

## 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:** Aun Holdings Inc.  
1236 Southdale Road East  
File Number: Z-9634, Ward 14  
**Date:** October 3, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Aun Holdings Inc. relating to the property located at 1236 Southdale Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting October 17, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-10) Zone, **TO** a Holding Residential R5 Special Provision (h-17\*R5-7(\_)) Zone and Open Space (OS5) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Design the side elevation of the corner units that are facing the driveway and the amenity space with enhanced detail, such as wrap-around porches and a similar number of windows as is found on the front elevation to offer reasonable level of passive surveillance throughout the site;
  - ii) Consider moving the garbage bins away from the view of the public street. If garbage bins cannot be moved to another location, provide all-season landscaping to screen the bins from the street and to provide a visual interest;
  - iii) Provide details for the patio wall/enclosure. Ensure the patio walls/enclosures are of minimum required heights and provide all-season landscape buffers with clear sight lines to delineate the public and private realm along the street frontages and around the internal parking area;
  - iv) A 1.5 metre access aisle is required with the barrier-free parking stall in accordance with the Site Plan Control By-law.
  - v) the provision of short-term public bicycle parking in the development;

**IT BEING NOTED**, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Neighbourhoods Place Type and Key Directions; and
- iii) The recommended amendment facilitates the development of an underutilized site within the Built Area Boundary and Primary Transit Area with an appropriate form of infill development that provides choice and diversity in housing options.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a holding Residential R5 Special Provision (h-17\*R5-7(\_)) Zone and Open Space (OS5) Zone.

Staff are recommending approval with special provisions that will facilitate reduced front, interior side, and rear yards, as well as an increase maximum height and density

Staff are recommending approval with holding provisions that will ensure the development will not occur until such time as adequate sanitary sewage connection is provided to the site.

### **Purpose and the Effect of Recommended Action**

The recommended action will permit a development containing two 3.5 storey, 8-unit stacked townhouse buildings.

## **Linkage to the Corporate Strategic Plan**

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

None.

#### **1.2 Planning History**

The property has not been subject to any planning applications in the past.

#### **1.3 Property Description and Location**

The subject lands are located on the north side of Southdale Road East, between Pond Mills Road to the east and Millbank Drive to the west, in the Westminster Planning District located in Ward 14. The site currently contains a single detached dwelling and associated accessory structures, all being built in the late 1940s. The lands are directly adjacent to the Westminster Ponds East area of the Pond Mills Environmentally Significant Area (“ESA”).

The surrounding lands consists of primarily low-density residential uses, mainly in the form of single detached dwellings, as well as institutional uses (a nursing home at 1210 Southdale Road East, and a place of worship directly east of the site at 1214 Southdale Road East). Further to the west, are townhouses and commercial uses, such as fast food and retail at the corner of Adelaide Street South and Southdale Road East, and schools (Sir Wilfrid Laurier Secondary School and Wilton Grove Public School). Other sections of the Pond Mills ESA are located to the north, east, and southeast of the lands.

#### **Site Statistics:**

- Current Land Use: Single detached dwelling
- Frontage: 39.6 metres
- Area: 2406 square metres
- Shape: regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

#### **Surrounding Land Uses:**

- North: Open Space (Pond Mills Environmentally Significant Area)
- East: Low-density residential



- South: Low-density residential
- West: Place of worship (Southdale Bible Chapel)

**Existing Planning Information:**

- Existing London Plan Place Type: Neighbourhoods, along a Civic Boulevard
- Existing Zoning: Residential R1 (R1-10)

Additional site information and context is provided in Appendix B.



Figure 1- Aerial Photo of 1236 Southdale Road East and surrounding lands



Figure 2 - Streetview of 1236 Southdale Road East (view looking north, October 2022)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The applicant is proposing two 3.5 storey, 8-unit stacked townhouse buildings, one fronting directly on Southdale Road East, and one behind this first building. Vehicular access to the site is provided by a laneway to the west of the buildings, which leads to a parking area in between the two buildings. An amenity area is proposed to the west of the rear building. The rear portion of the site is proposed to be re-naturalized and zoned to an Open Space Zone. The re-naturalized area would be separated from the residential area by a fence.

The site will be going through the Site Plan Application process, at which time details of the site such as solid waste and snow storage, plantings, and other aspects would be finalized.

The proposed development includes the following features:

- Land use: Residential
- Form: Stacked Townhouses
- Height: 3.5 Storeys (max 14 metres)
- Residential units: 16
- Density: 67 units / hectare
- Building coverage: 25%
- Parking spaces: 18 (surface parking)
- Landscape open space: 35%

Additional information on the development proposal is provided in Appendix B.

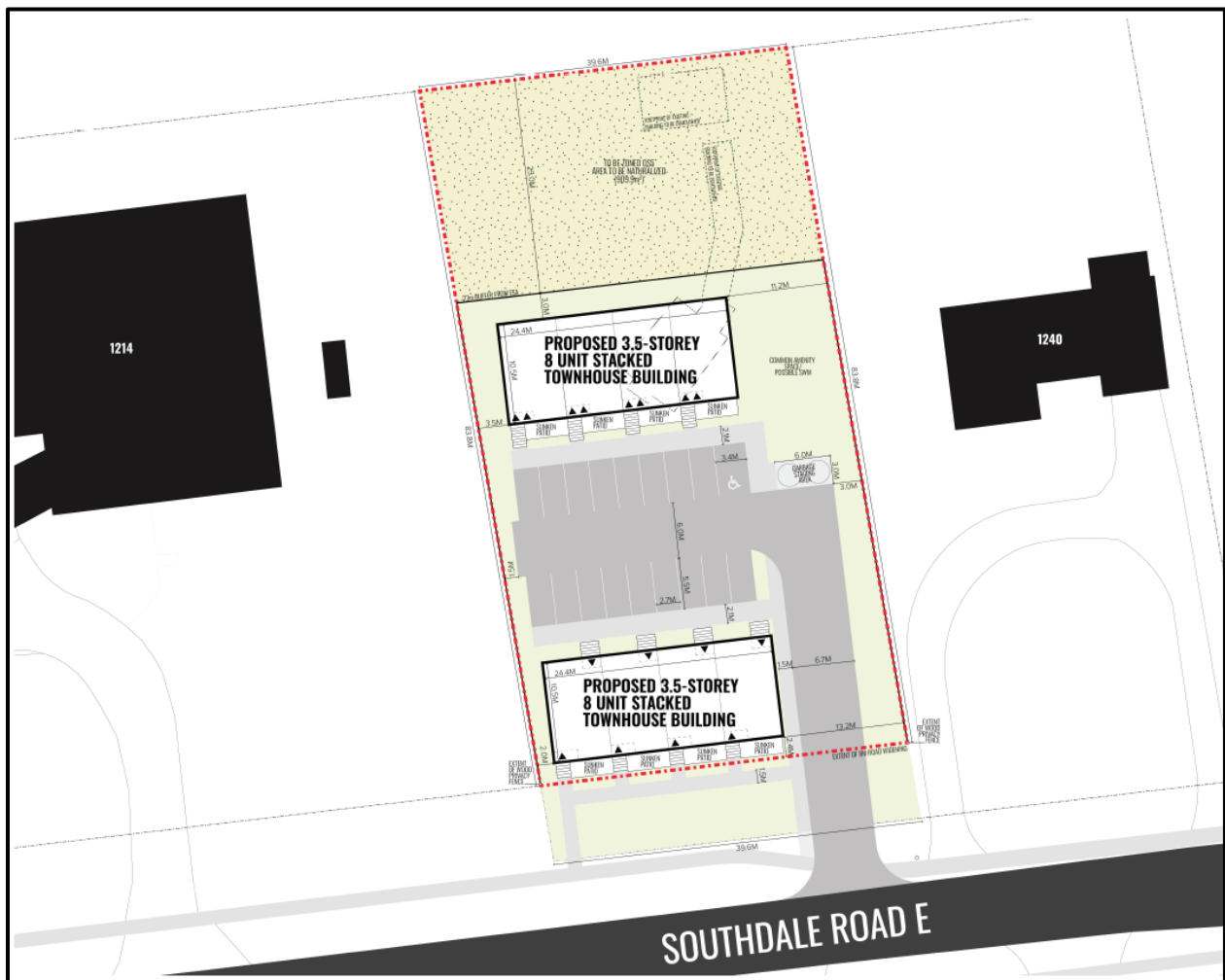


Figure 3 - Conceptual Site Plan (May 2023)





Figure 4 – Massing model, top view looking northeast (May 2023)

Additional plans and drawings of the development proposal are provided in Appendix C.

## 2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a holding Residential R5 Special Provision (h-17\*R5-7(\_)) Zone and Open Space (OS5) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R5-7(_))	Required	Proposed
Minimum front yard setback	8.0m	1.5m
Maximum front yard encroachment	1.2m	0.4m
Minimum interior side yard setback	6.0m	2.0m
Minimum rear yard setback	6.0m	3.0m
Maximum height	12.0m	14.0m
Maximum density	60 units per hectare	67 units per hectare

## 2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Setbacks and building location;
- Servicing.

Detailed internal and agency comments are included in Appendix D of this report.

## 2.4 Public Engagement

On August 10, 2023, Notice of Application was sent to 18 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 24, 2023. A “Planning Application” sign was also placed on the site.

There was 1 response received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Density
- Height and privacy
- Ground disturbance for construction
- Lack of parking

Detailed public comments are included in Appendix E of this report.

## 2.5 Policy Context

### ***The Planning Act and the Provincial Policy Statement, 2020***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

### ***The London Plan, 2016***

*The London Plan* (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Neighbourhood Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

## 3.0 Financial Impact/Considerations

None.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The proposed residential use is supported by the policies of the Provincial Policy Statement and contemplated in the Neighbourhoods Place Type in *The London Plan* (TLP 921\_). The site is located on a Civic Boulevard (Southdale Road East) which would permit a range of low-rise residential uses including single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

Consistent with *The London Plan*, the recommended stacked townhouse buildings will contribute to the existing range and mix of housing types in the area, currently comprised of single detached dwellings adjacent to the lot and to the south, as well as

the townhouse developments further west along Southdale Road East. The proposed 3.5-storey buildings containing 16 units will provide choice and diversity in housing options for both current and future residents. No new roads are required to service the site. The property has suitable access to open space, community facilities and shopping areas as further detailed in Appendix B of this report. In Staff's opinion the proposed use is considered appropriate given its location on a higher order road and proximity to other similar (townhouse) residential developments.

## **4.2 Intensity**

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.3 and 1.4.3), an efficient use of land (PPS 1.1.3.2) and a range and mix of housing options (PPS 1.4.3).

Consistent with the PPS, the recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing and planned transit services, nearby recreational opportunities, local and regional institutional uses, and shopping, entertainment and service uses.

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\_ 2. and 5., and 953\_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84\_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506\_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

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 maximum height 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.).

The subject lands have frontage on Southdale Road East, a Civic Boulevard, which is a higher-order street, to which higher-intensity uses are directed. The subject site is considered underutilized as it currently contains a single detached dwelling but is of a size and configuration capable of accommodating the proposed development which represents a form of intensification through infill redevelopment. The proposed 3.5 storeys is in keeping with the permissions of The London Plan and is located appropriately on the site limiting potential impacts on the single detached dwelling to the east.

## **4.3 Form**

The proposed built form is street oriented and in conformity with the City Design policies of The London Plan. The front building helps defines the street edge and encourages a street-oriented design with entrances facing the streets. Exact design details will be provided through the Site Plan Approval process.

The parking area is screened from the street, being located between the two buildings on site, and does not extend beyond the building façade. Similar to building form and design details, parking will be further detailed during the Site Plan Approval process.

The following form-based comments raised through the review of the Zoning By-law Amendment application (by the public and internal agencies) can be addressed as part of the subsequent Site Plan Application and are included as recommended considerations to the Site Plan Approval Authority:

- Parking configuration and number of spaces;
- Distancing of sunken amenity space along Southdale Road East and general layout of sunken amenity space;
- Fencing, landscaping, boundary trees.

#### **4.4 Servicing**

The main concern relating to the application is the lack of sewage infrastructure accessible to the subject site. While the site has access to municipal water services, it does not have a sanitary sewer fronting it.

For this reason, staff are recommending a holding provision (h-17) to ensure a sanitary sewer is provided before the development of the site occurs.

### **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-10) Zone to a holding Residential R5 Special Provision (h-17\*R5-7(\_)) Zone and Open Space (OS5) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit two, 3.5 storey, 8-unit stacked townhouse buildings.

**Prepared by:** Noe O'Brien  
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

Copy:  
Britt O'Hagan, Manager, Current Development  
Michael Pease, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering



## Appendix A – Zoning Bylaw Amendment

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 1236  
Southdale Road East

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 1236 Southdale Road East, as shown on the attached map comprising part of Key Map No. A112 **FROM** a Residential R1 (R1-10) Zone **TO** a holding Residential R5 Special Provision (h-17\*R5-7(\_)) Zone and Open Space (OS5) Zone.
2. Section Number 9.4 of the R5 Zone is amended by adding the following Special Provisions:

R5-7(\_) 1236 Southdale Road East

a. Regulations

i)	Minimum front yard setback	1.5 metres
ii)	Maximum front yard encroachment	Up to 0.4 metres
iii)	Minimum interior side yard setback	2.0 metres
iv)	Minimum rear yard setback	3.0 metres
v)	Maximum height	14.0 metres
vi)	Maximum density	67 units per hectare

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.

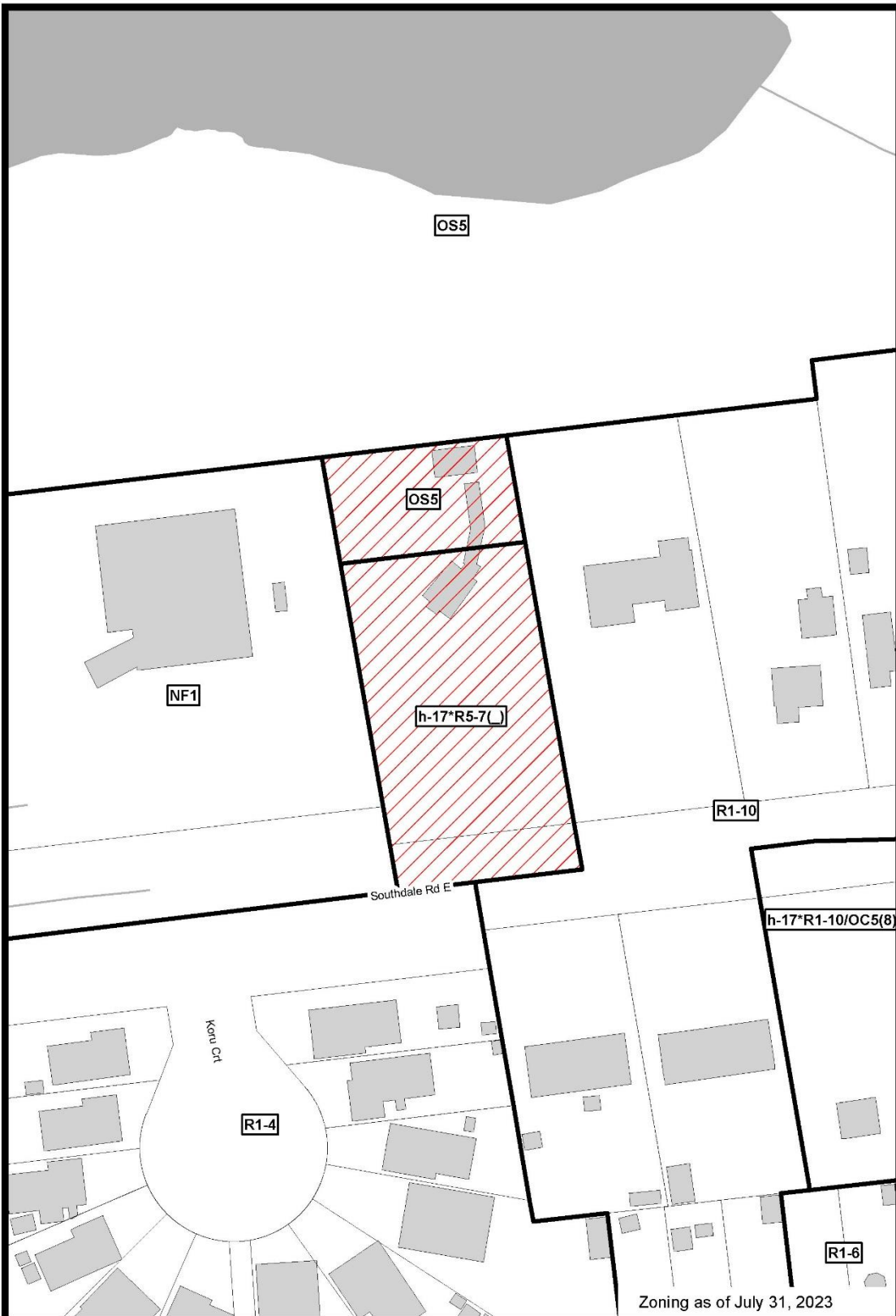
PASSED in Open Council on October 17, 2023

Josh Morgan  
Mayor


Michael Schulthess  
City Clerk

First Reading – October 17, 2023  
Second Reading – October 17, 2023  
Third Reading – October 17, 2023

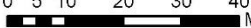
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: Z-9634  
Planner: NO  
Date Prepared: 2023/09/15  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters 



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Single detached dwelling
Frontage	39.6 m
Area	2406 m <sup>2</sup>
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Open space
East	Low density residential
South	Low density residential
West	Place of worship

#### Proximity to Nearest Amenities

Major Intersection	Southdale Road East & Pond Mills Road, 120m
Dedicated cycling infrastructure	Southdale Road East, Adjacent
London Transit stop	Southdale Road East & Pond Mills Road, 120m, Route 10
Public open space	Heritage Park, 1.1km
Commercial area/use	Southdale Road East and Adelaide Street South, 1.2km
Food store	Southdale Food Market, 1.2km
Primary school	Wilton Grove Public School, 1.1km
Community/recreation amenity	Heritage Park, 1.1km

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods Place Type on a Civic Boulevard
Current Zoning	R1-10

#### Requested Designation and Zone

Requested Place Type	No change requested
Requested Zoning	R5-7( )/OS5

#### Requested Special Provisions

Regulation (R5-7( ))	Required	Proposed
Minimum front yard setback	8.0m	1.5m
Maximum front yard encroachment	1.2m	0.4m
Minimum interior side yard setback	6.0m	2.0m
Minimum rear yard setback	6.0m	3.0m
Maximum height	12.0m	14.0m
Maximum density	60 units per hectare	67 units per hectare



## C. Development Proposal Summary

### Development Overview

The development consists of two 8-unit stacked townhouse buildings. The buildings are proposed to be 3.5 storeys in height, and contain parking to be between the two buildings.

### Proposal Statistics

Land use	Residential
Form	Stacked Townhouses
Height	3.5 Storeys (max 14 metres)
Residential units	16
Density	67 units per hectare
Building coverage	25%
Landscape open space	35%
New use being added to the local community	No

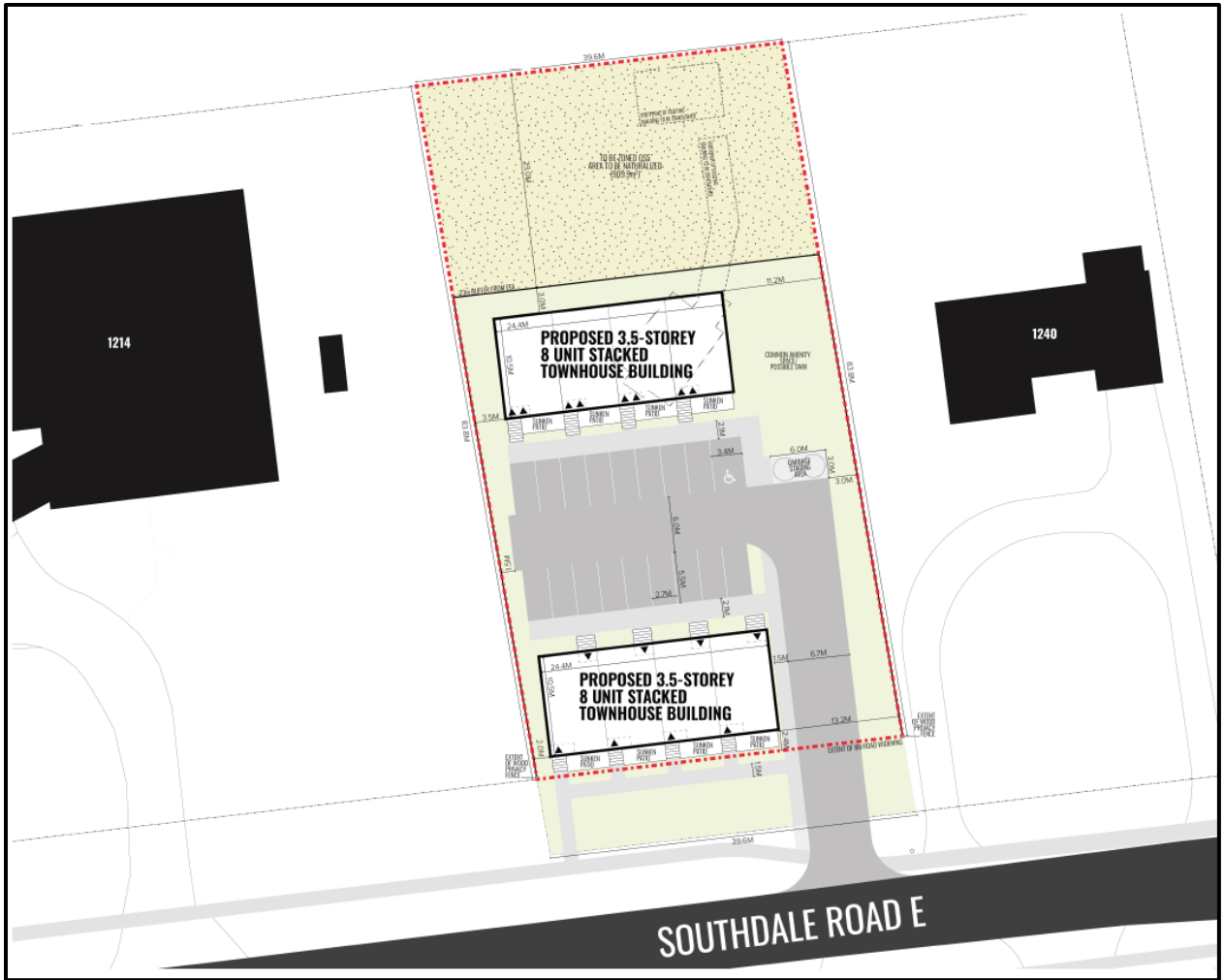
### Mobility

Parking spaces	18 surface
Vehicle parking ratio	1.12 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	0
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	Yes
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

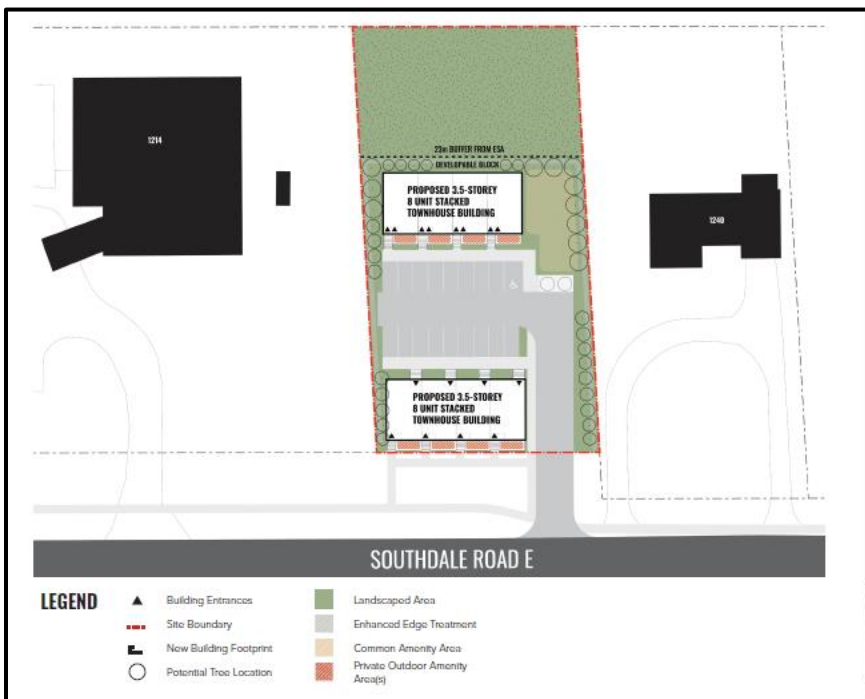
### Environmental Impact

Tree removals	12
Tree plantings	N/A (to be determined at Site Plan)
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	No
Green building features	Unknown

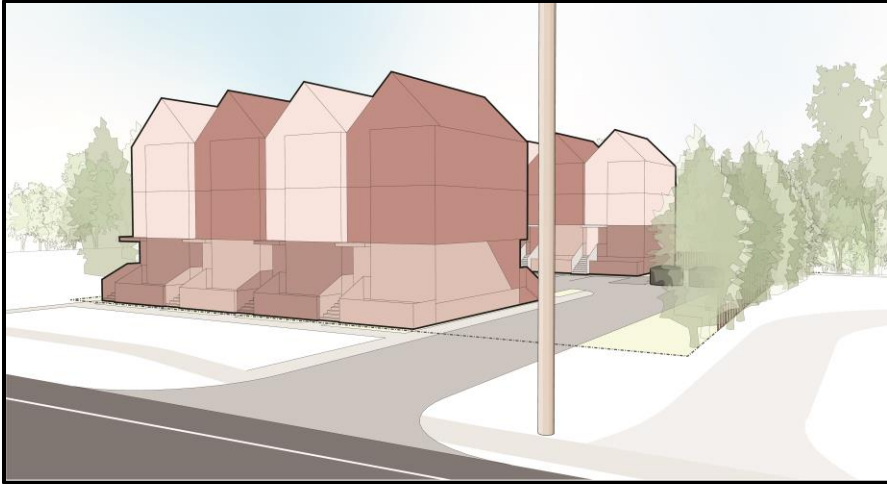
# Appendix C – Additional Plans and Drawings



Site Concept Plan



Conceptual Landscape Plan



*Massing model looking northwest*



*Massing model looking southeast*

## Appendix D – Internal and Agency Comments

### Urban Design:

**Urban Design is generally supportive of the proposed development, however, would recommend considering the design of the townhouse units fronting Southdale Road East without sunken amenities to avoid safety, privacy and noise issues.**

If the Applicant moves forward with the proposed concept, Urban Design has the following comments.

The applicant is commended for providing street-oriented units with shared access to the sidewalk along Southdale Road East and locating parking away from the street. These building and site design features should be carried forward to the site plan application stage

### Matters for Zoning

1. Zoning provisions should address the following setbacks along the boundaries of the subject site:
  - **A minimum south (front yard) setback** to allow adequate landscape buffer for the sunken amenity spaces, avoid encroachment of footings and canopies while encouraging street-orientation
  - **A minimum west (interior side yard) setback** to accommodate access and maintenance and allow for a privacy buffer. Refer to The London Plan, Policy 253
  - **A minimum north (rear side yard) setback** to allow for adequate separation and buffer between the development and the OS zone
2. **Below-grade units and sunken amenity areas adjacent to a Civic Boulevard** should ensure that the **Property Standard By-Law Section 4.8.8** is met for minimum natural light transmission requirements for the lower-level units

### Matters for Site Plan

3. Urban Design acknowledges the additional walkway connection from the public sidewalk to the west side of the property for providing a direct route for pedestrians leaving and arriving to the west
4. Design the side elevation of the corner units that are facing the driveway and the amenity space with enhanced detail, such as wrap-around porches and a similar number of windows as is found on the front elevation to offer reasonable level of passive surveillance throughout the site. Refer to The London Plan, Policy 228
5. Consider moving the garbage bins away from the view of the public street. Refer to The London Plan, Policy 257
  - If garbage bins cannot be moved to another location, provide all-season landscaping to screen the bins from the street and to provide a visual interest. Refer to The London Plan, Policy 266
6. Provide details for the patio wall/enclosure. Ensure the patio walls/enclosures are of minimum required heights and provide all-season landscape buffers with clear sight lines to delineate the public and private realm along the street frontages and around the internal parking area. This would screen noise and dust while providing a more active frontage.

### Site Plan

1. **Matters for OPA/ZBA**
  - If any decks/balconies are proposed at the rear block, these are to be shown on the site plan to determine if any special provisions are required.
  - A special provision is required for the sunken patios as they extend beyond the main building wall. The applicant is to verify this setback.



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## 2. Matters for Site Plan

- A 1.5 metre access aisle is required with the barrier-free parking stall in accordance with the Site Plan Control By-law.

## CN Rail

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
2. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:
  - “Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”
3. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
4. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
5. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a Noise study taking into consideration CN development guidelines.

## Engineering

### **Comments to the Re Zoning:**

- The future municipal sanitary sewer extension of the 300mm sewer on Southdale Road East will be at no cost to the City.
- An h 17 holding provision is required since there is no sanitary sewer along the frontage of the site.

**The following items are to be considered during a future site plan application stage:**

### ***Transportation:***

- Presently the width from centerline of Southdale Road East at this location is 10.058m as shown on Plan 33R-6353. Therefore an additional widening of 7.942m is required to attain 18m from centerline.
- Detailed comments regarding access design and location will be made through the site plan process.

**Sewers:**

- There is no municipal sanitary sewer fronting the subject lands.
- As part of a complete application, the applicant will be required to have their consulting engineer submit a sanitary servicing report, which will include how sanitary servicing would be provided.
- Based on City drainage area plans, the ultimate outlet for the site is to the 300mm diameter sewer on Southdale Road East by way of a developer driven extension at no cost to the City.

**Water:**

- Water is available to the site via municipal 300mm high-level watermain on Southdale Rd E.
- The site is in the City's Pond Mills High Level Area, which has a hydraulic grade line of 335m.
- A water servicing report addressing domestic demands, fire flows, and water quality is required.
- Water servicing for the stacked townhomes shall be in accordance with City Standards.
- Any existing water service is to be abandoned to City Standards.

**Stormwater:**

Comments for the submitted SWM report:

- Although the site does not contain 29 or more at grade parking spaces, per Case 4 of the PPS (CofL DSRM 6.9) the on-site private stormwater system is required to provide "normal" level water quality (70% TSS removal) as per the MECP guidelines, as there are no downstream quality controls in place.
- SWED recognizes the site conditions may impose constraints on opportunities to achieve the infiltration target as part of water balance objectives. However, SWED would implore the consultant to review and explore opportunities to achieve this requirement, that are in accordance with DSRM 6.2.1.2. (ie. provide perforated subdrain under swales, increase topsoil thickness, etc.) and as recommended in the water balance section of the submitted Stormwater Management Report.
- The consultant is requested to ensure the southeast downspout of the southern proposed building is directed such that it crosses the private sidewalk within the property boundary.
- Given the existing topography of north portion of the site and surrounding area, SWED would recommend robust erosion controls at northern limit of the site, the outfall of the headwall, and major overland flow route, to ensure protection of the ESA. The consultant is encouraged to consider rip rap protection, or other energy dissipation practices, at the outfall(s).
- Construction ESC measures should include but not be limited to robust silt fence, rock check dams, filter socks, etc. These measures shall be identified in the Storm/Drainage Servicing Report. Please see Section 10 of the Design Specifications & Requirements Guideline and the 2019 TRCA ESC Guide for Urban Construction for further detail.

Additional comments for the SPA:

- The site is located within the UTRCA regulated area and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements, including, but not limited to, approvals, permits, or setbacks required for this site.
- The proposed land use of commercial will trigger 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 flows from the 2 through 100 year return period storms;
  - 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 (70% TSS removal) as per the MECP guidelines and/or as per the EIS field information; and
  - shall comply with riparian right (common) law.
- The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.
- There are no storm sewers currently established for the proposed site on Southdale Road. As per the Drainage By-Law, section 5.2, where no storm sewer is accessible the applicant shall provide a dry well or storm water retention system which is certified by a Professional Engineer to the satisfaction of the City Engineer.
- 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.
- 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.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey 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.

## **Parks**

- Parkland dedication for this development is required and will be taken in form of cash-in-lieu in accordance with By-law CP-25.

## **Heritage**

- The archaeological assessment was previously submitted and approved. Archaeological matters on this property have been addressed.

## **Ecology**

### **Matters for ZBA**

1. Include a recommendation to provide all future submission requirements at Site Plan approval stage identified in the EIS. This is including, but not limited to, updated Water Balance, Landscape Plan, updated EMP to include any additional detailed design information, updated Monitoring Plan as discussed below, salt management plan and educational brochure as identified in the EIS.
2. Because proposed buffer is not a consistent width, provide measurements in multiple locations on figure and calculate the average for a more accurate indication of overall buffer width.
3. Identify what the black line labelled as “Development Plan” inside of the buffer is referring to on Map 5 in the EIS.
4. Include a figure with current and proposed zoning.

### **Matters for Site Plan**

5. Include a more detailed EMP and monitoring plan for EIS update submission at site plan approval stage once additional detailed design information is provided. The monitoring plan specifically needs additional details including, but not limited to, % survival of vegetation to trigger adaptive management, specific monitoring protocols to provide quantitative and qualitative data that can be compared (vegetation monitoring plots, photo monitoring stations, etc.), monitoring of encroachment activities and adaptive management recommendations.
6. As noted above, include updated Water Balance, Landscape Plan, EMP, Monitoring Plan, salt management plan and educational brochure.
7. An educational brochure produced by EEPAC (Living with Natural Areas, 2014) has been attached to include in EIS.



## Appendix E – Public Engagement

### Comment 1:

**From:** Juanita Drennan < >  
**Sent:** Monday, September 4, 2023 9:52 PM  
**To:** O'Brien, Noe <nobrien@london.ca>  
**Subject:** 1236 Southdale Road E., London

The proposed project for 1236 Southdale Road East. I live [...], and the neighbours that I talked to have similar feelings. These condos do not go with the setting that surround us. Too many units in one place, these properties are all large single family lots.

the destruction of nature, water table, not to mention the full grown trees, is insurmountable.

With 16 units, that's approx, 30 to 50 people living next door. this is a lot of unwanted traffic in my laneway. We all ready get people "speeding around" our circular laneway.

3.5 stories is way too large and awkward and will probably be level or higher than the trees which takes away from privacy and the wild life in those trees.

The ground disturbance worries me due to possible damage to my property and house.

The lowest site on the side where the laneway proposed drains into my property, and would need to be raised and new pavement. This is a lot expense that should not be on me.

2 spare parking spots are not enough and guests will think they can park on my laneway. (They will only be a minute) This is not an uncommon practice. This is a lot of stress and inconvenience to my family and dangerous to my grandchildren who play all over my property.

My pool will be compromised by condo occupiers hopping the fence, again more expense for me and I can not afford your project.

This went from a 4 unit proposal to a 16 unit, this sounds like a greedy concept.

The meeting did not answer enough questions.

Owners or rentals

Septic tanks being disturbed on my side, who fixes that.

tree roots disturbance

time table for neighbourhood disturbance

ravine in the back is regulate (they already cut down 8 trees that needed permits. these are some of the few and tallest trees, full of blue jays, owls, hawks. etc.)

It also lowers mine and all of the property values on this street. It takes what is a quiet street (yes it is busy with car traffic but essentially very quiet) and bring in so much disturbance to not only us humans but also wildlife.

When bringing these concerns to the builders all they can say is, we can go higher, and they do not want to address any of the real concerns. It is also disturbing with how much they really care and just going through the formality. Like already stated they have already disturbed trees without permits.

We understand the city of London feels the need to build homes quickly but compromising neighbourhoods and sticking building where they look out of place does nothing for anyone but the developers and not your residents.