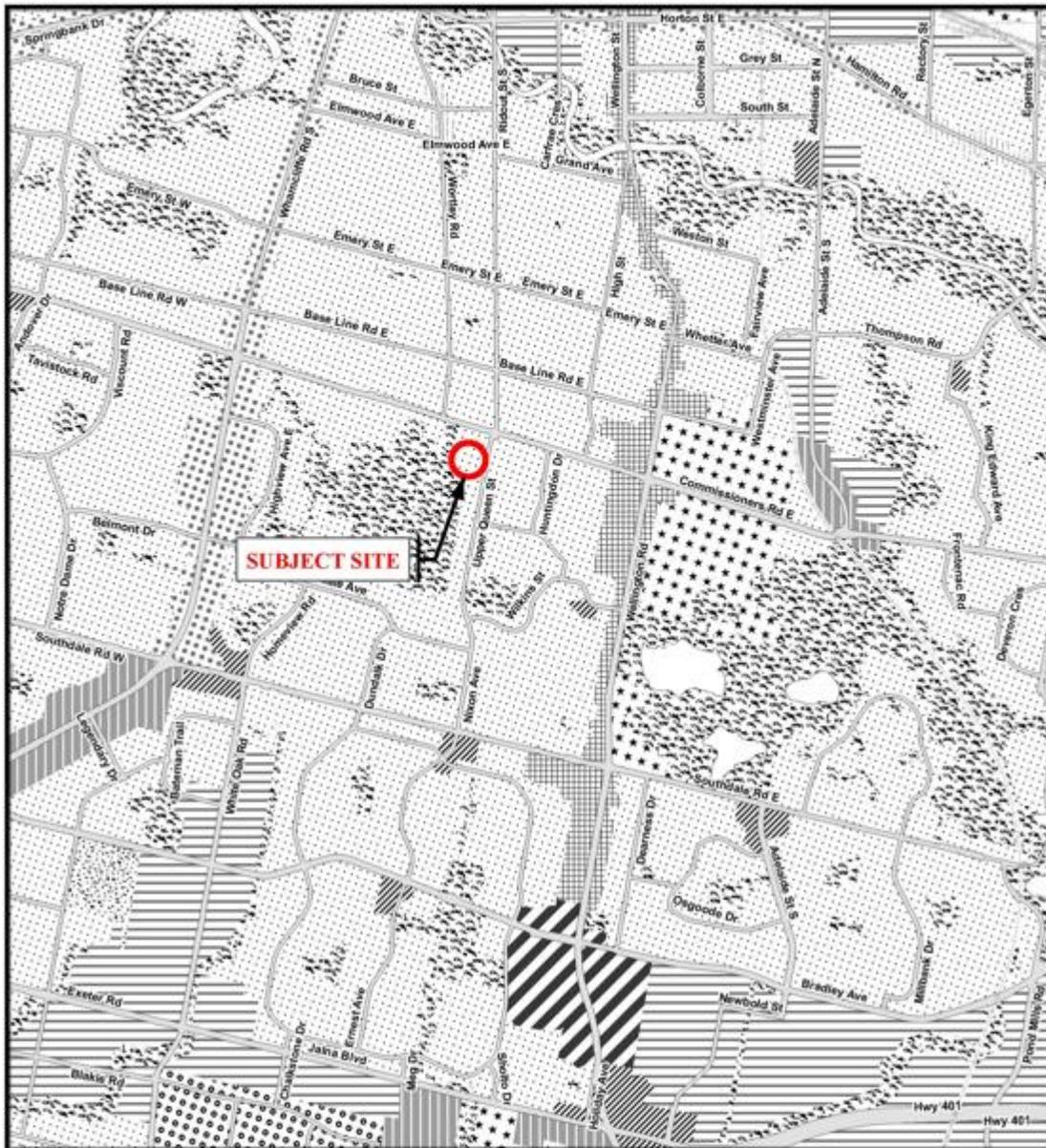
- Provide a pedestrian connection from the city sidewalk to the front entrances of the rear units as well as the common amenity space.
- Remove a unit from each of the townhouse blocks to allow for the pedestrian connection and a buffer between the drive aisle/parking area and the townhouse building edges.
- Reduce the driveway and garage widths for the rear units to not exceed 50% of the unit façade width.
- The applicant is to submit a completed “Urban Design Peer Review Panel Comments – Applicant Response” form that will be forwarded following the UDPRP meeting scheduled for September 2022. This completed form will be required to be submitted as part of a complete application.

September 28, 2022: UTRCA

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

Appendix C – Relevant Background

The London Plan – Map 1 – Place Types



<p>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p>	<p>File Number: Z-9540</p> <p>Planner: AS</p> <p>Technician: JI</p> <p>Date: 2022/12/16</p>
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Project Location: \\c:\file1\giswork\Planning\Projects\p_officialplan\workconsolid00\excerpts_LondonPlan\mxds\Z-9540_Map1_PlaceTypes.mxd

Zoning By-law Z.-1 – Zoning Excerpt



Zoning as of April 30, 2021

 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-9**

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9540 AS

MAP PREPARED:
2022/12/16 JI

1:1,000
0 5 10 20 30 40 Meters

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P. Eng.
Deputy City Manager, Planning and Economic Development

Subject: Zelinka Priamo on behalf of Copia Developments
608 Commissioners Road - Ward 10
Public Participation Meeting

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Zelinka Priamo on behalf of Copia Developments relating to the property located at 608 Commissioners Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting February 14, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan for the City of London, to change the zoning of the subject property **FROM** a Residential (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone;
- (b) **IT BEING NOTED** that the following urban design and site plan matters were raised during the application review process for consideration by the Site Plan Approval Authority:
- i. Verify the trees along the south property line position and the relation of their trunks to the property lines shared with 659 and 615 Westmount Crescent for possible consent by the neighbouring property owner to remove boundary tree(s) or cause injury to a boundary tree(s);
 - ii. Provide a building step back above the 5th storey along Commissioners Road West as per the drawings dated October 11, 2022;
 - iii. Provide a building step back above the 4th storey along Westmount Crescent to provide appropriate height transition from abutting low-density residential as per the drawings dated October 11, 2022;
 - iv. Provide detailed site plan and landscape plans to detail any proposed programming in the amenity space to demonstrate how it functions and relates to the building interface at the rear;
 - v. Provide interior floor plans to demonstrate how the interior spaces will relate to the exterior functions; and
 - vi. Explore ways to re-locate or screen the garbage moloks near the main entrance.
- (c) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning generally implements the site concept submitted with the application. As part of the application review process a revised site plan concept was submitted with minor revisions including a new height of 22.0 metres; however, which is still within the 6 storeys as originally proposed.

Executive Summary

On December 13, 2022, Municipal Council deferred consideration of the proposed Zoning By-law amendment for 608 Commissioners Road W, and referred the item back to staff to further review the traffic patterns, the access point, and the intensification of the proposed development:

I hereby certify that the Municipal Council, at its meeting held on December 13, 2022 resolved:

That the application by Copia Developments, relating to the property located at 608 Commissioners Road West, BE REFERRED back to the Civic Administration to review the traffic patterns, the access points and the intensification for the proposed development.

Traffic Patterns and Access Point

After further review and consultation with the Transportation Division they have provided additional comments reflecting traffic patterns and access:

The proposed development is anticipated to generate 33 and 42 additional trips in the AM and PM peak hours respectively. The TIA assumes that 100% of these trips will be to/from Commissioners Rd via Westmount Cres, however it's reasonable to assume that a very small percentage of these trips may be to/from the south via Westmount Cres.

The development is proposed to have access off Westmount Cres. Access off Commissioners Rd is not recommended. Commissioners Rd is classified as a Civic Boulevard (ie arterial) and the average annual daily traffic (AADT) on this section of roadway is approximately 13,000. Commissioners Rd from Wonderland to Cranbrook is scheduled for a 2 to 4 lane upgrade in 2033.

The primary function of an arterial roadway like Commissioners Rd is to move higher volumes of traffic as safely and efficiently as possible and one of the ways we are able to achieve this is to minimize the number of access points to/from an arterial. Every additional access point introduces additional conflict points (ie. crossing paths of traffic) which has a negative impact on the flow of traffic and increases the risk of a collision.

Westmount Cres is classified as a neighbourhood street. The main function of a neighbourhood street is to provide access to adjacent lands. It is the preferred location for access to the proposed development. Providing an access off Commissioners Rd would not prevent drivers from making a right onto Westmount Cres to go southbound. Where appropriate, left turn restrictions can be implemented, but it's generally not feasible to restrict right turn movements. Based on the number of trips anticipated to be generated by this development a very low number of trips to the south via Westmount Cres are anticipated.

In addition, the Transportation Impact Assessment submitted with the application concluded there would be no problems with the increase of traffic from this development and the only recommendation was to construct a westbound left-turn lane with 25 metre storage on Commissioners Road West and Westmount Crescent.

Based on this further review, Staff maintain the position that the increase in traffic will have minimal impacts in the area and can be accommodated given existing traffic volumes in the area. Additionally, the proposed access off Westmount Crescent is the preferred location given the City's goals to limit access points to and from arterial roads and that an access point off Commissioners Road would not result in any reduction in potential southbound traffic on Westmount Cres.

Intensification

After a further review of the intensity of the proposed development, staff are still satisfied the proposed intensity and scale of the proposed development is appropriate and is in conformity with The London Plan. The proposed apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses, and that the location and massing of

the proposed building is consistent with urban design goals of The London Plan. The building is proposed to be situated close to the intersection of Commissioners Road W and Westmount Crescent in order to define the street edge and encouraging a street-oriented design which includes ground floor entrances facing the streets creating a street presence that is appropriate with the surrounding context. The main entrance and lobby for the proposed residential units will be located in close proximity to the Commissioners Road frontage. This along with the building location will create an animated and vibrant street frontage that interacts well with the existing mature trees, the public sidewalks, creating a strong street presence and providing an interactive realm along both streets.

The overall development uses building articulation, rhythm, materials, fenestration, step backs and balconies along the public street frontage to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the street and internal to the site. The 6-storey height of the proposed building is higher than the low density residential in the area; however, as noted, the highest heights of the development are located at the intersection and along the Civic Boulevard with appropriate step backs transitioning down to 4 and 5-storeys as the development meets the surrounding low rise community. Further to this, no special provisions are required for any setbacks for this development.

The subject site is in an area where The London Plan directs and support residential intensification and redevelopment. The proposal is considered in keeping with the intensity policies set out by The London Plan.

Conclusion

Staff have reviewed the original recommendation and report and continue to support the original recommendation. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary with a land use, intensity, and form that is appropriate for the site.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers MPA, 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 and Economic Development.

Cc: Britt O'Hagan, Manager, Urban Design
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 608 Commissioners Road West.

WHEREAS Copia Developments has applied to rezone an area of land located at 608 Commissioners Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable the lands located at 608 Commissioners Road West, as shown on the attached map comprising part of Key Map No.(A106), from a Residential R1 (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone.
- 2) Section Number 12.4 of the Residential (R8-4) Zone is amended by adding the following Special Provision:
 -) R8-4(_) 608 Commissioners Road West
 - a) Regulations
 - i) Height 22.0 metres
(Maximum)
 - ii) Density 215 Units per hectare (uph)
(Maximum)

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

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

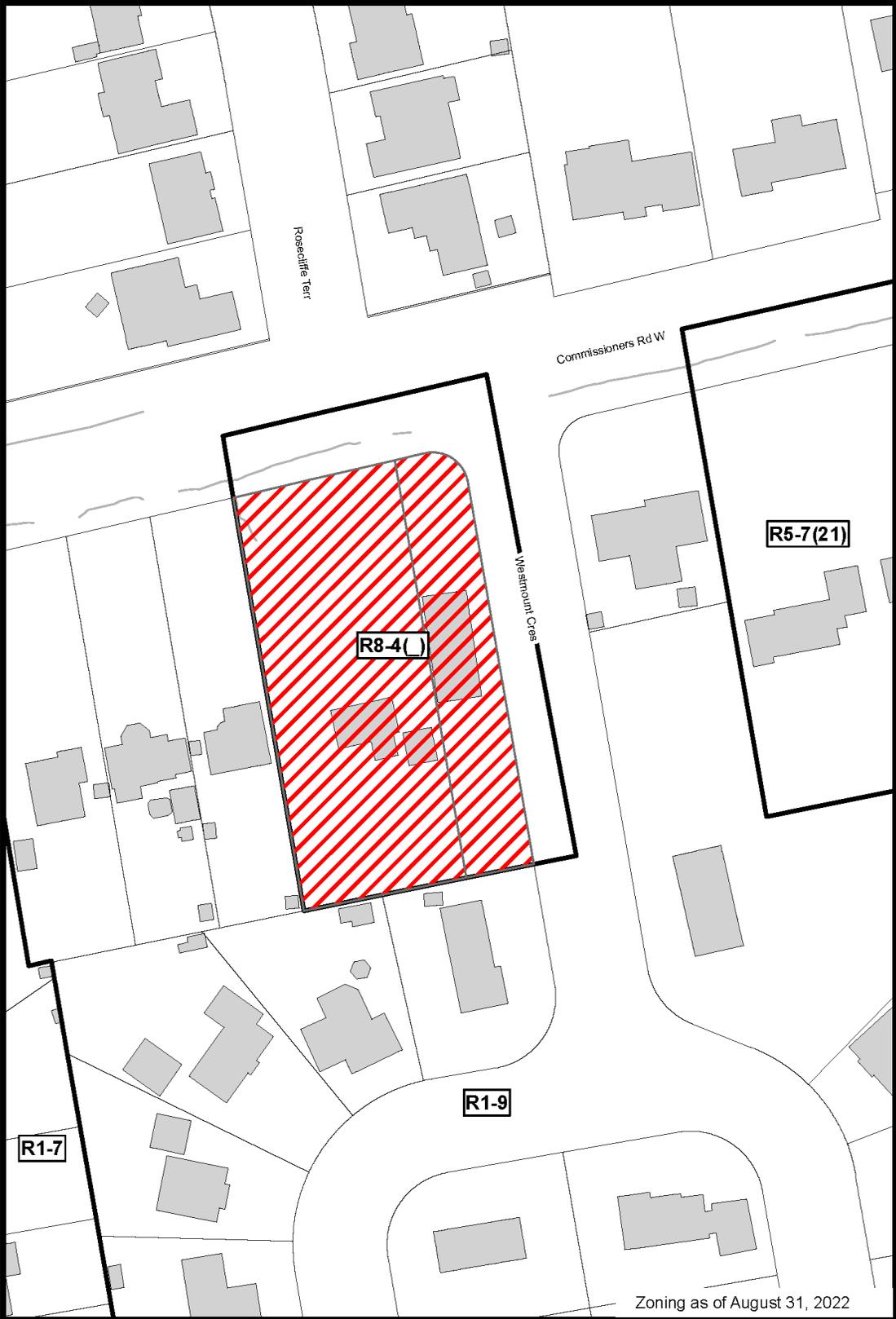
PASSED in Open Council on February 14, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – February 14, 2023
Second Reading – February 14, 2023
Third Reading – February 14, 2023.

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



<p>File Number: Z-9516 Planner: AR Date Prepared: 2022/10/25 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters</p> 
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Geodatabase

Appendix B – Original Report

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers, MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 608 Commissioners Rd W
Public Participation Meeting

Date: November 28, 2022

Recommendation

That, on the recommendation of the Acting Director, Planning and Development, the following actions be taken with respect to the application of Copia Developments relating to the property located at 608 Commissioners Road West:

- (d) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 13, 2022 to amend Zoning By-law No. Z.-1, in conformity with The London Plan for the City of London, to change the zoning of the subject property **FROM** a Residential (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone;
- (e) **IT BEING NOTED** that the following urban design and site plan matters were raised during the application review process for consideration by the Site Plan Approval Authority:
- i. Verify the trees along the south property line position and the relation of their trunks to the property lines shared with 659 and 615 Westmount Crescent for possible consent by the neighbouring property owner to remove boundary tree(s) or cause injury to a boundary tree(s);
 - ii. Provide a building step back above the 5th storey along Commissioners Road West as per the drawings dated October 11, 2022;
 - iii. Provide a building step back above the 4th storey along Westmount Crescent to provide appropriate height transition from abutting low-density residential as per the drawings dated October 11, 2022;
 - iv. Provide detailed site plan and landscape plans to detail any proposed programming in the amenity space to demonstrate how it functions and relates to the building interface at the rear;
 - v. Provide interior floor plans to demonstrate how the interior spaces will relate to the exterior functions; and
 - vi. Explore ways to re-locate or screen the garbage moloks near the main entrance.
- (f) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning generally implements the site concept submitted with the application. As part of the application review process a revised site plan concept was submitted with minor revisions including a new height of 22.0 metres; however, which is still within the 6 storeys as originally proposed.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site to permit the development of a 6-storey apartment building with step backs, containing 95 dwelling units, which is equivalent to a density of 215 units per hectare.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to rezone the subject site to a Residential R8 Special Provision (R8-4(_)) Zone providing apartment buildings that will permit the proposed development. The following special provisions would facilitate the proposed development: a maximum height of 22.0 metres and a maximum density of 215 units per hectare.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future.
2. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, City Design and City Building, Neighbourhood Place Type and will facilitate a built form that contributes to achieving a compact, mixed-use City.
3. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood.
4. The recommended amendment facilitates the development of an underutilized property within the Built-Area Boundary through an appropriate form of infill development.
5. The recommended amendment facilitates a type of residential development that will help to address the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description

The subject site is located on the southwest intersection of Commissioners Road West and Westmount Crescent in the Westmount Planning District. Currently situated on the subject site are two single storey detached dwellings. The site consists of a grassed area with relatively flat topography with several mature trees located on the periphery of the site.

Commissioners Road W is an arterial road with an average daily traffic volume of 13,000 vehicles per day.



Figure 1: 608 Commissioners Road W facing south (Google image, June 2021)

1.4 Current Planning Information

- The London Plan Place Type – Neighbourhoods fronting a Civic Boulevard (Commissioners Road West)
- Existing Zoning – Residential R1 (R1-9) Zone

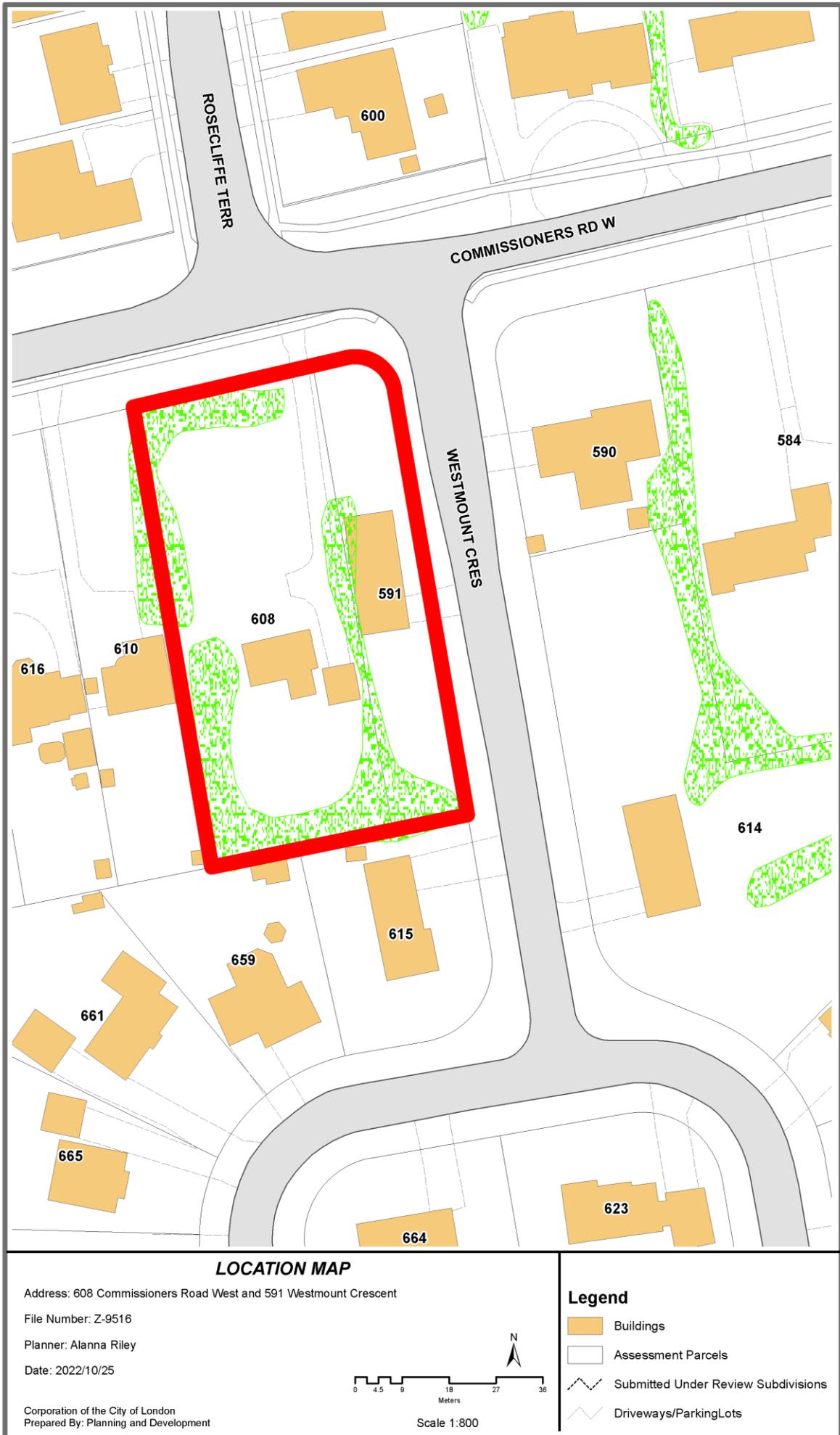
1.5 Site Characteristics

- Current Land Use – Two single detached dwellings
- Frontage – 42.91 metres
- Depth – 83.65 metres
- Area – 2.10 hectares
- Shape – Rectangular

1.6 Surrounding Land Uses

- North – Commissioners Road West, Low Density Residential
- East – Low Density Residential
- South – Low Density Residential
- West – Low Density Residential

1.7 Location Map



1.8 Intensification

The proposed 95 residential units represent intensification just outside of the Primary Transit Area but within the Built-Area Boundary.

2.0 Discussion and Considerations

2.1 Development Proposal

On June 6, 2022, the City accepted a complete application that proposed a 6-storey, L-shaped apartment building, containing 95 dwelling units, equating to 212 units per hectare, fronting Commissioners Road W. Vehicular access to the site is proposed to be provided by a single right-in, right-out driveway from Westmount Crescent and will be located near the south property line. Common outdoor amenity area is proposed on the northwest corner of the property with landscaping along the front, west and south property lines. 98 parking spaces are proposed in a parking garage located to the south and surface parking to the west. At the time of the application the applicant requested a bonus zone in return for enhanced urban design and, specifically affordable housing. The original site concept plan and rendering are shown in Figure 2 and Figure 3 below.

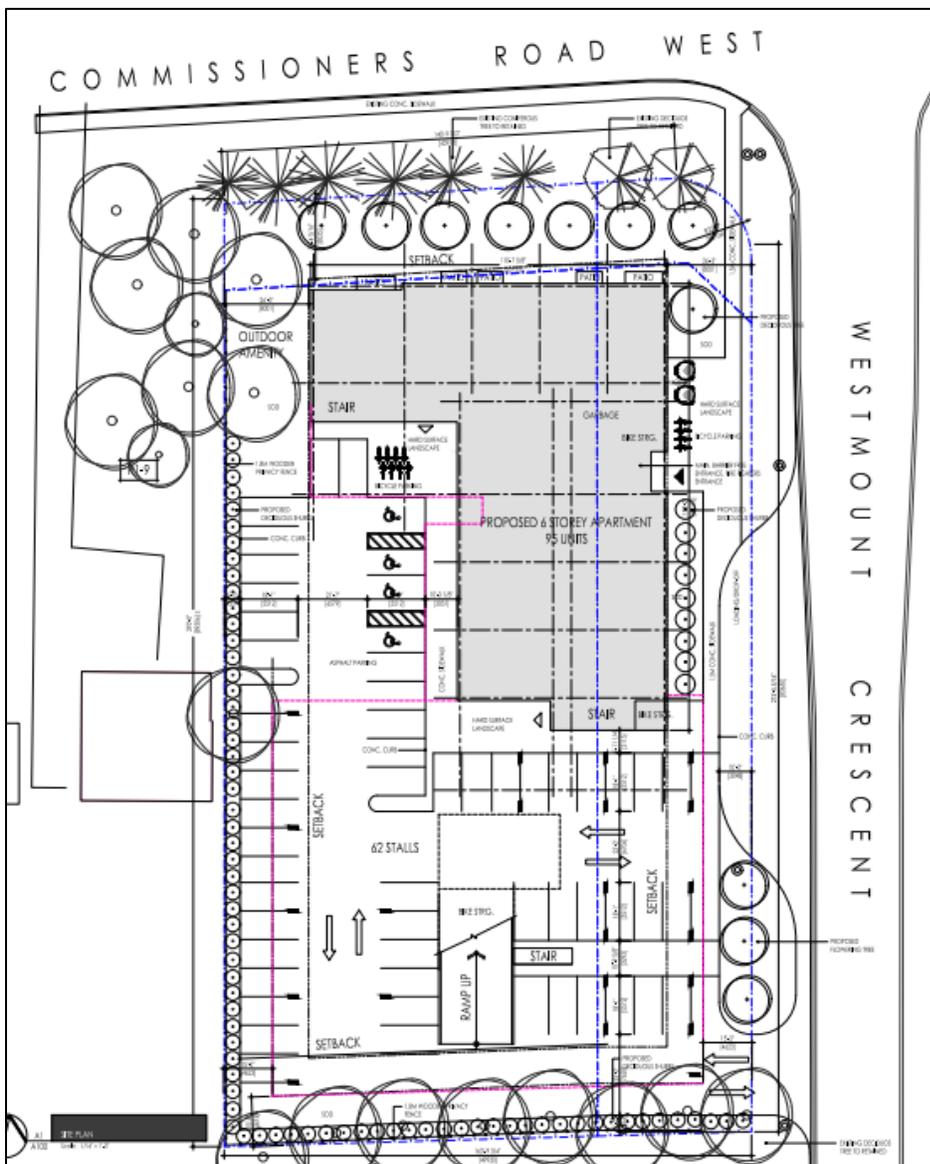


Figure 2: Original Site Concept Plan



Figure 3: Original Rendering



Figure 4: Proposed Development within the context of the surrounding area

2.2 Revised Development Proposal

Recently the applicant has made some changes to the design and layout of the proposal as part of a response to Urban Design Peer Review Panel and Urban Design comments, and public concerns. A revised application was submitted on October 6, 2022, which include the following changes:

- The parking garage has been removed and parking is now proposed to be underground together with surface parking at the rear;
- The proposed building now complies with all the required setbacks of the proposed zone;
- A larger outdoor amenity area has been provided;
- Pedestrian connections from ground level units to the sidewalks have been incorporated;
- There is a building step back down to 5 storeys on the west portion of the building along Commissioners Road W and a buildings step back down to 4 storeys at the rear along Westmount Crescent to provide for a transition to adjacent uses.

- The main building entrance is located proximate to Commissioners Road W; and
- A sufficient width for landscaping has been provided along the perimeter of the site.

It should be noted that the applicant still intends on providing five (5) affordable housing units. The revised site concept plan and rendering are shown in Figure 5, Figure 6 and Figure 7 below.

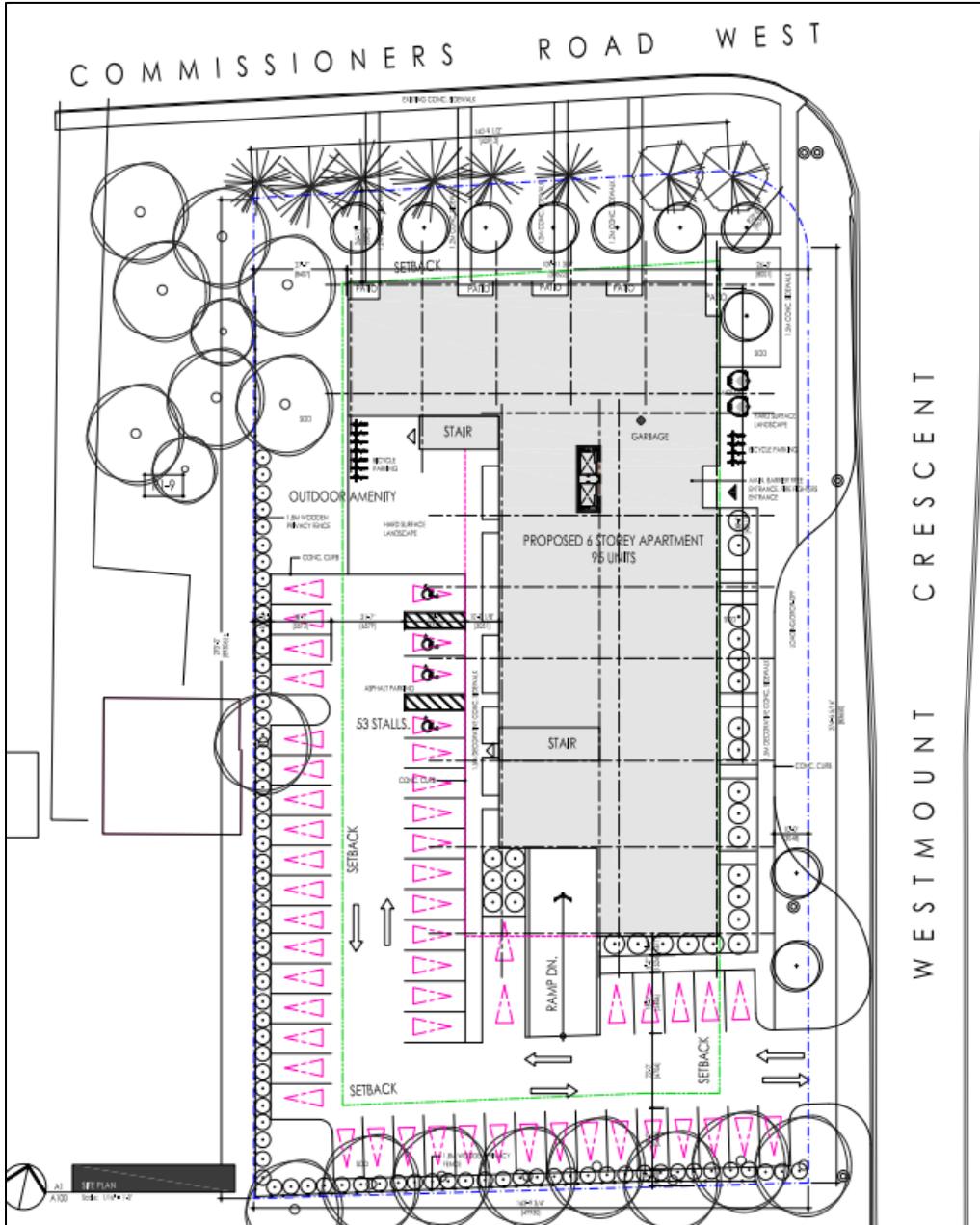


Figure 5: Revised Site Concept Plan



Figure 6: Revised Rendering



Figure 7: Revised Proposed Development within the context of the surrounding area

2.3 Original Requested Amendment

The applicant originally requested a Residential R8 Special Provision (R8-4() *B()) Bonus Zone, which permits apartment buildings, lodging house class 2, senior citizen's apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities. Requested special provisions included a minimum exterior side yard setback 4.5 metre setback whereas 7.0m is required; permit a minimum interior side yard setback of 8.0 metres, whereas 8.4 metres is required; permit a height of 21.0 metres whereas 12.0 metres is required; minimum parking spaces of 98 whereas 129 spaces are required; and a maximum lot coverage of 50% whereas 40% is required. The proposed bonus zone would permit a maximum density of 215 units per hectare in return enhanced urban design and, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

2.4 Revised Requested Amendment

The applicant's revised request includes a Residential R8 Special Provision (R8-4()) Zone, which permits apartment buildings, lodging house class 2, senior citizen's

apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities. Special provisions include a height of 22.0 metres whereas 12.0 metres is required; and density of 215 units per hectare whereas 75 units per hectare is permitted. Since the time of the original application Bonus zoning is no longer an available tool under the *Planning Act* and can no longer be considered as part of this application; therefore, the request for a Bonus Zone has been removed from the revised zoning amendment.

2.5 Community Engagement (see more detail in Appendix B)

Through the community engagement process, seventeen written responses were received from members of the public and one petition with 122 names.

The public's concerns were related to the following matters:

- Height
- Density
- Lack of street lighting and sidewalk facilities
- Privacy/Overlook
- Light/Noise impacts
- Traffic
- Parking
- Loss of property value

It should be noted that the applicant held two community meetings with the public on July 6, 2022 and November 2, 2022.

2.6 Policy Context

Provincial Policy Statement, 2020

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

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

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

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to

permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

The London Plan

The London Plan is the new Official Plan for the City of London. On May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan, effectively bringing The London Plan into full force and effect. Any applications in process prior to the May 25th date should continue uninterrupted as per the “clergy principle” (the policies that were in force at the time the application was received will continue to direct that application). Both the 1989 Official Plan and The London Plan policies would have been considered as part of this analysis; however, the application was revised October 6, 2022 and, therefore, will only be reviewed under The London Plan policies.

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7).
- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (Key Direction #7).

The London Plan also provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The site is in the Neighbourhoods Place Type fronting on a Civic Boulevard (Commissioners Road West) and a Neighbourhood Connector (Westmount Crescent) as identified on Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Neighbourhoods Place Type at this location include a range of low and mid density residential dwelling types, including low-rise apartment buildings, which are permitted to an upper maximum height of 6-storeys. (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type) (Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

The London Plan height framework promotes intensification along higher order streets. Specifically, Policy 919_2 and 3 speaks to the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the *Planning Act*, all planning decisions “shall be consistent with” the PPS.

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Analysis

Consistent with the PPS, the recommended apartment building will contribute to the existing range and mix of housing types in the area, which consists primarily of low density residential. Although the proposed development has a greater intensity and built form as compared to the existing surrounding neighbourhood context, it fronts along an arterial road, provides appropriate setbacks and incorporate transitioning design elements to adjacent uses.

The subject lands are of a size and configuration capable of accommodating a more intensive redevelopment on an underutilized site. No additional special provisions are required in terms of setbacks, open space, reduction in parking etc. which are all signs of potential over intensification of a property. The increased intensity of development on

the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses.

The recommended intensification of the subject property will provide choice and diversity in housing options for both current and future residents and will optimize the use of land and public investment in infrastructure in the area. Surrounded by a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth.

4.2 Issue and Consideration #2: Use

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed 6-storey, apartment would contribute to a mix of housing types available in the area.

The subject site is in the Neighbourhoods Place Type of The London Plan fronting a Civic Boulevard (Commissioners Road West) and a Neighborhood Connector (Westmount Crescent). Table 10 - Range of Permitted uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed based on the fronting street classification (921). At this location, Table 10 would permit a range of low- and mid-rise residential dwelling types, including low-rise apartment buildings (Table 10-Range of Permitted Uses in Neighbourhoods Place Type).

Analysis:

Under The London Plan Neighbourhood Place Type policies (916_3), the expectation is that apartment buildings are anticipated to be developed within neighbourhoods at appropriate locations which may also include affordable dwellings. These policies provide guidance to the siting of various residential types relative to the street classification. As noted, the subject site fronts onto a Civic Boulevard which permits low-rise apartments. The development of the proposed 6-storey, 95-unit apartment building would contribute to a mix of housing types and provides a more intrinsically affordable housing option in the community. Adjacent surrounding uses include low density residential with higher density residential uses generally along Commissioners Road and Wonderland Road S. In this context, an apartment is not out of place along an arterial road in the neighbourhood and its impact would be mitigable. Consistent with this surrounding context as well as the list of uses permitted in the policies, the recommended 6-storey apartment building is in keeping with the policies at this location.

Furthermore, the analysis of intensity and form below will demonstrate that the proposed apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.3 Issue and Consideration #2: Intensity

The London Plan

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_ 5. and 6., and 953_ 1. and 2.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height of 4 storeys, with an upper limit of up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on a Civic Boulevard (Table 11 – Range of Permitted Heights in

the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953_3.).

Analysis

The subject site has frontage on a Civic Boulevard, which is a higher-order street, to which higher-intensity uses are directed. The subject lands have access to four London Transit bus routes and is surrounded by a mix of low and medium residential uses. Also, the site is located within walking distance to some commercial and institutional uses with a significant commercial node including a grocery store, retailers, personal service establishments, restaurants/cafes, and a pharmacy to the east at the Commissioners Road West and Wonderland Road South intersection. Further to the south there are a broad range of uses including Westmount Mall, two places of worship, mid to high-rise apartment buildings, Saunders Secondary School, and more commercial development. There are several open space areas within approximately 5–10 minute walking distances such as Rosecliffe Park, Westmount Lions Park, Mitchell Park, Lyngate Grove Park and Viscount Woods. As this site is currently developed with two single detached dwellings, the proposed development represents an appropriate form of intensification through infill development. The current single detached dwellings represent an underutilization of the two lots within a developed area and the increased intensity of development on the site will make use of existing transit and public services in the area. The subject site is in an area where The London Plan directs and support residential intensification and redevelopment. The proposal is considered in keeping with the intensity policies set out by The London Plan. As such, staff is satisfied the proposed intensity and scale of development is in conformity with The London Plan.

4.4 Issue and Consideration #3: Form

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

The London Plan also provides guidance on compatibility and fit with regards to form (Policy 953_). The applicant has provided a development concept (Figure 4) as part of a complete application to support and justify the form of development and its relationship to the neighbourhood.

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location and parking; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Specific City Design policies indicate that principal building entrances and transparent windows should be located to face the public right-of-way, to reinforce the public realm, establish an active frontage and provide convenient pedestrian access (291_). They also indicate that residential buildings should include outdoor amenity spaces (295_), and support reduced parking rates in place types and parts of the city that have high accessibility to transit (271_). The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_)

Analysis

Consistent with the London Plan, the recommended intensification of the subject properly would optimize the use of land and public investment in infrastructure in the

area. Located within a developed area of the City, the redevelopment and intensification of the subject lands for an apartment building would contribute to achieving a more compact form of growth and development than then the two single detached dwellings that currently occupy the site.

The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses, and that the location and massing of the proposed building is consistent with urban design goals of The London Plan. The building is proposed to be situated close to the intersection of Commissioners Road W and Westmount Crescent in order to define the street edge and encouraging a street-oriented design which includes ground floor entrances facing the streets creating a street presence that is appropriate with the surrounding context. The main entrance and lobby for the proposed residential units will be located in close proximity to the Commissioners Road frontage This along with the building location will create an animated and vibrant street frontage that interacts well with the existing mature trees, the public sidewalks, creating a strong street presence and providing an interactive realm along both streets.

Adequate parking is provided for the proposed development, as required by the Zoning By-law and Site Plan Control By-Law. The underground and surface parking lot is accessible through the driveway from Westmount Crescent in the rear yard. Adequate space is provided around the edges of the parking lot to provide for appropriate screening of the parking from the street and adjacent to abutting properties. This will include trees and fencing that would screen the proposed building providing privacy for both residents and neighbours.

The overall development uses building articulation, rhythm, materials, fenestration, step backs and balconies along the public street frontage to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the street and internal to the site. The 6-storey height of the proposed building is higher than the low density residential in the area; however, as noted, the highest heights of the devleopment are located at the intersection and along the Civic Boulevard with appropriate step backs transitioning down to 4 and 5-storeys as the development meets the surrounding low rise community as shown below in Figures 8 and 9.



Figure 8: West along Westmount Crescent - Rendering



Figure 9: South along Commissioners Road W - Rendering

Comments from Urban Design staff and the Urban Design Peer Review Panel highlighted various considerations regarding the design of the apartment building proposal. The applicant took these considerations into account along with other staff concerns and public concerns, and, as mentioned, revised the proposal as outlined in section 2.2 above in this report. The applicant is commended for revising the proposal and providing a site and building design that incorporates an active-low rise built form along Commissioners Road W with walkway connections from City sidewalk, providing an appropriately sized outdoor amenity space, providing step backs and large setbacks for a transition to the abutting low density residential, removing the parking garage and providing underground and surface parking located in the rear and screened from the road frontage, and exceptional design. Staff are satisfied that the Evaluation Criteria for Planning and Development Applications in the Our Tools part of The London Plan have been met through the recommended Zoning By-law amendment and can be further addressed through the site plan approval process.

The refinements illustrated on the revised site plan, rendering and elevations provide certainty with respect to appropriate building location and massing, centralized amenity space, buffering, parking lot design standards and exceptional design in order to establish suitable zoning regulations.

At the site plan approval stage, City staff will continue to refine these building and site design features with the applicant for implementation in the final approved drawings and development agreement, including:

- i. Verify the trees along the south property line position and the relation of their trunks to the property lines shared with 659 and 615 Westmount Crescent for possible consent by the neighbouring property owner to remove boundary tree(s) or cause injury to a boundary tree(s);
- ii. Provide a building step back above the 5th storey along Commissioners Road West as per the drawings dated October 11, 2022;
- iii. Provide a building step back above the 4th storey along Westmount Crescent to provide appropriate height transition from abutting low-density residential as per the drawings dated October 11, 2022;
- iv. Provide detailed site plan and landscape plans to detail any proposed programming in the amenity space to demonstrate how it functions and relates to the building interface at the rear;
- v. Provide interior floor plans to demonstrate how the interior spaces will relate to the exterior functions; and

- vi. Explore ways to re-locate or screen the garbage moloks near the main entrance.

These are the detailed matters summarized under clause c) of the staff recommendation for the Site Plan Approval Authority to consider through the site plan approval process.

4.5 Issue and Consideration #4: Zoning

The original proposed apartment building required many setbacks special provisions to facilitate the development. However, the revised development made sufficient changes to ensure no setback special provisions are required in an effort to respect the scale and privacy of the surrounding land uses. As a result, only two special provisions are required which include a height of 22.0 metres and density of 215 units per hectare. Staff have no concerns with these proposed special provisions as the proposed use, intensity and form is considered appropriate for the site and surrounding area and meets the intent of the urban design policies in The London Plan.

The proposed development is intended to make efficient use of the property and existing services while the associated density is appropriate given that the site can accommodate the building, adequate parking, landscaped space, outdoor amenity space, private amenity space and provide spatial separation with abutting uses.

4.6 Issue and Consideration #5: Affordable Housing

When the original application was submitted the applicant worked with the Housing Development Corporation (HDC) London through the application process for the provision of affordable housing through bonusing. The former Section 37 Density Bonusing permitted the City of London to authorize, under the *Planning Act*, increases in permitted height and/or density through the zoning bylaw in return for community benefits with the related bonusing policies in the 1989 Official Plan and The London Plan. In September 2022, provincial legislation ended the City's ability to collect those revenues. Instead, the City enacted a community benefits charge by-law to collect fees and fund a range of community services required as a result of new growth.

That being said, the applicant has indicated that they are willing to provide affordable housing units within the future development. Although Planning and Development Staff cannot ensure/require the applicant to enter into an agreement through a Zoning By-law amendment City Staff and the Housing Development Corporation have provided direction below as to what may be considered appropriate through a future agreement:

- A total of five (5) one-bedroom residential units will be provided for affordable housing;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability set at 50 years from the point of initial occupancy;
- The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

NOTE: The provision of affordable housing was not considered as part of Staff's policy review and justification of the proposed land use as Staff cannot guarantee affordable housing units through this process.

4.7 Issue and Consideration #6: Public Concerns

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy

and Overlook, Sufficiency of Servicing Infrastructure, Buffering/Tree Removal, and Type of Tenancy.

Comments related to height, form, density and compatibility have been addressed in sections 4.1 through 4.4. of this report. Additional planning impact analysis has been provided under Appendix D of this report.

Traffic

Concerns were raised about the amount of traffic that would be generated by this development and that access is located off Westmount Crescent. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety.

As mentioned, Transportation did not have concerns with the proposed increase in traffic from the proposed development.

Additionally, Westmount Crescent is a neighbourhood street that serves a small number of dwelling units in the area, thus its traffic volumes are low. Neighbourhood streets are typically intended to accommodate traffic volumes up to approximately 1000 vehicles per day; however, this threshold varies by location, length of road, types of developments etc.

The City has developed a Traffic Calming and Procedures manual to assess when traffic calming measures are required. As per the point assessment table, volumes on local roads may become an issue when volumes reach 1500 vehicles a day. Based on the evaluation tools, the proposed development will not significantly affect the capacity of the local roads.

Privacy and Overlook

Members of the public expressed concerns about the height of the building leading to loss of privacy from people in the proposed building look out their windows, or when they use their terraces or balconies.

The development proposes the building to be placed closer to the Commissioners Road W frontage with the intent to reduce height impacts on the abutting lands, which also supports urban design principles, as well as design flexibility.

With respect to the privacy of yards to the south and west, the building is proposed to be set back approximately 37.85 metres from the south property line and 8.4 metres from the west. The placement of the proposed building allows for the surface parking infrastructure to be located in the rear yard which creates an appropriate separation between the proposed and existing buildings. In addition, the proposed plan provides for a buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses.

Buffering/Tree Removal

The use of landscaping, fencing and separation distances are helpful to screen development and soften the impacts of new construction. As identified above, the proposed building is meeting and exceeding the minimum required setbacks for the south and west property boundaries adjacent to existing residential uses, which in addition to providing physical distance separation, also provides space for buffering treatment. The east boundary is well vegetated and proposed to remain largely intact which allows the trees to provide a natural buffer. The east, west and south property boundaries are intended to have privacy fencing (ie- board on board) installed and plantings are also proposed along these property boundaries to provide for additional buffering above the fence height. Also, existing plantings along the perimeter are recommended to remain.

A Tree Inventory was prepared to identify the general type, health and/or significance of

trees on site. Site Plan Approval will allow for further discussion and refinement of the fencing treatment, and retention or enhanced plantings.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development, and questions on whether or not this will be student housing. It's important to note that planning considerations cannot be made based on residential tenure. Type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary with a land use, intensity, and form that is appropriate for the site.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Development Services

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Acting Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

Copy:
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No.(number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 608 Commissioners Road West.

WHEREAS Copia Developments has applied to rezone an area of land located at 608 Commissioners Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable the lands located at 608 Commissioners Road West, as shown on the attached map comprising part of Key Map No.(A106), from a Residential R1 (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone.
- 2) Section Number 12.4 of the Residential (R8-4) Zone is amended by adding the following Special Provision:
 -) R8-4(_) 608 Commissioners Road West
 - b) Regulations
 - iii) Height 22.0 metres
(Maximum)
 - iv) Density 215 Units per hectare (uph)
(Maximum)

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

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

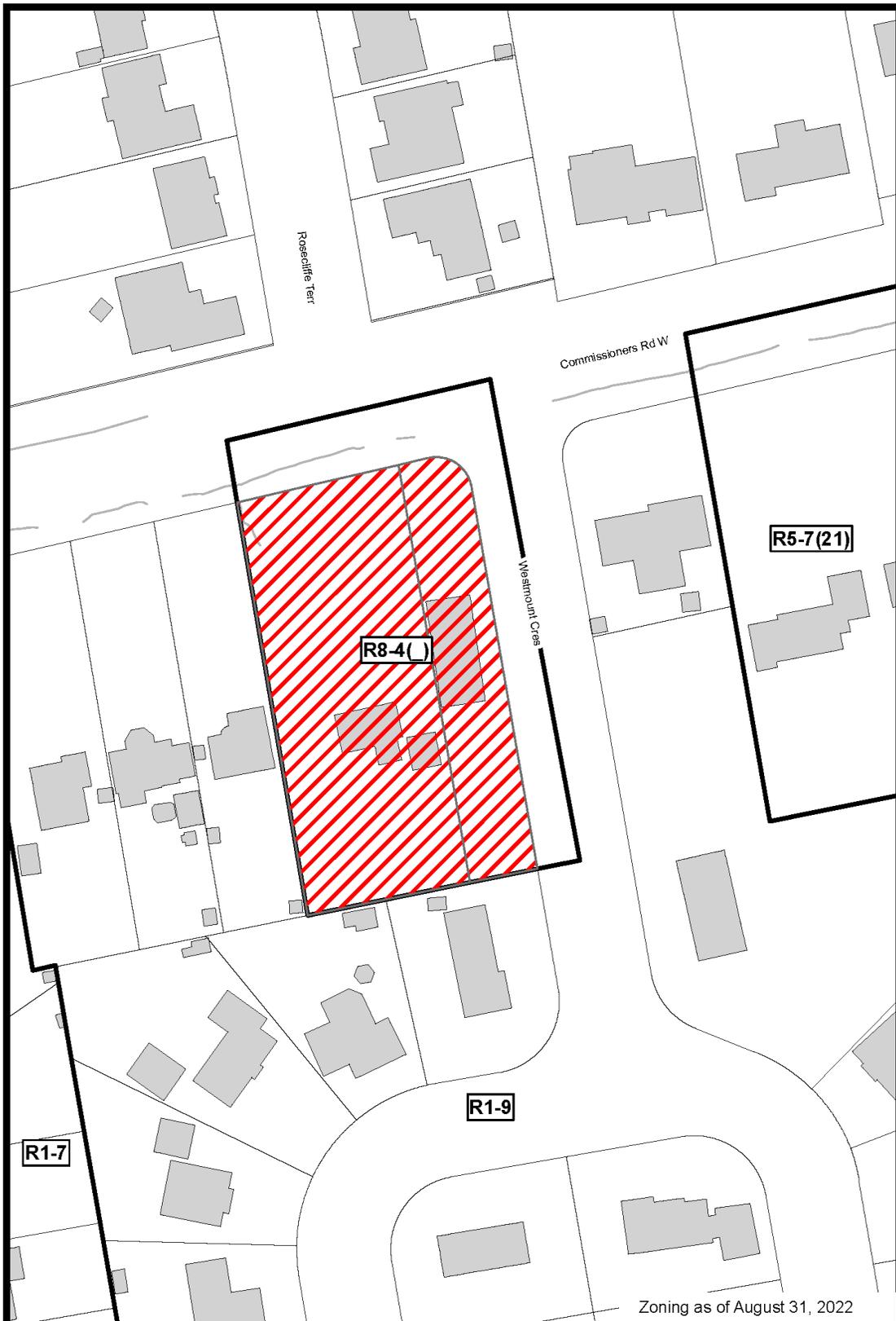
PASSED in Open Council on December 13, 2022.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – December 13, 2022.
Second Reading – December 13, 2022.
Third Reading – December 13, 2022.

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



<p>File Number: Z-9516 Planner: AR Date Prepared: 2022/10/25 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters</p> 
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Geodatabase

Appendix B – Public Engagement

Community Engagement

Notice of Application:

On July 16, 2022, Notice of Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 16, 2022. A “Planning Application” sign was posted on the site. On October 20, 2022, A Revised Notice of Application was sent to property owners in the surrounding area. A Revised Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 20, 2022.

Responses:

17 replies were received and a petition with 122 signatures

Nature of Liaison:

Original Notice

The purpose and effect of this zoning change is to permit a 6-storey apartment building consisting of 95 residential units at 212 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-9) Zone **TO** a Residential R8 Special Provision Bonus (R8-4()B-()) Zone. Special provisions would permit a minimum exterior side yard setback 4.5 metre setback whereas 7.0m is required; permit a minimum interior side yard setback of 8.0 metres, whereas 8.4 metres is required; permit a height of 21.0 metres whereas 12.0 metres is required; minimum parking spaces of 98 whereas 129 spaces are required; and a maximum lot coverage of 50% whereas 40% is required. The proposed bonus zone would permit a maximum density of 215 units per hectare in return enhanced urban design and, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

Revised Notice

The purpose and effect of this zoning change is to permit a 6-storey apartment building with step backs consisting of 95 residential units at 215 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-9) Zone **TO** a Residential R8 Special Provision (R8-4(_)). Special provisions would permit a height of 21.0 metres whereas 12.0 metres is required; and a maximum density of 215 units per hectare whereas a maximum of 75 units per hectare is permitted.

Letter and Publication in “The Londoner”

Written	Telephone
Nada Turudic	
Blair and Jana Poetschke 579 Jamaica St.	
Paul and Lisa Clarke	
Kim and Rob Styles 644 Cranbrook Road	
Rudy and Brenda de Papp 612 Jamaica St	
David and Karin Peak Westmount Cres	
June & Alan Burrell 659 Westmount Cres	
Darcy Mcleod & Catherine Timmers Mcleod	

661 Westmount Cres.	
Jamie Robertson	
James and Sally Lee	
Amanda, Rob, John and Baby Lyall 60 Nottinghill Cres	
Murray MacKey 625 Jamaica St	
Amanda Moehring	
Gus & Sandy Ayim 596 Rosecliffe Terrace	
Hedy Olowrski	
Robert A. Campbell	
Asha Ramji	
Community Petition – 122 signatures	

From: Nada Turudic
 Sent: Friday, June 6, 2022 2:29 PM
 To: Riley, Alanna <ariley@london.ca>
 Subject: [EXTERNAL] File Z-9516

our neighbourhood met with Paul Van Meerbergen last year regarding 608 commissioners road west. at that time, Kim and her family resided at 591 westmount crescent, which is the property copia developers aggressively purchased from them and finalized the deal at the end of 2021 august.

so we know copia developers owns BOTH the above properties.

my husband and I also met with a representative from copia regarding the surveying stakes they had placed on our property. he mentioned the city has rejected their parking laneway to be positioned directly onto commissioners road west.

the laneway as proposed, would be adjacent to our property which means traffic from the proposed building will be entering and exiting westmount crescent.

so our quiet crescent would become quite cumbersome as well as congested, especially towards commissioners road.

I hope the city sincerely and seriously takes into consideration HOW the above proposal would chaotically alter our quiet neighbourhood, not to the mention the esthetics.

so PLEASE note SOME of the above concerns regarding the above.

From: Blair Poetschke
 Sent: Friday, June 27, 2022 7:35 PM
 To: Riley, Alanna <ariley@london.ca>
 Subject: [EXTERNAL] File Z-9516

I understand there has been a zoning change request filed to change two single family homes into a giant 6-story apartment building and parking deck, emptying into the neighbourhood on Westmount Cres rather than onto Commissioners.

This will certainly be out of place in the neighborhood and will create serious traffic congestion in the neighborhood. Note that the city has put great effort into traffic

calming work in this neighborhood and areas that have been ignored so far will need to be addressed if the building does not exit into Commissioners rd.

The safety of children and adults in this area (where there are no sidewalks) will be at risk from the increased neighborhood traffic.

Please limit the height of this proposed development to ensure the appropriate population density and keep everyone safe from the increased traffic.

Thank you

Blair and Jana Poetschke
576 Jamaica St.

From: Paul Clarke

Sent: Friday, June 27, 2022 8:22 PM

To: Riley, Alanna <ariley@london.ca>

Subject: [EXTERNAL] File Z-9516

Good Evening Alanna/Paul

>

> We are in receipt of the Notice of Planning Application for the above address. To say that we have concerns is an understatement. We recently moved to Westmount Crescent (Dec 2021). We moved here in large part for the beautiful mature and quiet neighbourhood. We feel very concerned that the above proposal will greatly increase traffic flow in our neighbourhood. 95 residential units with 129 parking spaces is far too much to be exiting and entering off Westmount Cr. It will come as no surprise that the majority of the vehicles will not continue to Commissioners rd. but rather will "cut" through Westmount Cres. to exit either to wonderland or Viscount rd. Previous developments along Commissioners Road, from the top of "snake hill" to the area in question have been townhouse type condominiums, much lower density and impact on the neighbourhoods effected. I would question why a development of this magnitude and density would even be considered given the fact that no others have been built on similar footprints.

> We have registered for the "virtual open house" that we have been invited to by the developer, I do question why virtual, they are playing the covid card which seems kind of ludicrous considering you can go to a sporting event with thousands of people. But maybe its by design as the majority of residents are quite elderly and probably never heard of zoom.

> Thank you for reaching out to us and giving us a platform to express our important concerns.

> Paul and Lisa Clarke

From: Kim Styles

Sent: Friday, June 27, 2022 9:12 PM

To: Riley, Alanna <ariley@london.ca>

Subject: [EXTERNAL] File Z-9516

I have been a resident of Westmount at 644 Cranbrook Rd for 20 + years.
I am very concerned with the proposed property at 608 Commissioners rd .

Firstly, the property originally housed 2 homes. You have now proposed a 6-storey apt bldg in that footprint. I do not feel this is reasonable to our neighbourhood.

Firstly, I have been made aware that the parking lot will be entering and exiting into the neighbourhood. It is bad enough to have a traffic congestion on Commissioners Rd but it is totally unacceptable for developers to route this excessive amount of traffic throughout our established mostly single family residential area.

I do not feel a 6-storey apt bldg is fair to the established neighbourhood as well. Our properties were purchased years ago, and privacy was paid for at a premium. You are now disregarding our established neighbourhood for monetary gain. I do not support this bldg and especially at 6 stories high. If it is to be built it should be no higher than 4 stories and the parking should be accessed only by Commissioners Rd

How do we contest this lack of utter regard for our privacy, neighbourhood noise and traffic levels as well as our property values?

I am anxious to hear from you asap

Kim and Rob Styles

From: Rudy de Papp
Sent: Friday, June 28, 2022 11:01 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Alanna:

My wife Brenda and I are residents in the neighbourhood where this apartment building is being 'Proposed'. Our home has been in the family since being built in 1956 and this has always been a very quiet neighbourhood of mostly elderly residents. This proposal frankly shocked me in that something of this magnitude this would even be considered at all in this area. It is reminiscent of the disaster at 555 Teeple Terrace of recent years.

All of the new 'infill' developments along Commissioners road have been low density townhouse style residences which are quite acceptable on Commissioners. I surely hope the city traffic planners and roads committee have approved this seen this problem.

I could envision a complex of 10 or so condominiums there and it would not be a catastrophe at all. This proposed building has 95 apartments all exiting on Westmount Crescent and not Commissioners Road where the units are located, so what's the deal with that? All of these residents will be using the streets in the subdivision and will avoid Commissioners road.

Westmount Crescent is already a short cut for residents in this area and this added traffic burden will most certainly be an issue. Where are the results of the traffic pattern study?

I have been in contact with other long term residents here and the consensus seems to be that a low rise exiting on commissioners road would be more appropriate.

I will be registering for the meeting on July 6th and am concerned that it can not be a meeting at the library or at a church in the area so that elderly residents will be able to attend. Those not either in school or working might know 'Zoom', but not beyond that. Public health allows meetings like this at this stage of what is now an 'Endemic' so please do not avoid an in person meeting, it raises a red flag.

Rudy and Brenda de Papp
612 Jamaica Street,

From: Karin Peak
Sent: Friday, June 28, 2022 12:01 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

My husband and I wish to lodge a complaint in the strongest of terms to the proposed development of a 6-storey apartment building at 608 Commissioners Road West.

The area where this building is intended is a quiet residential area. This development will bring unneeded and unwanted traffic and noise to an area that prides itself as a quiet haven for those of us who desire the solitude of a quiet lifestyle whilst being close

to the hustle and bustle of the city. We believe it will also have an adverse effect on home pricing and our ability to sell in the future.

This development will not be an improvement to the area or the lives of the current residents.

We implore you to cease any further planning on this project

Sincerely

David & Karin Peak
Westmount Crescent

From: Rudy de Papp
Sent: Friday, June 29, 2022 12:03 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Alanna:

There is a perfect compromise on the 'traffic problem' being proposed. If the city were to turn Westmount Crescent into a 'Dead End' street, then all traffic would have to exit onto Commissioners Road which abolishes the traffic issue in our quiet and calmed neighbourhood. Residents of Westmount Crescent and Jamaica Street would still be left with three ways to exit the subdivision. I have seen this done before in similar infill situations. This 'Barrier' would be placed between the proposed driveway for the new building and the adjacent residential property immediately to the south. Placing the barrier there would keep the residence south of the proposed complex within the existing residential area.

I find it difficult finding a negative impact of such a dead-end barrier. Also, this barrier should have sufficient opening to allow for pedestrian and bicycle traffic.

Rudy and Brenda de Papp
612 Jamaica Street

From: Alan Burrell
Sent: Friday, July 4, 2022 8:22 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Alanna:

Thank you for returning our call. As mentioned, we are following up on our conversation by putting our concerns in writing in case we missed anything. This is a pretty big deal for us!

We object in the strongest possible terms to the proposed development for the addresses listed above. This proposed development is too large, totally inappropriate for this neighbourhood and will destroy the character, peace and tranquility of this area that we have enjoyed for the past 26 years.

We have many concerns

- The first is the value of our property.

Over the past 26 years, we have spent a lot of time, money and effort to add to, maintain and beautify our property and we take great pride in our home and garden, as do all of our neighbours. All the properties on Westmount Crescent have been improved, and two smaller houses have even been demolished and replaced with newer homes. This area is often referred to as a "hidden gem" - no more if this development goes ahead. The entire neighbourhood is well maintained, and people take a lot of pride in their properties. This development will devalue our property.

The size of this project is totally inappropriate for this site. It will create a tremendous amount of traffic on our quiet street and since the number of intended parking spots is below what is normally required (with only 3 spots for visitors), there will inevitably be on-street parking. With the front of the building facing onto Westmount Crescent, and deliveries, garbage pick-up etc. to be done in a "lay-by" in front of the building on Westmount Crescent, there are going to be vehicles either swinging around to exit back onto Commissioners or alternatively driving through the neighbourhood. This action should all be taking place on the arterial road and not on a neighbourhood street. Many people walk, jog and cycle in our neighbourhood and with this development as proposed, this activity will become extremely dangerous with increased traffic and parked cars. There are no sidewalks on Westmount Crescent. With the present amount of traffic on Commissioners Road, it is already difficult to even turn right onto Commissioners not to mention turning left. The number of vehicles attached to the proposed apartment building will create great traffic problems in the neighbourhood, not to mention noise and pollution. Our neighbourhood is already "traffic-calmed" and we still have cars cutting through.

It seems to us that the fact that the developer is asking for so many special extensions of the conditions related to the zoning change is an indication that the development as proposed is a huge over-reach for the site. They are asking for:

- less parking spots than are normally required (and providing only 3 visitor spots for 95 units)
- increased height of the building (21 metres instead of 12 metres!)
- increased density
- increased lot coverage (50% instead of 40%)
- a reduction inside yard setback

The two-storey parking planned at the back of the development behind our back fence is a concern from the point of view of noise, pollution and loss of privacy. We spend a lot of time in our backyard. This is also another indication that the proposed development is too large for the site. There are many mature evergreen trees around the perimeter of the property, some estimated to be 40-60 feet tall. We would like to see as many as possible of these trees preserved, especially the ones on the south side.

The driveway on and off the property would enter and exit on to Westmount Crescent, directly beside our neighbour's driveway. The driveway should be off Commissioners Road and not impact the neighbourhood street. This area of Commissioners could benefit from an oval roundabout taking in Westmount Crescent, Rosecliffe Terrace and the driveway from 608 Commissioners. This would be safer since any traffic exiting any of those roadways would be going in the same direction around the roundabout and would keep traffic moving.

Other considerations would be the over-taxing of the local sewers and water supply for such a large development. Also, the fact that the site is going to be mostly hard surface has the possibility of flooding in the area.

We see mentioned in the planning material something about having "a choice of type of accommodation" in the neighbourhood. You only have to go one block to Wonderland Road to be provided with many choices of high-rise and low-rise apartments, along with townhouses that are just about to be built east of the subject property at 584 Commissioners Road, and these accommodations have even closer access to services such as transportation, retail etc. So, there is already ample choice in the area - no need for an apartment building at this particular site.

We realize with the bonusing condition, that the city would be provided with 3 or 4 affordable housing units if this building goes ahead as planned. We think the problems outweigh the benefits in this situation.

To sum up, in our opinion, the development as planned is excessive and will create many problems for our neighbourhood. If you look to the west along Commissioners Road, there are several developments of one or two storey condos which, while being multi-family, fit nicely into the character of the neighbourhood. The developers of these properties had a good read of the neighbourhood and these developments blend in nicely. We understand that there has to be "intensification" and that anything built on the site will be some type of multi-family development. However, in the London Plan it states, "as directed by the policies of this Plan, intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit". In our opinion, this development is not sensitive to our neighbourhood and does not represent a good fit - it is far too large and will create too many problems for many long-time residents in this neighbourhood. We would prefer to see something of not more than one, two or three storeys on the site.

Sincerely,

June & Alan Burrell
659 Westmount Crescent

From: Darcy Mcleod
Sent: Friday, July 5, 2022 12:32 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Re proposed Development of 608 Commissioners Road West.
File : Z-9516

Alanna Riley and London planning & development committee:

As a resident of 661 Westmount Cres. We strongly oppose this development for a number of reasons.

1. The height of the proposed building at 6 Storeys does not fit with the size or scope of any of the buildings in the Neighborhood encompassed by south side Commissioners Road, west side of Wonderland Road, north side of Viscount Road, and east side of Cranbrook Road.
2. The amount of added traffic to Westmount Cres. As the proposed buildings parking lot empties out onto Westmount Cres. Rather than an arterial road like Commissioners Road.
3. The proposed building has an amendment for less parking spots than are needed for a building of this size. This will cause the amount of street parking to increase dramatically.
4. The proposed building only has 3 visitor parking spots for 95 units which will also increase parking on our traffic calm neighborhood.

Westmount Cres. Has been designated a traffic calm Neighborhood by the city of London and the London plan states that all new Construction has to fit in with existing Neighborhood which this proposed development does not.

Darcy Mcleod & Catherine Timmers Mcleod
661 Westmount Cres.

From: Jamie Robertson
Sent: Friday, July 10, 2022 8:24 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Dear Alanna,

In response to the recent notice received, for the above zoning by-law amendment. Both my wife and I have lived in this city for the last 60 years, and myself, having lived in Westmount for the last 50 years. Like most, worked hard to raise a family, and create a nice home with a certain amount of privacy. Our first reaction when receiving the

notice, was total rejection because it was new, and not understood. Being recently retired, allowed us to put a little more thought into the proposed amendment, because we believe in the process.

While reading the additional material online, we noticed that the two studies that are of concern, traffic volumes and noise study, were done in September and October of 2021. How can two studies that would negatively affect any sanctities in a residential area, be completed at the height of a pandemic, in which a great deal of Londoners worked from home. As a planner, your aware of the absolute nightmare we all face with the current traffic in London, especially with Wonderland Road. Being one block in, we can't thank the city enough for now allowing the construction of 6 lanes to be completed, and Wonderland turning into the 401B through the neighborhood. Quietly allowing it to be the new Hwy 4 is bad enough. However, we continue to allow additional projects that will impact an already congested area.

Building a left turn from Westmount Cres to East bound Commissioners. Has anybody in planning tried to make a left onto Commissioners? From experience, it's not easy, and most with cut through the neighbourhood and use the light at Cranbook, causing additional traffic volumes and noise. Traffic calming measure to seem to work. Southbound traffic will not exit Westmount Cres on to Commissioners to Wonderland, and then proceed South. They will proceed through to Jamaica Street to Village Green, and then South on Wonderland. It's done now from East bound traffic trying to avoid Wonderland intersection at Commissioners.

6 floors. This will allow residents to look into the back yards of single family homes on a 360 degree bases of the building. I'm sure that one may say that residents probably have better things to attend to, but the possibility is still there, and the privacy is lost for the homes around the building, not to mention the loss in value. The amended land use further West on Commissioners, were multi single story row homes were built, is a welcome site, and fits well with the surrounding homes. I thought the city should propose with 608 Commissioners.

Thank you.

Best Regards
Jamie Robertson

From: James Lee
Sent: Friday, July 11, 2022 3:13 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

In response to the application by 608 Commissioners Inc., this is to advise that we are strongly opposed.

- As we understand, this is an amalgamation of two properties in order to build an apartment of significant size. The applicant states it will retain trees; however many trees and shrubs were already removed along the eastern property line between these two lots, thereby strong-arming the previous owners of 591 Westmount Crescent into selling. Since acquiring ownership, the owner has done absolutely nothing at either property. Both are a disgrace. The applicant states that high-quality materials will be used in construction and seems more worried about placating the public speeding along Commissioners Road than getting into the good graces of the neighbourhood.
-
- After the 'Virtual Open House' it is clear that even though the address and description might be 608 Commissioners (because Commissioners is considered a 'civic boulevard'), the main entrance and parking entrance will be on Westmount Crescent, a traffic calmed street without sidewalks. The Crescent and neighbourhood are not equipped to handle all the additional traffic and a traffic study of the entire area would back that up. Vehicles also use the Crescent

to short cut the congestion and wait at Commissioners turning south onto Wonderland.

-
- There has just been a townhome complex approved on Commissioners to the east and between these two developments, traffic will become a problem. Drivers race west through Commissioners at Wonderland, a very busy intersection, to get into a single lane and if this current application is approved, multiple vehicles will be making two left turns, one right after the other.
-
- The house across the street on Westmount is a group home. As the driveway is not big, staff park on the Crescent, on both sides, 24/7.
-
- The Application Details state that this neighbourhood is in an area that permits “single and semi-detached dwellings, duplexes, triplexes and townhouses”. Why then is this application for a 95-unit apartment building even being considered?
-
- The Crescent is used most weekdays by slower moving maintenance vehicles. Countless people enjoy a walk and bike ride through the neighbourhood.
-
- The proposed building is too big and too tall. There is nothing west of Wonderland on Commissioners even approaching this height. Providing parking for three visitors means constant overflow parking on the Crescent. The building will look into the yards of private homes, including across Commissioners into Rosecliffe. The loss of mature trees and hedges, combined with all of the parking, will increase noise. The lighting from the parking lot will be a nuisance. Property values will decline significantly.
-
- City records will show that an application brought a number of years ago by a former owner of the Westmount Crescent property to operate a pharmacy was denied. This development dwarfs that proposal - a pharmacy that was to be operated from a single storey building.
-
- This is a quiet, traffic-calmed neighbourhood of single-family homes and to quote Councillor Van Meerbergen, this “is not a case of NIMBY”, this development does “not fit into this neighbourhood”, nor will it result in a “healthy, liveable and safe” neighbourhood.

Regardless of long-term plans, the owner should be showing more consideration for the neighbours by ensuring proper care and maintenance of both properties.

James & Sally Lee

From: Amanda Lyall
Sent: Friday, July 13, 2022 2:20 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Hi Alanna
Please find attached my letter of concern in regard to the Planning Application for 608 Commissioners Road West.
I look forward to any feedback you can provide.
Regards,
Murray

Murray Mackey
FORMET INDUSTRIES

Alanna Riley
ariley@london.ca
Planning & Development, City of London
300 Dufferin Avenue, 6th Floor
PO Box 5035
London ON N6A 4L9
File: Z-9516

July 13/22

Alanna,

I wish to submit the following comments and concerns in regards to **File: Z-9516**
(608 Commissioners Road West):

- The proposed structure is too big for a property on which it is to be built
- A 6-storey apartment is not suited for the neighbourhood
- The apartment is an extremely high density for the area
- There is not adequate setbacks to the adjacent properties
- There is inadequate parking, specifically 98 spots for 95 units
- Parking for both residents and guests will inevitably flow over to the nearby streets
- Traffic will increase significantly through Westmount Drive, Jamaica Street and Village Green

I am a resident in the area, living at 625 Jamaica Street and as such would be directly impacted by the points listed above. I am available at your convenience to discuss this matter, and can be reached at [REDACTED]

I await notification of the next steps in this application process.

Sincerely,



Murray Mackey
625 Jamaica Street
London, Ontario
N6K 4L6

From: Amanda Lyall
Sent: Friday, July 15, 2022 4:20 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Dear Ms. Riley;

Re: File Z-9516; Applicant - Copia Developments

I am writing as a concerned homeowner with regard to the proposed zoning amendment relating to 608 Commissioners Rd. W, London, ON.

I would like to firstly provide you with a bit of background on myself and my family and how we came to reside in our lovely neighbourhood. My husband and I purchased our home, located at 60 Nottingham Cres., approximately 4 years ago. We searched for this home for over 6 months. It is our dream home, in our dream neighbourhood. When we were house shopping, we specifically were looking at older, established neighbourhood for the large trees, good sized yards and quiet streets. When we came to look at this house, the neighbours were playing a game of road hockey. I loved this and immediately could envision myself raising a family here. The plan was for this to be our forever home. This neighbourhood checked all the boxes, and we were ecstatic when we learned we had gotten it! Since then, we have had our son, John. We are expecting a baby girl set to arrive in August of this year. We are an active family who go for walks,

bike rides, “wagon walks”, etc. almost everyday. We love feeling safe on our street with minimal traffic. We love the large, mature trees and how quiet the neighbourhood is, not to mention the wonderful people who live here.

We were not initially made aware of the proposed zoning change as we live outside of the 120 m radius. However, it was brought to my attention, when on a walk, a neighbour mentioned it to me. I brought the paperwork home and was astounded to see the numerous, egregious Special Provisions being sought by Copia Developments. Firstly, I note that they are requesting zoning to go from strictly a single, residential dwelling to a large-scale apartment building, that in my view, is not conducive to our neighbourhood. Not only that, but they are requesting to go even bigger – asking for permission to nearly *double* the maximum height of the building, to nearly *triple* the maximum density of units, increase the number of permitted parking spaces, to reduce the setbacks in almost every aspect and to increase the maximum lot coverage. One major thing that jumped out at me was their omission on landscaping, where a 30% minimum is required. Based on their other requests, I would anticipate Copia Developments to be requesting to reduce the minimum landscaping requirements as well. If this is the case, this request would be in direct opposition to the *Provincial Policy Statement, 2020* which advises that new developments maximize vegetation – we live in the “Forest City” afterall. **All of the above lead me to believe that Copia Developments is looking to maximize their profit at the expense of my neighbourhood.**

I am concerned with the increase in vehicular traffic that this development will certainly create. Particularly with their proposal to have the entrance to this monstrosity off a residential street. I am also concerned with the noise pollution that will be created, not only during the construction phase, should this be approved, but also afterward with the increase of, presumably, hundreds of cars now entering our safe, quiet neighbourhood. Of note, the *Provincial Policy Statement, 2020*, states:

“Land use must be carefully managed to accommodate *appropriate* development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.”

It is my respectful submission, that this development does not align with this goal of the Statement, in spite of it addressing housing needs in the City. I submit that this location is simply not appropriate for an apartment building of this magnitude. With the numerous requests of variances and re-zoning, another location would be more suitable for this building, otherwise, such requests would not be required.

Please keep my family and our neighbourhood in mind and reject his proposal.

If you have any questions or concerns, please do not hesitate to contact me directly.

Thank you for your time.

Yours truly,

Amanda, Rob, John and Baby Lyall

From: Amanda Moehring
Sent: Friday, July 15, 2022 5:45 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Dear Ms. Riley,

I am writing to express my concerns with the zoning amendment and development proposed for 608 Commissioners Rd W. While I am in favour of increased housing density, these shifts need to be done thoughtfully and with consideration for their impact on existing neighbourhoods.

My primary concerns are:

1. The development is too tall. Six stories will eliminate the privacy of all of the properties within a one-block radius. The development should not be taller than four stories. Further, the added traffic this size of building will create causes serious issues

(see below). Ideally, to fit the tone of the other developments in the vicinity and the capacity of the roadways, the development should be townhomes

2. The entrance/exit is in a highly detrimental location. The location of the entry/exit should *not* be into the neighbourhood, which is not set up to accommodate that level of increased traffic. This issue is compounded since our neighbourhood does not have sidewalks but has a thriving pedestrian environment, creating a serious safety issue. The entrance/exit should be onto Commissioners, which is a high traffic road capable of handling the added load.
3. There should not be a two-story parking deck backing onto existing properties. This will remove privacy, greatly damage their property value, and has a high potential to cause water runoff issues.
4. The parking is insufficient for the size of the building (another reason to make it fewer stories). This will generate a large number of parked cars on the street.
5. Developments should include green space. The existing properties are currently almost entirely green space. The proposed plan appears to replace those lots with solid concrete - the building and the parking deck. This creates problems for runoff, aesthetics, and biodiversity.

Thank you for considering my concerns.

Sincerely,
Amanda

Dr. Amanda J. Moehring

From: Sandy Ayim
Sent: Friday, July 24, 2022 5:07 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Dear Alanna and dear Paul,

We received information about a zoning by-law amendment that we, along with numerous neighbours, are strongly **opposed to** at 608 Commissioners Rd W.

Our neighbourhood is a quiet residential one and this big 6 story building will add much unwanted noise and congestion in our area. Furthermore, the height of a 6-story building invades into the privacy of numerous homeowners in the area. Also, it would be a huge detriment to our Forest City to lose any of the healthy mature coniferous trees on those properties.

We look forward to further opportunities to express our utmost concern over this development at future meetings, which in the letter we received, we will be informed about once scheduled.

Sincerely,
Gus & Sandy Ayim
596 Rosecliffe Terrace

From: Simon Thuss
Sent: Wednesday, October 26, 2022 10:26 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Good morning Alanna,
I am writing this morning to express support for planning applications Z-9553 and Z-9516. I am a resident in the Westmount community and I support increased density

along the major corridors in our neighbourhood (e.g. Commissioners, Wonderland and Southdale).

Our city desperately needs more housing, and we can't simply continue building out. Some infill development must continue along our major transportation routes. I think increased density in this area will also help revive commercial properties in the area, such as Westmount mall, which will benefit the overall community.

I am aware that others in the community have concerns about traffic. However, these proposed developments are well placed with access to Commissioners Road. I am aware of other nearby neighbourhoods that have a much higher density and traffic doesn't seem to be an issue (e.g. I used to live on Baseline Road, west of Wharncliffe. Density in that neighbourhood is much greater than what is proposed here, without direct access to a major road).

I wish to be notified of any developments or public meetings associated with these applications.

Thank you.

From: Jamie Robertson
Sent: Wednesday, October 26, 2022 11:51 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Alanna,

In my previous email, I listed several reasons this re-zoning of 608 Commissioners and the adjacent property on Westmount Cres should not be approved. As Paul mentioned in his re-election statements of accomplishments, you can't put a 6 story building as infill in a residential subdivision. A subdivision dominated by single story homes in which most are seniors. Now you have an additional application for re-zoning across the road at 614 Westmount Cres (Z-9553) of 43 units. Not to mention 584 Commissioners road that backs on to 614 Westmount Cres application for townhomes.

With most of the properties owned by seniors in this area, with lots being twice the size of a standard lot, would it be safe to say, that if sold to the developers that the city of London cow tails to, this area could become the next Cherry hill? Yes, this is cynical of me, but I've lived in Westmount since 1971, and believe in the community, and how it was originally planned. West on Commissioners, the city approved two developments from properties that were re-zoned from single family. Both those properties are single story dwellings, that fit into the original plan of Westmount. The properties mentioned above, should be approved and built in a similar fashion as those. In my opinion.

Best Regards
Jamie Robertson

From: Alan Burrell
Sent: Monday, October 31, 2022 9:01 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

We are writing in response to a "revised" application on the above project.

First of all, it is our belief, and that of the 122 plus community members in this neighbourhood who have signed a petition against this project, that this apartment building is still a gross over-reach for this site and is not appropriate, nor does it fit with the neighbourhood, under the requirements of The London Plan.

It is difficult to see what the revisions to this application are - they're not outlined anywhere in the revised document but it looks as if there could be underground parking

(we see a "ramp down" label on the diagram). We're not informed of how many parking spots are now proposed for the site.

We still object to this building in the strongest possible terms. It is still six storeys, still twice the allowable height, and three times the allowable density - 215 units per hectare where 75 is permitted. The special provision related to lot coverage has been dropped from the special zoning provisions. Comparing the original and revised site concept diagrams (which by the way are very difficult to read), it would appear that the building extends much further south on the revised version so this would seem to cover even more than the 50% of the site on the original diagram, where 40% is the maximum allowable.

Apart from the size of this building, the other issue which is a detriment to our neighbourhood, is the fact that the driveway enters and exits onto Westmount Crescent, a neighbourhood street in a traffic-calmed neighbourhood. With 95 units, there is the potential for 130 vehicles entering and exiting, and related delivery and service vehicles driving through the neighbourhood. This will create enormous traffic problems and the nature of our street will change forever. (This is without considering the other proposed development at 614 Westmount Crescent, directly across from the proposed apartment building, with the potential for another 40 vehicles plus servicing vehicles, using Westmount Crescent.) Anything built on the 608 site should be exiting onto Commissioners Road and not the side street and there should be room on the site for deliveries etc. Because the building is so oversized for the site, there isn't room for this. Traffic studies have been done on Commissioners and state that Commissioners can support increased traffic, but no studies have been done on Westmount Crescent where most of the traffic will go. Westmount Crescent will become a major road.

In the traffic report online, it states that there should be a left turn lane from Westmount Crescent at least 25 metres long - about 6 cars. People are not going to wait in that turn lane, they will drive through the traffic-calmed neighbourhood - Westmount Crescent and Jamaica Street or Nottingham Crescent, onto Village Green and perhaps on to Woodcrest.

Deliveries etc. are proposed to be made in a lay-by at the front of the building (on Westmount Crescent). Once their business is done, they will also drive through the neighbourhood (or do a U-turn on Westmount Crescent which is dangerous in itself). All this activity should occur on the site, entering and exiting onto Commissioners Road.

In both the original application and the revision, it states "The subject lands are in the Neighbourhood Place Type on a Neighbourhood Connector in The London Plan, permitting single and semi-detached dwellings, duplexes, triplexes and townhouses." There's a reason that this is the designation for this site, because the townhouse form of housing is the only multi-unit form that would be acceptable in the middle of a single family residential neighbourhood. That is the form of housing selected by the developers of the other three projects planned within our area. A six-storey apartment building is not appropriate for this site and does not fit with the neighbourhood. This requirement for approving intensification projects is in The London Plan.

The Westmount Crescent neighbourhood has existed for about 75 years. Our house was built in the 40's. Residents have bought houses and spent money on renovating their properties in the neighbourhood in order to live in a quiet residential area. If this apartment building goes ahead, it will change our street from a quiet neighbourhood to busy, loud and dangerous, resulting in reduced home values. Is it fair that a developer can come into an existing neighbourhood and upend it? We've already had one family driven from their home of 20 years. Our neighbours have been dutifully abiding by the rules and paying their taxes all this time only to have this six-storey building foisted on us. These apartments will not be affordable, which is the kind of housing London so badly needs.

The province cancelled its bonusing policy in September but this building is still six storeys when four storeys is the maximum allowable. The "B" is gone from the new requested zoning, however the building is still six storeys and for that, the city will get "enhanced building design" and 10% of the units on the extra two floors (which we calculate to be 3 or 4 units) at 80% of market value, which we do not believe is affordable anyway. Going from 4 floors to 6 floors is **huge** whereas going from, say, 12 floors to 14 or 20 floors to 22 really doesn't make much difference. We don't see any important benefit to extending the height of this building by two extra storeys. If the townhouse form of housing or at worst a four-storey building is not financially feasible for this developer and/or their investors, then perhaps they should leave the site to be developed by someone else. There are several empty sites, like the large site of the former Brick Street School, that would be more appropriate for an apartment building in the area.

London may be in need of housing but it's not essential in this area as we have a very large choice of different types of housing just a block away on Wonderland Road or on Village Green Avenue. Also, there are many apartment towers of luxury apartments either newly constructed or under construction in this area. London is more in need of affordable housing and the city has to work to maximize the use of provincial and federal programs to create this. Alternatively, the city should partner with a developer who is willing to work with the city to create this type of housing. Whatever happened to "starter homes"? Today we either have luxury apartments or luxury townhouses or huge single family houses, out of the reach of many families.

We have spoken to our councillor, Paul Van Meerbergen, and his opinion is that this building is just too large for the site.

We collected signatures on a petition against this six-storey building and that still stands. Nobody in this neighbourhood is okay with this development. It's gross overdevelopment and should never have even been considered by the city.

Respectfully submitted,

Alan & June Burrell
659 Westmount Crescent
(directly behind 608 Commissioners)

From: Amanda Lyall
Sent: Wednesday, November 2, 2022 9:06 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Good Morning Ms. Riley and Mr. Van Meerbergen,

I hope this email finds you well.

I am writing as a follow up to my previous letter wherein I expressed concerns with regard to the planning application for 608 Commissioners Rd.

I am again writing to address my concerns with regard to the amended application.

I am of the view that the crux of this issue is still the request to rezone from single family To multi residential. It appears to me as though Zelinka Priamo Ltd. c/o Copia Developments asked for numerous additional variation requests, all the while knowing that when they fixed those up, it would appear that many concessions were made. However, the crux of this issue is primarily the re-zoning and secondly the size of the building (density and height requests) and the entry into Westmount Cres. These requests are still being sought. I am wholeheartedly against these requests and this building for the reasons stated in my previous letter.

I am sure you both know that there are two other planning applications in the same vicinity of Commissioners Rd. as well as the recently announced plan to build up if Westmount Mall (Which I think is a great use of the area). Builders have been purchasing homes in my neighborhood and leaving them boarded up and unkempt, when families could have been moving in. When will they stop buying up these lovely homes and taking over?

The totality of all these projects (should they all be approved) makes me fear that there will be a concrete jungle where the beautiful tree lined streets of my lovely neighbourhood used to be.

This is my forever home. We just had our second baby in August. I want her and her brother to grow up in our quiet, safe neighbourhood. I urge you to deny this request to rezone and to deny the requests of Zelinka Priamo Ltd. and Copia Developments.

Please do not hesitate to contact me directly with any questions or concerns.

Thank you

Sincerely,

Amanda Lyall

From: Hedy Orlowski
Sent: Wednesday, November 2, 2022 12:25 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

I am writing this email in regard to the above-noted Planning Application.

I am NOT in favour of this application being approved in any way, shape, or form. This apartment building will be a detriment to our neighbourhood, not an improvement. There will most definitely be an increase in traffic, causing concern for both our seniors and children, and our house values will decrease as a result of this going forward.

Again, I am not in favour of amending this zoning by-law.

Thank you

Hedy Orlowski
669 Westmount Cres.

From: Amanda Moehring
Sent: Wednesday, November 2, 2022 1:32 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Dear Ms. Riley,

I am writing to express my concerns with the zoning amendment and development proposed for 608 Commissioners Rd W. While I am in favour of increased housing density, these shifts need to be done thoughtfully and with consideration for their impact on existing neighbourhoods.

My primary concerns are:

1. The development is too tall. Six stories will eliminate the privacy of all of the properties within a one-block radius. The development should not be taller than four stories (maximum, ideally three stories). Further, the added traffic this size of building will create causes serious issues (see below). Ideally, to fit the tone of the other developments in the vicinity and the capacity of the roadways, the development should be townhomes

2. The entrance/exit is in an unacceptable location, exiting directly into our small, quiet neighbourhood. It will ruin the safety and family-friendly environment. The location of the entry/exit should *not* be into the neighbourhood, which is not set up to accommodate that level of increased traffic. This issue is compounded since our neighbourhood does not have sidewalks but has a thriving pedestrian environment, creating a serious safety issue. The entrance/exit should be onto Commissioners, which is a high traffic road capable of handling the added load.
3. The parking is insufficient for the size of the building (another reason to make it fewer stories). This will generate a large number of parked cars on the street. This will compound the negative effect on the safety of the neighbourhood as pedestrians will be forced to walk further into the road.
4. Developments should include green space. The existing properties are currently almost entirely green space. The proposed plan appears to replace those lots with solid concrete - the building and the parking lot. This creates problems for runoff, aesthetics, and biodiversity.

Thank you for taking the time to seriously consider my concerns.

Sincerely,
Amanda

Dr. Amanda J. Moehring
Professor
Department of Biology
Western University

From: Murray MacKey
Sent: Wednesday, November 2, 2022 2:44 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Hi Alanna

Further to the letter of concern sent on July 13, 2022, I understand there is a Revised Notice of Planning Application, File: Z-9516, which asks for comments by November 9, 2022.

I have reviewed this revised notice, and have concluded that the revisions are minor at best. Hence, in conclusion, my concerns stated on July 13 remain today despite the minor revisions.

I continue to be available to discuss at your convenience.

Sincerely,
Murray

Murray Mackey
FORMET INDUSTRIES

From: Robert Campbell
Sent: Sunday, November 6, 2022 5:24 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

Ms. Riley,

Councillor Paul Van Meerbergen summed up concerns about this project when he said, "It is just too big." If you look at aerial views of the project and its surrounding, it does

not blend in but rather sticks out like a sore thumb, e.g., Fig 21, page 20 in Planning and Design Report.

The Planning and Design Report is glib. It is full of feel-good, in-vogue jargon which attempts to engender acceptability but has, in fact, no relevance to the proposal. Some examples. .

“The proposed development (6 ST apartment building) is generally considered to be compatible with low-density residential uses”. Generally considered by whom? One certainly would not get that impression based on resident feedback at the Nov 2 Zoom session.

“The proposed apartment building has a mid-rise (6 ST) form and will not contribute to the “overwhelming effect of large high-rise developments”. That might be true in an area of mixed height buildings but in an area currently composed solely of single family detached homes, a six story building is overwhelming.

“The proposed parking provision (1 space per unit plus 3 visitor spaces) is sufficient to accommodate resident needs”. The Canadian average is 1.5 vehicles per household. London has 163,000 households and 273,00 cars which works out to 1.7 cars per household. I expect that Zelinka Priamo will feign surprise when 50 vehicles owned by the apartment residents are parked on the street, But by then it will be too late to avoid a major problem. Let’s play “Fun with Numbers”. The northern section of Westmount Cres is 497 ft in length (measured on Google Maps). If you count both sides of the street, there is 994 feet of curb. You can’t park within 9 m (30 ft) of an intersection so that reduces the available curb space for parking by 120 feet to 874 feet. There will be an amount of curb unavailable because of driveways and entrances (amount unknown at this time). The average space required for a car parking space is 16 feet in length by 8 feet inn width. 50 cars at 16 feet per car will require 800 feet of curb – the entire north section of Westmount Cres on both sides of the road. The road is only 26 feet in width so if cars park on both sides, the street will become single lane, If parking is only permitted on one side of the street, half of the cars will have to park on the southern arms of Westmount. This would mean cars parked on the west arm to about #669 and on the east arm to about #652. Will this be disruptive? Definitely..

“The proposed development provides a high degree of design that will urbanize adjacent streetscapes and contribute positively to the existing neighbourhood;” The proposed project will not “urbanize adjacent streetscapes” except to the extent that having the street completely lined by parked cars will be reminiscent of downtown streets. How will the project “contribute positively to the existing neighborhood”? .

The shadow study is misleading. Why 10 AM and 3 PM? Simple – the shortest shadows are near midday. If one wants to have a garden, sit out in the morning for coffee, sit out for dinner, or just have natural light in the house, then times earlier and later are relevant. Figure 30 in the Planning & Design Report creates the impression that adjacent properties are not shadowed on June 21. However if you compute the shadow length & direction for times other than 10 AM and 3 PM, you find (Calculations derived from data generated by the U.S. Naval Observatory online app).

8 AM Shadow almost completely covers house and yard of first property west of project

9 AM Shadow covers yard to east of first property west of project

5 PM Shadow covers most of yard west of 590 Westmount(east of the project)

6 PM Shadow covers yard to west and south of 590 Westmount

7PM Shadow covers east yard of 590 Westmount, part of north yard and all of south yard of 584 Westmount

Shadow impacts also occur at the other times of the year.

Transportation Impact Assessment. I have lived on Westmount Cres for 16 years. My experience is that one almost always has to wait to make a left turn from

Commissioners onto Westmount Cres. During rush hour, the wait can be significant. I don't know how the consultant came up with the numbers 50 and 42 for peak hour trips. However, presumably his starting point was 95 units with one car per unit. In fact, one has to consider the proposed development on the east side of Westmount (20 units). Then if all 115 units have 1.5 vehicles, the calculations should be made with a starting point of 173 vehicles. As others have pointed out, if apartment dwellers are approaching home from the east, they won't stack up and wait to make a left turn onto Westmount. Instead, they will get on Wonderland, turn onto Village Green, then Jamaica and the south end of Westmount. Traffic lights at Wonderland & Commissioners and at Wonderland & Village Green will facilitate left turns at those intersections. The result will be heavy traffic on the southern section of Westmount.

As I understand it, the London Plan, if implemented, would restrict building height to 12 m in this area. Presumably that was a considered decision. It can't be argued that construction of buildings less than 21 m in height isn't economically feasible. There are two townhouse projects proposed for the immediate vicinity. Presumably, those developers consider them to be economically viable. There should be a better rationale for increasing the limit to 21 m for one developer other than that the project will be more profitable to the developer than a 12 m building. If the city does approve this variance, it will be hard put to deny any other developer any height restriction variance requested anywhere in the city. Zelinka Priamo is applying the thin edge of the wedge towards unrestricted construction height.

Robert A. Campbell
675 Westmount Cres

From: James Lee
Sent: Wednesday, November 7, 2022 11:02 AM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] File Z-9516

November 7, 2022
Ms. Riley:
RE: Application Z-9516 – 608 Commissioners Inc.

In response to the revised application by 608 Commissioners Inc., we continue to be strongly opposed to this project. We listened to the second Virtual Open House on November 2, 2022 and apparently, the developer and the planner did not hear the neighbourhood after the first go-round. Did the City?

The proposed building is still too big and too tall. Despite lowering the height of the two ends, this is still a monstrosity that will loom over the entire neighbourhood. The developer is taking advantage of the fact that the smallest portion of the building will run along Commissioners, thereby allowing it to propose a 6 story-95 unit building. It is deceptive and, we don't believe, what the City intended with its new plan. Neither pedestrian nor vehicular traffic will access the building off Commissioners. It will all be off Westmount Crescent. There is a sign along the boulevard of 591 Westmount Crescent that the City erected a long time ago advising that this is a traffic-calmed neighbourhood.

Parking continues to be a problem. Allowing 0.5 vehicles per unit is absolutely ridiculous. Moving the bulk of the parking underground is positive, however the majority of residents won't be taking public transit or riding bicycles, despite what the City might hope. And the change to provide more greenspace for the occupants does nothing for the rest of the neighbourhood. It still means more noise, more street parking, lack of privacy, loss of green cover and decline in property values.

Traffic will increase considerably and despite traffic studies, you would be surprised how many people avoid wait times onto Commissioners and at the Commissioners/Wonderland corner by cutting through via the Crescent.

We would like the City to ensure that the impact of all four developments proposed within two blocks of our quiet Crescent be considered as a whole and not individually. This is a horror show and has become very distressing for property owners.

James & Sally Lee

From: Asha Ramji
Sent: Wednesday, November 9, 2022 5:07 PM
To: Riley, Alanna <ariley@london.ca>
Subject: [EXTERNAL] 608 Commissioners Rd. W. Feedback

Hello Ms. Riley,

I hope you're doing well!

I'm emailing you today because I have attached a PDF letter to this email sharing my feedback (and the feedback of others) regarding the proposed zoning change to allow for a new apartment building at 608 Commissioners Rd. W. I've also CC'd our Ward councillor Mr. Van Meerbergen so you are both aware of how the residents are currently feeling. I know the deadline for feedback is today so I apologize for sending this so last minute, but it took a great deal of time to read through the planning documents and properly draft my thoughts.

As noted in the letter, please let me know if there's any other information or feedback I can provide. I'd appreciate it if you could confirm that you received this email as well.

Thank you very much, and have a great day!
Sincerely,

Asha Ramji

Dear Ms. Riley,

I am writing to you today to submit my feedback (and the feedback of many others in the area) regarding the proposed development at 608 Commissioners Road West. As a resident of the Westmount area, I strongly object to the proposed 6-storey building being built on the corner of Commissioners Rd. and Westmount Crescent, and hope I can adequately explain why this development is not in the best interests of the area. I have read through the planning documents posted on the London website, and have compiled a list of objections to this proposed development, quoting various lines from the Planning & Design Report:

1. Parking lot exiting onto Westmount Cres. Instead of Commissioners Rd. With potentially 98 cars (95 units + 3 visitors) exiting onto Westmount Crescent, there will undeniably be adverse effects on the existing residential area. So many extra cars will increase the traffic trying to turn onto Commissioners Rd., particularly at peak times during the day, which will result in most people opting to cut through the neighborhood instead. Despite the Report finding in its Transportation Impact Assessment that "intersections are operating adequately without problematic movements during the AM and PM peak hours", anyone who has driven through this neighborhood at peak hours knows that every entrance and exit to the neighborhood gets busy, particularly around Westmount Mall (i.e. where Westmount Crescent leads to). Given the neighborhood's location between 3 major roads (Wonderland, Commissioners and Southdale), it is already busier than the average family suburban area and constantly used as a cut through to these major roads - this becomes clear when you notice the number of traffic-calming measures in the neighborhood, such as speed bumps on Cranbrook, Viscount, Farnham and McMaster. With all this information combined, it is not reasonable to believe that the addition of 95 units will not impact traffic in the existing residential area. While the proposed addition of a left turning lane onto Commissioners

may help to an extent, most people will not have the patience to wait behind several cars when they could alternatively turn onto Westmount Crescent and cut through the neighborhood – an unfortunate reality that the planning document failed to mention even once. On the contrary, the document claims that this building can be added “without significantly disrupting pedestrian movement or traffic operations in the area”. This will absolutely increase the pedestrian and vehicle traffic in the area and convert the existing quiet streets such as Westmount Crescent into busy shortcuts for cars and people.

2. Only 3 visitor parking spots The proposed building will have 95 units yet only 3 visitor parking spots. Even if one assumes that each unit only contains one tenant (a gross underestimation), that means the odds of a tenant’s guest finding an available parking spot is 3%. This without a doubt means that most guests will be parking on Westmount Crescent and the surrounding residential streets, further affect the existing neighborhood, and the existing residents’ ability to find parking for their own guests (something that is already difficult to do).

3. Low-density area according to 1989 plan As the planning document noted, the 2016 London Plan is currently under appeal, meaning the 1989 Plan is still in effect. This 1989 Plan designates the area in question as a “low-density area”, meaning that a building of this size and stature does not enhance, nor fit with, the existing neighborhood at all (which is a requirement for this zoning change to pass). Despite the neighborhood’s proximity to the “hub” at Wonderland and Commissioners, the feeling within the neighborhood is very different. It is a peaceful, family-oriented neighborhood comprising of mainly detached single-family homes. It is a busy neighborhood compared to other suburban areas, but it is not busy enough for a 95 unit apartment building to fit in with the general vibe and sentiment of the neighborhood. As noted in the planning document, the houses on Westmount Crescent are single family homes with large lots and driveways – it’s an area that families have moved to so they can live a quiet, suburban lifestyle. The addition of this building will ruin that, not “enhance” it, as the planning document claims. Aesthetically, this building will tower over the existing dwellings, making it impossible to miss. The abnormal height of the building combined with the constant coming and going of its tenants will make the area feel more like downtown than the suburbs, which is not why the residents and families within this neighborhood moved here.

4. Only 5 units are affordable housing We all understand that there is a housing crisis within this city, an issue that desperately needs to be addressed – but building 95 units and only making 5 of them affordable housing does not help the problem. When you compare the number of affordable housing units being added (5) to the number of extra units the company is trying to gain by changing the zoning (93, vs. the existing 2 that can be built with the current zoning), it becomes very clear that this building benefits the pockets of the builders and no one else. This has very little to do with fixing the housing crisis and a lot to do with making business owners money. Along the same lines as the previous point, this building is grossly out of place from a density standpoint as well. The document even states itself that “the proposed development will result in a net residential density of 212 UPH”, while the “net residential densities will normally be less than 150 units per hectare (60 units per acre) outside of Central London”. The area’s existing UPH is 75, meaning the building company is seeking a 282% increase in what they are allowed to build, while only contributing 5% of the units back to the city in the form of low-income housing. Those number do not match up at all, showing that this will not help the housing crisis nor the existing neighborhood.

5. Residents clearly don’t want this The sign for this new building, currently posted at Commissioners Rd. and Westmount Crescent has had a big, black “no” symbol spray painted on it for several weeks. There have been various conversations on social media about how residents don’t feel this building belongs in this neighborhood (Figures 1, 2 and 3), and there is currently a petition on Change.org with nearly 30 signatures (and counting) objecting to this construction (Figure 4).



General

-  **Darcy Mcleod** · Cranbrook ⋮
this building does not fit this neighborhood.
2w 🍷 3 Like Reply Share
-  **Darcy Mcleod** · Cranbrook ⋮
as far as more apartments mean less rents i
have never seen rents decrease in my 60 years
of living in London.
2w 🍷 4 Like Reply Share
-  **Lynda Mackey** · Cranbrook ⋮
A petition was circulated in the immediate area
of the proposed building in the summer. We
also just received a new notification that they
want to build a townhouse complex right around
the corner from the proposed apartment
building. That's a lot of added traffic to a very
quiet neighbourhood!
2w 🍷 😞 2 Like Reply Share

Figure 1: Screenshot of the “Cranbrook” neighborhood chat on the Neighborhood App.



Figure 2: Screenshot of the Neighborhood App (continuing the thread from Figure 1).

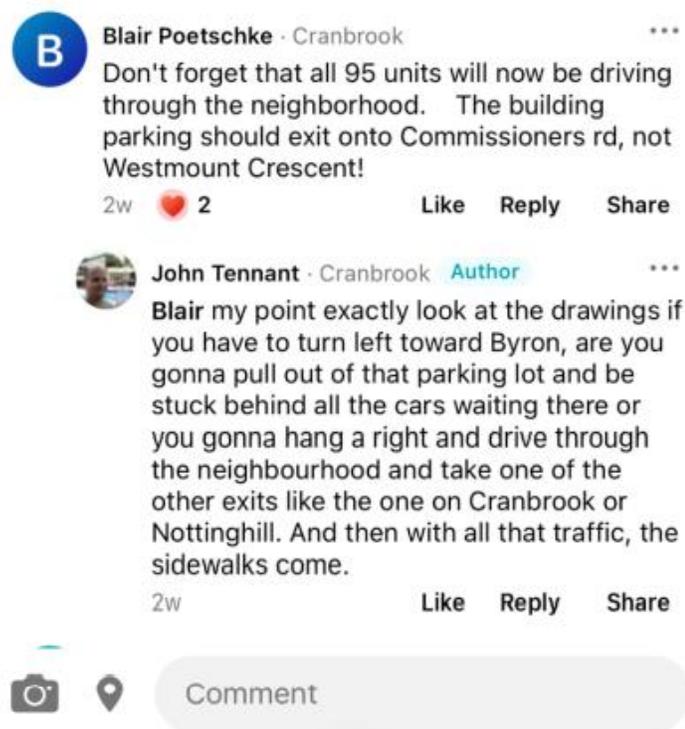


Figure 3: Screenshot of the Neighborhood App (continuing the thread from Figure 2).

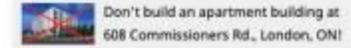
Don't build an apartment building at 608 Commissioners Rd., London, ON!



27 have signed. Let's get to 100!



At 100 signatures, this petition is more likely to be featured in recommendations!



Don't build an apartment building at 608 Commissioners Rd., London, ON!

Share on Facebook

Send an email to friends

Tweet to your followers

Figure 4: Change.org petition, which can be found here: <https://www.change.org/p/don-t-build-an-apartment-building-at-608-commissioners-rd-london-on>

I understand that a lot of time and money goes into planning a building such as this, but those of us who live in the area and will be directly impacted by this building do not want it. It will inevitably increase traffic and congestion in what is already a busy area, and that is not why any of us moved here. I urge the city to listen to its constituents and do not proceed with this construction – it does not belong here. At the very least, exit the building onto Commissioners instead of into the neighborhood and significantly lower the number of units so the impact on the existing residential area is less. Please let me know if there's any other feedback I can provide and thank you very much for your time.

Sincerely, Asha Ramji

Community Petition – August 12, 2022

659 Westmount Crescent
London, ON N6K 1P3
alan.june649@gmail.com
August 11, 2022

Re: Application for rezoning of 608 Commissioners Road West, File Z-9516

To: Planning & Environment Committee

Between August 4 and August 9, 2022, we have collected 122 signatures from our immediate neighbourhood on a petition against the building of an apartment building of any size on the above site.

Our city councillor, Mr. Paul Van Meerbergen, will pick up the original of the petition on August 11, 2022, and will take it to City Hall to be distributed to the members of the Planning & Environment Committee and to Ms Alanna Riley in the City Planning and Development Department. Please confirm to the above email address that the petition has been copied for the Planning Committee.

We look forward to receiving information about the date that this application for rezoning will be considered by the Planning Committee.

Alan & June Burrell

PETITION

We, the undersigned residents of Westmount Crescent and surrounding area, object in the strongest possible terms to the construction of a six-storey apartment building on the site at 608 Commissioners Road West and 591 Westmount Crescent, application number Z-9516. Our reasons are given below.

- This building does not fit the neighbourhood. It would be surrounded by one and two-storey single family homes. There is nothing even approaching a building of this size in the neighbourhood.
- Vehicle traffic from this site should be exiting onto the arterial road, Commissioners Road West, and not the side street, Westmount Crescent. This would create a tremendous amount of traffic into our already traffic-calmed neighbourhood, creating an unsafe situation for people walking in the neighbourhood and children walking to and from school.
- The amount of parking proposed for the building (1 parking spot per unit for 95 units and 3 additional for visitors) is totally inadequate and below the amount that is required under this zoning. This will cause a great deal of on-street parking on Westmount Crescent, Rosecliffe Terrace, Jamaica Street, Jamaica Court, and other surrounding streets, creating an unsafe situation for people of all ages walking in the neighbourhood.
- The developer is pushing the limits in five areas under this zoning: height of building, density, amount of parking, lot coverage and side yard size, showing that this building is not well suited to this site.
- Additionally, not to mention concerns about, noise, sewer capacity, pollution, heat and rodents from 95 residential units in such a small space.

This site should be zoned for one or two floor condominiums, or at the most, two or three storey townhomes to better fit into the neighbourhood.

Petition respectfully submitted, on behalf of all the people who have signed, by Alan and June Burrell, 659 Westmount Crescent.

Agency/Departmental Comments

Parks Planning and Design, June 23, 2022:

Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Engineering, October 24, 2022:

Engineering has no concerns related to the re-zoning application.

The following items are to be considered during a future site plan application stage:

Water

- Water is available for the subject site via the municipal 300mm high-level watermain on Commissioners Road West.

Stormwater:

Specific comment for this site

- - The site is tributary to the existing maintenance hole 7C129 on Commissioners Road West at a $C=0.50$ (16954, attached). Due to the intensification of the existing site the consultant is required to submit a report which is to include a sewer capacity analysis (design sheet) to demonstrate available capacity. This analysis shall include the delineation of upstream catchments areas and associated runoff coefficients, etc.
 - As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100-year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
 - As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow.
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system.
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
 - The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
 - As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. 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 convey the 250 year storm event.
 - If number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
 - 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 groundwater elevation. Please note that the installation of monitoring wells and data loggers 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.

- An Operations and Maintenance manual should be provided as a separate report/manual identifying any implemented/constructed LIDs. For examples of such report contents please refer to the following website <https://cvc.ca/low-impact-development/lid-maintenance-monitoring/>
- General comments for sites within Central Thames Subwatershed
 - 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.
 - 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.
 - The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
 - The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
 - The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
 - Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
 - An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (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.

Transportation

- 608 Commissioners Rd W – width varies. In this instance the proper method to determine road widening required along Commissioners Road West adjacent to this property would be to establish the centerline of the road as shown on Plan E-083-Sheet 2 (attached) and then offset it by 21.0m.
- The transfer of Parts 1 & 3 on this plan comply with the requested widening. See attached 33R-21251.
- 6.0mx6.0m daylight triangle required at the intersection corner.
- Detailed comments regarding access design and location will be made through the site plan process.

Municipal Housing, Planning and Development, October, 28, 2022

1. The subject site is located in Southwest London. The Canada Mortgage and Housing Corporation (CMHC) has identified Southwest London as having primary rental market vacancy rates of 1.2% for one-bedroom units, 1.1% for two-bedroom units, and 0.7% for three-bedroom units. Housing affordability in Southwest London is challenged given the existing vacancy rates;
2. The locational attributes of the site are considered to be supportive of affordable housing development (proximity to regional and community shopping areas, transit);
3. Affordable rental units in market developments where additional height and/or density have been sought have been secured through regulations in a Bonus Zone. The regulations would typically include: unit set-aside; a percentage of Average Market Rent (by bedroom type) to be charged; and a period of affordability. These regulations would also require a Tenant Placement Agreement to align the affordable rental units to an identified municipal priority; and,
4. Bonus Zoning for the purpose of securing a commensurate public benefit is no longer a tool at the City's disposal. That being said, policy 502_ of the London Plan states that "Innovative tools will be explored.... to deliver housing that is beneficial to Londoners".

Heritage Planning, October 24,2022:



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: October 24, 2022
Re: **Archaeological Assessment Requirements
Heritage Comments
608 Commissioners Road West and
591 Westmount Crescent (Z-9516)**

This memo is to confirm that I have reviewed the following and find both reports' (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9516):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 608 Commissioners Road West* [...] Middlesex County, Ontario (PIF P1289-0142-2021), January 2022.
- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 591 Westmount Crescent* [...] Middlesex County, Ontario (PIF P1289-0224-2022), March 2022.

Please be advised that heritage planning staff recognizes the conclusion of both reports that state that: "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such **no further archaeological assessment of the property is recommended.**" (p 2)

An Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) archaeological assessment compliance letters have also been received (*without technical review*):

- dated Jan 18, 2022 (MHSTCI Project Information Form Number P1289-0142-2021, MHSTCI File Number 0014979).
- dated Mar 31, 2022 (MHSTCI Project Information Form Number P1289-0224-2022, MHSTCI File Number 0016326).

Archaeological conditions can be considered satisfied for this application.

Sincerely,

Laura E. Dent, M.Arch, PhD, MCIP, RPP
Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development

300 Dufferin Avenue | London, ON N6A 4L9 | (519) 661-2489 | www.london.ca

Landscape Architect, June 26, 2022

1. A significant number of trees are growing along property lines. Any trees whose trunks cross a property line are considered a boundary tree and co-owned with neighbour. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, and can't be removed without written consent from co-owner. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes.

2. Removal of trees over 50cm dbh will require a Distinctive Tree Removal Permit issued by Forestry Operations prior to Site Plan Approval.

3. No person shall cause the injury or destruction of a city owned tree growing in a road boulevard unless a permit has been issued by Forestry Operations in compliance with the City of London Boulevard Tree Protection By-law - CP-22 <https://london.ca/by-laws/boulevard-tree-protection-law-cp-22>. Any person who contravenes any provision of the By-law is guilty of an offence. Conviction is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00

4. In keeping with the London Plan, every effort should be made to preserve trees. Providing a minimum of 3m setbacks from property lines will protect the critical root zones [CRZ] of boundary and offsite trees. An inventory of trees, including those 3m offsite would need to be performed to determine specific CRZ. **Critical Root Zone**" means the area of land within a radius of ten (10) cm from the trunk of a tree for every one (1) cm of trunk diameter.

Urban Design. July 14, 2022

- Building Design:
 - Locate the principal building entrance on Commissioners Road W-facing elevation, and differentiate it from the individual residential unit entrances with architectural features such as canopies, signage, lighting, massing, increase in glazing, double doors, framing, materials, etc. **[TLP 261_ & 290_].**
 - Provide for a step-back above the 4th storey to provide for a more human-scale environment along the Commissioners Road W **[TLP 286_].**
 - Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and residential units with direct access to the sidewalk along the Commissioners Road W facing elevations in order to activate the street edge **[TLP 291_].**
 - For any ground-floor street-facing residential units, include individual ground floor entrances with courtyards or “front porches” with access directly to the City sidewalk along the street frontage in order to activate the street edge. Raise units slightly above grade to provide privacy and reduce impacts of vehicle headlights **[TLP 289_].**
 - Incorporate a variety of materials and textures to highlight different architectural elements and provide interest and rhythm, along the building (i.e., trim, framing, decorative masonry details, fenestration rhythm) **[TLP 301_].**
- Site Design:
 - Provide underground parking as opposed to a parking structure to reduce impacts on the adjacent properties and the public realm, allow for perimeter tree plantings and a sufficiently sized outdoor shared amenity space **[TLP 253_].**
 - If the parking structure is to remain, the structure must be located behind or integrated within the building and wrapped with active uses for the majority of the street frontage. The garage structure should be enclosed to avoid light-spill and noise impacts on the adjacent neighbourhood and treated with the materials similar to the main building facades **[TLP 269_, 273_ & 276_].**
 - Provide a larger and more centrally located amenity space that is a sufficient size to accommodate the number of residential units proposed.
 - Provide sufficient space between any parking/drive aisles and the property lines to accommodate soil volumes that support large tree growth along property boundaries **[TLP 258_].**

Urban Design Peer Review Panel Comments and Applicants Responses, October 25, 2022

Comment No.	Comment	Response By	Response
1	While the Panel generally supports the increased density and proposed land use for the site, the Panel recommends the applicant revisit	Zelinka Priamo Ltd.	Noted. We are happy to re-visit the panel as required to demonstrate our improvements to the design

	the Panel at the Site Plan stage for further design review and comments.		
2	The Panel notes that the overall massing could benefit from additional step backs to break up the 'bulkiness' of the building. Consider stepping back portions of the fifth and sixth-floor bay windows along Westmount Crescent and Commissioners Road W.	Zelinka Priamo Ltd.	We have reviewed this request and are happy to report that our team has devised an alternative parking layout that completely removes the parking structure component. A combination of surface parking islands, landscape features and an enlarged (and appropriately sized) outdoor amenity space have been provided.
3	The Panel recommends relocating parking stalls located on the second floor of the parking structure to one level of below-grade parking. This will allow for a greater landscape buffer between Westmount Crescent and the low-rise neighbours to the South and West as well as free up more space at grade for landscaping. If the parking structure must remain, consider aligning the face of the parking structure with the building and reduce the overall size to retain the existing trees along the South and West Property Lines. Introduce landscape islands and planters on the surface of the parking structure to soften the	Zelinka Priamo Ltd.	We have reviewed this request and are happy to report that our team has devised an alternative parking layout that completely removes the parking structure component. A combination of surface parking islands, landscape features and an enlarged (and appropriately sized) outdoor amenity space have been provided.

	views from the residents, Westmount Crescent, and neighbouring properties		
4	The Panel notes that the current location of the outdoor amenity appears as an afterthought and is not sufficiently connected with the building. Consider providing a more generous and centralized landscaped amenity space, located at the South-West interior corner of the building to take advantage of the courtyard condition that L-shaped buildings naturally provide.	Zelinka Priamo Ltd.	Our team appreciates this comment and we have worked to push this lane as far to the North as possible. However, the removal of the existing hydro pole is cost prohibitive. Having said this, we would be happy to re-examine removing this item during the SPA process.
5	The Panel recommends that the lay-by/drop-off zone be shifted further North to align with the main residential entrance, provided it meets traffic considerations.	Zelinka Priamo Ltd.	Our team appreciates this comment and we have worked to push this lane as far to the North as possible. However, the removal of the existing hydro pole is cost prohibitive. Having said this, we would be happy to re-examine removing this item during the SPA process.
6	The Panel recommends introducing private residential entrances at-grade with streetlevel connections to create more active street frontages.	Zelinka Priamo Ltd.	Agreed. We have incorporated this comment into our documents which include private ground level patio spaces complete with concrete walkways which tie direction into the existing adjacent sidewalks.
7	The Panel notes that the main residential entrance is a little lack-lustre and difficult to locate. Consider additional articulation to attract and	Zelinka Priamo Ltd.	We have provided an extended canopy with an alternative material / colour to that of the primary building materials. Having said this, we would be happy to re-examine this item in more detail during the SPA process and subsequent Urban Design Panel Meeting(s).

	welcome residents and create a more inviting street presence.		
8	The Panel has concerns with the use of EIFS as the primary building material, especially as the building ages. Consider a more durable cladding material such as masonry or stone, particularly at ground level. Introduce warmer, textured materials such as wood accents to break up the stucco on the upper levels. Consider subtle changes in plane where two materials intersect to avoid coplanar conditions.	Zelinka Priamo Ltd.	Noted. We will discuss material in further detail with our client. At the present time we have broken up the façade with a darker material which could be ACM or Commercial Siding. We have also introduced moments of wood siding to provide a more balanced blend of materials for the entire building.

Upper Thames River Conservation Authority, June 16, 2022:

Please be advised that the subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. Accordingly, the UTRCA has no objections to this application and a Section 28 permit application is not required.

London Hydro, June 24, 2022



Reply Sheet for City of London Applications to be Reviewed by London Hydro Engineering

Date: June 24, 2022
 To: City of London Planning Division – Room 609
 Attn: Alanna Riley

RE: **Address:** 608 Commissioners Road West
Applicant: 608 Commissioners Inc. (c/o Copia Developments)
File/Ref #: Z-9516

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input type="checkbox"/>

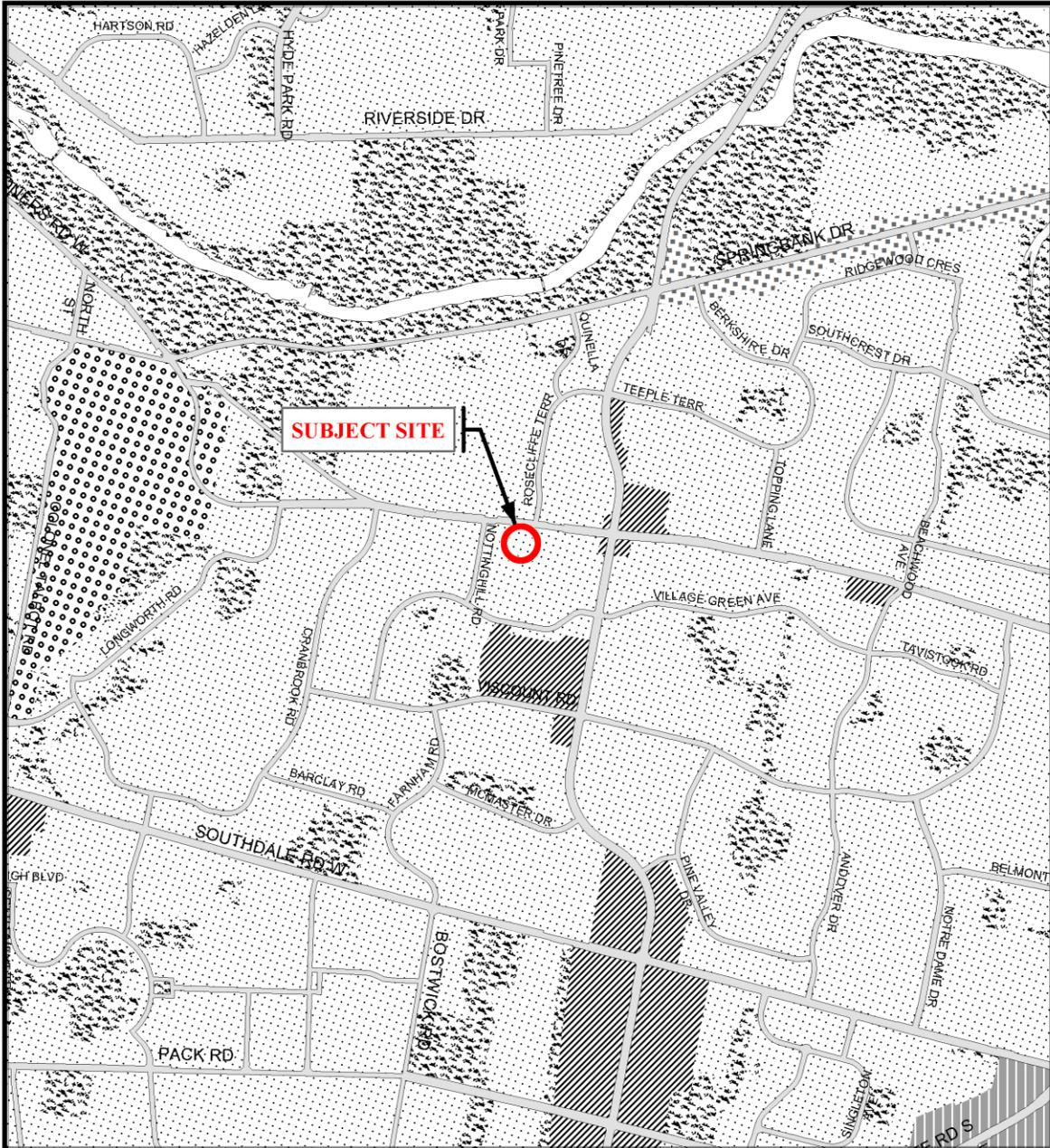
Signed: 
 Hans Schreff
 Manager - Developer & Operations Support,
 Engineering & Operations Administration Dept.
 519-661-5800 ext. 5014

Appendix C – Evaluation Criteria

1577_Evaluation Criteria for Planning and Development Applications	
Criteria – General Policy Conformity	Response
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural, cultural heritage, or archaeological resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the proposed buildings can be appropriately integrated into the community through the application of the relevant City Design policies at the Site Plan Approval stage.
Conformity with the policies of the place type in which they are located	The proposal provides for a use and intensity of development contemplated within the Neighbourhoods Place Type on a Civic Boulevard Street Type.
Consideration of applicable guideline documents that apply to the subject lands	No additional guideline documents apply to the subject site.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan	The site will be fully serviced by municipal water, sanitary and storm.
Criteria on Adjacent Lands	Response
Traffic and access management	The proposed development will incorporate a right-in/right-out driveway to access the site. A Traffic Impact Assessment was not required as part of this application. Transportation Staff have no concerns.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was not required for the Zoning By-law amendment application.
Parking on streets or adjacent properties	Adequate parking is provided for the proposed development, as required by the Zoning By-law and Site Plan Control By-law. Parking on streets or adjacent properties is not anticipated.
Emissions generated by the use such as odour, dust or other airborne emissions	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at the Site Plan Approval stage. It is a Site Plan standard that any lighting fixture is to minimize light spill onto abutting properties.

Garbage generated by the use	Site Plan Control covers waste collection along with mail pick (door-to-door or shared location), snow storage and other site functionalities. Waste collection is tied to the approved site plan for the Site Plan Approval Development Agreement.
Privacy	A variety of screening and buffering mechanisms are proposed to maintain or enhance privacy between the proposed development and adjacent lands. The use of trees and vegetation (where possible), fencing, and landscaping, along with large setbacks are proposed. Given the variety of screening and buffering, along with the large setbacks and step backs on the buildings, an appropriate level of privacy is maintained for both residents in the surrounding neighbourhood and future residents of the proposed development. Additional mitigation measures will be considered at the time of Site Plan Approval, such as additional plantings.
Shadowing	A shadow study was conducted, and minor shadowing may impact adjacent properties in the early morning or late afternoon, depending on the season. Existing off-site mature trees to the south, east, and west of the subject lands currently provide shadowing on abutting lands. New or additional shadow impacts would be considered minor in nature.
Visual Impact	The proposed buildings are to be of high architectural quality and finish and will create a compatible development with attractive visual impacts. Landscaping will be implemented through the Site Plan Approval process to further screen the building from the south and west. The building will provide an attractive street presence on the south side of Commissioners Road West and the west side of Westmount Crescent.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed development.
Trees and canopy cover	A Tree Preservation Plan was submitted by the applicant, which provide details of specific tree removals and trees to be retained. All trees that can be reasonably retained are shown as such. Trees that conflict with building construction, or trees that pose a hazard are to be removed. At the Site Plan stage, a complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources	The subject lands are identified as having archaeological potential on the City's 2018 Archaeological Mapping. Based on the findings from the Stage 1-2 Archaeological Assessment prepared by Lincoln Environmental Consulting Corp and the letter received by The Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) no archaeological resources were identified on the lands and all archaeological conditions can be considered satisfied for this application.
Natural heritage resources and features	Not applicable.
Natural resources	Not applicable.

Appendix D – Relevant Background The London Plan



Legend

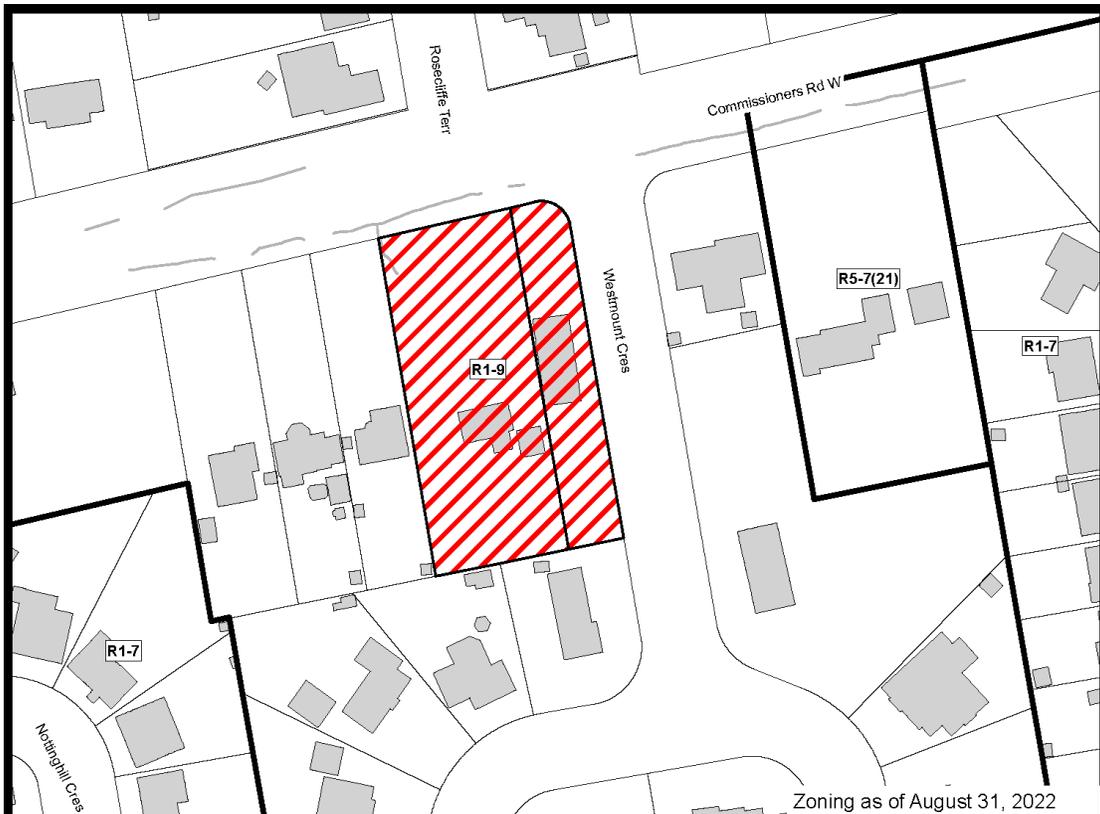
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | 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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

<p>CITY OF LONDON Official Plan LONDON PLAN MAP 1 - PLACE TYPES - PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000 0 112.5 225 450 675 890 1115 Meters</p>	<p>File Number: Z-9516 Planner: AR Technician: JI Date: 2022/10/25</p>
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Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxd\z-8516_Map1_PlaceTypes_b&w_8x14.mxd

Zoning By-law Z.1- Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-9

1) LEGEND FOR ZONING BY-LAW Z-1

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
OZ-9516

AR

MAP PREPARED:
2022/10/25

Jl

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Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Application By: Habitat for Humanity – Heartland Ontario
Draft Plan of Subdivision for 723 Lorne Avenue
Public Participation Meeting
City File No: 39T-21504 Ward 4

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Habitat for Humanity – Heartland Ontario relating to the property located at 723 Lorne Avenue:

- (a) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision of Habitat for Humanity – Heartland Ontario relating to a property located at 723 Lorne Avenue; and,
- (b) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed Plan of Subdivision as submitted by Habitat for Humanity – Heartland Ontario. (File No. 39T-21504), prepared by Callon Dietz Inc. (File No. 18-22301 C, Plan No. Z-2741), certified by J. Paul Crocker O.L.S., dated April 13, 2022, which shows a total of twelve (12) single detached lots (Lots 1 to 12), one (1) road allowance block serviced by the extension of Queen’s Place, **SUBJECT TO** the conditions contained in the attached Appendix “A”.

Executive Summary

Summary of Request

The request is to permit a subdivision consisting of twelve (12) single-detached lots; one (1) block for road allowance; and, the extension of Queens Place.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to recommend that the Approval Authority for the City of London issue Draft Approval of the proposed Plan of Subdivision, subject to conditions.

Rationale of the Recommended Action

1. The proposed and recommended Draft Plan of Subdivision is consistent with the *Provincial Policy Statement 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, and provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
2. The proposed and recommended Draft Plan of Subdivision conforms to the in-force policies of *The London Plan*, including but not limited to Our Strategy, Our City, and the Key Directions, as well as conforming to the policies of the Neighbourhoods Place Type.
3. The recommended Draft Plan of Subdivision supports a range of affordable residential in-fill development opportunities within the Old East Village. The Draft Plan has been designed to achieve a visually pleasing development that is

pedestrian friendly, transit supportive and accessible to the surrounding community.

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 planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

March 25, 2015 – Report to Corporate Services Committee

February 21, 2017 – Report to Corporate Services Committee Providing Update and Next Steps

June 20, 2017 – Report to Corporate Services Committee Providing Update on 723 Lorne Avenue

August 9, 2017 – Report to London Advisory Committee on Heritage

August 28, 2017 – Report to Planning and Environment Committee Request for Demolition of Heritage Designated Property at 723 Lorne Avenue (HAP20-014-L)

September 24, 2018 – Report to Planning and Environment Committee (Z-8454)

April 12, 2019 – Report to Corporate Services Committee to Declare Surplus Portion of City Owned Property at 723 Lorne Avenue

March 11, 2020 – Report to London Advisory Committee on Heritage

August 20, 2020 – Report to Corporate Services Committee

1.2 Planning History

The subject lands were formerly the location of the Lorne Avenue Public School, which operated on the site between 1875 and 2016. The original building was replaced in 1969-1970, but was declared surplus by the Thames Valley District School Board (TVDSB) in 2014 and was offered for sale to public bodies. The City of London submitted an offer to purchase the site, and on October 15, 2014, and entered into an Agreement of Purchase and Sale with TVDSB to acquire the former Lorne Avenue Public School property located at 723 Lorne Avenue. A portion of the funding to purchase the site came from the Parkland Reserve Fund, to secure a portion of the lands for the use of a public park. The school closed in June of 2016, and on October 28, 2016, the City of London took possession.

As part of the Council-approved process to find a new user for the non-park portion of the site, the City initially undertook a Request for Proposals procurement process to try to find a new occupant for the former Lorne Avenue Public School building. This process did not result in identifying a successful respondent, and as such, the school building was subsequently demolished following Municipal Council's approval of a demolition request in August of 2017. It was also recommended that the school bell and aluminium lettering, which was affixed to the north façade of the building, be removed prior to demolition, and incorporated into the future park space with appropriate commemoration and interpretation.

Three community information meetings were held to gather feedback to inform the

future uses of the subject lands. The first of these meetings was held on April 25, 2015, to do the following: discuss the creation of a neighbourhood park; share information on the RFP process to find a purchaser for the former school building; and, discuss the Community's visions for the site and parkland on the understanding that the building was to remain. As no successful respondent was identified, Staff were directed by City Council to re-engage the local Old East Village community to update them on the process to date and articulate their vision for the parkland and residential infill on a cleared site.

A second meeting was held on June 27, 2017, where attendees worked in groups to develop plans and provide feedback on land use concepts. The meeting identified these preferred land use concepts:

- Preference for a cul-de-sac to be added at the end of Queens Place rather than a through-street;
- Desire to maximize the amount of parkland;
- Preference for low-rise residential development – single detached and possibly duplex or semi-detached dwellings;
- Need for development to fit with the character of the Old East Heritage Conservation District;
- Desire for multiple points of access to the new park; and
- Preference for park to be in the northeast corner of the site

Following this meeting, development concepts were drafted and reviewed with assistance from other City divisions to identify and analyze potential constraints. Two development concepts were the result of this review, as well as draft Zoning By-law Provisions with the flexibility that would allow the implementation of either. These were then presented at the third community meeting, which was held on May 23, 2018, and were well received. Additional concerns relating to better stormwater management, increased traffic, and including standards in the Zoning By-law to ensure the development would fit with the surrounding neighbourhood character were expressed during this meeting. The proposed Zoning for the lands was presented to the Planning and Environment Committee on September 24, 2018, and passed in Open Council on October 2, 2018. This Zoning permits single detached homes fronting onto a new public road, and this is reflected in the Preferred Development Concept

The portion of lands zoned for residential uses were declared as surplus to municipal needs through a review undertaken by Realty Services under the Sale and Disposition of Lands Policy. Municipal Council resolved on April 9, 2019, that these lands were to be disposed through an RFP process that would implement the Preferred Development Concept identified through community engagement and internal review. It was also resolved that the RFP would include evaluation criteria to ensure that the design proposed by the successful proponent would be consistent with the Design Guidelines for New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*.

Another RFP process was initiated, seeking proposal submissions for the redevelopment of the lands for single-detached dwellings fronting on a new public road that would connect Lorne Avenue with Queen's Place. Habitat for Humanity – Heartland Ontario Incorporated was selected as the successful respondent to the second RFP process, and a by-law to authorize and approve the Agreement of Sale and Purchase, as well as authorize the Mayor and City Clerk to execute the Agreement, was passed in Open Council on August 25, 2020.

1.3 Property Description

The subject property is generally located south of Lorne Avenue and west of English Street. The lands are described as Lots 6, 7 and Block 1 and Lots 1, 2, 3, 4, 5, 8, 9, 10, 11, A, B, Block 1 of Registered Plan No. 296 (3rd). There is low density, single detached residential dwellings surrounding the lands and the Lorne Avenue Park is located to the northeast. This proposed Draft Plan of Subdivision would permit the

development of twelve (12) single-detached lots. Currently, the site is vacant and approximately 0.74 hectares (1.82 acres) in size. The site would have access to municipal services and represents residential intensification.

1.4 Current Planning Information

- The London Plan– Neighbourhoods Place Type on a Neighbourhood Street
- Existing Zone – Residential R2 Special Provision (R1-2(11))

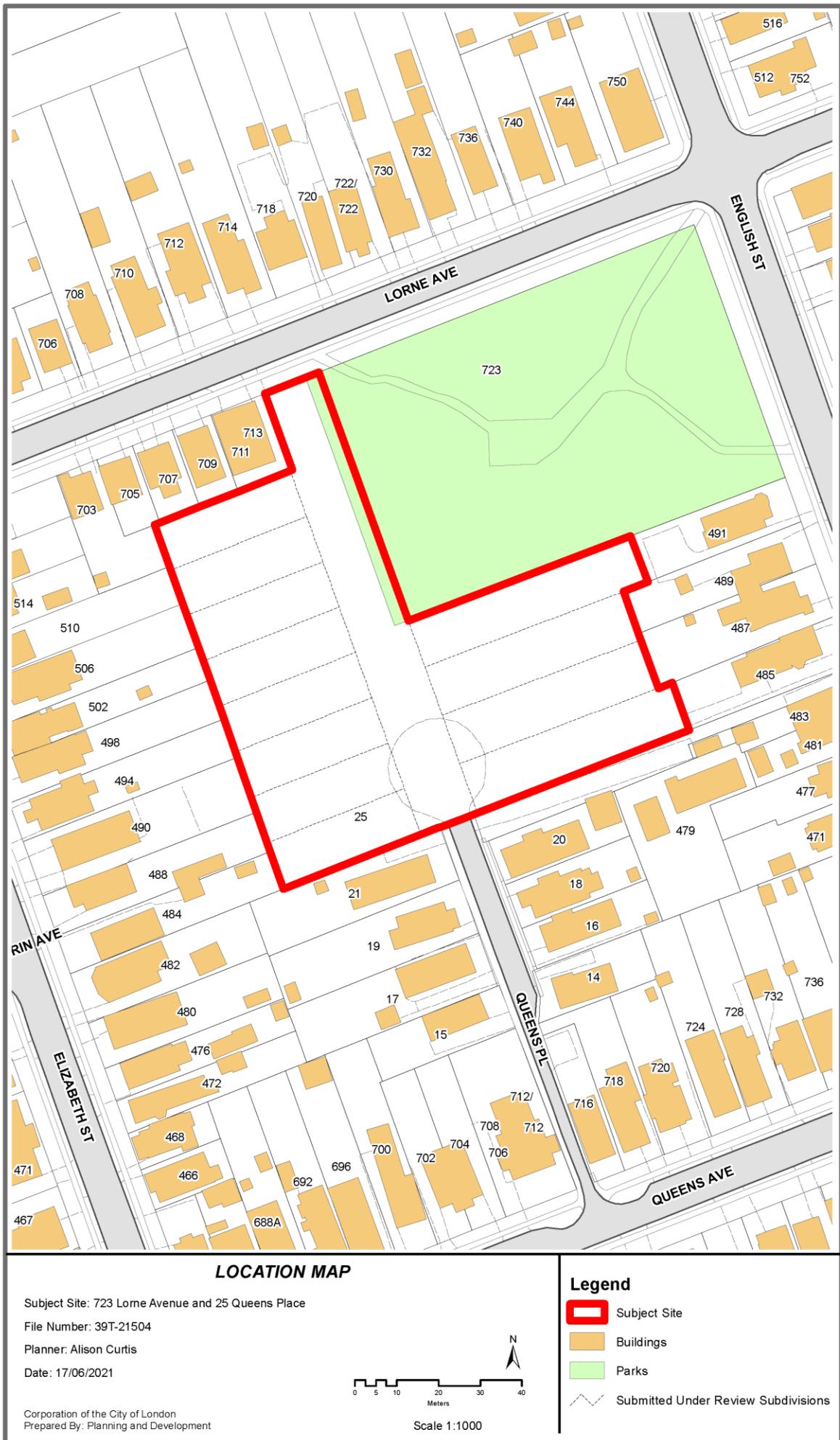
1.5 Site Characteristics

- Current Land Use – vacant
- Frontage – approximately 14 metres on Lorne Avenue
- Depth – approximately 110.8 metres
- Area – approximately 0.77 hectares
- Shape – Irregular

1.6 Surrounding Land Uses

- North – Low Density Residential, Lorne Avenue Park
- East – Low Density Residential
- South – Low Density Residential
- West – Low Density Residential

1.7 Location Map



2.0 Discussion - Proposal Description

2.1 Preferred Development Concept

A Preferred Development Concept was developed through a collaborative process involving the City and the Old East Village community so that it reflected their vision for the site. This Concept, as seen below in Figure 1, included a public park, to be located over the northeast portion of the lands, and a new public road bisecting the site that connected Queen's Place with Lorne Avenue. It was anticipated that there would be approximately twelve (12) single-detached dwellings fronting onto the east and west sides of this new road.

Figure 1: Preferred Development Concept



As previously noted, the RFP included evaluation criteria to ensure that respondents' proposals implemented the Preferred Development Concept, as well as to ensure that the design proposed would be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*. Table 1, seen below, outlines the evaluation criteria provided in the RFP and used to assess respondents' proposals. The Development Visions and Design Concept subsection, in particular, included requirements for the following: careful consideration be given to elevations such that they are compatible with the *Old East Village Heritage Conservation District Plan*; a written description of how the proposed development implements the Development Vision and Preferred Development Concept; and, a written description of how the proposed development will be compatible with the *Old East Village Conservation District Plan* and consistent with "Section 4.5.1 Design Guidelines for New Buildings" of the *Old East Village Conservation District – Conservation and Design Guidelines*.

Table 1: Evaluation Criteria

The Evaluation criteria were based on, but not limited to the following:

Category	Weighting
Technical Proposal	
Compliance with Existing Zoning	Pass/Fail
Development Vision and Design Concept	40 points
Incorporating Elements of Affordability into the Development	20 points
Proponent Profiles and Project Experience	30 points
Cost Proposal	
Agreement of Purchase and Sale (Provided)	Pass/Fail
Agreement of Purchase and Sale (Price)	10 Points
Total	100 Points

2.2 Zoning

The Zoning that applies to the lands was also developed collaboratively with the community and is intended to facilitate the Preferred Development Concept. The Special Provisions included are to permit development that is consistent with the *Provincial Policy Statement*, and conforms with *The London Plan* and the *Old East Village Heritage Conservation District Plan*.

The lands are zoned Residential R1 Special Provision (R1-2(11)). The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

2.3 Development Proposal

The proposed Draft Plan of Subdivision, submitted by Habitat for Humanity – Heartland Ontario Incorporated, aligns with, and implements, the Preferred Development Concept. The Draft Plan, seen below in Figure 2, provides twelve (12) lots for single-detached dwellings, one (1) block for road allowance and the extension of Queen’s Place to connect with Lorne Avenue.

The Draft Plan incorporates the following key features:

- In-fill development that supports a compact urban form, public and active transportation, and adjacent commercial uses in the Old East Village;
- Affordable single detached dwelling units; and,
- A new public road extending the existing Queen’s Place to connect with Lorne Avenue.

2.4 Transportation Impact Assessment

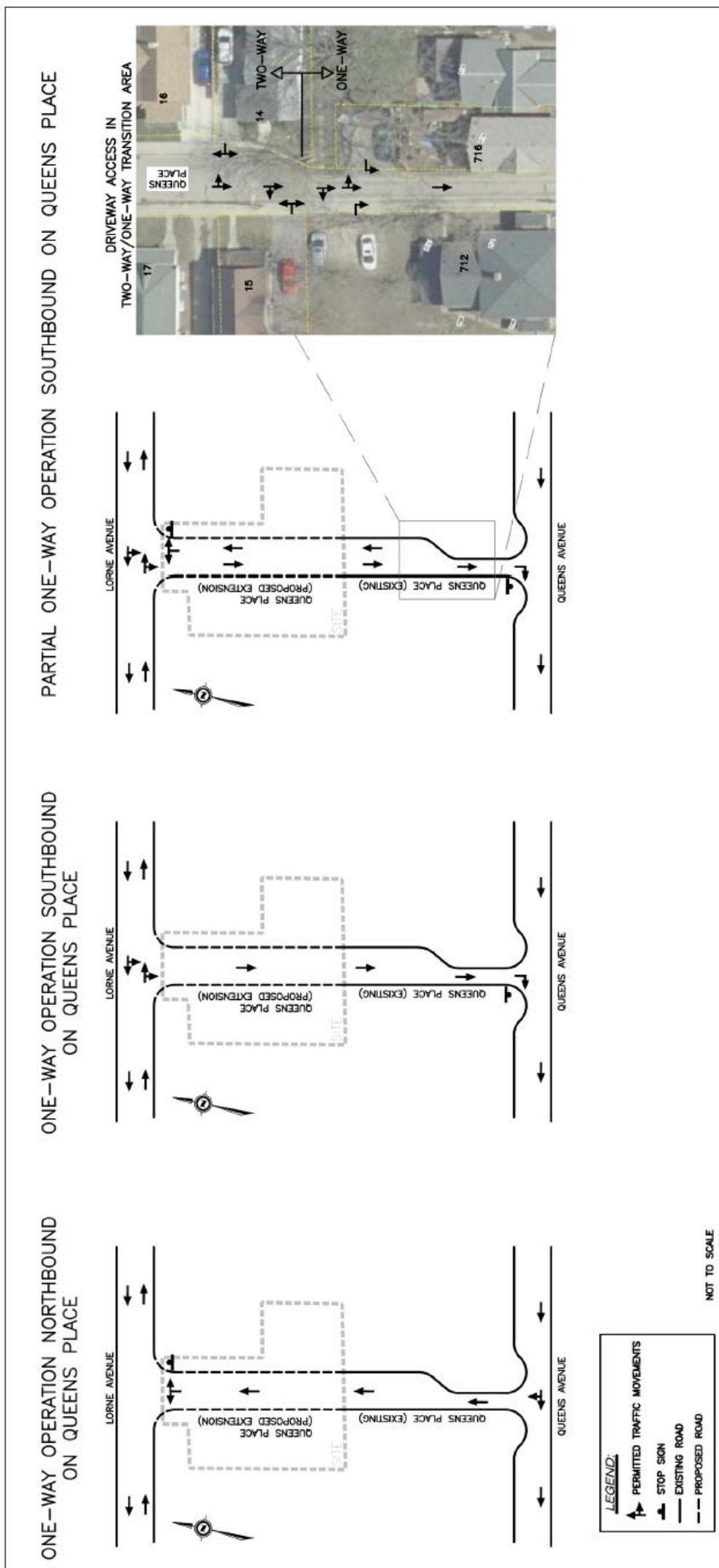
The Agreement of Sale and Purchase required that a new public road, and its associated street lighting, landscaping and sidewalks be constructed to connect the existing portion of Queen's Place with Lorne Avenue through the site. This required the completion of a Transportation Impact Assessment (TIA) to determine the impact of the new development on the existing road network, the design for the right-of-way, and the optimal configuration for the new road.

Results of the analysis found that the new development and extension of Queen's Place would generate thirteen (13) new trips during the A.M. and P.M. peak hours, which amounts to a combined total of 26 trips during the A.M. and P.M. peak hours. Sidewalks on both sides of the road are recommended to contribute to pedestrian connectivity to the surrounding neighbourhood and park, but on-street parking is not recommended due to the road width and the potential to interfere with ingress and egress from driveways.

The TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, which would allow one-way southbound traffic only. While both One-Way Northbound and One-Way Southbound were also considered in the analysis, Partial One-way Operation Southbound was recommended as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements. This Partial One-Way configuration, as well as One-Way Southbound, also limits potential conflicts between motorists and cyclists at the intersection of Queens Place and Queens Avenue. An evaluation of the considered road configurations can be found in Appendix D and examples of the road configurations can be seen in Figure 3 below. It should be noted the properties at 712 and 713 Queens Avenue have driveways located at the rear of their property on the portion of Queens Place proposed for one-way southbound operation and will have to enter from Lorne Avenue and exit by Queens Avenue.

City of London standards for road configurations are a twenty (20) metre Right-of-Way (ROW) and a 6.5-metre road width. However, the existing Queens Place is substandard, and the standard ROW cannot be accommodated within the Draft Plan of Subdivision. Instead, a 14.5-metre Row is proposed along with a road width of 6.2-metres, comprised of 5.4 metres of pavement and 0.4 metres of gutters. This aligns with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR) which recommends a minimum lane width of 2.7-metres. This also satisfies the Ontario Building Code limit of 6 metres for emergency vehicles. Further analysis on the road configuration can be found in Section 4 of this report.

Figure 3. Proposed Road Configurations – Partial One-Way Operation is recommended



2.5 Community Consultation (more detail in Appendix B)

Information regarding the Draft Plan of Subdivision application and opportunities to provide comments were provided to the public as follows:

- Notice of the Application was sent to property owners within 120 metres of the subject property on September 16, 2021, the Notice of Revised Applications was sent on April 21, 2022.
- Notice of the Public Participation Meeting was published in the Public Notices and Bidding Opportunities section of The Londoner on January 12, 2023.
- Notice of the Public Participation Meeting was sent to property owners within 120 metres of the subject property on January 12, 2023.
- Information about the Application was posted on the website on September 16, 2021.

There were six (6) e-mail responses and three (3) telephone call received from the community. Comments/concerns received are summarized as follows:

We received comments from the public which require addressing by the Applicant through the TIA and revisions to the Draft Plan and Conceptual Plan including:

- Concern that the existing easement / right of way along the southern and eastern boundary of Lot 12 will cut off by the proposed development; and,
- Questions about whether Queens Place will be a one or two-way street, and if it is one-way, which direction will it be.

City Staff have also responded to several questions regarding:

- What types of buildings are proposed;
- The design and quality of the buildings, and how they will fit into the Old East Village neighbourhood;
- Vibration from heavy equipment causing damage to property;
- Timeline for the subdivision and construction; and,
- Safety issues and litter in Lorne Avenue Park.

3.0 Financial Impact and Policy 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 Policy Context (see more detail in Appendix C)

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2 that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed Draft Plan of Subdivision has regard for the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the Municipality.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and

Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

Policies within the *PPS* promote efficient land use and development patterns through the accommodation of appropriate affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1). Planning authorities shall provide for an appropriate range and mix of housing needs for current and future residents, which shall be directed towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs (Sections 1.4 and 1.4.3 c)). The density of new housing should efficiently use the land, resources, infrastructure and public service facilities, and healthy and active communities should include planned public streets, spaces and facilities that are safe and meet the needs of pedestrians (Sections 1.4.3 d) and 1.5.1 a)). A coordinated, integrated, and comprehensive approach when dealing with planning matters is promoted in the *PPS*, and specifically when managing or promoting growth and development that is integrated with infrastructure planning (Sections 1.2 and 1.2.1.a)). The *PPS* also seeks to protect natural features, significant built heritage resources and significant cultural heritage and requires that adjacent development should be evaluated to ensure it does not have negative impacts on these resources (Sections 2.1.1 2.1.8, 2.6.1 and 2.6.3)

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT). Policies under appeal at the time of submission, but now in full force and effect are indicated with an asterisk (*) throughout this report.

The London Plan includes criteria for evaluation plans of subdivision through policy 1688* and required consideration of the following sections:

- Out Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

The subject lands are currently designated within the Neighbourhoods Place Type along a Neighbourhood Street (Lorne Avenue) and proposing to extend another Neighbourhood Street (Queen's Place). This Place Type at this location based on Street Classification permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

Z.-1 Zoning By-law

As noted, the Residential R1 Special Provision Zone (R1-2(11)) was developed collaboratively with the community and is intended to facilitate the Preferred Development Concept. The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

The proposed Draft Plan of Subdivision conforms with the zone permissions and special provision regulations.

5.0 Key Issues and Considerations

5.1. Use

The Draft Plan of Subdivision consists entirely of residential land uses in the form of twelve (12) lots to accommodate single-detached dwellings. This aligns with the Residential R1 Special Provision Zone (R1-2(11)), which permits only single-detached dwellings, as well as with the Preferred Development Concept that was developed in consultation with the community. This infill project will redevelop vacant and underutilized lands with a use reasonably compatible with the surrounding context. Low-density, single detached dwellings surround the lands on all sides, as well as the Lorne Avenue Park located directly adjacent to the northeastern extent of the lands. Key architectural heritage characteristics of the surrounding Heritage Conservation District are to be included, as required under the RFP and *Old East Heritage Conservation District Plan*, to ensure consistency and compatibility with the surrounding land uses and neighbourhood character. The proposed Draft Plan of Subdivision implements the objective for connected neighbourhoods that have access to amenities and facilities. There are lands designated within the Urban Corridor, Rapid Transit Corridor and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity of the park and other open space provides for recreational opportunities, attractive alternatives for mobility, and an additional mid-block connection to this space will be provided through the extension of Queens Place.

5.2 Intensity

This proposal represents Residential Intensification as an infill development project that will create new lots on a vacant and underutilized site, which will also help to achieve the City of London's Intensification Target to have a minimum of 45 per cent of new residential development within the Built Area Boundary. Twelve (12) single-detached dwellings are proposed, which is a residential density of 15.5 units per hectare. Intensification up to 75 units per hectare is permitted in the LDR Designation, and the proposal is in keeping with this permission. As noted in the Policy Context, *The London Plan* set out policies to ensure that new residential development and infill or intensification projects are sensitive to, and compatible with, the surrounding context. The proposed single-detached dwellings will reflect the architectural styles and features of the surrounding neighbourhood, as well as the streetscape character and street wall of the area. In addition, the lot configuration, building footprints, massing patterns, and building setbacks reflect that of adjacent properties, which results in an intensity of development that is consistent with the surrounding heritage and residential context.

5.3 Form

As previously noted, single-detached residential dwellings are a permitted form of development under the LDR Designation, the Neighbourhoods Place Type, and the Residential R1-2(11) Zone. The Neighbourhoods Place Type permits a minimum height of one (1) storey and a maximum height of three (3) storeys at this location, but the

Special Provisions for the zone permit a maximum height of two (2) storeys or nine (9) metres. This permitted height and that in the proposed Draft Plan of Subdivision aligns with the of the adjacent neighbourhood, which is predominantly comprised of two (2) storey, single-detached, historic dwellings. A minimum lot size of 300 metres squared is required under the Residential R1-2 Zone, and the Special Provisions for these lands require a minimum front yard setback of one (1) metre and a maximum front yard setback of four (4) metres. The subject lands are 0.77 hectares in size, and the proposed lots range in size from approximately 402 square metres to approximately 664 square metres with lot frontages ranging from 11.49 to 13.5 metres of lot frontage. This lot configuration exceeds the minimum requirements, and the subject lands can accommodate the proposed development. The subdivision maintains the grid pattern of the surrounding neighbourhood and has connections to the existing street network, which contributes to ease of mobility and walkability for a healthy and connected community.

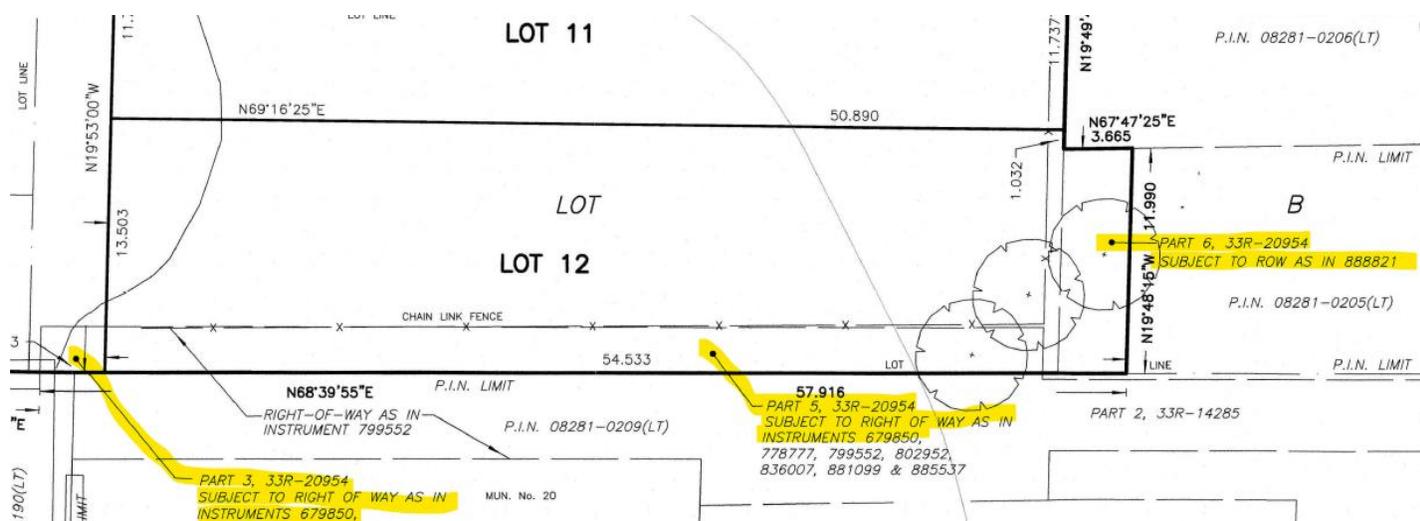
As noted in the policy context, the lands are subject to the policies set out in the *Old East Heritage Village Conservation District Plan* in order to protect and conserve the unique heritage attributes and character of the area. Key architectural features and standard elements have been incorporated into the facades of the single-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, as well as being oriented close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Front drive garages and front yard parking are also discouraged, which contributes to the visual charm of the area. Area for green space boulevards is included on the conceptual plans provided by the Applicant, and front drive garages are not included. By incorporating these features into the proposed development, the built form will be compatible with the surrounding Heritage Conservation District.

5.4 Public Comments

- Concerns relating to the loss of the existing easement and right-of-way access along the southern and eastern boundary of Lot 12.

A select number of residences located on English Street have access to the rear of their properties from Queens Place through an easement that would bound the southern and eastern limits of proposed Lot 12. The Draft Plan was modified in response to this concern, and Lot 12 has been made wider to incorporate an access easement for these properties. Registration of these easement is included as a condition of approval. Figure 4, seen below, outlines where these easements will be located.

Figure 4: Access Easements over Lot 12



- Concerns about the road configuration and operation of Queen’s Place after it is extended to Lorne Avenue.

Members of the public expressed concern about road configuration and an increase of traffic on Queens Place. As previously noted, The TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements. This Partial One-Way configuration, as well as One-Way Southbound, also limits potential conflicts between motorists and cyclists at the intersection of Queens Place and Queens Avenue. The TIA demonstrates that the proposed development would result in 13 new trips during peak A.M. and P.M., similar to the 13 trips calculated for the existing development. Their analysis indicates that the majority of these trips would ingress and egress Queens Place at its intersection with Lorne Avenue and limiting traffic on the narrow portion.

- Concerns relating to the type of development, the design and quality of the buildings, and how they will fit into the Old East Village heritage context.

The proposed low density, single-detached residential development is of an intensity and form that is reflective of, and compatible with, the adjacent context. As noted in previous sections of this report, the Preferred Development Concept and Zoning were developed through a collaborative process with the community to ensure the development reflected their vision for the site. The RFP included evaluation criteria to ensure that respondents' proposals implemented the Preferred Development Concept, as well as to ensure that the design proposed would be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*.

The Draft Plan of Subdivision aligns with, and implements, the Preferred Development Concept developed with the community, and satisfied the criteria relating to the *Old East Heritage Conservation District – Conservation and Design Guidelines*. Key architectural features and standard elements have been incorporated into the facades of the single-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, and the buildings are oriented close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Front drive garages are not included, and green space for boulevards is included on the conceptual plans provided by the Applicant. By incorporating these features into the proposed development, the built form will be consistent with the surrounding Heritage Conservation District.

- Vibration from heavy equipment causing damage to properties, and timeline for the subdivision and construction.

The Applicant has been notified of concerns that heavy equipment used in the construction process would damage the foundation and other features of the adjacent homes. Stipulations for the completion of this project are included in the RFP, and note that the project should be completed within five (5) years of the Agreement of Sale and Purchase being executed.

- Safety issues and litter in Lorne Avenue Park.

The Applicant and the City of London's Parks Operations Division were notified that litter and other hazardous items were being disposed of in the Park. Park Operations have indicated that Staff attend the Park twice a week to pick up any litter and sharps, and are looking into the need for a bin for safe disposal of sharps.

- Utility Pole in the sidewalk

City Staff are investigating opportunities to remove the hydro poles located within the sidewalk along Queens Place and relocate overhead utilities underground in an attempt to improve pedestrian safety and connectivity.

5.5 Transportation Impact Assessment

As outlined in Section 2 of this report, the TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, which would allow one-way southbound traffic only. While both One-Way Northbound and One-Way Southbound were also considered in the analysis, Partial One-way Operation Southbound was recommended as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements.

Transportation Planning and Design have provided Draft Approval Conditions but have indicated that they do not support the recommendations of the TIA. They noted, that although the roadway was used to access the parking for the former Lorne Avenue Public School, there is no evidence to support that the Road was adequately functioning while the School was open. Additional concerns for meeting minimum standards established by the Transportation Association of Canadian and compromising access for maintenance vehicles (i.e., snow ploughing and garbage pick-up) and fire access were also expressed. It should be noted that the City has received reports that the houses adjacent to the narrow portion section of Queen's Place have sustained property damage from vehicles at various times. They recommended that a cul-de-sac be implemented at the south end of the proposed Queen's Place extension and the narrow portion of Queen's Place be closed for through traffic. Consistent with Draft Plan of Subdivision requirements, the proposed development would provide the existing portion of Queen's Place residences from the internal road network.

Planning and Development Staff investigated how to incorporate Transportations recommended cul-de-sac. To accommodate a cul-de-sac, a Zoning By-law Amendment would be required to adjust the front yard setbacks. This would deviate from the Preferred Development Concept developed in consultation with City and the Old East Village Community. In addition, the RFP criteria for Zoning was Pass or Fail, requiring respondents to provide a proposal compliant with the existing zoning, and Clause 6 of Schedule B-Additional Terms and Conditions of the Agreement of Purchase and Sale requires the Purchaser develop and submit a site generally in accordance with the Preferred Development Concept. An adjustment of the front yard setbacks would also impact the continuous street wall and reduced setback required to be consistent with the *Old East Village Heritage District Conservation Plan*.

The Applicant and their consultant consulted with City Staff responsible for garbage collection and snow removal to provide an updated TIA that responded to, and recommended mitigation measures, for the concerns expressed by Transportation Planning and Design. Snow is currently removed from Queens Place by a contractor using tractor, which is small enough to access the narrow portion of the Road, and a City 4X4 Pick-Up Truck, when needed. Garbage and recycling trucks back into Queens Place from Queens Avenue, as the size of these vehicles makes a right-turn onto the narrow roadway difficult. The Partial One-Way Operation recommended in the TIA would allow the vehicles associated with these maintenance operations to make two passes going southbound from Lorne Avenue, and they no longer need to back in and out of Queens Place.

Planning Staff met with members of the Fire Department on-site to review the recommendations of the TIA and identify any issues with accessing and navigating the subdivision. Transportation had noted concerns about the Fire Department being able to access the site through the narrow portion of Queens Place. However, it was confirmed that a fire truck can access the existing narrow portion Queens Place. The extension of Queens Place to Lorne Avenue provides a second, wider access point for larger trucks and will not require the need for a turning circle. One item of concern for

the Fire Department was the low hanging wires connecting the existing houses on Queen's Place to hydro poles. Staff are investigating how to address this issue.

For these reasons, Planning Staff have chosen to move forward with the recommendation of the TIA on the understanding that its findings and recommendations are not supported by Transportation Planning and Design.

Conclusion

The proposed Draft Plan of Subdivision is consistent with the *Provincial Policy Statement, 2020*, as it promotes a compact form of development within the settlement area such that it minimizes land consumption and servicing costs. It also provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The Proposal is consistent with *The London Plan*, the *Old East Heritage Conservation District*, and the *Z.-1 Zoning By-law* to redevelop a vacant and underutilized site with affordable housing. Thereby supporting the intensification target set by the City of London. Staff are satisfied the Plan of Subdivision represents good planning, in the broad public interest, and recommends approval.

Prepared by: Alison Curtis, MA
Planner 1, Subdivisions Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely
Director, Planning and Development

Submitted by: Scott Mathers, MPA, 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 and Development.

CC: Bruce Page, Manager, Subdivision Planning
Matt Davenport, Manager, Subdivision Engineering

Appendix A: Draft Approval Conditions

1. This draft approval applies to the draft plan submitted by Habitat for Humanity - Heartland of Ontario prepared by Callon Dietz Incorporated, certified by J. Paul Crocker, OLS, File No. 39T-21504, drawing no. X-2741, which shows a total of 12 Lots, served by one Neighbourhood Street.
2. This approval of the draft plan applies for three (3) years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Planning and Development, which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
4. The Owner shall comply with all City of London standards, guidelines, and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
5. In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City.
6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
8. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information, or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. The owner agrees to register on title and include in all Purchase and Sale Agreements for Lot 9, a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that elevations facing the Lorne Park (the exterior side elevations) are designed as enhanced elevations similar to front elevations. The exterior side elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a design oriented to the open space/park), to the satisfaction of the City.

Engineering

Sanitary:

14. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirement for this sanitary trunk sewer;
 - iv) Provide a hydrogeological report which includes an analysis of the water table level of the lands within the subdivision with respect to the depth of the local sanitary sewers and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
15. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 600 mm diameter sanitary sewer located on Lorne Avenue;
 - ii) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,

- iii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the Deputy City Manager, Environment, and Infrastructure. The local sanitary sewer will be at the sole cost of the Owner.
- iv) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
- v) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report

Storm and Stormwater Management (SWM)

15. In conjunction with the Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - v) Developing a sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities, and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the City of London. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features, if any. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction;
 - vi) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the Deputy City Manager, Environment and Infrastructure;
 - vii) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event

- where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems;
- viii) Provide an erosion/sediment control plan associated with any proposed LID features, if any, that will identify all erosion and sediment control measures to be used prior during and after the LID features are implemented. These measures shall be a component of the Functional Storm/Drainage Servicing Report along with any other identified erosion and sediment control measures for the site, all to the satisfaction of the City of London;
 - ix) Include rationale and calculations of representative lot level runoff coefficient values based on all anticipated impervious surfaces such as buildings and hardscaping to verify the proposed development meets approved "C" runoff coefficients; and,
 - x) Demonstrate that post-development major stormwater discharge flows from this plan and any identified external area can be contained within the proposed right-of-way throughout this plan and be safely conveyed to the intended outlet, including the evaluation of any required traffic calming measures. If major flows cannot be contained within ROWs, additional quantity storage shall be provided within the limits of this Plan all in accordance with the City's updated Stormwater Management Design Specifications and Requirements Manual (section 6.2.3).
16. 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.
17. In conjunction with the first submission of engineering drawings, the Owner shall have his professional engineer design and oversee the construction of the proposed storm/drainage to service the total catchment area, all to the satisfaction of the City and according to the requirements of the following:
- i) The City's SWM criteria and the environmental targets for the Central Thames Subwatershed Study;
 - ii) The Functional Storm/Drainage Servicing Report for the subject development 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;
 - iii) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial, and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - iv) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - v) The Ministry of the Environment, Conservation and Parks (MECP) Low Impact Development (LID) Stormwater Management Guidance Manual; and,
 - vi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.

18. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, 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 Central Thames Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 1450 mm diameter storm sewer located on Lorne Avenue; and,
 - ii) Accommodate overland flows throughout this Plan from external lands.

19. In conjunction with the Focused Design Studies submission, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum/update to any existing hydrogeological investigation(s) based on the final subdivision design and as directed by the City's Hydrogeologist Engineer, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City. Elements of the hydrogeological investigation may include, but are not to be limited to, the following:
 - i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features, if any;
 - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development to include the use of LIDs for any nearby natural heritage feature, if any as appropriate;
 - iv) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - v) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vi) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the City of London;
 - vii) Evaluation of construction related impacts and their potential effects on local significant features, if any;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
 - x) Identify any abandoned wells in this plan;
 - xi) Identify any fill required in the plan;
 - xii) Provide recommendations for foundation design should high groundwater be encountered;
 - xiii) Address any contamination impacts that may be anticipated or experienced as a result of the said construction; and,
 - xiv) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.

20. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall identify any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

21. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit a Monitoring and Operational Procedure Manual (if applicable) for the maintenance and monitoring program for

each of the SWM features within this plan (i.e., LIDs, OGSs, etc.) or within each of the identified phases/stages of development, in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the Deputy City Manager, Environment and Infrastructure for review and approval. The program shall include but not be limited to the following:

- i) A work program manual for the phasing, maintenance, and monitoring of these facilities during all phases of buildout as well as following assumption; and,
 - ii) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
22. Following construction and prior to the assumption of the stormwater management features, if any, the Owner agrees to complete the following at no cost to the City, and all to the satisfaction of the City:
- A. Operate, maintain, and monitor of any SWM Features in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities"; and,
 - B. Have its consulting Professional Engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "monitoring and Operational Procedure for Stormwater Management Facilities" to the City.

Watermains

23. In conjunction with Focused Design Studies submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the future development Blocks from the low-level (high-level) water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - ix) Identify any required watermain oversizing and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure and identify potential conflicts; and,
 - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.

24. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i. Construct watermains to serve this Plan and connect the proposed watermains to serve this Plan to the existing municipal system, namely the existing 200 mm diameter watermain on Lorne Avenue, and the 100 mm diameter watermain on the north end of Queens Place; and,
 - ii. The available fire flow and appropriate hydrant colour code marker (in accordance with the City of London Design Criteria) are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval.

Roadworks

25. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure.
26. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 metre straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections;
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions";
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
 - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London;
 - vi) shall ensure any emergency access required is satisfactory to the Deputy City Manager, Environment and Infrastructure with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and,
 - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the Deputy City Manager, Environment and Infrastructure for any construction activity that will occur on an assumed street.

27. In conjunction with the Focused Design Studies submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
 - i) prepare a conceptual design for Queens Place to consider such issues as grading, overland flow routes, sidewalk connections, servicing, to the satisfaction of the Deputy City Manager, Environment and Infrastructure; and,
 - ii) Provide a cross-section of Queens Place including all utilities.
28. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Queens Place (Neighbourhood Street) to have a road pavement with (excluding gutters) of 6.0 metres with a minimum road allowance of 14.5 metres with a transition to the 5.3 metres of the existing Queen Place road width. It is noted no parking on both sides of the street.
29. In conjunction with the first submission of engineering drawings, the Owner shall submit a proposed design for curb extension at Queens Place and Queens Avenue to restrict Right-In, all to the specifications and satisfaction of the City of London.
30. The Owner shall construct Queens Place access to Queens Avenue as Rights-Outs only. Curb extensions shall be required to restrict Right-In to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
31. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall undertake external works on Queens Ave and Queens Place to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
32. In conjunction with the first submission of engineering drawings, 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
33. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Sidewalks

34. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a minimum 1.5 metre sidewalk on the west side of Queens Place in this Plan, to the satisfaction of the City.

Pavement Markings & Signs

35. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the following pavement markings and signs, as per City standards, to the satisfaction of the City:
 - I. No Parking signs within 20m of all stop signs; and,
 - II. speed cushion signs and pavement markings
36. The Owner shall install pavement markings & signs to the satisfaction of the City, at no cost to the City.

Streetlights

37. In conjunction with the first submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager,

Environment and Infrastructure for review and acceptance appropriate drawings and calculations (e.g., photometric) for streetlights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure at no cost to the City.

38. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets in this plan, all to the specifications and satisfaction of the City, at no cost to the City.
39. In conjunction with the first submission of engineering drawings, The Owner shall identify opportunities to relocate the hydro/utility poles on the west side of Queens Place for accessibility. If the proposed relocation of the street light pole exceeds the 1.5 metres from its existing location a photometric simulation will need to demonstrate that meets the Roadway Lighting Requirements (RP-8-14), including the distance from existing to proposed relocation first, all to the specifications and satisfaction of the City.

Boundary Road Works

40. In conjunction with first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
41. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Queens Avenue and Lorne Avenue 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.
42. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Queens Place to Lorne Avenue and existing Queens Place, to the satisfaction of the City and at no cost to the City.
43. The Owner shall reconstruct the existing Queens Place between the south limit of this Plan to Queens Avenue, including any upgrades to servicing, to accommodate servicing of this Plan, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City, in accordance with approved design criteria and accepted engineering drawings.

Traffic Calming

44. In conjunction with the first submission of engineering drawings, the Owner shall provide details of all traffic calming measures.
45. The Owner shall install the following traffic calming measures to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City:
 - i) Traffic Calming shall be provided in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers on Queens Place; and,
 - ii) The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
46. Speed cushions shall be installed on base asphalt within two weeks of

placement of base asphalt and remain in place. Speed cushions may be removed one week prior to placement of topcoat asphalt and shall be reinstated within one week of placement of the topcoat asphalt.

Construction Access/Temporary/Second Access Roads

47. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Lorne Avenue or other routes as designated by the City.
48. The Owner shall maintain the existing temporary turnaround during construction until the issue of a Certificate of Conditional Approval with the understanding that this temporary turnaround shall be removed to the satisfaction of the Deputy City Manager, Environment and Infrastructure upon development of abutting lands and the creation of a permanent alternative public road access. This temporary turnaround is to be maintained by the Owner to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
49. In conjunction with the Focused Design Studies submission, the Owner shall provide details of a turnaround for emergency services in a location acceptable to the City.
50. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

Parkland Dedication

51. At the time of building permit for each residential unit, the Owner shall pay cash-in-lieu for parkland dedication in accordance with By-law CP-9.
52. Within one (1) year of registration of this Plan, the Owner shall match grades at the property limit interface of the abutting park block and restore any disturbance within the park block in accordance with City park standards, to the satisfaction of the City, and at no cost to the City
53. In conjunction with the first submission of engineering drawings, the Owner shall ensure that all grading of the developing lots or blocks and the extension of Queens Place shall match grades, slopes, topography and vegetation of the approved Lorne Avenue Park grading plans to the satisfaction of the City.
54. All construction and phasing of construction, including, but not limited to, lighting and drop curbs within Lorne Avenue Park shall be coordinated to the satisfaction of the City.

Lighting

55. The Owner shall include in all offers of purchase and sale and include a warning clause in the subdivision agreement advising purchasers that despite the inclusion of measures within the subdivision and within the individual building units, impacts of lighting from adjacent properties may be of concern, occasionally interfering with some activities of the dwelling occupants.

Noise, Vibration, Dust

56. In conjunction with the Focused Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future residential uses adjacent to arterial roads. The

noise study shall be prepared in accordance with the Ministry of the Environment, Conservation and Parks Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner, or may be incorporated into the subdivision agreement.

57. Prior to the issuance of a Certificate of Conditional Approval, the Approval Authority shall be advised that the accepted noise attenuation measures have been constructed or installed or have been incorporated into the subdivision.
58. The subdivision agreement shall contain clauses that all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing, noise control measures and vibration isolation measures implemented are not to be tampered with or altered and further that the owner shall have sole responsibility for maintaining these features in accordance with the approved plan and/or provision or set of provisions included in the subdivision agreement.

GENERAL CONDITIONS

59. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
60. 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 and at no cost to the City.
61. 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 Deputy City Manager, Environment and Infrastructure.
62. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure.
63. 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".
64. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper

Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)

65. In the event the Owner wishes to phase this Plan of Subdivision, the Owner shall submit a phasing plan in conjunction with the submission of engineering drawings to identify 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.
66. 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 Deputy City Manager, Environment and Infrastructure, at no cost to the City.
67. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
68. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
69. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
70. 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.

71. 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 Deputy City Manager, Environment and Infrastructure and Deputy City Manager, Finance Supports (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.
72. In conjunction with the engineering drawings submission, the Owner shall have its 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.
73. In conjunction with the engineering drawings submission, the Owner shall have its 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 contaminants under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.

74. In conjunction with the Focused Design Studies submission, the Owner shall make a presentation to the Utilities Co-ordinating Committee for any works that are not in accordance with City standards, including but not limited to, reduced boulevard widths, non-standard location of City services or other utilities, non-standard sidewalk, etc.
75. In conjunction with Focused Design Studies submission, the Owner shall have its consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water metre pits, Bell, Rogers, etc.) shall be provided to the Lots in this Plan. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
76. In conjunction with the Focused Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision;
 - ii) road pavement structure;
 - iii) dewatering;
 - v) foundation design;
 - v) removal of existing fill (including but not limited to organic and deleterious materials);
 - vi) the placement of new engineering fill;
 - vii) any necessary setbacks related to slope stability for lands within this plan;
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions; and,
 - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback and any other requirements as needed by the City, all to the satisfaction of the City.
77. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
78. In conjunction with the Focused Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
79. In conjunction with the first submission of engineering drawings, the Owner shall have any existing accesses and services, located within this Plan, relocated and/or reconstructed to the satisfaction of the City, at no cost to the City. Any portion of existing services not used shall be abandoned and capped to the satisfaction of the City, all at no cost to the City.

80. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., Water, sanitary, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
81. In conjunction with the first submission of engineering drawings, the Owner shall identify any adjustments to the existing works and services on Lorne Avenue, existing Queens Place and Queens Avenue, if applicable, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan fronting this street (e.g., private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, and at no cost to the City.
82. The Owner/Developer shall provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.
83. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
 - i) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”
 - ii) The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
 - iii) It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.
 - iv) If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Appendix B: Public Engagement

Community Engagement

Public liaison: On April 21, 2022, the Notice of Revised Application was sent to property owners within 120 metres of the subject lands. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 21, 2022. The Notice of Public Participation Meeting was sent to property owners and published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 12, 2023.

Nature of Liaison:

723 Lorne Avenue and 25 Queens Place – The purpose and effect of this application would be the creation of a residential subdivision on the remaining undeveloped portion of the former Lorne Avenue Public School site. The applicant has submitted a revised Draft Plan of Subdivision (39T-21504). The original Notice of Application was published in the *Londoner* on September 16, 2021.

Consideration will be given to the Draft Plan of Subdivision which consists of twelve (12) lots for single detached dwellings in accordance with the existing approved zoning and an extension of Queens Place north to Lorne Avenue. The application was revised to maintain existing easements in favour of adjacent properties, and based on the recommendations of a Transportation Impact Study regarding the design and function of Queens Place extension. File: 39T-21504 Planner: A. Curtis (City Hall).

There were six (6) e-mail responses and three (3) telephone calls received from the community. Comments/concerns received are summarized as follows:

We received comments from the public which require addressing by the Applicant through the TIA and revisions to the draft plan and conceptual plan including:

- Concern that the existing easement / right of way along the southern and eastern boundary of Lot 12 will be cut off by the proposed development; and,
- Questions about whether Queens Place will be a one or two-way street, and if it is one-way, which direction will it be.

City staff have also responded to several questions regarding:

- What types of buildings are being built;
- The design and quality of the buildings, and how they will fit into the Old East Village neighbourhood;
- Vibration from heavy equipment causing damage to property;
- Timeline for the subdivision and construction; and,
- Safety issues and litter in the Lorne Avenue Park.

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

Telephone	Written
Mike Mullin	Charles Moher
R. Heal	Urs Strubin
Nora Kelly	Nora Kelly
	Jarad Fisher

Email Responses

Dear Mr. Clark

I would like confirmation that the development of the 12-unit subdivision on the former Lorne Ave. PS location will cut off the rear access to our property. Please confirm that the existing right of way will not be affected.

Regards
Urs Strubin

Dear Ms. Curtis

We own ***** which backs on to the proposed new Lorne Ave. development. The property line at the rear of Lot 12 appears to cut off our right of way for parking vehicles at the rear of 487.

Will the existing right of way remain as the preliminary draft plan from SBM seems to eliminate it

I look forward to hearing from you.

Regards
Urs Strubin

Hi,

Could you clarify what is actually being built in this area? At all of the committee meetings we had we were ensured that the lots would be sold to a builder for single family homes. The planning application is from Habitat for Humanity. Are the homes being sold to single families? Any information you can give me would be appreciated. Also, is the Queen's Place extension going to be one or two ways onto Lorne Avenue and if one way in what direction?

Kind regards,
Nora Kelly

From: Jarad Fisher
Sent: Friday, October 22, 2021, 10:57 AM
To: Clark, Michael
Subject: [EXTERNAL] 723 Lorne Ave & 25 Queens Place

Hi,

I live in the neighbourhood, and I would hope we could get some more density in this brand new subdivision going near Lorne Ave park. No huge high rises, but perhaps a couple 3 story multi-unit buildings or four-plexes in addition for a halfdozen single detached dwellings. Currently almost the entire neighbourhood north of Dundas is SFHs.

Thank you,
Jarad

Mr. Michael Clark :

Greetings.

By way of introduction, I am the owner of the house at, at the South-East corner of Queens Place and Queens Ave. Most area residents will know it as the house that pinches Queens Place off at Queens Avenue, down to a one-way street.

Further to your plans for the old Lorne Ave Public School grounds, I'm not one to get in the way of progress, or anything that improves the neighbourhood. I do not however want to suffer any losses, or damages, as a consequence of this development.

The material you have sent me is unfortunately quite inadequate as far as illustrating the impact this new build up will have on the traffic of the existent Queens Place. We simply cannot handle anymore load on that old street. Your drawings do not show Queens Place at Queens Avenue and so we are unable to respond to this proposal as presented.

It remains a matter of dispute as to whether Queens Place is owned by the City and for the following reasons: This historically was a private road unmaintained by the City. Since it was the only access to the Lorne Ave School parking lot, the residents and owners of the street sealed it off in a few days of protest at the City's refusal to maintain it. The City went in and negotiated a settlement that they would start maintaining the road if it's owners allowed it to be used by Lorne Ave School for staff access. I do not believe that involved any change in ownership and it may indeed be legally unceded property as the original plans indicate. That is to say, Queens Place was never legally expropriated by the City nor gifted in any way. It's use might be seen by a Court as only governed by the terms of that settlement and nothing more.

I have suffered over ten thousand dollars in damage to my property caused by garbage, recycling and even fire trucks, climbing the sidewalk, striking my fence and driving the horizontal beams into my vintage porch concrete blocks. My last repair can never be repeated as the blocks it is made from are long obsolete and unavailable. One more collision and we have, I'd guess, a \$30,000 complete replacement. I had to scrounge for weeks to find a couple of block replacements. Adding even more load on this road will not only exacerbate the chances of further collisions, but also the constant vibration on the road way, an arm's reach between the road and my outer walls, are causing a slow degradation of my property from seismic vibrations. The reason why these trucks will climb my sidewalk is to stay well away and clear of the Bell Telephone pole in the middle of the sidewalk on the South West Corner. A dangerous and terrible obstruction that prevents Queens Place from having a continuous sidewalk along the west side of Queens Place.

First of all I would petition the City to get Bell involved early on in this process with an aim to telling them to bring their lines in from Lorne Ave and not Queens Ave. This would facilitate the removal of the obstructing phone pole at Queens & Queens. We had a meeting of several City planners and Bell about 15 years ago and they refused to remove the pole because they said they would have to bounce their cables across to the south side of Queens Ave and again back across to do a proper run. They said it would simply be too expensive. They have no excuse now as Lorne Ave ought to be the routing of their new and existing lines and is now available to them.

If you are planning to make Queens Place contiguous from Lorne Ave to Queens Ave, I know I and others would want to see how you intend to do that. Where is that intersection on the drawings? Alongside my property, it is a one-way street that is constantly subject to negotiations and first come, first served priorities as to which direction has right of way. A crazy situation that we spontaneously negotiate peacefully.....barely and with no shortage of annoyance. An added load of this new block is going to grind that short patch of road to a halt. It's already tough now. Alternatively, you can seal Queens Place off at the new round about circle, an afterthought to let City trucks turn around and let the new builders and residents access this new project from Lorne Avenue only. In an absolute worse-case scenario, where

you do make it contiguous, I'd ask that the one way be enforced and oriented allowing travel in the North-South direction only. It is too dangerous otherwise and a trip out to see me would give me an opportunity to show why this is dangerous.

As Mr. Helmer can confirm, I did reach out to the City to buy me out before I went on a renovation binge. They declined. That's fine. Destroying my property, or enjoyment of it, by loading down a road that can't support it, is not OK. I need to be in the loop on these matters to avoid any confrontations, later on.

Please include this email as my good and sufficient contribution to the discussion of these matters. One that will preserve my right to appeal to any authorities if the City can't satisfy my needs and worries. And please do include me in all future communications. I look forward to a more inclusive map and presentation.

Thank you

Charles Moher

CC. His Honour B. Thomas Granger QC., Counsel.

Thanks for coming out.

It was comforting to know that someone from the City made a site visit and saw first hand some of the features that we are already dealing with and how simply putting in a connecting extension to Queens Place will exacerbate the problems we already have. Further to our conversation, I would ask that you not limit your consultations to Habitat but also include the City's Waste Management and Miller Recycling and ask them why they suddenly and inexplicably stopped using the 'bulb' the City put in for them. Their response would, I am sure, have an influence on what the City does moving forward, for reasons we discussed.

Secondly, please ask Bell Canada what they are going to do with that poorly placed pole of theirs that is sitting in the middle of the sidewalk, dangerously so. It should never have been allowed in the first place. I can put you in touch with the new owner of 712 Queens Ave as perhaps they would tolerate the pole being shifted 1 metre west to get it off the sidewalk. In any case this should be done asap. If Waste Management and Miller intend to keep backing in to Queens Place, a solution to maintain that status quo by placing a barrier at the Lorne Ave Property line would be ideal. That would give you two independent streets, one for the new homes and connected with Lorne Ave and another the existent Queens Place. We get a fire truck on Queens Place about once every 5 years and they certainly have the manpower to guide them back out on those rarest of occasions. Making the corner with the existent Bell pole and raised curb is the issue and they have little option, when they are in an urgent situation, but to drive through my fence and cause a domino effect of tens of thousands of damage to my fence and porch. I just spent ten thousand from the historical collisions restoring my porch and it nearly needed a complete replacement, probably at a cost of I'd guess 25 K. With that pole moved or gone, the City can flatten the side walk and curb, just as they did on the north east corner, providing a much-improved turning radius.

At a minimum, if there is to be a one-way redesignation of Queens Place, please ensure it is one way pointing from the north to the south, such that cars are exiting onto Queens Ave.

We have a couple of brothers, masonry contractors, who are clearly running their construction business out of their homes and take that corner at very high speed, several times a day. I think you would call them 'alpha males' with very aggressive, confrontational personalities. Complaints to the City to have them ordered to cease and desist on account of zoning violations have not yielded any results. Enforcement would probably cut down the worst of the traffic as they are typically hauling loaded construction trailers up and down Queens Place several times a day. They drive very aggressively, taking the corner at worrisome speeds.

I'll close by asking you not to simply let Habitat dictate the final design of the roadways around Queens Place. Good people, but, they have no knowledge at all of the impact their choices would have on the rest of us.

The City does have the option of buying me out, and I would yield to reasonable offers. That option would allow the City to normalize the street and traffic flow. The longer they wait the higher my family's expectations. As it is, Counsellor Helmer presented the option to the City, pre-Covid and they declined. I have invested many thousands in renovations since. My health is in decline and I have few good years left where I would be healthy enough to move.

I look forward to hearing your plans. Please keep us in the loop and resist making any decisions until the people of Queens Place have had a fully informed consultation.

Charles Moher

The drawings you have sent cannot be deciphered by myself independently. There seems to be a lot of lines criss-crossing what would be my driveway that are not even labelled. Can you please prepare and provide an artist's rendering that we can understand ? Alternatively, perhaps someone can mark up a satellite photo.

Further to my earlier petitions I asked that the traffic flow be indicated on any plans . I do not see any indicated on the drawing. In which direction is the traffic supposed to flow being that two-way is impossible ? This is very important info for everyone I cannot locate on the drawing. The Bell Canada pole at the corner of Queens Place and Queens Ave was also a very critical matter and needs to be spoken to. That corner is not even indicated in this drawing. Indeed, the intersection of Queens Avenue and Queens Place is outside the drawing and should be included to appreciate the problems that this additional load is going to place on this neighbourhood. We barely manage the traffic load now through a dance of spontaneous accommodations and courtesies from two directional flow on a one-way street. We cannot handle more traffic on Queens Place. I'd ask that the planner spend at most ten minutes on this pinched street to appreciate what is going on in terms of traffic flow.

I would also like to receive a copy of the "Transportation Impact Assessment" that is alluded to, but not included. Can the Planners also please explain why they did not elect to simply seal off Queens Place where it ends now such that the only impact on those of us that live on the existing Queens Place would be pedestrian in nature ?

In general, this information is inadequate and woefully incomplete from which the existing residents of Queens Place can make informed decisions and we should be the primary consideration.

As mentioned in my previous email, I am away from my home, travelling in Asia and unable to call, submit anything in writing or attend any meeting until May 19 at a minimum. I'd ask for a delay in any limitation period, deadline, or meeting as no one has more at stake in this development than myself.

Thank you.

Charles Moher

cc His Honour B. Thomas Granger, QC

Thank you for adding some clarity to this, however some of this report is incorrect.

In terms of collisions, there have been numerous, more than once a year, collisions with my fence and porch causing many thousands of dollars of damage. My insurance claims have resulted in a spike in my premiums. Mr. Helmer may recollect that I have complained several times about what appeared to be garbage, or recycling trucks

colliding with my fence and driving that fence into my porch. I am grateful that this report favours a southbound direction, however saying that there is no appreciable increase in traffic is simply not true.... not true at all !!!

My house is at ***** . It is a century home and the interior is primarily lath and plaster. The seismic vibration of traffic going by, within only a metre of my western wall has already resulted in numerous fractures within my walls. There are only ten houses on Queens Place right now. Adding 12 more, more than doubles the traffic. I don't know how one could say that this does not amount to any appreciable increase in traffic !! We all know where people on Queens Place will head when they are exiting the area and that is south to hook up with Queens Ave. It's the smoothest and fastest route out. Add this traffic to those that are simply looking for a route onto Queens Ave from Lorne, or those looking for park access or egress and I'd say the increase in traffic is going to triple. That's on an already overburdened narrow Queens Place at Queens Ave. Can you please clarify whether this new Queens Place is also going to allow access or egress for persons using the park ?

There are other options I did not see mentioned and that is to simply terminate Queens Place right where it narrows and let those of us, about 8 tenants from two buildings continue to use the single lane Queens Place south, as it is and those who live on the two-lane portion use that northern leg to come and go on Lorne Ave. The City garbage and recycling trucks are not taking advantage of the traffic bulb for reasons unknown and have elected to back down Queens Place as it is.

By the way, it is unclear whether Queens Place was ever properly appropriated as back, I believe in the 70's, this private street was closed by the owners, the residents, in protest, because the City was not maintaining it. Some agreement was made that they would allow the teachers access to their lot on condition the City started maintaining it. I'm not sure that there was ever any yielding of property rights as a consequence of this agreement.

I'll remind Counsellor Helmer that I did suggest the City make me a reasonable offer and buy me out, resolving all these issues.

I'm predicting we are heading for challenges if you are dumping that sort of traffic within 1 metre of my walls. There isn't a planner anywhere that would allow a new project with those dimensions. Why should a modification result in the same absurd clearance ?

Thank you and please let me have your word.

Charles Moher

I have finally returned from overseas, to my home at the corner of Queens Place and Queens Ave. Sadly my health status is poor right now and I am in no shape to make any great contest out of this. On pondering this project, I have a few last words before the City makes it's decision:

I think you will find that everyone on Queens Place is probably not going to be happy with the extra load placed on their already overburdened street. I am sure the City could have chosen other remedies, but I suppose that they are too expensive.

I also am disappointed that all of these drawings and plans do not include the extent of Queens Place to Queens Ave but fall short of that intersection, despite it having a big impact there. Should some upsetting new issue arise in the future regarding the vicinity of the junction of these two streets, I will protest by any means those changes and the basis of that protest was the apparent withholding of the City's intention when presenting the project to the stakeholders.

In a worse case scenario, I would ask that the one way portion that runs past my house, be one way in the southerly direction and that we, as I have asked countless times, get rid of the Bell Canada pole, sitting in the middle of the sidewalk on the south west

corner of Queens Pl and Queens Ave. Again and again I raise the issue and on each occasion, the City refuses to make that commitment, or even decisively speak to the matter. Bell will have no excuse to not seize the opportunity to get it off that sidewalk and bring their lines in from Lorne Ave.

I ask that when I am copied on the City's final decision that it include a plan for that pole and my decision to not challenge this development, at Court or before any Board or Tribunal is contingent on that information. I further expect that the consequences of this project has no other effect on my enjoyment of my property as I do today and that the City has fully disclosed any intentions or encumbrances to my property rights..

Thank you

Charlie Moher

Thanks and just as a heads up, the fire trucks cannot go north on Queens Place from Queens Ave without a high risk of colliding with my white picket fence. That has been the case before. While they did pay for the replacement of that fence, I discovered afterwards that my porch supporting column had been badly damaged. I can no longer find matching blocks, so any further collision would necessitate replacing my front porch in its entirety.

AGAIN and I cannot overstate this, the remedy is to get that \$#@*&^^ Bell Canada pole off the corner !!!

Trucks especially, of any type are understandably frightened of colliding with that pole so they tend to jump my sidewalk on the east side of Queens Place to avoid any risk of collision and hug my fence. While a one-way southbound mod would keep private trucks from going up that part of Queens Place, you would no doubt want to keep that option open for fire trucks and other EMS. It's the fastest way in.

If the City listens to my repeated pleas and removes the pole, fire and other EMS vehicles can jump that sidewalk to negotiate the turn. The City may even consider putting a tapered curb on that side that matches what they put in for me on the east side to end the seismic shocks from curb/sidewalk dismounting trucks.

Thank you
Charlie Moher

Thank you. Irregardless of the outcome, that pole is an existential threat to EMS and you are bringing in a road from Lorne , no doubt with accompanying utility infrastructure. You can ask Bell to bring in the current wires for all of Queens Place from Lorne Ave now, or to simply come out and reassess the situation. How they were ever allowed to completely block off the sidewalk like that is a mystery to all of us. They can always purchase a 10 X 10 CM patch of the property at 714 Queens and move the pole 50 cms west too.

There's a reason this pole is such a hot-button topic for me and I won't get into it with anyone absent an onsite meeting and a historical review of the contentious ownership of Queens Place. Here's a photo for anyone who doesn't know what we are talking about. Thanks.
Charlie Moher

Summary of Telephone Response

Concerns regarding building quality, and fit with the Old East Village Heritage District Planners relayed reassurances that the development would be required to obtain Heritage Alternation permits which require it to comply with the guidelines. Mr. Mullin noted that something similar to the recent house on English would be great.

R. Heal was concerned that heavy equipment used in the construction process would cause vibrations that would damage his foundation and ceilings. He noted that potholes on Lorne Avenue were not filled sufficiently, and that residents are not notified directly of road works in their neighbourhood.

Concerns relating to the increase in traffic as the proposed buildings would be multi-unit, and if these proposed buildings would have to comply with the heritage character of the neighbourhood.

Concerns relating to the timing of this project and the completion of Lorne Avenue Park as there is no lighting. Residents have noted litter, dumping, broken glass and needles, and loitering in the park during the evening and nighttime hours.

Departmental/Agency Comments

Urban Design, City of London – May 19, 2022

- Ensure that the zoning provides for enhanced side elevations (in terms of number of windows, materials, and articulation) for lot abutting the Lorne park (lot no: 9).
- Include the following condition as part of the draft plan of subdivision.
 - The owner agrees to register on title and include in all Purchase and Sale Agreements for Lot_9, a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that elevations facing the Lorne Park (the exterior side elevations) are designed as enhanced elevations similar to front elevations. The exterior side elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a design oriented to the open space/park), to the satisfaction of the City.

Water Engineering, City of London – September 21, 2021

There is no municipal watermain fronting the proposed properties on the proposed extension of Queens Place. The applicant will be required to install a new watermain with adequate capacity for fire flow supply and domestic water supply to provide servicing to the proposed development. Connection of the new watermain will need to be made to the existing 200mm watermain on Lorne Avenue and the existing 100mm watermain at the north end of Queens Place. All design and construction to be to City of London min Design Standards.

Transportation, City of London – September 27, 2021, November 5, 2021, and November 8, 2022

Please find below Transportations comments regarding the following Notice of Planning application for 723 Lorne Avenue & 25 Queens Place.

- A Transportation Impact Assessment (TIA) will be required, the TIA will assess the potential to convert Queens Pl to a one-way road and provide recommendations. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines.

A meeting was held on November 5th, 2021, to begin the discussion of the scope of the TIA. The applicant's transportation consultant is to provide a scope of work for the TIA based on the discussion. As mentioned at the meeting, upgrades are planned for Queens Ave. which include relocating the cycling and parking lanes and other changes to the cross section. Attached are some early designs for Queens Ave. for consideration. The project is still in the design phase and the applicant should consult with transportation staff for further details.

November 8, 2022

Transportation still does not support increased traffic on the extremely narrow section of Queens Ave to the south etc. I expect that we will see complaints from the residents in

that area including damage claims from the houses directly adjacent to the narrow section. The road width does not meet minimum TAC standards and maintenance and fire operations are being compromised.

We feel that there are better alternatives for the road design for this development including the turn around previously discussed and closure of Queens Ave south to through traffic.

Parks Planning and Design – December 21, 2021

Environmental and Parks Planning has reviewed the submission for the above noted plan of subdivision and offers the following comments:

PARKS AND OPEN SPACE

- Required parkland dedication shall be taken as Cash in Lieu as per Parkland Conveyance and Levy By-law - CP-9.
- Within one (1) year of registration of this Plan, the Owner shall construct fencing without gates along the property limit interface to the extent of the front yard (keeping the front yard open) of the proposed private lot adjacent to Lorne Avenue Park (Lot 9) that matches the existing fencing to the east or an approved alternate, to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall ensure that all grading of the developing lots or blocks and the extension of Queens Place shall match grades, slopes, topography, and vegetation of the approved Lorne Avenue Park grading plans to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall ensure a curb drop is incorporated in the design of the extension of Queens Place in conformity with the approved Lorne Avenue Park grading plans, to the satisfaction of the City.
- All construction and phasing of construction within Lorne Avenue Park shall be coordinated to the satisfaction of the City.

Ecology – May 12, 2022

Notice of Application (39T-21504) – 723 Lorne Avenue and 25 Queens Place

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

None

Enbridge – September 16, 2021, and April 21, 2022

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

London Hydro – September 17, 2021, and April 25, 2022

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability. London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new relocation of the existing service will be at the expense of the owner.

Bell – September 27, 2021

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication / telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Upper Thames River Conservation Authority – April 26, 2022

Please be advised that the subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. Accordingly, the UTRCA has no objections to this application and a Section 28 permit application is not required.

Hydro One Networks Inc. – September 27, 2021, and May 6, 2022

We are in receipt of Application 39T-21504 dated September 16, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One’s 'High Voltage Facilities and Corridor Lands' only.

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2, that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed draft plan of subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the Municipality.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

Building Strong Healthy Communities

This first policy section of the *PPS* outlines the policies to achieve sustainability through efficient land use and development patterns that promote strong, livable, healthy, and resilient communities. This section also seeks to avoid development and land use patterns that result in inefficient expansion of settlement areas and that the necessary infrastructure and public service facilities are, or will be, available to meet current and projected needs.

Section 1 of the *PPS* outlines policies to achieve sustainability through efficient land use and development patterns that promote strong, liveable, healthy, and resilient communities. Policy Sections 1.1.1, 1.1.3 and 1.6 requires land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. This contributes to resilient development and the creation of healthy, livable, and safe communities. This proposal redevelops the former Lorne Avenue Public School lands, now vacant, which are within the settlement area with have full access to municipal services and were redesignated with the intent they be used for residential uses. A compact form of development is supported through this proposal and will contribute to a mix of affordable housing options in keeping with the *PPS 2020* (Section 1.4).

The *PPS* seeks to create healthy and active communities through planned public streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1) It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The proposed Draft Plan of Subdivision is located adjacent to the new Lorne Avenue Park. Extending Queen's Place, as proposed in this Application, and the inclusion of sidewalks through the subdivision will contribute to community connectivity and provide a pedestrian link to this park space. The lands are also adjacent to a separated bike lane on Queen's Avenue and public transit routes on Adelaide, Quebec, and Dundas Street. These aspects of the proposal will help to support energy conservation and help to improve air quality, which is consistent with Section 1.8 of the *PPS*

Wise Use and Management of Resources

Section 2 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. The policies outlined in this section serve to protect sensitive areas, natural features, and water resources.

The *PPS* states that “Natural features and areas shall be protected for the long term” and that “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.” (Sections 2.1.1 and 2.1.8). There are no natural features contained on the lands, and no negative impacts are anticipated.

This section of the *PPS* sets out policies for the protection of significant built heritage resources and significant cultural heritage landscapes to ensure they are conserved, and development or site alteration shall not be permitted adjacent to protected heritage property, except where the proposed development or site alteration has been evaluated and demonstrated that the heritage attributes of the protected property will be conserved (Sections 2.6.1 and 2.6.3). As noted in the first section of this report, demolition of the school building was recommended by Staff, and it was subsequently demolished following Municipal Council’s approval of a demolition request in August of 2017. It was also recommended that the school bell and aluminium lettering, which was affixed to the north façade of the building, be removed prior to demolition, and incorporated into the future park space with appropriate commemoration and interpretation.

Protecting Public Health and Safety

Section 3 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon reducing the potential for public cost or risk to residents from natural or human-made hazards. Policies in this Section direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property-damage, as well as to not create new, or aggravate existing, hazards. The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards.

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT).

The London Plan includes criteria for the evaluation of plans of subdivision through policy 1688* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

Our Strategy

This section of *The London Plan* outlines the values and vision that will guide our planning process to create an exciting, exceptional, and connected City. The Key Directions contained in this section outlines the planning strategies that will help to achieve the vision. Applicable Key Directions include:

Direction #1 is to *Plan strategically for a prosperous city* (55). The proposed Draft Plan of Subdivision helps to achieve this key direction by provided new residential growth within the Urban Growth Boundary that will be able to support adjacent commercial land uses and businesses, as well as adjacent public and active transportation routes.

Direction #5 is to *Build a mixed-use compact city* (59). The proposed subdivision is within the Urban Growth Boundary and within in an existing built-up area. The proposal contributed to a mix of housing choices within the surrounding context and provides for opportunities to access green space for recreational opportunities and active transit services.

Direction #7 is to *Build strong, healthy, and attractive neighbourhoods for everyone* (61). This key direction is achieved as the proposed subdivision provides a mix of affordable housing choices that meet the needs of people of all age, incomes, and abilities, and allowing for affordability and ageing in place within the community. It also helps to implement “placemaking” by promoting a neighbourhood design that promotes active living, walkability, and connectedness within and around the community.

Direction #8 is to *Make wise planning decision* (62). The proposed Draft Plan of Subdivision has been assessed for conformity with Provincial and Municipal planning policies, and balances economic, environmental, and societal considerations.

Our City

The policies contained in this section of *The London Plan* are designed to plan for the population and economic growth the City will experience over the next twenty (20) years. Growth and development will be in a compact form and directed to strategic locations. The required infrastructure and services to support growth will be planned in a way that is sustainable from a financial, environmental, and social perspective.

“Inward and upward” growth is emphasized in the *Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal. Residential intensification can take the following forms: secondary dwelling units; expansion of buildings to accommodate a greater residential intensity; adaptive re-use of existing, non-residential buildings, for residential uses; infill development of vacant and underutilized lots; severance of existing lots and, redevelopment, at a higher than existing density, on developed lands (Policy 80). A minimum of 45 per cent of new residential development will be achieved within the Built-Area Boundary (Policy 81). This target is referred to as the “intensification target” in *The London Plan*. The proposed Draft Plan of Subdivision is in keeping with these policies as it represents residential intensification in the form of infill development of a vacant and underutilized lot, and will help to achieve the intensification target.

The subject lands are also within the Primary Transit Area, which is to be the focus of residential intensification and transit investments (Policy 90). This area is intended to have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods. Policy 92 of the *Plan* includes criteria that 75 per cent of the intensification target will be within the Primary Transit area, and the development with this area be designed to be transit-oriented and will serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas. The proposed Draft Plan of Subdivision helps to achieve the goal of have 75 per cent of the intensification target within the Primary Transit Area. A new public park is located directly adjacent to the proposed subdivision, which will

provide public seating, and is accessible by new pedestrian and cycling links along the proposed extension of Queen's Place. The proposal may also support active and public transportation as it is adjacent to a separated bike lane on Queen's Avenue and public transit routes on Adelaide, Quebec, and Dundas Street.

The City is comprised of neighbourhoods, including the Old East Village, and business areas that were built in different eras and with different forms. The purpose of Urban Regeneration is to support sensitive growth and changed within these areas so that they are sustainable and prosperous over the long term (Policy 153). Some of the efforts of Urban Regeneration that are applicable to this application are: facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood; and, expand the City's range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods. The Draft Plan of Subdivision represents intensification within an urban neighbourhood that will provide affordable housing, and will be in a form that is keeping with the surrounding neighbourhood.

City Building Policies

This section of *The London Plan* provides a platform for growth that supports the *Plan's* vision and priorities, and sets out policies for the shape, character, and form of the City over the next twenty (20) years.

Development proposals within existing neighbourhoods are required to articulate the neighbourhood's character and demonstrate a good fit within that context (Policy 199). As required in the RFP, proposals were to be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*. This will help to ensure the development fits with the context of the surrounding neighbourhood. Neighbourhoods should also include one or more identifiable and accessible focal points. This will contribute to the neighborhood's character and allow for community gathering (Policy 203). The new Lorne Avenue Park serves as the accessible focal point this new development and the neighbourhood, and includes the school bell and lettering to commemorate the former School.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and, blocks within a neighborhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the surrounding context and will provide a new direct connection from Lorne Avenue. Although considered as to eliminate traffic on the substandard southern portion of Queen's Place, no dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed lots and blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Dundas Street and Adelaide Street, as well as provide for safe and easy walking and cycling on Queens Avenue.

This policy section also sets out that public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles (243). These spaces should be in and designed with the neighbourhoods to ensure that a minimum of fifty (50) per cent of their perimeter will be bounded by a public street, this will contribute to the visibility and safety of these spaces (247). To support walkability, sidewalks shall be located on both sides of all streets (349). The new Lorne Avenue Public Park, located at the southeast corner of the intersection of Lorne Avenue and English Street provides for an integrated park space to allow for healthy and active lifestyles. More than fifty (50) per cent of the park is bounded by public streets for visibility and safety. Due to the substandard nature of the existing Queens Place and limited space for a standard right-of-way, sidewalks could not be located on both sides of the street. However, they have been located such that a portion abuts the park a way to ensure safe access to the park

space and pedestrian crossings will be implemented to provide safe road crossings.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the place type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the front yard setback place buildings close to the street to create an active street front at a human scale, and the orientation of the Subdivision around the park space helps to create a sense of place and contributes to neighbourhood character.

The Active Mobility section of the City Building policies highlights the positive role of cycling and walking in quality of life and seeks to create a balanced mobility system (Policy 346). This system is to be considered in the evaluation of all planning and development applications (Policy 347). Sidewalks are required on both side of the street to support walkability, but the Plan outlines excepted situations where a sidewalk is required on one side (Policy 349). Two of these exceptions include portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street, and street reconstruction of retrofit projects, where the existing conditions such as mature trees, rights-of-way widths, or infrastructure would impede sidewalks on both sides of the street (Policy 349_3 and 349_7). Queen's Place is classified as a Neighbourhood Street, which has the following characteristics: prioritization of pedestrians and a high-quality pedestrian realm; moves low to medium volumes of cycle, transit, and vehicle movements; minimized width for the vehicle zone; and, a high standard of urban design (Policy 371_8). Neighbourhood Streets require a right-of-way width of twenty (20) metres. The existing portion of Queen's Place is substandard, and a standard right-of-way cannot be accommodated in the Draft Plan of Subdivision. As a result, sidewalks cannot be accommodated on both sides of street and the Draft Plan satisfies two of the exceptions that would require a sidewalk on only one side of the street.

Neighbourhoods Place Type

The subject lands are currently designated within the Neighbourhoods Place Type along a Neighbourhood Street (Lorne Avenue) and proposes to extend another Neighbourhood Street (Queen's Place). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include: strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhood Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed Subdivision is near to lands designated within the Urban Corridor, Rapid Transit Corridor and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate active transportation. The provision of park and open space provides for recreational opportunities and attractive alternatives for mobility

Our Tools

Policy 1578 outlines evaluation criteria for planning and development applications. Section 5 of this policy requires that municipal services be available in conformity with the Civic Infrastructure chapter of and the Growth Management/Growth Financing

policies *The London Plan*. Municipal services are available to service the subject lands. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded.

Subsection 6 of Policy 1578 outlines the potential impacts on adjacent and nearby properties to consider when reviewing an application, and the degree to which these potential impacts could be managed and mitigated. The include:

- a. Traffic and access management.
- b. Noise.
- c. Parking on streets or adjacent properties.
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.
- e. Lighting.
- f. Garbage generated by the use.
- g. Loss of privacy.
- h. Shadowing.
- i. Visual impact.
- j. Loss of views.
- k. Loss of trees and canopy cover.
- l. Impact on cultural heritage resources.
- m. Impact on natural heritage features and areas.
- n. Impact on natural resources.

The above list is not exhaustive

The subdivision has been assessed according to these criteria. The individual lots will be accessed by the internal street within the subdivision. Vehicular traffic will have access to public road connections at Lorne Avenue. The proposed residential uses are not expected to generate excessive noise and emissions. On-site parking will be required as per the applicable Zoning By-law requirements based on the dwelling type. There are no concerns with respect to garbage, visual or privacy impacts, or any issues with loss of views or tree cover. Shadowing is not expected to impact nearby properties as the subdivision plan is intended for development of a low-rise building form. There are no anticipated impacts on natural heritage features. As previously noted, the school bell and aluminium lettering, which was affixed to the north façade of the building, were removed prior to demolition, and incorporated into the park space with appropriate commemoration and interpretation of cultural heritage resources.

Subsection 7 of Policy 1578 sets out a proposal must be shown to be sensitive to, and compatible with, its context. The fit of a proposal within its context could be assessed based on the following:

- a. Policy goals and objectives for the place type.
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.
- c. Neighbourhood character.
- d. Streetscape character.
- e. Street wall.
- f. Height.
- g. Density.
- h. Massing.
- i. Placement of building.
- j. Setback and step-back.
- k. Proposed architectural attributes such as windows, doors, and rooflines.
- l. Relationship to cultural heritage resources on the site and adjacent to it.
- m. Landscaping and trees.
- n. Coordination of access points and connections

The proposed Draft Plan of Subdivision contributes to the neighbourhood character envisioned by the Neighbourhoods Place Type and the *Old East Village Heritage Conservation District Plan*. It provides a compact form of development with affordable housing opportunities and amenities within walking distance to enhance the day-to-day living experience. The Draft Plan demonstrates compatibility with the adjacent

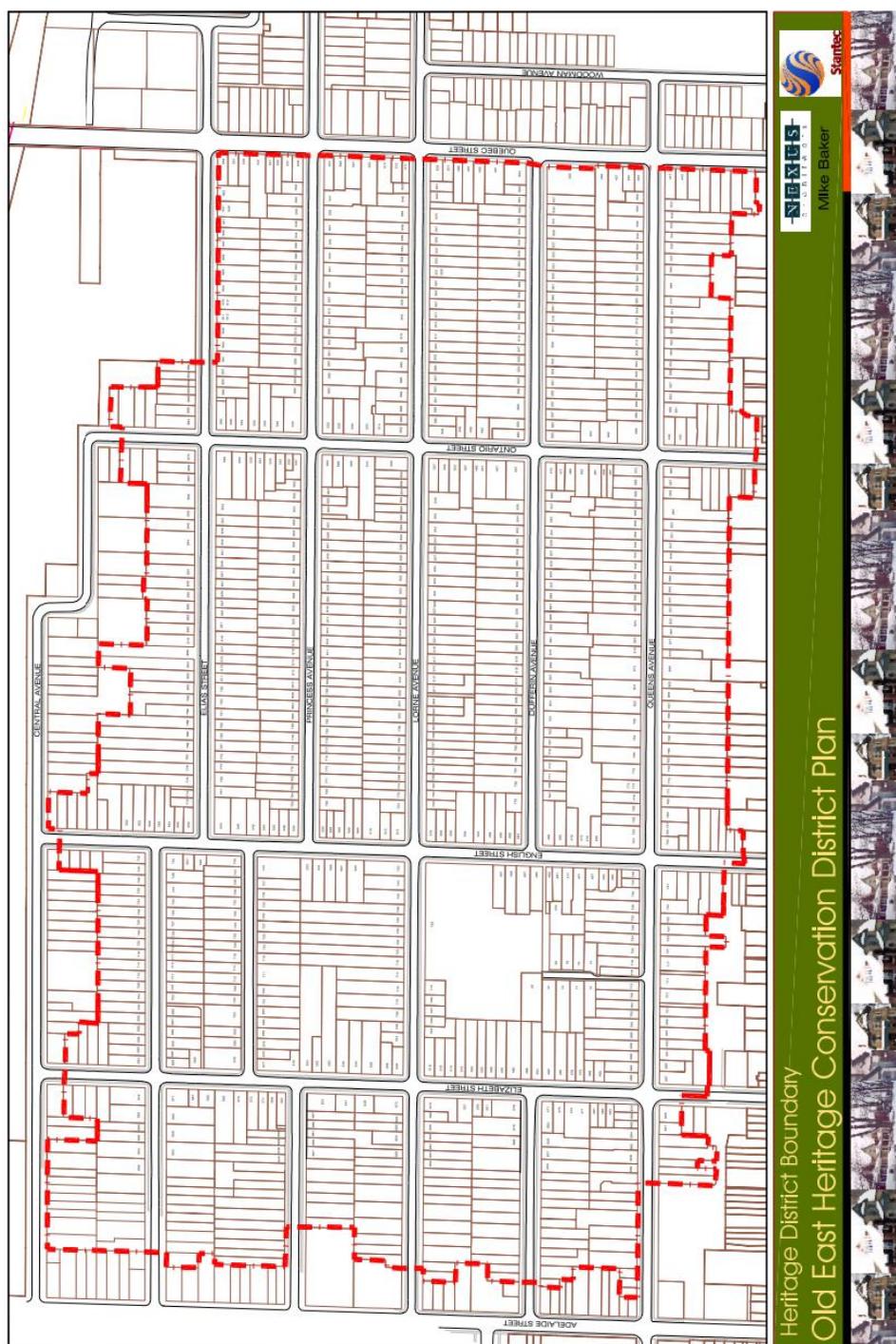
Heritage Conservation District, as required by the RFP. Elevations of the proposed single-detached dwellings demonstrate how the new buildings will reflect the architectural styles and features, as well as the streetscape character of the area. Compatibility with the Heritage District Conservation Plan will be discussed in further detail in the following subsection. The Draft Plan proposes single-detached, low density residential dwellings with a similar street wall as the surrounding area.

Therefore, based on Staff's review of *The London Plan* policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

Old East Heritage Conservation District

The subject lands are within the Old East Heritage Conservation District and subject to policies in the *Old East Village Heritage Conservation District Plan*. Figure 4, seen below, outlines the boundary of lands included in the Heritage District.

Figure 4: Old East Heritage Conservation District



A study was undertaken by the City in 2004 to review the area and determine if it met the appropriate criteria to establish a Heritage Conservation District. Results of this

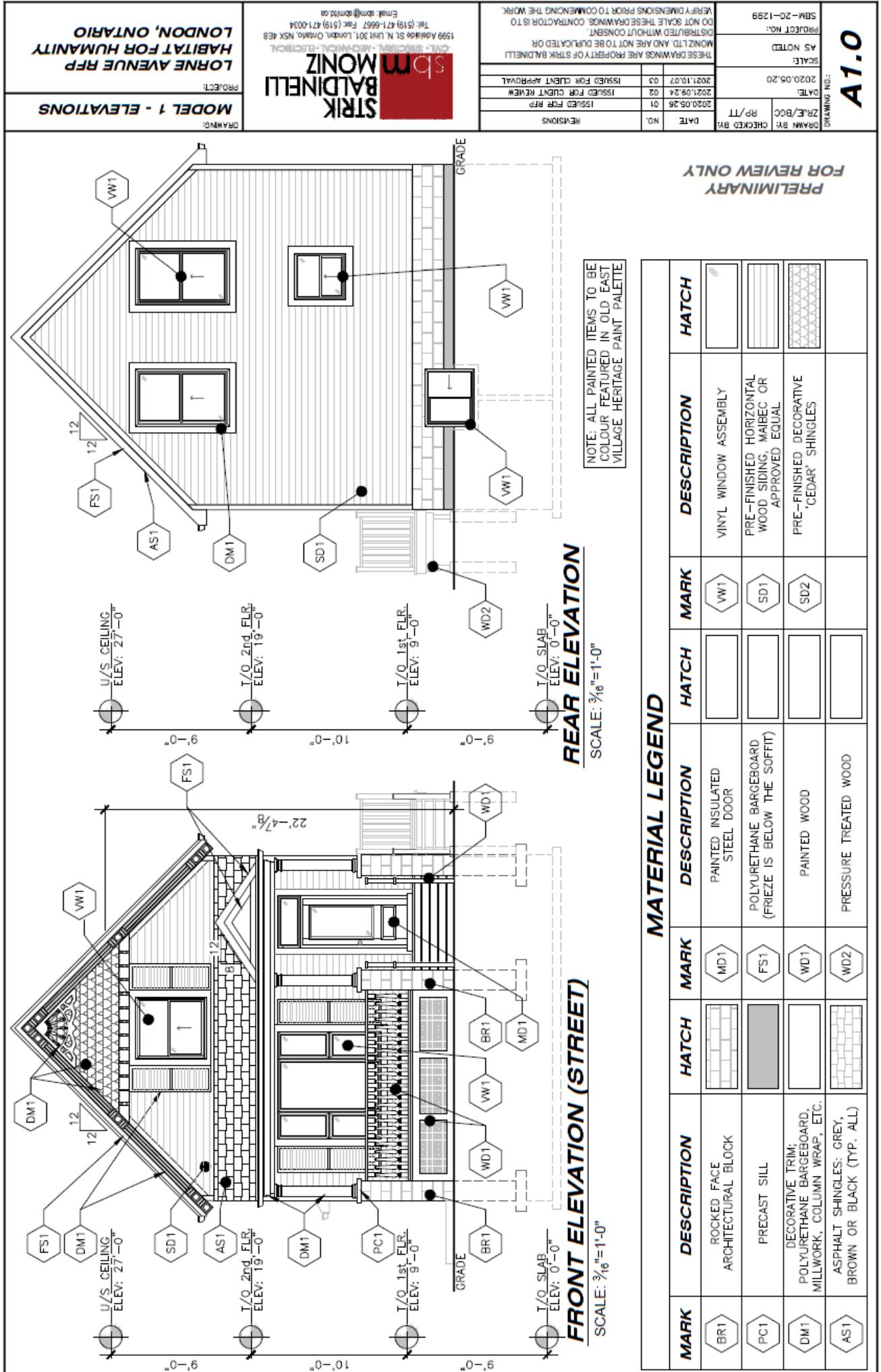
process determined that there was strong support for heritage designation, and City Council approved a second phase to prepare a *Heritage Conservation District Plan and Design Guidelines* for the Old East, which were completed in February of 2006. A large number of the properties within the area were constructed during a key era of development in the City and the housing stock, the builders and former occupants had strong linkages to the local industrial and employment economy of the Old East and the City. The properties demonstrate a consistent character and quality with recognizable features (i.e., building materials, construction details and architectural features) that are considered “trademarks” for specific builders and contractors in the area. The purpose of this *Plan* is to assist in the protection and conservation of the unique heritage attributes and character that supported the designation of the Old East Village area. The key architectural styles and major influences in the area are the Queen Anne Style, Ontario Cottage and Vernacular style homes. Key architectural features of the area include: decorative wooden trim; front porches and verandahs; stained glass windows and transoms; and, unique shapes and decorative elements associated with windows and doors.

The *Heritage Conservation District Plan* acknowledges the importance of growth and change as contributing to the long term vibrance and viability of the area. Guidelines are provided for alterations, additions, new buildings, and building conversions in order to preserve an adequate stock of the heritage features that define the character of the area to preserve the cohesive nature of the district and buildings on the principles of conservation. Those principles are: preserve the historic context; undertake background research; maintain and repair; find a viable social or economic use; preserve traditional settings; preserve original decoration and fitting; restore authentic limits; employ traditional repair methods; respect historic accumulations; make replacements distinguishable; avoid additions; and, document changes.

As outlined in the RFP, proposals were to be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*, and the guidelines for new buildings are applicable to this Application. The recommended practices and design guidelines for new buildings include: match setback, foot print and massing patterns, particularly of adjacent properties; respond to unique conditions or locations, such as corner lots; use roof shapes and major design elements that are complimentary to the surrounding context; use materials and textures that match the palette of the heritage area; incorporate details that were standard elements in the principal façade; and, front drive garages are strongly discouraged. Key architectural features and standard elements have been incorporated into the facades of the singled-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, as well as orienting buildings close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Elevations incorporating these elements can be seen below in Figures 5 and 6.

The *Heritage Conservation District Plan* also provides guidelines for maintaining the street scape character, which includes recommendations to maintain boulevards as green space and discourage paving them as they string together the urban fabric of the district. Front drive garages and front yard parking are also discouraged, and the recommendations note that the absence of these contributes to the visual charm of the area. Area for green space boulevards is included on the conceptual plans provided by the Applicant, and front drive garages are not included. Please refer to Figure 7 to view the conceptual plan.

Figure 5: Two Storey Dwelling Elevations



At the time the *Heritage Conservation District Plan* was developed, the *1989 Official Plan* was still in force and effect as the Official Plan for the City of London. Under the *1989 Official Plan*, the entire Conservation District was designated Low Density Residential, which was noted as reflecting, and appropriate for maintaining, the character of the Conservation District. As such, the *Heritage Conservation District Plan* did not recommend any changes in designation or inclusion of special policies. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, as the new Official Plan for the City of London. The section discussing the applicable policies from *The London Plan* outlines that the lands are within the Neighbourhoods Place Type and located along a Neighbourhood Street (Lorne Avenue) and proposes to extend another Neighbourhood Street (Queen's Place). This Place Type at this location based on Street Classification permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). These permissions are in-keeping with what is permitted under the Low-Density Residential designation of the *1989 Official Plan*, as well as the character of the Heritage Conservation District.

The predominant zone of this area is the Residential R3 (R3-2) Zone, which permits single-detached, semi-detached, duplex, triples, converted and fourplex dwellings. The Office Conversion (OC2) Zone is also applied to a small section of Queens Avenue permitting the conversion of existing residential dwellings for office uses where there is at least one dwelling unit remaining. These Zones are considered appropriate for the Heritage Conservation District but notes that regulations for a reduced front yard setback less than 4.5 metres for redevelopments should be included to maintain the existing street wall. As noted previously noted, the Zoning that applies to the lands was also developed collaboratively with the community and is intended to facilitate the development of the Preferred Development Concept. The Special Provisions included are intended to permit development that is consistent the *Provincial Policy Statement*, and conforms with *The London Plan*, the *1989 Official Plan*, and the *Old East Village Heritage Conservation District Plan*.

The subject lands are zoned Residential R1 Special Provisions (R1-2(11)). The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

1989 Official Plan

On May 25, 2022, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and *The London Plan* came into full force and effect. At the time the Application was submitted, the *1989 Official Plan* was still in force and effect and the Application has been reviewed to ensure that it is in keeping and in conformity with the applicable policies.

The subject lands are designated LDR under the *1989 Official Plan*. Objectives of this designation are to enhance the character and amenities of residential areas by directing higher intensity to locations where existing land uses are not adversely affected, and encourage development of subdivisions that provide for energy conservation, public transit, and the retention of desirable natural features (Section 3.1.2). Permitted uses in the Low-Density Residential designation include single-detached, semi-detached, and duplex dwellings (Section 3.2.1). Multiple-attached buildings, such as row houses or cluster houses may also be considered if they do not exceed the permitted upper limit of 30 units per hectare (Section 3.2.2).

Residential intensification is permitted in the LDR designation, and is defined as the development (i.e., the creation of new units) of a vacant or underutilized property, site or area at a higher density that currently exists through:

- i) redevelopment, including the redevelopment of brownfield sites;
- ii) the development of vacant and/or underutilized lots within previously developed areas;
- iii) infill development, including lot creation;
- iv) the conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- v) the conversion or expansion of existing residential buildings to create new residential units or accommodation (Section 3.2.3.1).

The density of Residential Intensification in the LDR designation will be considered up to 75 units per hectare, and may take the form of single-detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments (Section 3.2.3.2). Accessory dwelling units may also be permitted. Infill applications are to demonstrate the appropriateness of the proposed change and its implications on the neighbourhood character by providing a statement of compatibility and an inventory of the urban design and natural environment characteristics of the neighbourhood (Sections 3.2.3.3 and 3.2.3.4). In addition, residential intensification will only be permitted where there is adequate infrastructure to support the proposed development: off-street parking supply and buffering; community facilities, with an emphasis on outdoor recreational space; traffic impacts and transportation infrastructure, including transit service; and, municipal services.

The proposed Draft Plan of Subdivision is in keeping with the policies set out for the LDR designation. Single-detached residential dwellings at fifteen (15) units per hectare are proposed and are consistent with the heritage character of the neighbourhood identified in the *Old East Heritage Conservation District* and as required in the RFP. There are also adequate municipal services to support the development, including: community services; municipal services; park and open space; and, transit services.

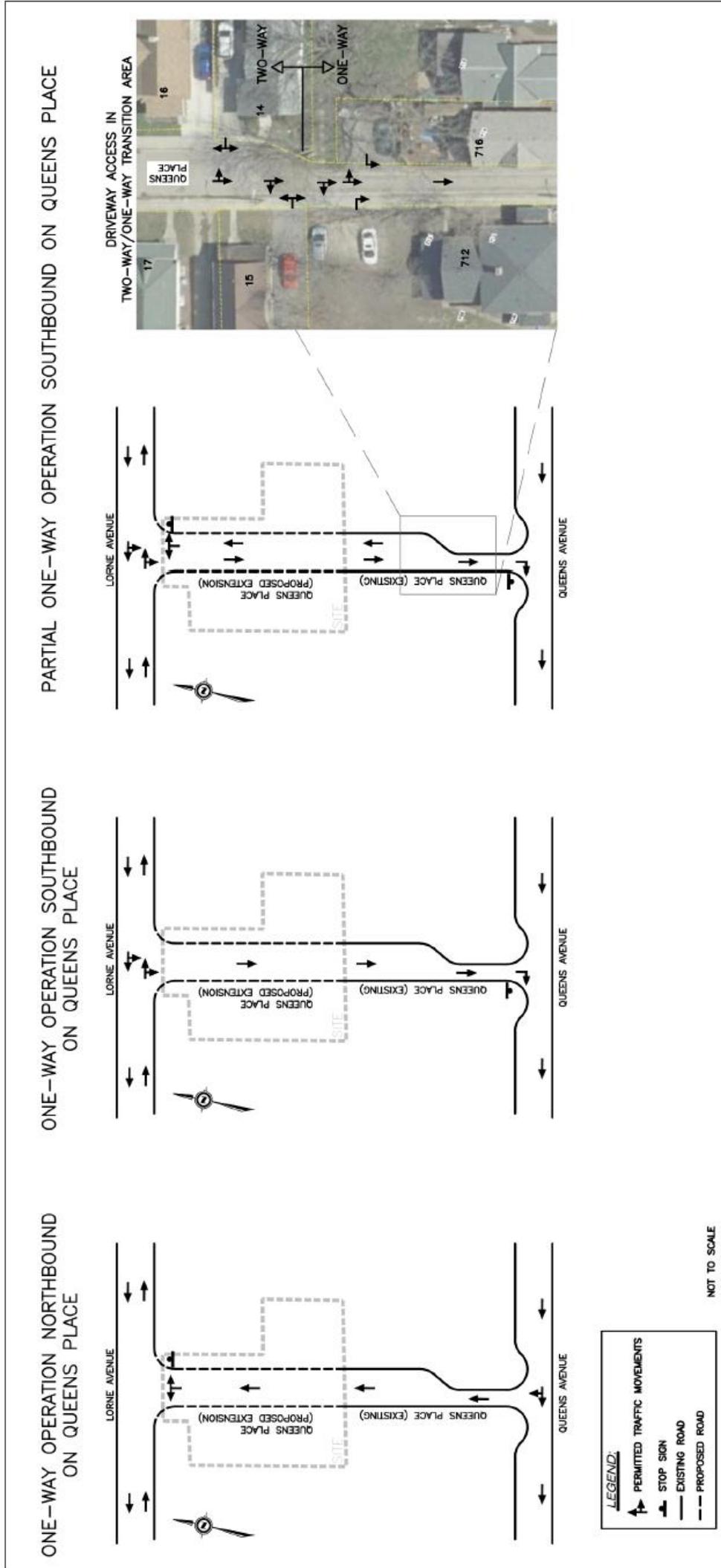
Z.-1 Zoning By-law

As noted, the Residential R1 Special Provision Zone (R1-3(11)) was developed collaboratively with the community and is intended to facilitate the development of the Preferred Development Concept. Proposals received through the RFP process were discouraged from proposing to amend the zoning and were evaluated on a Pass/Fail criterion for conformity with the zoning. The Special Provisions included are intended to permit development that is consistent with the *Provincial Policy Statement*, and conforms with *The London Plan*, the *1989 Official Plan*, and the *Old East Village Heritage Conservation District Plan*.

The subject lands are zoned Residential R1 Special Provisions (R1-2(11)). The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

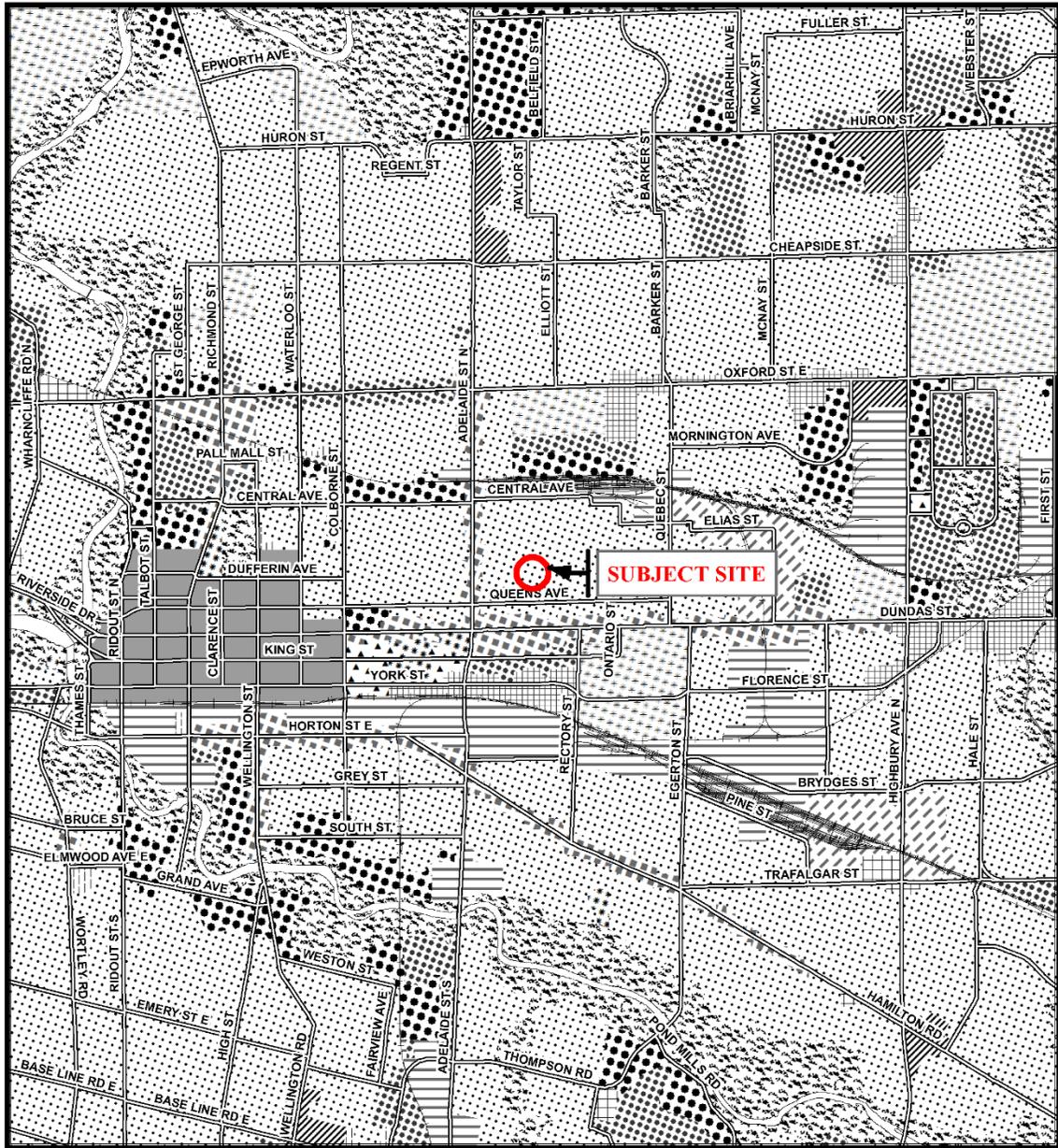
The proposed Draft Plan of Subdivision conforms with the zone permissions and special provision regulations.



FACTORS CONSIDERED	ONE-WAY OPERATION NORTHBOUND		ONE-WAY OPERATION SOUTHBOUND		PARTIAL ONE-WAY OPERATION SOUTHBOUND	
	SCORE		SCORE		SCORE	
Traffic Circulation	1	<ul style="list-style-type: none"> Less flexibility for traffic exiting Queens Place. More traffic on existing section of Queens Place. 	1	<ul style="list-style-type: none"> Less flexibility for traffic exiting Queens Place. More traffic on existing section of Queens Place. 	4	<ul style="list-style-type: none"> Most flexibility for traffic exiting Queens Place. Less traffic on existing section of Queens Place.
Cyclist Safety	1	<ul style="list-style-type: none"> Right turns from Queens Avenue have higher potential for conflict between motorists and cyclists in the bike lane (side-swipe collisions). 	3	<ul style="list-style-type: none"> Vehicles from Queens Place would have stop control at Queens Avenue and clear view of oncoming cyclists in bike lane. 	4	<ul style="list-style-type: none"> Vehicles from Queens Place would have stop control at Queens Avenue and clear view of oncoming cyclists in bike lane. Least traffic volume conflicting with the bike lane.
Snow Removal	3	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple northbound passes (looping around block in between). It is assumed that it would be more difficult to turn onto the narrow section of Queens Place from Queens Avenue. 	4	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple southbound passes (looping around the block in between passes). 	3	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple southbound passes (looping around the block in between passes). Would require driving on the left side of the road (against flow of traffic) to clear the east side of road, however, this is expected to be acceptable due to low speed, low traffic volume and short length of Queens Place.
Garbage and Recycling Collection	1	<ul style="list-style-type: none"> Garbage and recycling on Queens Place could be collected in two northbound passes (collect one side, loop around the block, collect the other side). Would be very difficult for trucks to turn onto the narrow section of Queens Place from Queens Avenue. 	4	<ul style="list-style-type: none"> Garbage and recycling could be collected on Queens Place in two southbound passes (collect one side, loop around the block, collect the other side). 	3	<ul style="list-style-type: none"> Garbage and recycling could be collected on Queens Place in two southbound passes (collect one side, loop around the block, collect the other side). Would require driving on the left side of the road (against flow of traffic) to collect from the east side, however, there would only eight residences to collect and traffic volume is low, so no concerns.
Emergency Access	3	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, large emergency vehicles would have more difficulty accessing Queens Place from the south due to turning constraints caused by the narrow road width. 	4	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, a southbound direction provides access from the east and west on Lorne Avenue and reduces turning constraints for large emergency vehicles at the Queens Place and Queens Avenue intersection. 	4	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, a southbound direction provides access from the east and west on Lorne Avenue and reduces turning constraints for large emergency vehicles at the Queens Place and Queens Avenue intersection.
One-Way Operation Compliance	3	<ul style="list-style-type: none"> Less opportunity to modify Queens Place and Lorne Avenue intersection to physically restrict wrong-way movements if a lack of compliance with the one-way operation were to become a problem. 	4	<ul style="list-style-type: none"> Since Queens Avenue and Queens Place would both be one-way, the northeast corner of their intersection could be reconstructed to channelize the southbound right turn movement and prohibit westbound right turns, if a lack of compliance with the one-way operation were to become a problem. 	4	<ul style="list-style-type: none"> Since Queens Avenue and Queens Place would both be one-way, the northeast corner of their intersection could be reconstructed to channelize the southbound right turn movement and prohibit westbound right turns, if a lack of compliance with the one-way operation were to become a problem.
Total Score	12		20		22	

Appendix E: Additional Map

1989 Official Plan Excerpt

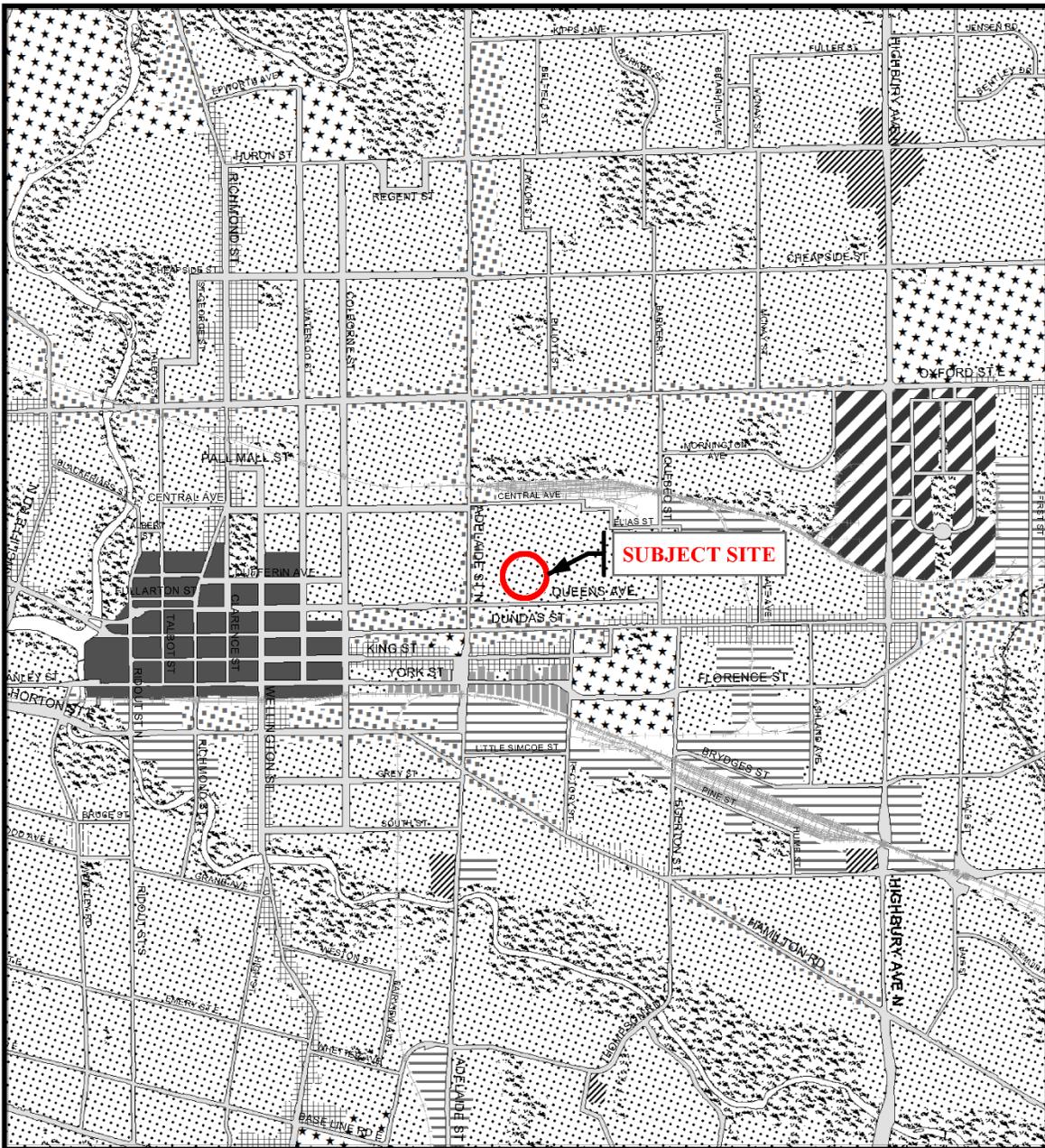


Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: 39T-21504</p>
		<p>PLANNER: AC</p>
		<p>TECHNICIAN: RC</p>
		<p>DATE: 2022/08/07</p>

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

The London Plan Excerpt



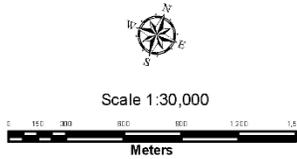
Legend

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.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

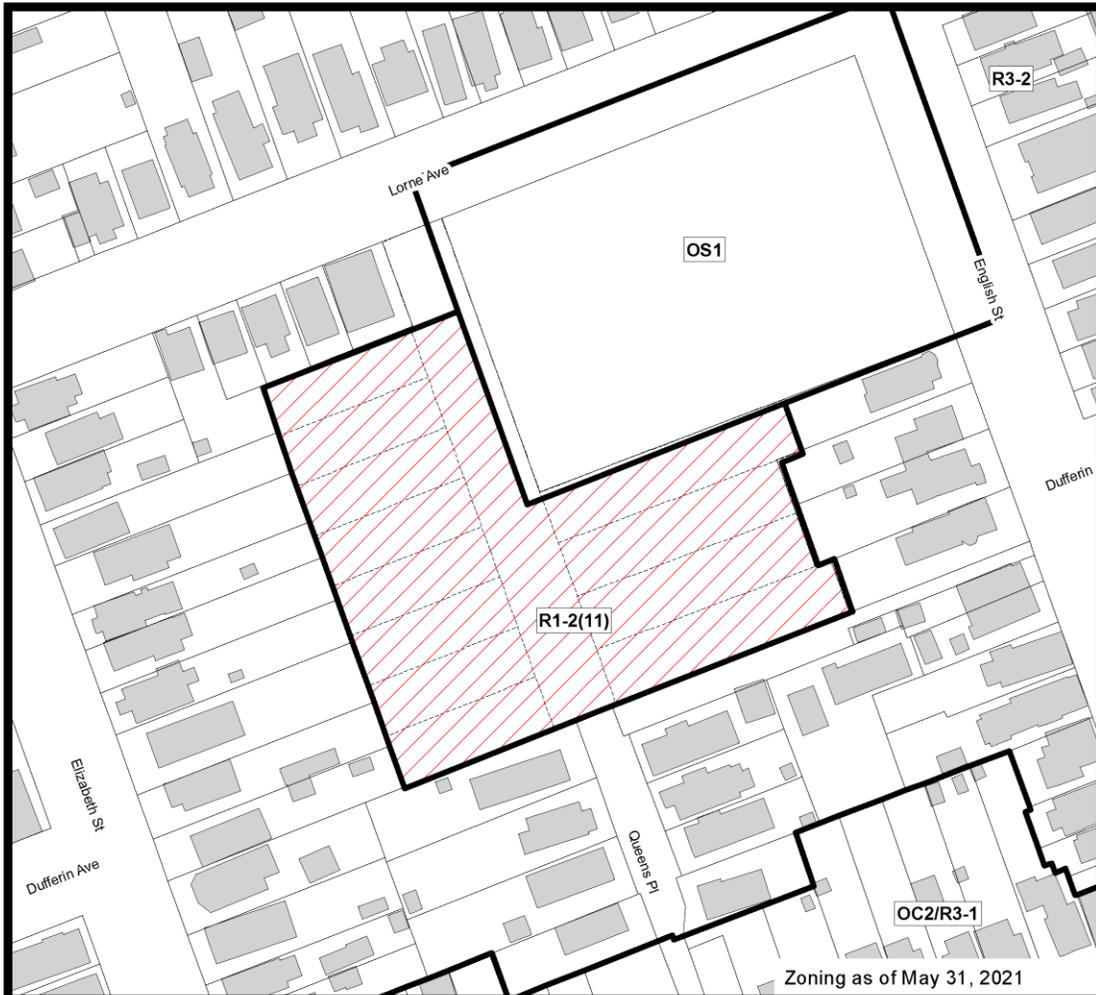
PREPARED BY: Planning & Development



File Number: 39T-21504
Planner: AC
Technician: RC
Date: 2022/08/07

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\39T-21504-Map1-Place Types (New copy).mxd

Z.-1 Zoning By-law Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

39T-21504 AC

MAP PREPARED:

2022/08/07 RC

1:1,250

