

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: Monteith Brown Planning Consultants
1958 Duluth Crescent
File Number: OZ-9638/39T-23504 , Ward 2

Meeting on: October 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Monteith Brown Planning Consultants relating to the property located at 1958 Duluth Crescent:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 7, 2023 to amend the Official Plan, The London Plan,
 - i) to **ADD** a new Specific Policy to the Neighbourhoods Place Type to permit apartments, mixed-use buildings, community facilities and a maximum height of four storeys,
 - ii) to **ADD** the subject lands to Map 7 – Specific Policy Areas – of The London Plan, and
 - iii) to **REVISE** Map 1 – Place Types – of the Official Plan, The London Plan to **REDESIGNATE** a portion of the subject property **FROM** a Neighbourhoods Place Type **TO** a Green Space Place Type.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 7, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Neighbourhood Facility (NF1) Zone, **TO:** a Holding Residential R1 (h*h-100*R1-2) Zone; a Holding Residential R4 Special Provision (h*h-100*R4-5(_)) Zone; a Holding Residential R5 Special Provision (h*h-100*R5-6(_)) Zone; a Holding Residential R6 Special Provision (R6-5(_)) Zone; a Holding Residential R5 Special Provision (h*h-100*R5-6(_)) Zone; a Holding Residential R6 Special Provision (h*h-100*R6-5(_)) Zone; a Holding Residential R6 Special Provision (h*h-100*R6-5(_)) Zone; and an Open Space OS1 Special Provision (OS1(3)) Zone.
- (c) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 1958 Duluth Crescent.
- (d) The Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of residential subdivision, submitted by Monteith Brown Planning Consultants, (File No. 39T-23504), dated June 26, 2023, which shows two (2) single detached dwellings, four (4) multi-family residential blocks, one (1) mixed-use residential block, one (1) park block, and one (1) public pathway block to be served by one (1) public road (extension to Duluth Crescent).

Executive Summary

Summary of Request

Acting on behalf of the City of London's Municipal Housing Development division, the applicant has requested an amendment to The London Plan, the Official Plan for the City of London, to redesignate a portion of the property from a Neighbourhoods Place Type to a Green Space Place Type.

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Neighbourhoods Place Type to permit buildings up to four (4) storeys in height, and to allow apartment buildings, small-scale community facilities, and mixed-use buildings as permitted uses.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Neighbourhood Facility (NF1) Zone to: a Residential R1 (R1-2) Zone, a Residential R4 (R4-5(_)) Special Provision Zone, a Residential R5 (R5-6(_)) Special Provision Zone, a Residential R6 (R6-5(_)) Special Provision Zone, a Residential R5 (R5-6(_)) Special Provision Zone, a Residential R6 (R6-5(_)) Special Provision Zone, a Residential R6 (R6-5(_)) Special Provision Zone, and an Open Space OS1 (OS1(3)) Special Provision Zone.

The applicant has requested draft approval for a Plan of Subdivision consisting of two (2) single detached dwellings, four (4) multi-family residential blocks, one (1) mixed-use residential block, one (1) park block, and one (1) public pathway block, all to be served by one (1) public road.

Staff are recommending approval of the requested London Plan amendment and Zoning Bylaw amendment with additional special provisions and holding provisions that will facilitate the proposed residential and mixed-use buildings up to four (4) storeys in height on the subject lands.

This Official Plan amendment, Zoning amendment and Draft Plan of Subdivision will add 224 new dwelling units in the City of London.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Official Plan and Zoning By-law Amendments to permit the use, intensity and form of the associated proposed plan of subdivision, which is being considered by the Approval Authority.

Linkage to the Corporate Strategic Plan

The recommendation supports the following Strategic Area of Focus:

Housing and Homelessness (1.1), by ensuring increased access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Housing and Homelessness (3.1), by insuring London's growth and development is well planned and considers use, intensity, and form.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

May 27, 2019 – Report regarding letter of interest for the surplus school site at 1958 Duluth Crescent from the London District Catholic School Board (LDCSB).

1.2 Planning History

In March 2019, the London District Catholic School Board advised the City that it had identified two school properties as surplus and available for potential acquisition, including the former St. Robert's Catholic Elementary School site at 1958 Duluth Crescent. City Staff evaluated the property for suitability for municipal purposes including affordable housing, parkland, and community facilities. The review identified municipal needs for affordable housing and park land.

City of London staff from Planning and Development, Parks and Recreation, and Municipal Housing Development (MHD) have collaborated to develop a high-level

development concept for each site that establishes the amount and configuration of parkland that will be required.

Monteith Brown Planning Consultants (MBPC) were retained by the City of London to put forward an application to subdivide the land in line with the concept, including associated London Plan and Zoning Bylaw amendments to facilitate the development.

1.3 Property Description and Location

The subject lands are located on the northwest side of Admiral Drive and east of the terminus of Duluth Crescent with a total area of approximately 2.98 hectares (7.36 acres). The lands are the former site of the St. Robert's Catholic Elementary School, which was closed in 2018. The school buildings and associated amenities were demolished in 2021 and only a paved path from the Garland Crescent walkway to Admiral Drive remains. The rest of the property is largely a vacant grass field with a few trees interspersed throughout.



Figure 1 - View of Subject Lands looking northwest from Admiral Drive (Google Streetview, Oct 2022)



Figure 2 - View of Subject Lands looking east from Duluth Crescent (Google Streetview, Oct 2022)

Site Characteristics

- Current Land Use – Vacant open space, former elementary school
- Frontage (approx.) – 20m on Duluth Crescent, 43m on Admiral Drive
- Area (approx.) – 2.98 hectares (7.36 acres)
- Shape – Irregular
- Built Area Boundary: Yes
- Primary Transit Area: No

Surrounding Land Uses

- East – existing single detached, semi-detached and townhouse dwellings
- South – Mary Immaculate Parish
- West – existing single-detached dwellings
- North – existing single-detached dwellings, London Christian Elementary School



Figure 3 - Semi-Detached and Townhouse Dwellings on Admiral Dr. to the East of the Subject Lands (Google Streetview, Oct. 2022)



Figure 4 - Single-Detached Dwellings on Crystal Crescent to the West of the Subject Lands (Google Streetview Oct, 2022)



Figure 5 - Existing Walkway and Single Detached Dwellings on Garland Crescent north of the Subject Lands (Google Streetview, Oct. 2022)

Existing Planning Information

- London Plan Place Type – Neighbourhoods
- Existing Zoning – Neighbourhood Facility (NF1) Zone

Additional site information and context is provided in Appendix "C".

Location Map:



Figure 6 - Aerial Photo of subject lands and the surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

A residential infill development is proposed, comprised of single-detached dwellings, townhouses, low-rise apartments, and mixed-use buildings near the intersection of Trafalgar Street and Clarke Road. Two single-detached dwellings and blocks of street-fronting townhouse dwellings are proposed for the northwest corner along the extension to Duluth Crescent as a transition from the existing neighbourhood. The northeast corner of the property is proposed to be developed as two-storey low-rise townhouses and apartment buildings. The southern portion of the subject lands are proposed to be development as two four-storey apartment buildings and a four-storey mixed use apartment building. A public park is proposed at the southeast corner of the site, adjacent to the planned new intersection of Admiral Drive and the Duluth Crescent extension. A public walkway is proposed to connect to the existing walkway from Garland Crescent to the north of the subject lands.

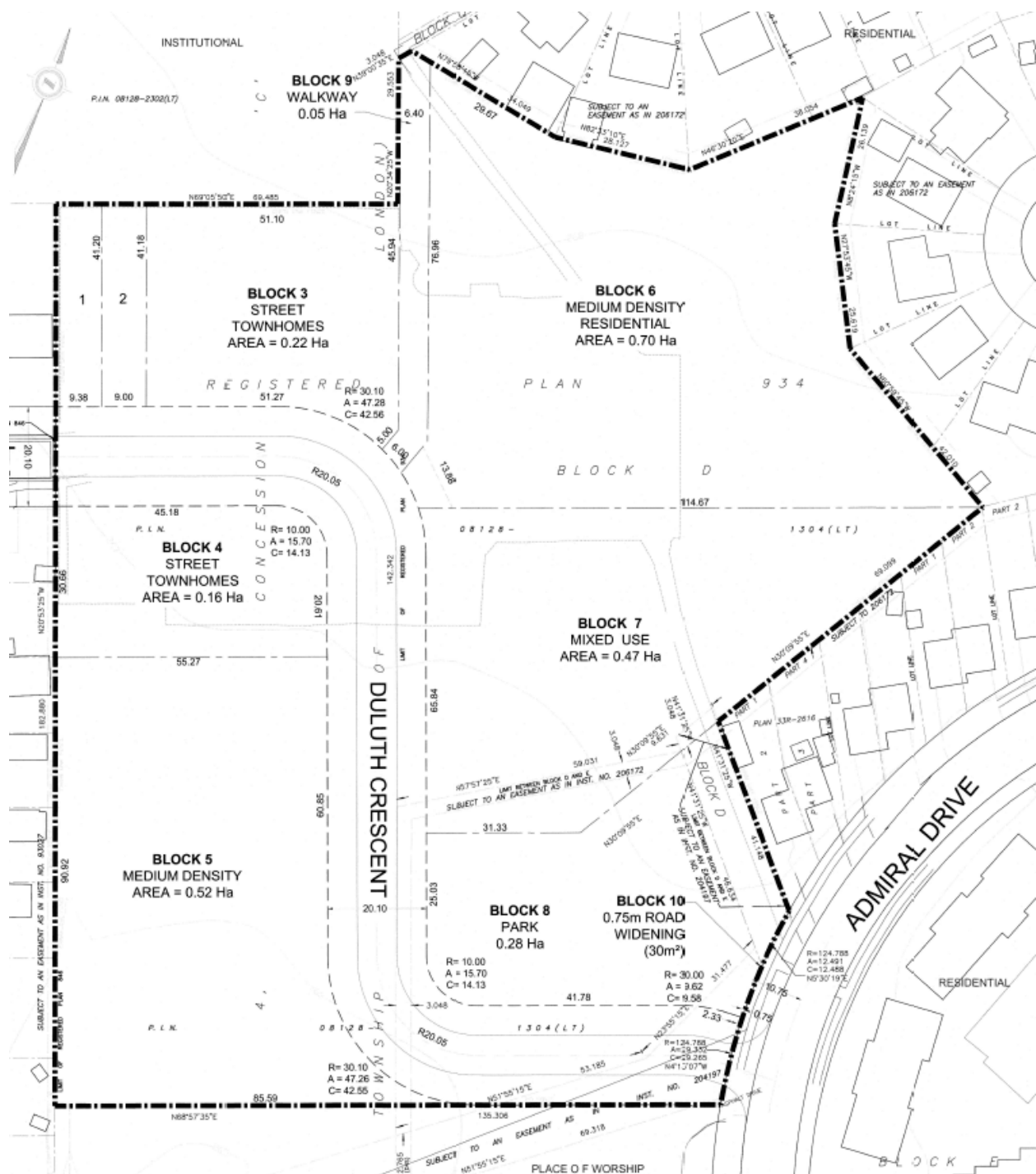


Figure 7 - Excerpt from Proposed Draft Plan (MBPC, 2023)



Figure 8 - Conceptual Site Plan (Monteith Brown Planning Consultants, 2023)

The proposed development has an anticipated 224 units and the below includes the following features within the plan:

Lots 1-2 (Single-detached Dwellings)

- Land use: Low Density Residential
- Form: Single-Detached Dwellings
- Height: 2 storeys
- Residential units: 2 units, plus 2 additional residential units (ARUs)
- Lot Frontage: minimum lot frontage of 9m

Blocks 3-4 (Freehold Townhouses)

- Land use: Medium Density Residential
- Form: Street Fronting (Freehold) Townhouse Dwellings
- Height: 2 storeys
- Residential units: 14 proposed (4 townhouse blocks with 3-4 dwellings in each)
- Density: 37 units / hectare proposed
- Lot Frontage: minimum 6.7m per unit

Block 5 (Buildings A and B)

- Land use: Medium Density Residential
- Form: Low-Rise Apartment Buildings
- Height: 4 storeys
- Residential units: 100 proposed (2 apartment buildings with 44 & 56 units)
- Density: 192 units / hectare proposed
- Parking: 50 spaces (0.5 spaces / unit)

Block 6 (Buildings C, D and E)

- Land use: Medium Density Residential
- Form: Cluster Townhouse Dwellings & Low-Rise Apartment Buildings
- Height: 2 storeys
- Residential units: 50 proposed (2 apartment buildings with 26 & 18 units, and a 6-unit townhouse building)
- Density: 72 units / hectare proposed
- Parking: 41 spaces (0.75 spaces / unit)

Block 7 (Building F)

- Land use: Mixed Use / Medium Density Residential
- Form: Low-Rise Apartment Building & Community Facility (ground floor)
- Height: 4 storeys
- Residential units: 56 proposed (2 apartment buildings with 44 & 56 units)
- Density: 119 units / hectare proposed
- Parking: 41 spaces (residential: 28, 0.5/unit; ground floor: 13, 1/100m²)

Blocks 8 (Neighbourhood Park)

- Neighbourhood Park north of the proposed intersection of Duluth Crescent and Admiral Drive, 0.28 hectares.

Blocks 9 (Public Walkway)

- Public walkway connecting the proposed extension of Duluth Crescent north to the existing pathway to Garland Crescent, 0.05 hectares, 6m wide



Figure 9 - Massing Model of the Proposed Development (Monteith Brown Planning Consultants, 2023)

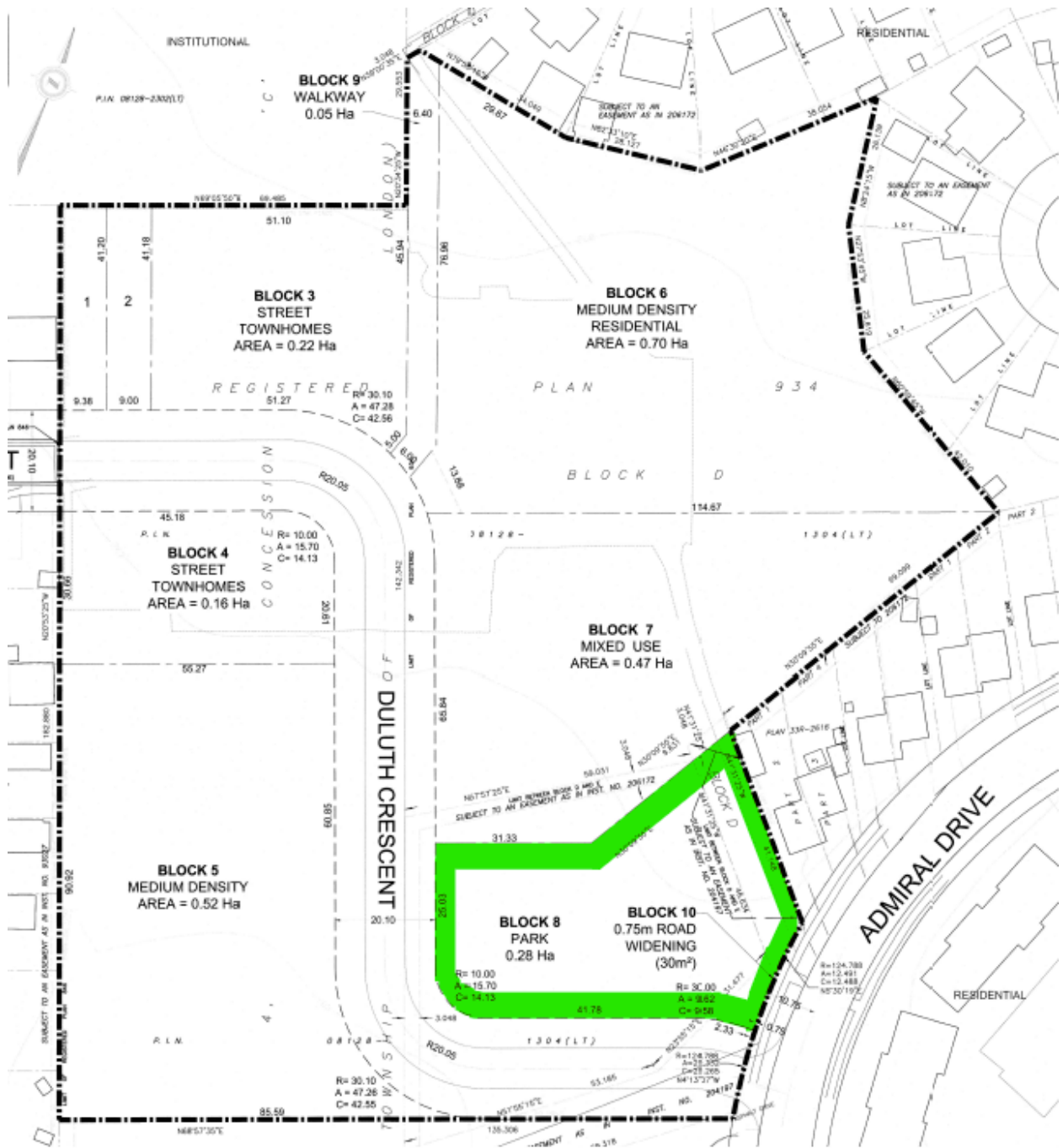
Additional plans and drawings of the development proposal are provided in Appendix “D”.

2.2 Requested Amendments

London Plan Amendment

The applicant has requested an Official Plan amendment to redesignate the public park (Block 8) from Neighbourhoods to Green Space in The London Plan as shown below in Figure 10.

The applicant has also requested an Official Plan amendment to add a Specific Policy to the Neighbourhoods Place Type in The London Plan, and to Map 7: Specific Policy Areas to permit buildings up to four (4) storeys in height, and to add low-rise apartments, small-scale community facilities, and mixed-use buildings as permitted uses.



Redesignate **FROM** Neighbourhoods **TO** Green Space

Figure 10 - The Requested Amendment to Map 1 – Place Types of the London Plan

Zoning By-Law Amendment

The applicant has requested a Zoning By-Law amendment to rezone the property from a Neighbourhood Facility (NF1) Zone to a range of residential zones and an open space zone.

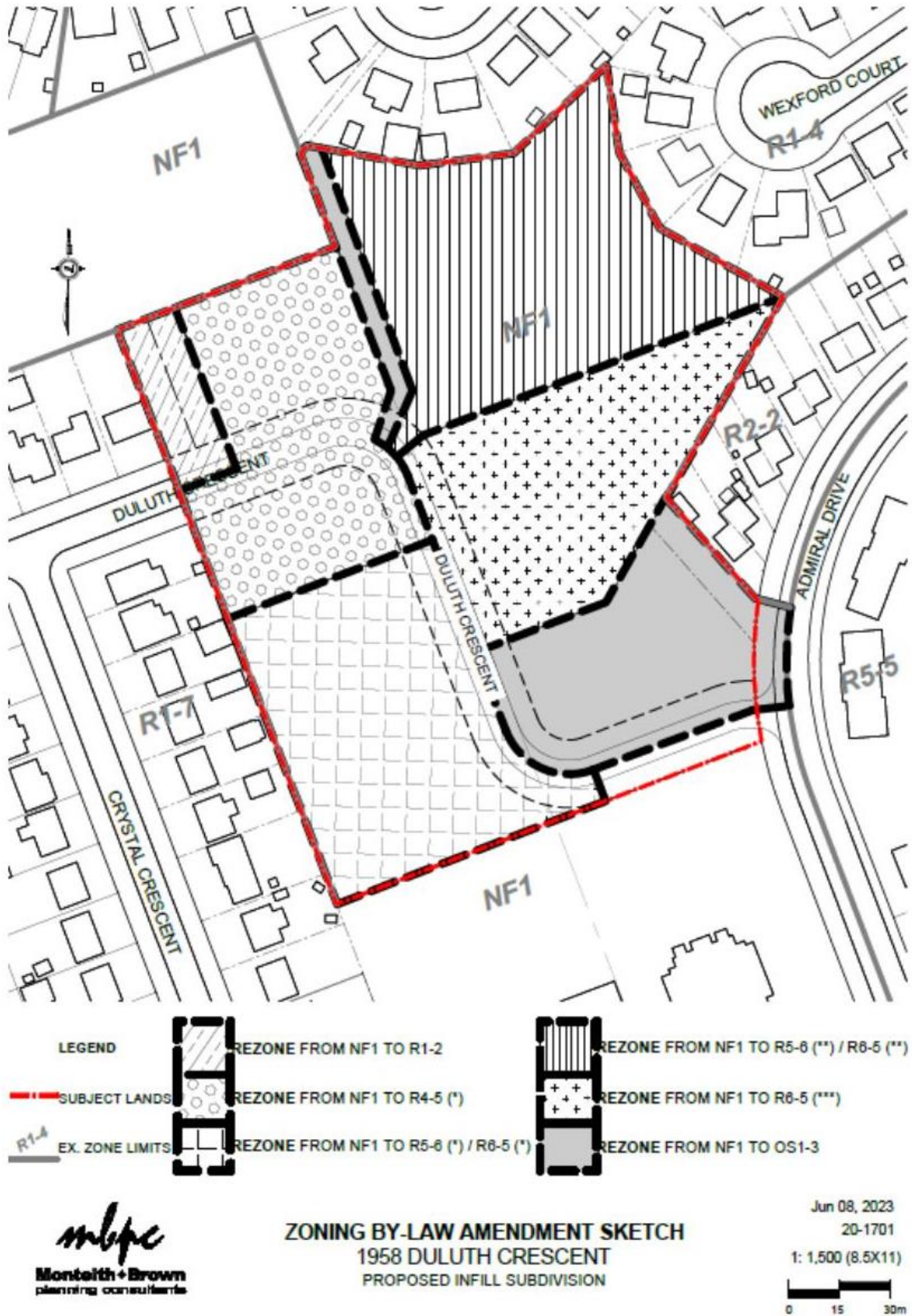


Figure 11 - Requested Zoning By-Law Amendment (MBPC, 2023)

The following Table 1 summarizes the applicant's requested amendment to the Zoning Bylaw Z.-1:

Table 1 - Requested Zones and Special Provisions for each Block

Lot / Block Number	Requested Zone(s)	Requested Special Provisions
Lots 1 & 2	R1-2	<ul style="list-style-type: none"> • No special provisions
Blocks 3 & 4	R4-5 ()	<ul style="list-style-type: none"> • Lot Coverage (%) Maximum: 45
Block 5	R5-6 () R6-5 ()	<ul style="list-style-type: none"> • Front and Exterior Side Yard Depth (m) Minimum: <ul style="list-style-type: none"> ○ 3.0 metres (Front Yard Depth) • Interior Side and Rear Yard Depth (m) Minimum: <ul style="list-style-type: none"> ○ 4.5 metres minimum when the wall of a unit contains windows to habitable rooms (Interior Side Yard) • Height (m) Maximum: 15 • Density Units Per Hectare (Maximum): 200
Block 6	R5-6 () R6-5 ()	<ul style="list-style-type: none"> • Lot Frontage (m) Minimum: 12 • Interior Side and Rear Yard Depth (m) Minimum: <ul style="list-style-type: none"> ○ 3.0 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to an OS1 zone (Interior Side Yard) • Density Units Per Hectare (Maximum): 75
Block 7	R6-5 ()	<ul style="list-style-type: none"> • Permitted Uses add to following: <ul style="list-style-type: none"> ○ Assembly halls; community centre; libraries; day care; personal service establishments within the main permitted uses, restaurants associated with the main permitted uses, excluding a drive through facility; retail stores associated with the main permitted uses. • Front and Exterior Side Yard Depth (m) Minimum: <ul style="list-style-type: none"> ○ 3.0 metres (Front Yard Depth) • Interior Side and Rear Yard Depth (m) Minimum: <ul style="list-style-type: none"> ○ 2.5 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to an OS1 zone (Interior Side Yard) • Height (m) Maximum: 15 • Density Units Per Hectare (Maximum): 150 • Parking Minimum: 1/100m² non-residential uses
Block 8 & 9	OS1(3)	<ul style="list-style-type: none"> • No special provisions

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 key issues are addressed in Section 4.0 of this report. Based on comments from internal departments and agencies it is recommended that some additional special provisions and holding provisions are included to address urban design and servicing concerns and to minimize the impacts on surrounding land uses.

Key issues identified by staff and agencies included:

- Ensure the minimum lot width for townhomes is large enough to accommodate adequate separation between underground services and allow for adequate stormwater management.
- Provide a landscaped open space strip along the rear lot line of apartment building blocks to maintain privacy to adjacent residential uses.
- Ensure development blocks are designed to provide active frontages facing the public walkway and public park blocks.
- Parks is satisfied by the location and size of the proposed parkland and pathway blocks.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.4 Public Engagement

On July 17, 2023, Notice of Application was sent to 224 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 July 20th, 2023. Two “Planning Application” signs were also placed on the site.

There have been four email responses received to date during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 Key Issues and Considerations of this report.

Concerns expressed by the public relate to:

- Increased traffic that will use the extended Duluth Crescent as a cut-through street;
- Increased traffic at the intersection of Admiral Drive and Trafalgar Street;
- Privacy concerns for adjacent low density residential dwellings due to the height of the proposed development; and
- Increased pedestrian traffic and safety concerns.

Detailed public comments are included in Appendix “F” of this report.

2.5 Policy Context

The Planning Act, 1990 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 PPS promotes efficient development and the provision of affordable and market-based housing through a range of housing types (PPS 1.1.1).

It also directs municipalities to identify appropriate locations for intensification and redevelopment to help meet projected needs (PPS 1.1.3), and to permit and facilitate an appropriate range of housing options, including market-based and affordable housing, and allow for densities of new development which make efficient use of land, infrastructure and public services (1.4.3).

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent 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 an Official Plan and Zoning By-law amendment is consistent with the general intent and purpose of 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 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.

Neighbourhoods Place Type

The subject lands are located within the Neighbourhoods Place Type, and have frontage on an existing Neighbourhood Connector (Admiral Drive) and a planned extension to a Neighbourhood Street (Duluth Crescent). A range of low-density residential uses

including single detached, semi-detached, and townhouses, and triplexes are permitted (Table 10). Heights between one (1) and three (3) storeys are permitted (Table 11).

An Official Plan amendment is proposed to add a Specific Policy to the Neighbourhoods Place Type and on Map 7 – Specific Policy Areas for the subject lands to permit apartments, small-scale community facilities, and mixed-use buildings, as well as to permit development up to four (4) storeys in height. An amendment is also proposed to designate the public park as Green Space on Map 1 – Place Types.

Criteria for Specific Policy Areas

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable Place Type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

The subject site is owned by the City of London and is proposed to be developed for the purpose of affordable housing and public parkland. The site and proposal are sufficiently unique to not set a precedent, and it is in the public interest to provide this parkland and mixed-use development at an intensity appropriate to the scale of the site. Staff are of the opinion that the proposed Specific Policy Area conforms to the evaluation criteria.

Evaluation of Planning and Development Applications

The London Plan also 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 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, and that appropriate zones and special provisions have been applied.

Z-1 Zoning By-Law

The lands are currently within the Neighbourhood Facility (NF1) Zone. This Zone provides for and regulates public and private facility uses which primarily serve a neighbourhood function, such as the former elementary school.

Rezoning is required to facilitate the residential and mixed-use buildings that are envisioned on the subject lands including low and medium density residential, mixed-use, and open space zones.

3.0 Financial Impact

Through the completion of the works associated with this proposal, application fees, development charges and taxes will be collected. There will be an increase in the operating and maintenance costs once the City assumes the planned public roads and other infrastructure and public facilities in the planned subdivision. The City will also be responsible for the long-term capital renewal costs associated with these works.

4.0 Key Issues and Considerations

4.1 Land Use

Small-Scale Community Uses and Mixed-Use Buildings

The requested amendment to the London Plan proposes to add small-scale community facilities and mixed-use buildings as permitted uses on the subject lands, where the London Plan typically only permits low-density residential uses on Neighbourhood Streets (Table 10). The requested Zoning By-Law amendment includes site specific zoning to permit a range of residential uses, community facilities (including libraries, day care centres, community centres, and assembly halls), open space, and small scale-commercial uses such as personal service, restaurants (excluding drive-through facilities) and retail uses.

The London Plan encourages community facilities that are associated with and integral to a residential environment to be permitted at appropriate locations within the Neighbourhood Place Type (918_8, 930_). Community facilities will be directed to locations that are easily accessible and where they can help establish and enhance the character of the neighbourhood. The proposed location at the entrance to the new subdivision, within a mixed-use building and adjacent to the public park will help establish and enhance the character of the neighbourhood and provide these new amenities near the proposed and existing residential areas.

Staff recommend the amendments to permit small-scale community facilities and commercial uses within mixed-use buildings be approved.

Apartments Buildings

The requested amendment to the London Plan would add apartment buildings as a permitted use on the subject lands, where the London Plan typically only permits up to townhouses and triplexes within the Neighbourhood Place Type on Neighbourhood Streets and Neighbourhood Connectors. The associated Zoning By-Law amendment includes zones which would permit apartment uses on Blocks 5, 6 and 7 of the proposed subdivision.

The proposed mix of dwelling types, including apartments and mixed-use buildings, is supportive of the London Plan policies requiring new neighbourhoods to be planned with a variety of different housing types (509_). By providing a greater range of dwelling types within neighbourhoods, there are more appropriate housing options available to meet the needs of local residents at all stages of their lives and circumstances.

Apartments allow for a more compact form of development on the subject lands to ensure that adequate separation can be provided to adjacent low-density residential uses while still allowing for increased density on the subject lands. Limitations on the maximum heights will be applied to ensure that the apartment and mixed-use buildings will be appropriately integrated within the existing community.

Staff recommend that the requested amendments to add apartments as a permitted use within a new Specific Policy Area for the subject lands, and that the requested zoning by-law amendments to permit apartment uses be approved.

4.2 Intensity

The proposed development constitutes residential intensification within an existing neighbourhood as defined by the London Plan (938_). The proposed development

constitutes infill development where new residential units are developed on vacant or underutilized lots (939_5). It is an important strategy of the London Plan to support residential intensification, including infill development, while ensuring that development is appropriately located and fits well within the existing neighbourhood (940_).

Increased Height

The requested amendment to the London Plan would increase the permitted heights on the subject lands up to four (4) storeys. The London Plan generally supports increased height in places which have good access to transit and amenities such as the intersection of Neighbourhood Connectors and major Civic Boulevards (Table 11).

The subject lands are considered an appropriate location for infill and intensification as they are located very close (approximately 100m) to the intersection of Trafalgar Street (Civic Boulevard) and Admiral Drive (Neighbourhood Connector). The site is also within walking distance of a major commercial and transit hub at Argyle Mall (approximately 750m north), as well as the Argyle Arena and Clarke Road Secondary School. London Transit bus route 35 also provides direct service from Admiral Drive, adjacent to the subject lands to Argyle Mall and around Trafalgar Heights. Additionally stops for Bus Routes 2A, 3, 5, 7, 38 are located within 500m of the subject lands on Clarke Rd., Trafalgar St. and Wavell St. which provide service to Downtown, Western University, Hamilton Road, SoHo, Westmount Mall, Byron and Innovation Park. The subject lands are also located in close proximity to Nelson Plaza, a commercial area at Trafalgar St. and Clarke Rd. (with a grocery store, pharmacy, restaurants, and financial institutions). There is capacity within existing municipal infrastructure to accommodate the proposed development.

The subject lands are currently a large block within the existing community where it is possible to provide increased setbacks, landscaped buffers and enhanced design to minimize the impact on adjacent low-density residential uses. It is recommended that additional zoning regulations specified below be included in the proposed zones to maintain privacy between the existing surrounding uses and the proposed development.

The low-density residential lands to the north, east and west of the subject lands permit development up to 9 metres in height. The requested zones would limit height to 12 metres in the northeast portion of the development (Block 6) in order to ensure compatibility and transition. Special provisions are requested to permit up to 15 metres in the southern portion of the development (Blocks 5 & 7) adjacent to the public park, where potential impacts on adjacent residential uses are less. The proposed heights represent an appropriate transition from low density to medium density towards the public park and Admiral Drive.

The following special provision is recommended to be applied to the requested zones for the medium density residential Blocks 5, 6, and 7:

Landscaped Open Space Buffer (M) Minimum: A 3.0m required rear and interior side yard shall be provided adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

Residential Density

The requested London Plan and Zoning By-Law amendments would permit infill development within a built up area of the community and would increase the density and population living within the neighbourhood if approved. The existing neighbourhood surrounding the subject lands is currently zoned to permit primarily low-density residential development including single-detached dwellings and townhouses.

Permitting medium density apartments and mixed-use buildings as infill development on the underutilized former school site will support the City's goals and objectives relating to residential intensification in the London Plan (80_).

The opportunity to acquire surplus lands from school boards and redevelop it for housing purposes is consistent with the City's homelessness prevention and housing

strategies in the London Plan (502_). The proposed development will contribute to the City's affordable housing target (517_).

The two-storey apartment and townhouse block (Block 6) in the northeast portion of the development is proposed to allow up to a maximum density of 75 units per hectare, which would permit 50 residential units on the 0.7 Ha block. The four-storey apartment block (Block 5) in the southwest corner is proposed to permit up to a maximum density of 200 units per hectare, which would permit the proposed 100 units on the 0.52 Ha block. The four-storey mixed-use block adjacent to the park in the southeast portion of the subject lands is proposed to allow up to a maximum density of 150 units per hectare which would permit up to 69 residential units on the 0.47 Ha block.

Due to the size of the blocks within the subdivision the increased densities that are proposed can be accommodated without many site-specific special provisions related to rear yard setbacks, parking requirements, lot coverage, or landscaped open space in the zoning by-law amendment. Blocks 5 and 6 can accommodate the required amount of parking for the proposed residential units. Block 5 is proposed to have a rear yard setback of more than double the required minimum, while the required 6m setback (to other residential zones) is maintained on Block 6.

The only block where special provisions are requested to the minimum parking rate is for non-residential uses on Block 7. It is proposed that the minimum parking rate for all non-residential uses be 1 per 100m², which would reduce the parking rate for assembly halls, day care centres, community centres and the other secondary uses to the standard the minimum rate for Library uses. The possible community facilities and associated secondary uses would be primarily intended to serve the needs of local residents. Based on the small scale nature of the proposed community and commercial uses, the availability of public transit, and the proximity to existing and planned residential development, the proposed parking reduction is considered reasonable.

Based on the size of the lots, and the ability to mitigate potential impacts on surrounding residential uses, the requested residential densities and special provisions are recommended to be approved.

Low-Density Uses within Medium-Density Blocks

To ensure that the lands that are planned for medium density are maintained as medium density in the future, staff are recommending that single-detached dwellings not be permitted within the proposed medium density zones. This will minimize potential land use conflicts in the future if there are changes to the proposed development of the site. This will also clearly identify and communicate the planned uses of the development blocks to the public.

Staff recommend that the following special provision be included:

Permitted Uses: All uses within the R6-5 zone variation with the exception of single-detached dwellings.

4.3 Form

Minimum Frontage for Street-Fronting Townhouses

Blocks 3 & 4 in the proposed draft plan of subdivision are intended for street-fronting townhouses with a minimum lot frontage of 6.7 metres for interior lots. The requested Residential R4-5 zone permits a minimum lot frontage of 5.5m per unit. Subdivision Engineering staff have reviewed the proposed amendments and identified that lots with less than 6.7m per unit will not be permitted so that appropriate separation between services can still be provided. Previously this would have been addressed during Site Plan Approval, however, due to recent provincial policies the townhouses will no longer be subject to the Site Plan Approval process.

As the proposed development is already planned to comply with the minimum lot frontage of 6.7m per unit, staff are recommending that this provision be included within the R4-5 zone:

Lot Frontage (M) Minimum: 6.7 per unit

Setbacks to the Public Realm

The proposed zoning by-law amendments include special provisions to reduce the required setbacks to public streets and open space. These special provisions are requested to help improve and activate these public spaces, while also allowing for increase setbacks to the rear of properties.

The applicant has requested that the minimum front yard setbacks for Blocks 5 and 7 be reduced to 3.0m, and that the minimum interior side yard setbacks adjacent to open space zones be reduced to 3.0m (Block 6) and 2.5m (Block 7). These proposed zoning regulations will allow for the buildings to be located closer to public streets, walkways and park and increased setbacks to surrounding residential dwellings at the back of each block. The requested special provisions are consistent with London Plan policies which encourage buildings to be located with minimal setbacks to public streets and spaces (London Plan 259_). In addition to the requested special provisions, staff are recommending including maximum front yard setbacks within the medium density blocks to ensure buildings are located to create an active street frontage and encourage pedestrian activity.

The following special provision is recommended to be added to the apartment and mixed-use blocks (Blocks 5 & 7) to require development to be located near the street frontage and away from the rear of blocks.

Front Yard Depth (M) Maximum: 6.0 metres

The following special provision is recommended to be added to the apartment and townhouse block (Block 6) and mixed-use block (Block 7) to require development to be located near public pathway and away from the rear of blocks.

Interior Side Yard Depth (M) Maximum: 6.0 metres adjacent to OS1 zone.

4.4 Traffic and Pedestrian Activity

A Traffic Impact Assessment (TIA) was completed by the applicant in support of the proposed development. The study identified that there will be a minor increase in traffic by 2029 with no major change in the function of most intersections around the development. The majority of traffic to and from the development is anticipated to use the Trafalgar and Admiral Dr. intersection to access the broader road network. The proposed "Z" shape of the extension to Duluth Crescent will naturally slow down traffic and discourage cut-through traffic using the street.

Based on the TIA, some delays in the afternoon rush hour are expected going southbound on Admiral Dr. at Trafalgar St. under both the 2029 background traffic (excluding traffic from the proposed development) and total traffic scenarios. A traffic signal warrant analysis was conducted for the intersection and determined that a signal was not warranted, as neither the number of vehicles nor the delay for each vehicle is deemed to meet the threshold for a signal. City staff agree with the recommendations of the TIA, and do not believe there is justification for a traffic light to be installed at the intersection of Admiral Dr. and Trafalgar St.

The proposed development limits the amount of parking that is available, and as such, will limit the traffic impact on the surrounding community. The availability of transit, pedestrian walkways, commercial amenities, and proximity to safe cycling lanes such as on Wavell Street, will encourage residents to use alternative forms of transportation.

Transportation's comments requiring that a new/updated Transportation Impact Assessment be submitted to assess the impact of the proposed development on abutting roads, sightlines on Admiral Drive and the Neighbourhood Facility have been addressed through the TIA submitted as part of the complete application.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed Official Plan, Zoning By-Law Amendment and Draft Plan of Subdivision are consistent with the general intent and purpose of the London Plan which encourages infill and intensification, the provision of a range and mix of dwelling types, and the provision of affordable housing. No outstanding significant concerns have been identified with the proposed amendments. Other concerns related to the design of specific development blocks will be addressed through Site Plan Approval as part of future applications once more detailed designs are available.

Prepared by: Michael Clark, MA
Planner, Subdivision Planning

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

cc: Peter Kavcic, Manager, Subdivisions and Development Inspections

cc: Michael Pease, Manager, Site Plans

cc: Ismail Abushehada, Manager, Subdivision Engineering

cc: Matt Feldberg, Director, Municipal Housing Development

BP/mc

Appendix A – Official Plan Amendment

Bill No. (Number to be inserted by
Clerk's Office)
2023

By-law No. C.P.-XXXX-__

A by-law to amend the Official Plan,
The London Plan for the City of
London, relating to 1958 Duluth Street.

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

- 1) Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan, for the City of London as contained in the text attached hereto and forming part of this by-law, is adopted.
- 2) This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on November 7, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading - November 7, 2023
Second Reading - November 7, 2023
Third Reading - November 7, 2023

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to facilitate the proposed infill and intensification development of the property at 1958 Duluth Crescent by permitting an increased building height; permitting additional uses including apartment buildings, small-scale community facilities, and mixed-use buildings; and designating the public park as Green Space.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1958 Duluth Crescent in the City of London as shown on “Schedule 1” attached hereto.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for residential infill and intensification including apartment buildings, small-scale community facilities, and mixed-use buildings up to four-storeys, as it is compatible with the surrounding land uses and will help enhance the character of the neighbourhood.

D. THE AMENDMENT

The Official Plan, the London Plan, for the City of London is hereby amended as follows:

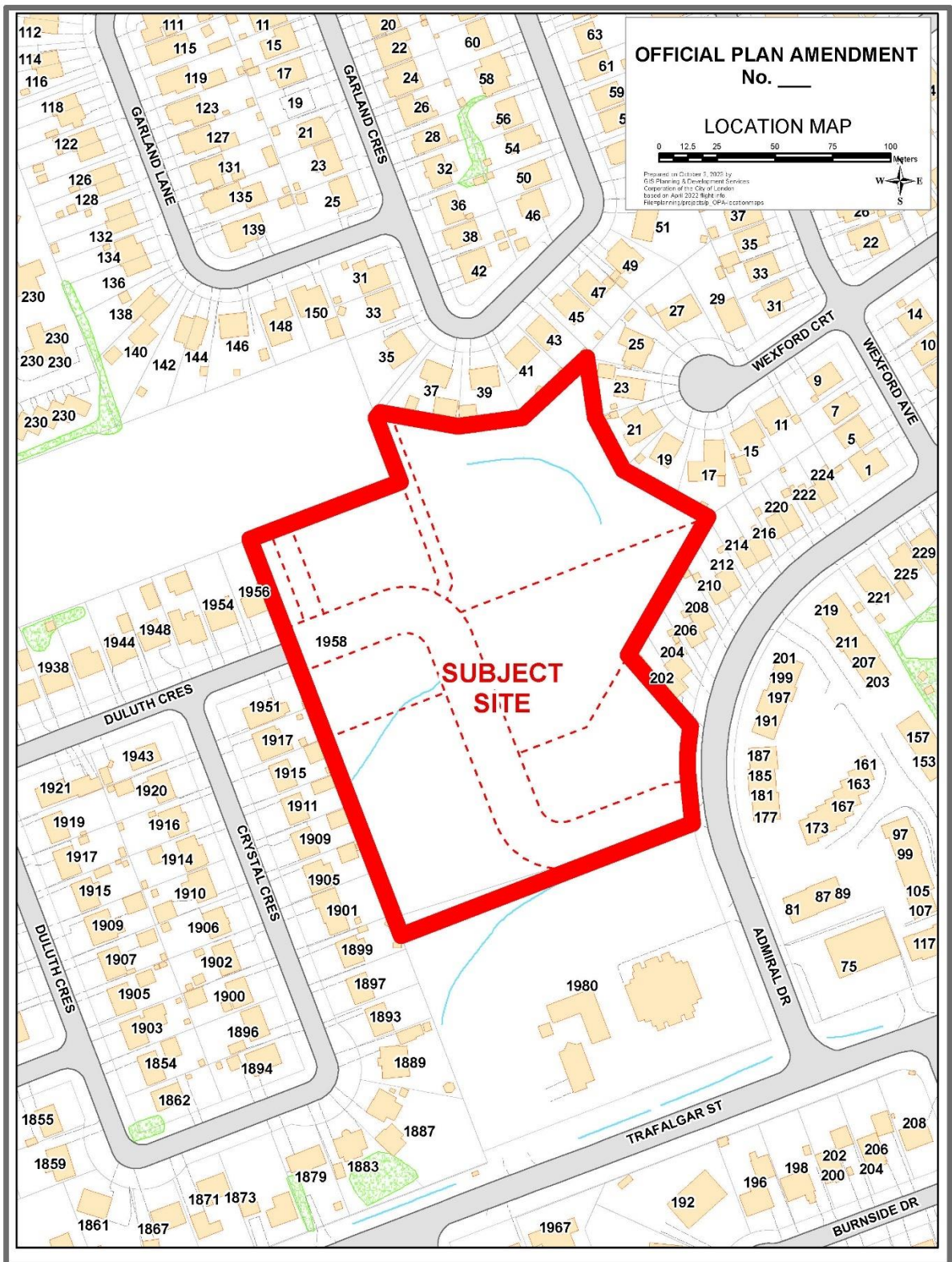
1. Specific Policies for the Neighbourhood Place Type of the Official Plan, The London Plan, for the City of London is amended by adding the following:

() 1958 Duluth Crescent

For the lands in the Neighbourhoods Place Type located at 1958 Duluth Crescent, as shown on Map 7 – Specific Policy Areas, apartment buildings, small-scale community facilities and mixed-use buildings shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of 4 storeys.

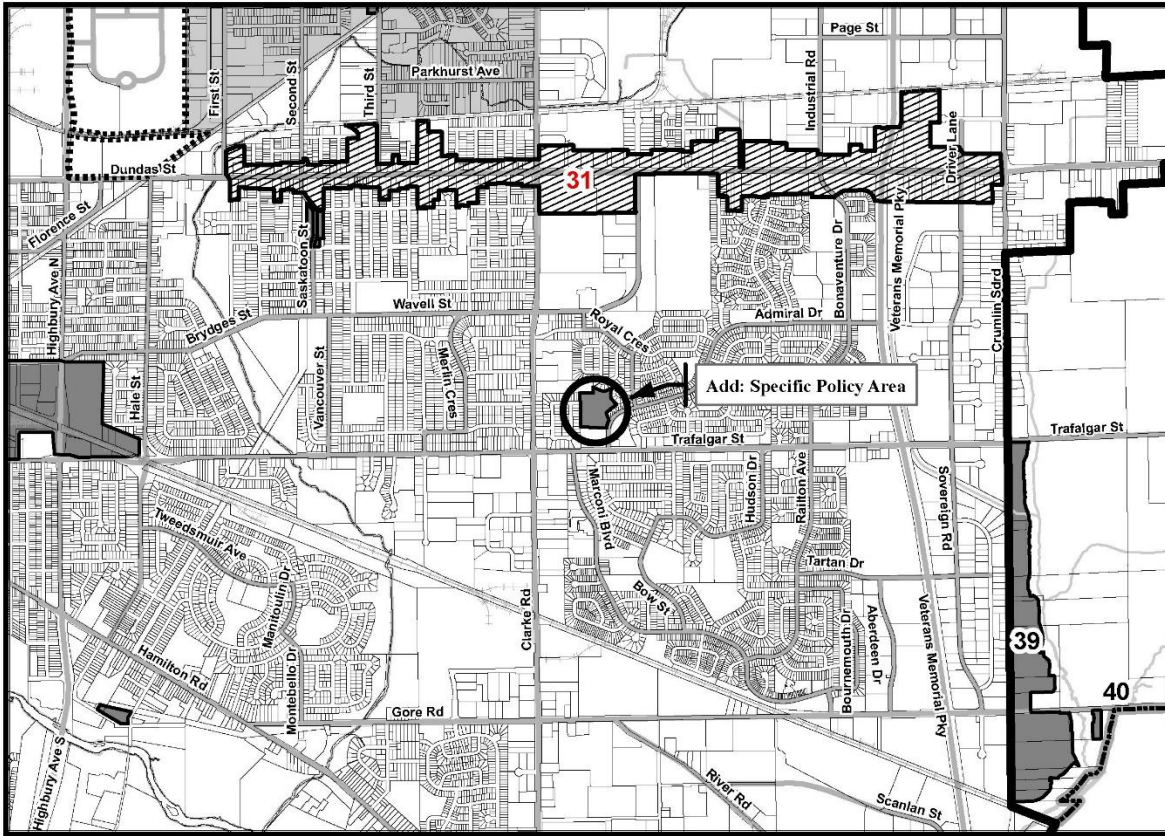
2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1958 Duluth Crescent in the City of London, as indicated on “Schedule 2” attached hereto.
3. Map 1 – Place Types, to the Official Plan, The London Plan, for the City of London Planning Area is amended by redesignating Block 8 in the Draft Plan of Subdivision for 1958 Duluth Crescent (File No. 39T-23504) from a Neighbourhood Place Type to a Green Space Place Type, as indicated on “Schedule 3” attached hereto.

"Schedule 1"



“Schedule 2”

AMENDMENT NO:



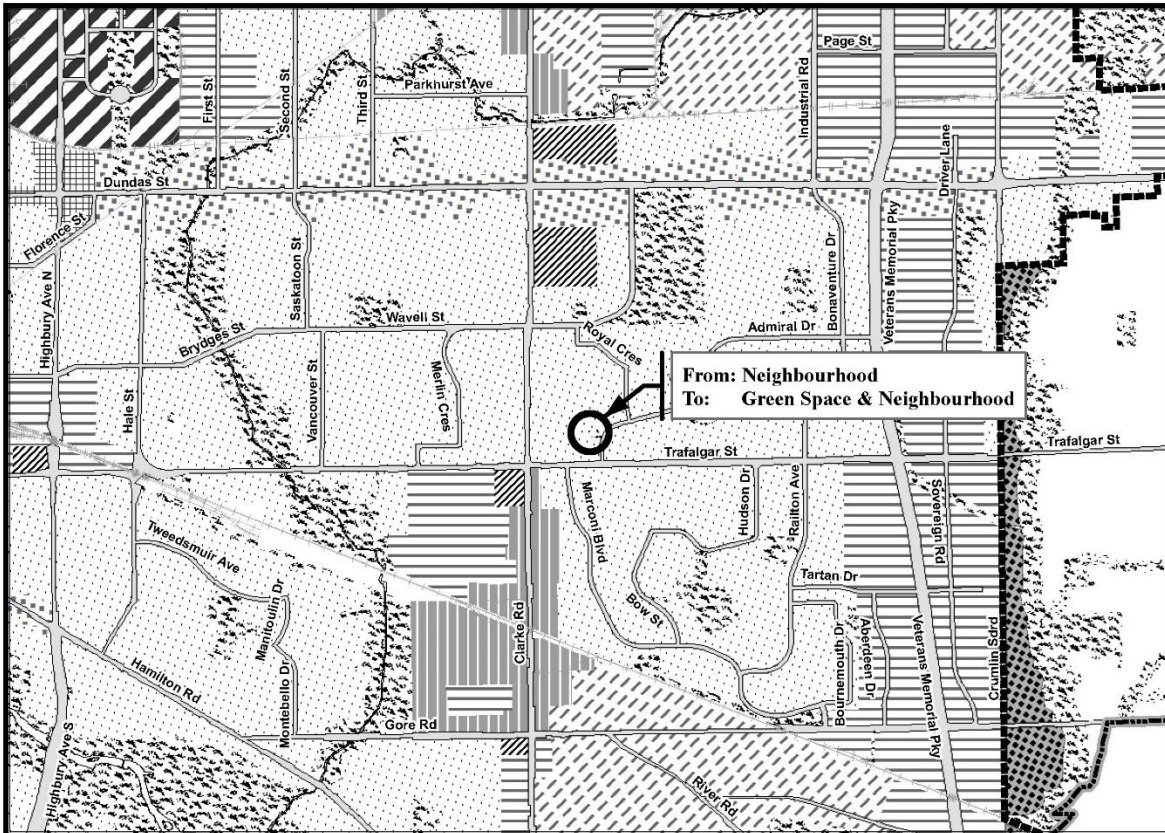
LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

<p>SCHEDULE # TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9638</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 9/26/2023</p>
--	-------------------------------------	---

“Schedule 3”

AMENDMENT NO:



Legend

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

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

<p>SCHEDULE # TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9638</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 9/26/2023</p>
--	-------------------------------------	---

Monteith + Brown
planning consultants

DRAFT PLAN OF SUBDIVISION
Block D RP-934 and Part of Block E RP-934 and Part of South 1/2 Lot 4, Concession C (Geographic) of the City of London
County of Middlesex

OWNER'S CERTIFICATE
I, the undersigned, being the owner of the land shown on the plan, hereby certify that the plan is a true and correct copy of the plan as shown to me by the City of London and County of Middlesex.

SURVEYOR'S CERTIFICATE
I, the undersigned, being a duly qualified and licensed Surveyor, hereby certify that the plan is a true and correct copy of the plan as shown to me by the City of London and County of Middlesex.

DATE 25/04/2023

RECORD OF SUBMISSION

No.	CITY REVIEW	DATE
1.		JUNE 2023

REQUIREMENTS UNDER SECTION 14 (1) OF THE PLANNING ACT, 1990

1. The plan must be submitted to the City of London and County of Middlesex for their approval.

2. The plan must be submitted to the City of London and County of Middlesex for their approval.

3. The plan must be submitted to the City of London and County of Middlesex for their approval.

LAND USE SCHEDULE

LAND USE	AREA (Ha)	PERCENT
STREET FRONTAGE	0.07	2.1
RESIDENTIAL LOT 1.0.2	0.88	2.8
RESIDENTIAL LOT 1.0.3	1.22	4.0
MEDIUM DENSITY RESIDENTIAL	0.62	2.0
MEDIUM DENSITY MIXED USE (M2)	0.58	1.9
MEDIUM DENSITY MIXED USE (M3)	0.95	3.2
WALKWAY BLOCK 9	0.05	0.2
ROAD & WORKINGS BLOCK 9	0.51	1.7
TOTAL SITE AREA	2.98	100.0

CLIENT
HOUSING DEVELOPMENT CORPORATION

SCALE
1:400

PROPOSED INFILL SUBDIVISION
1968 DULUTH CRESCENT, LONDON

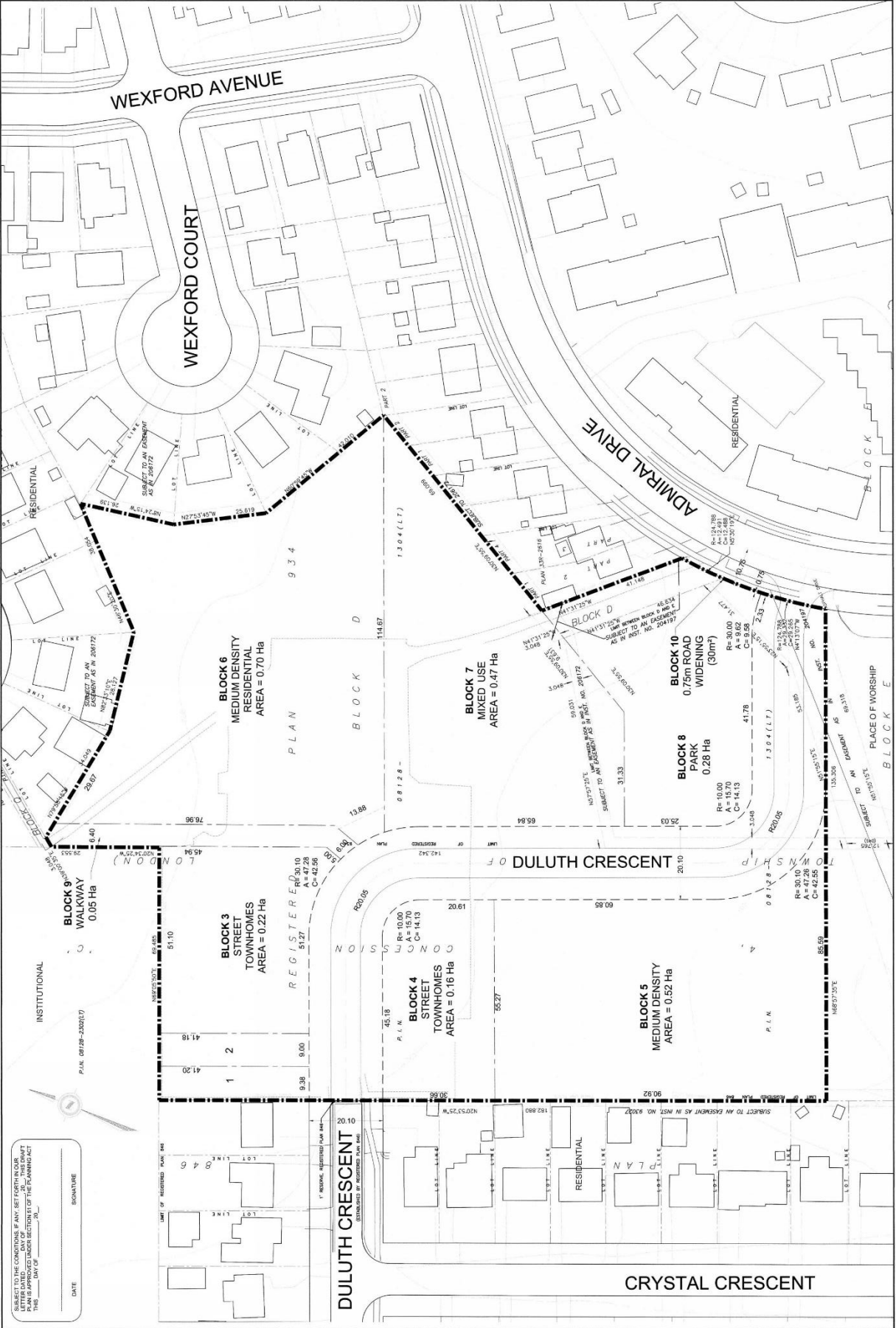
PROJECT NO. 20-1701

DATE 25/04/2023

SCALE OF PLAN 1:500

DATE 25/04/2023

DP



IF ANY OF THE CONDITIONS OF ANY REFERRING ORDER LETTER DATED 15/01/2018 OR 20/01/2018 THIS DRAFT PLAN IS APPLIED TO UNDER SECTIONS OF THE PLANNING ACT 1990, THE DATE OF THIS DRAFT PLAN IS 25/04/2023.

DATE _____ SIGNATURE _____

Appendix B – Zoning By-Law Amendment

Bill No. (number to be inserted by
Clerk's Office)
(2023)

By-law No. Z.-1-_____

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 1958 Duluth
Crescent.

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1958 Duluth Crescent as shown on the attached map comprising part of Key Map No. A109, **FROM** a Neighbourhood Facility (NF1) Zone **TO** a Holding Residential R1 (h*h-100*R1-2) Zone; a Holding Residential Special Provision R4 (h*h-100*R4-5(_)) Zone; a Holding Residential Special Provision R5 (h*h-100*R5-6(_)) Zone; a Holding Residential Special Provision R6 (h*h-100*R6-5(_)) Zone; a Holding Residential Special Provision R5 (h*h-100*R5-6(_)) Zone; a Holding Residential Special Provision R6 (h*h-100*R6-5(_)) Zone; a Holding Residential Special Provision R6 (h*h-100*R6-5(_)) Zone; and a Special Provision Open Space OS1 (OS1(3)) Zone.

- 2) Section Number 8.4 of the Residential R4 Zone is amended by adding the following Special Provisions:

R4-5(*) 1958 Duluth Crescent (Street Townhouse Blocks)

a. Regulations

- i) Lot Coverage (%) Maximum: 45
- ii) Lot Frontage (m) Minimum: 6.7 per unit

- 3) Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-6(*) 1958 Duluth Crescent (Southwest Apartment Block)

a. Regulations

- i) Front Yard Depth (m) Minimum: 3.0
- ii) Front Yard Depth (m) Maximum: 6.0
- iii) Interior Side Yard Depth (m) Minimum: 4.5 metres minimum when the wall of a unit contains windows to habitable rooms.
- iv) Height (m) Maximum: 15
- v) Density Units Per Hectare (Maximum): 200
- vi) Landscaped Open Space Buffer (m) Minimum: 3.0m required for rear and interior side yard adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

- 4) Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-6(**) 1958 Duluth Crescent (Northeast Apartment / Townhouse Block)

a. Regulations

- i) Lot Frontage (m) Minimum: 12
- ii) Interior Side Yard Depth (m) Minimum: 3.0 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to an OS1 zone.
- iii) Interior Side Yard Depth (m) Maximum: 6.0 metres adjacent to an OS1 zone.
- iv) Density Units Per Hectare (Maximum): 75
- v) Landscaped Open Space Buffer (m) Minimum: 3.0m required for rear and interior side yard adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

5) Section Number 10.4 of the Residential R6 Zone is amended by adding the following Special Provisions:

R6-5(*) 1958 Duluth Crescent (Southwest Apartment Block)

a. Regulations

- i) Permitted Uses: All uses within the R6-5 zone variation with the exception of single-detached dwellings.
- ii) Front Yard Depth (m) Minimum: 3.0
- iii) Front Yard Depth (m) Maximum: 6.0
- iv) Interior Side Yard Depth (m) Minimum: 4.5 metres minimum when the wall of a unit contains windows to habitable rooms.
- v) Height (m) Maximum: 15
- vi) Density Units Per Hectare (Maximum): 200
- vii) Landscaped Open Space Buffer (m) Minimum: 3.0m required for rear and interior side yard adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

6) Section Number 10.4 of the Residential R6 Zone is amended by adding the following Special Provisions:

R6-5(**) 1958 Duluth Crescent (Northeast Apartment / Townhouse Block)

a. Permitted Uses

- i) All uses within the R6-5 zone variation with the exception of single-detached dwellings.

b. Regulations

- i) Lot Frontage (m) Minimum: 12
- ii) Interior Side Yard Depth (m) Minimum: 3.0 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to an OS1 zone.
- iii) Interior Side Yard Depth (m) Maximum: 6.0 metres adjacent to an OS1 zone.
- iv) Density Units Per Hectare (Maximum): 75
- v) Landscaped Open Space Buffer (m) Minimum: 3.0m required for rear and interior side yards adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

7) Section Number 10.4 of the Residential R6 Zone is amended by adding the following Special Provisions:

R6-5(***) 1958 Duluth Crescent (Mixed-Use Block)

a. Permitted Uses

- i) All uses within the R6-5 zone variation with the exception of single-detached dwelling;
- ii) Assembly hall;
- iii) Community centre;
- iv) Library;
- v) Day care centre;
- vi) Personal service establishment;
- vii) Restaurant, excluding a drive through facility; and
- viii) Retail store.

b. Regulations

- i) Front Yard Depth (m) Minimum: 3.0
- ii) Front Yard Depth (m) Maximum: 6.0
- iii) Interior Side Yard Depth (m) Minimum: 2.5 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to an OS1 zone.
- iv) Interior Side Yard Depth (m) Maximum: 6.0 metres adjacent to an OS1 zone.
- v) Height (m) Maximum: 15
- vi) Density Units Per Hectare (Maximum): 150
- vii) Parking (Minimum): 1/100m² non residential uses
- viii) Landscaped Open Space Buffer (m) Minimum: 3.0m required for rear and interior side yards adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.
- ix) Non-residential uses are restricted to the ground floor of mixed-use residential buildings.

8) 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.

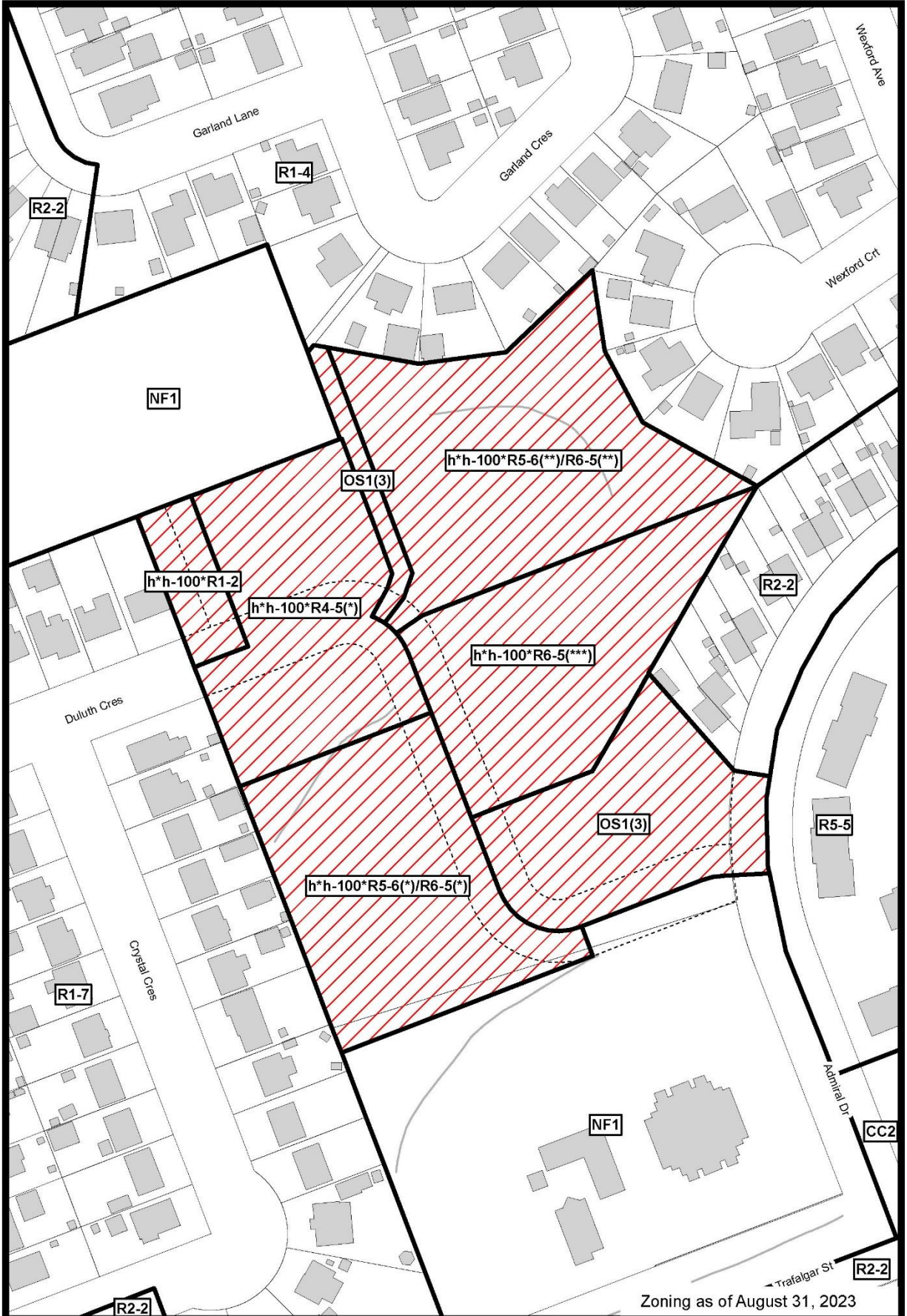
PASSED in Open Council on November 7, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading - November 7, 2023
Second Reading - November 7, 2023
Third Reading - November 7, 2023

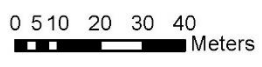
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: 39T-23504 / OZ-9638
 Planner: MC
 Date Prepared: 2023/09/26
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,500



Appendix C – Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant, former elementary school
Frontage	20m (65 ft.) on Duluth Crescent 43m (141 ft.) on Admiral Drive
Area	2.98 Hectares (7.36 acres)
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Existing single-detached dwellings
East	Existing single-detached dwellings and townhouses
South	Place of worship
West	Existing single detached dwellings

Proximity to Nearest Amenities

Major Intersection	Clarke Rd. & Trafalgar St., 270 metres
Dedicated cycling infrastructure	Wavell Street Bike Lanes, 500 metres
London Transit stop	Admiral Drive, 50 metres
Public open space	Admiral Park & Nelson Park, 450 metres (east)
Commercial area/use	Nelson Plaza, 270 metres (southwest) Argyle Mall, 800 metres (north)
Food store	Metro, 425 metres (southwest)
Primary school	Lord Nelson Public School, 290 metres
Community/recreation amenity	Argyle Arena, 422 metres East Lions Community Centre, 1,000 metres East Branch LPL & YMCA Child Care, 1,250 m

B. Planning Information and Request

Current Planning Information

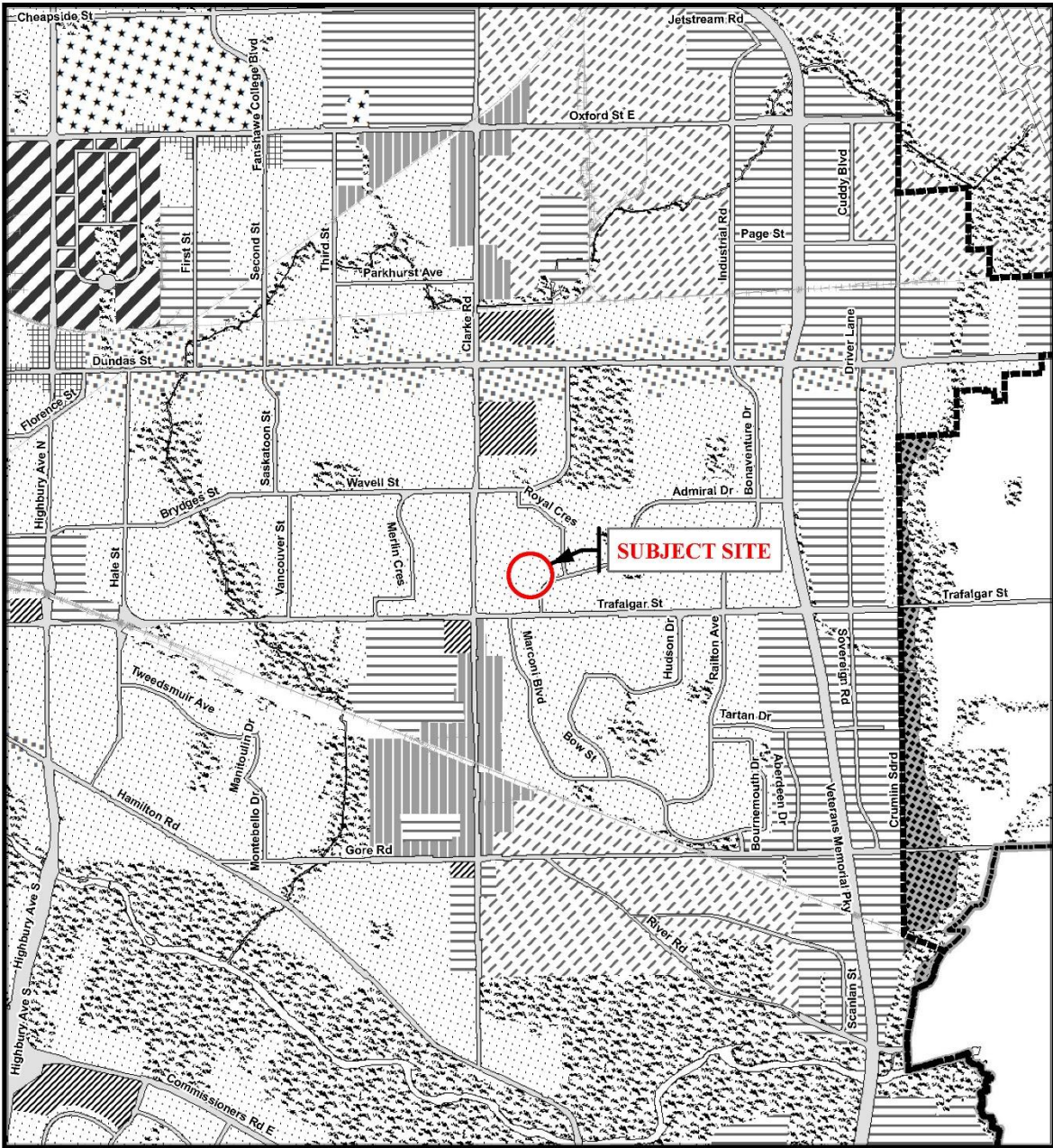
Current Place Type	Neighbourhood, Neighbourhood Street (Duluth Cr.) & Neighbourhood Connector (Admiral Dr.)
Current Zoning	Neighbourhood Facility (NF1) Zone

Requested Designations

Requested Place Type	Neighbourhoods and Green Space
Requested Special Policies	<ul style="list-style-type: none">• Permit Apartment, Small-Scale Community Facilities, and Mixed-Use Buildings• Permit buildings up to 4 storeys in height

Requested Zoning

Requested Zoning	Lots 1-2: R1-2, Blocks 3-4: R4-5(*), Block 5: R5-6(*), R6-5(*), Block 6: R5-6(**), R6-5(**), Block 7: R6-5(***), Blocks 8-9: OS1
------------------	---



Legend

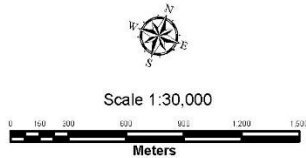
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management 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

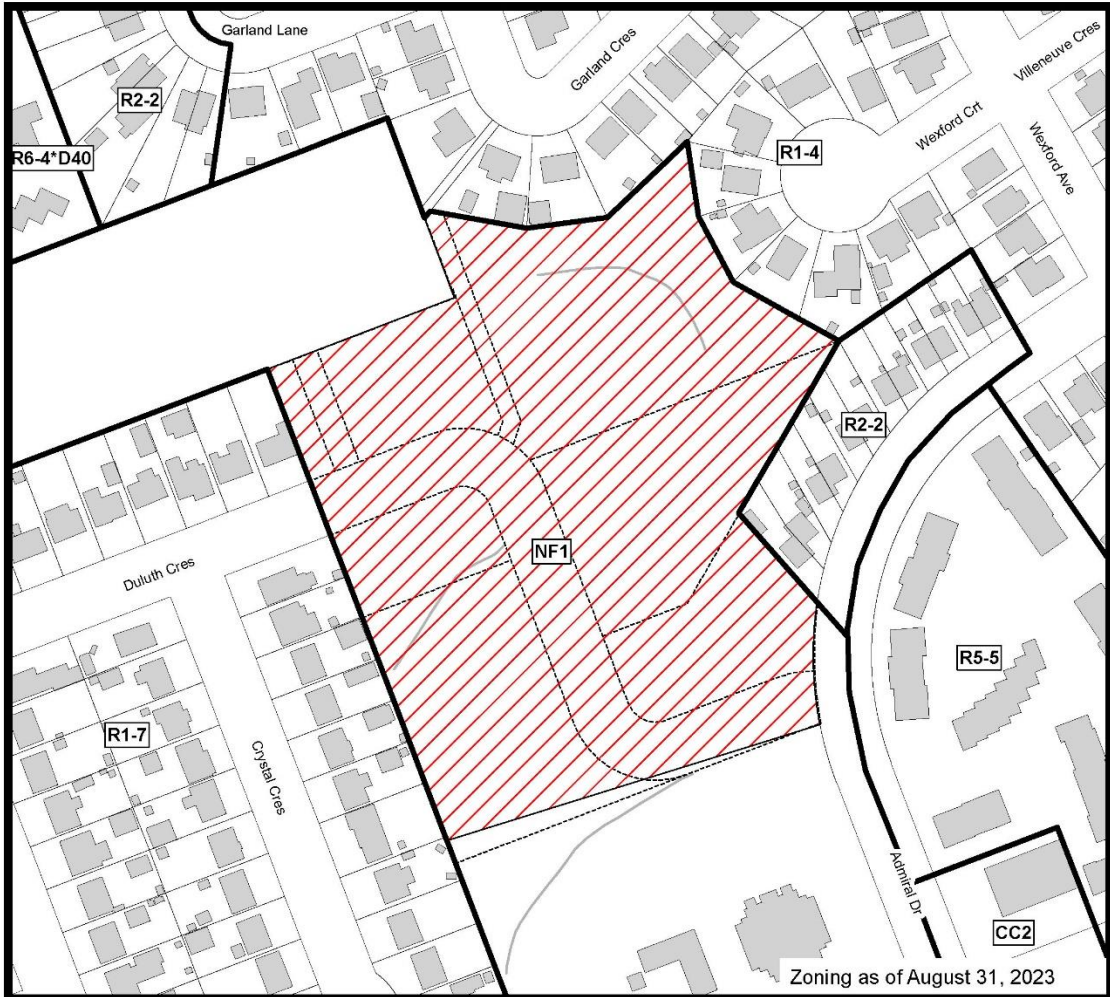


File Number: OZ-9638

Planner: MC

Technician: RC

Date: 2023/9/26



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:

OZ-9638

MC

MAP PREPARED:

2023/09/26

RC

1:2,000

0 10 20 40 60 80

Meters

Requested Zoning Special Provisions

Blocks 3-4 (Street Fronting Townhouses) – R4-5(*)

Regulation	Required	Requested	Recommended
Lot Frontage (minimum)	5.5m per unit	No change	6.7m per unit
Lot Coverage (maximum)	40%	45%	45%

Block 5 (Four-Storey Apartments) - R5-6(*) & R6-5(*)

Regulation	Required	Requested	Recommended
Permitted Uses (R6-5)	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling;	No change	Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling;
Front and Exterior Side Yard Depth (minimum)	6.0 metres (Local Street – Main Building & Garage)	Front Yard Depth (minimum): 3.0 metres	Front Yard Depth (minimum): 3.0 metres
Front Yard Depth (maximum)	n/a	n/a	6.0 metres
Interior Side and Rear Yard Depth (minimum)	[...] 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. [...]	Interior Side Yard: 4.5 metres minimum when the wall of a unit contains windows to habitable rooms	Interior Side Yard: 4.5 metres minimum when the wall of a unit contains windows to habitable rooms
Height (maximum)	12.0 metres	15.0 metres	15.0 metres
Density (maximum)	R5-6: 50 units per hectare R6-5: 35 units per hectares	200 units per hectare	200 units per hectare
Landscaped Open Space Buffer Depth (Minimum)	n/a	n/a	3.0 metres required rear and interior side yard shall be provided adjacent to all R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

Block 6 (Two-Storey Apartments and Townhouses) - R5-6() & R6-5(**)**

Regulation	Required	Requested	Recommended
Permitted Uses (R6-5)	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling;	No change	Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling;
Lot Frontage (minimum)	R5-6: 30 metres R6-5: 10 metres	12.0 metres	12.0 metres
Interior Side and Rear Yard Depth (minimum)	[...] 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. [...]	Interior Side Yard: 3.0 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to any OS1 zone.	Interior Side Yard: 3.0 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to any OS1 zone.
Interior Side Yard Depth (maximum)	n/a	n/a	6.0 metres adjacent to any OS1 zone.
Density (maximum)	R5-6: 50 units per hectare R6-5: 35 units per hectares	75 units per hectare	75 units per hectare
Landscaped Open Space Buffer Depth (Minimum)	n/a	n/a	3.0 metres required rear and interior side yard shall be provided adjacent to any R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

Block 7 (Four-Storey Apartment / Mixed-Use Building) - R6-5(*)**

Regulation	Required	Requested	Recommended
Permitted Uses	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling;	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling; Assembly hall; Community centre; Libraries; Day care centre; Personal service establishments associated with the main permitted uses; Restaurants associated with the main permitted uses, excluding a drive-through facility; Retail stores associated with the main permitted uses.	Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings Fourplex dwelling; Assembly hall; Community centre; Libraries; Day care centre; Personal service establishments associated with the main permitted uses; Restaurants associated with the main permitted uses, excluding a drive-through facility; Retail stores associated with the main permitted uses.
Lot Frontage (minimum)	R5-6: 30 metres R6-5: 10 metres	12.0 metres	12.0 metres
Front and Exterior Side Yard Depth (minimum)	6.0 metres (Local Street – Main Building & Garage)	Front Yard Depth (minimum): 3.0 metres (Local Street – Main Building & Garage)	Front Yard Depth (minimum): 3.0 metres (Local Street – Main Building & Garage)
Front Yard Depth (maximum)	n/a	n/a	6.0 metres
Interior Side and Rear Yard Depth (minimum)	[...] 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. [...]	Interior Side Yard: 2.5 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to any OS1 zone.	Interior Side Yard: 2.5 metres minimum when the wall of a unit contains windows to habitable rooms adjacent to any OS1 zone.
Interior Side Yard Depth (maximum)	n/a	n/a	6.0 metres adjacent to any OS1 zone.
Height (maximum)	12.0 metres	15.0 metres	15.0 metres
Density (maximum)	35 units per hectares	150 units per hectare	150 units per hectare
Landscaped Open Space Buffer Depth (Minimum)	n/a	n/a	3.0 metres required rear and interior side yard shall be provided adjacent to any R1 and R2 zones which may not be used for any other purpose other than landscaped open space.

C. Development Proposal Summary

Development Overview

A residential infill development is proposed by the applicant comprised of single-detached dwellings, townhouses and low-rise apartments near the intersection of Trafalgar Street and Clarke Road. Two single-detached dwellings and blocks of street-fronting townhouse dwellings are proposed for the northwest corner along the extension to Duluth Crescent. The northeast corner of the property is proposed to be developed as two-storey low-rise townhouses and apartment buildings. The southern portion of the subject lands are proposed to be development as two four-storey apartment buildings and a four-storey mixed use apartment building. A municipal park is proposed at the southeast corner of the site along Admiral Drive, adjacent to the planned new intersection with the extension to Duluth Crescent.

Proposal Statistics

Land use	Residential, Mixed-Use, Small-Scale Community Facility, Open Space
Form	Single-Detached Dwellings, Townhouses, Apartments, Mixed-Use Buildings
Height	Two (2) – Four (4) Storeys
Residential units	224 Total <ul style="list-style-type: none">• 2 Single Detached Dwellings• 2 Additional Residential Units• 20 Townhouse Units• 200 Apartment Units
Density	75 units per hectare
Gross floor area	Community Facility: up to 1,300 square metres

Appendix D – Additional Plans and Drawings

Rendering of the Proposed Development & Landscape Plan (MBPC, 2023)



Conceptual Landscape Plan of the Proposed Development (MBPC, 2023)



PLANT LIST

PLANT ID	PLANT NAME	SIZE	LOCATION
01	AMERICAN ELM	12"	DRIVEWAY
02	BOX ELDER	12"	DRIVEWAY
03	FREEHOLD MAPLE	12"	DRIVEWAY
04	NORWAY SPRUCE	12"	DRIVEWAY
05	NORWAY MAPLE	12"	DRIVEWAY
06	SILVER POPULAR	12"	DRIVEWAY
07	HACKBERRY	12"	DRIVEWAY
08	AMERICAN ELM	12"	DRIVEWAY
09	BOX ELDER	12"	DRIVEWAY
10	FREEHOLD MAPLE	12"	DRIVEWAY
11	NORWAY SPRUCE	12"	DRIVEWAY
12	NORWAY MAPLE	12"	DRIVEWAY
13	SILVER POPULAR	12"	DRIVEWAY
14	HACKBERRY	12"	DRIVEWAY
15	AMERICAN ELM	12"	DRIVEWAY
16	BOX ELDER	12"	DRIVEWAY
17	FREEHOLD MAPLE	12"	DRIVEWAY
18	NORWAY SPRUCE	12"	DRIVEWAY
19	NORWAY MAPLE	12"	DRIVEWAY
20	SILVER POPULAR	12"	DRIVEWAY
21	HACKBERRY	12"	DRIVEWAY
22	AMERICAN ELM	12"	DRIVEWAY
23	BOX ELDER	12"	DRIVEWAY
24	FREEHOLD MAPLE	12"	DRIVEWAY
25	NORWAY SPRUCE	12"	DRIVEWAY
26	NORWAY MAPLE	12"	DRIVEWAY
27	SILVER POPULAR	12"	DRIVEWAY
28	HACKBERRY	12"	DRIVEWAY
29	AMERICAN ELM	12"	DRIVEWAY
30	BOX ELDER	12"	DRIVEWAY
31	FREEHOLD MAPLE	12"	DRIVEWAY
32	NORWAY SPRUCE	12"	DRIVEWAY
33	NORWAY MAPLE	12"	DRIVEWAY
34	SILVER POPULAR	12"	DRIVEWAY
35	HACKBERRY	12"	DRIVEWAY
36	AMERICAN ELM	12"	DRIVEWAY
37	BOX ELDER	12"	DRIVEWAY
38	FREEHOLD MAPLE	12"	DRIVEWAY
39	NORWAY SPRUCE	12"	DRIVEWAY
40	NORWAY MAPLE	12"	DRIVEWAY
41	SILVER POPULAR	12"	DRIVEWAY
42	HACKBERRY	12"	DRIVEWAY
43	AMERICAN ELM	12"	DRIVEWAY
44	BOX ELDER	12"	DRIVEWAY
45	FREEHOLD MAPLE	12"	DRIVEWAY
46	NORWAY SPRUCE	12"	DRIVEWAY
47	NORWAY MAPLE	12"	DRIVEWAY
48	SILVER POPULAR	12"	DRIVEWAY
49	HACKBERRY	12"	DRIVEWAY
50	AMERICAN ELM	12"	DRIVEWAY
51	BOX ELDER	12"	DRIVEWAY
52	FREEHOLD MAPLE	12"	DRIVEWAY
53	NORWAY SPRUCE	12"	DRIVEWAY
54	NORWAY MAPLE	12"	DRIVEWAY
55	SILVER POPULAR	12"	DRIVEWAY
56	HACKBERRY	12"	DRIVEWAY
57	AMERICAN ELM	12"	DRIVEWAY
58	BOX ELDER	12"	DRIVEWAY
59	FREEHOLD MAPLE	12"	DRIVEWAY
60	NORWAY SPRUCE	12"	DRIVEWAY
61	NORWAY MAPLE	12"	DRIVEWAY
62	SILVER POPULAR	12"	DRIVEWAY
63	HACKBERRY	12"	DRIVEWAY
64	AMERICAN ELM	12"	DRIVEWAY
65	BOX ELDER	12"	DRIVEWAY
66	FREEHOLD MAPLE	12"	DRIVEWAY
67	NORWAY SPRUCE	12"	DRIVEWAY
68	NORWAY MAPLE	12"	DRIVEWAY
69	SILVER POPULAR	12"	DRIVEWAY
70	HACKBERRY	12"	DRIVEWAY
71	AMERICAN ELM	12"	DRIVEWAY
72	BOX ELDER	12"	DRIVEWAY
73	FREEHOLD MAPLE	12"	DRIVEWAY
74	NORWAY SPRUCE	12"	DRIVEWAY
75	NORWAY MAPLE	12"	DRIVEWAY
76	SILVER POPULAR	12"	DRIVEWAY
77	HACKBERRY	12"	DRIVEWAY
78	AMERICAN ELM	12"	DRIVEWAY
79	BOX ELDER	12"	DRIVEWAY
80	FREEHOLD MAPLE	12"	DRIVEWAY
81	NORWAY SPRUCE	12"	DRIVEWAY
82	NORWAY MAPLE	12"	DRIVEWAY
83	SILVER POPULAR	12"	DRIVEWAY
84	HACKBERRY	12"	DRIVEWAY
85	AMERICAN ELM	12"	DRIVEWAY
86	BOX ELDER	12"	DRIVEWAY
87	FREEHOLD MAPLE	12"	DRIVEWAY
88	NORWAY SPRUCE	12"	DRIVEWAY
89	NORWAY MAPLE	12"	DRIVEWAY
90	SILVER POPULAR	12"	DRIVEWAY
91	HACKBERRY	12"	DRIVEWAY
92	AMERICAN ELM	12"	DRIVEWAY
93	BOX ELDER	12"	DRIVEWAY
94	FREEHOLD MAPLE	12"	DRIVEWAY
95	NORWAY SPRUCE	12"	DRIVEWAY
96	NORWAY MAPLE	12"	DRIVEWAY
97	SILVER POPULAR	12"	DRIVEWAY
98	HACKBERRY	12"	DRIVEWAY
99	AMERICAN ELM	12"	DRIVEWAY
100	BOX ELDER	12"	DRIVEWAY

PRELIMINARY
FOR ARCHITECTS' USE ONLY

RECORD OF SUBMISSION

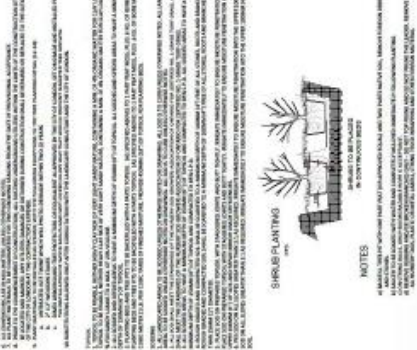
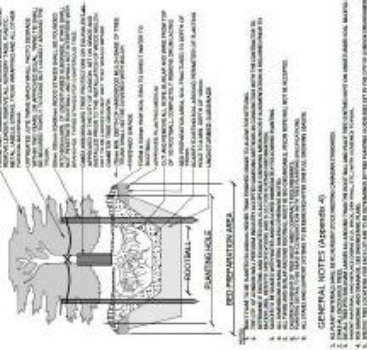
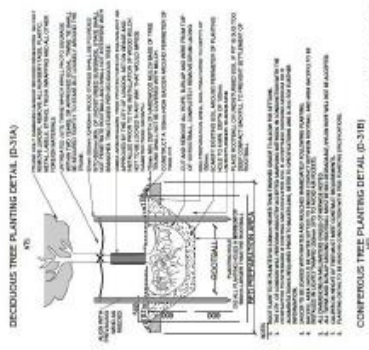
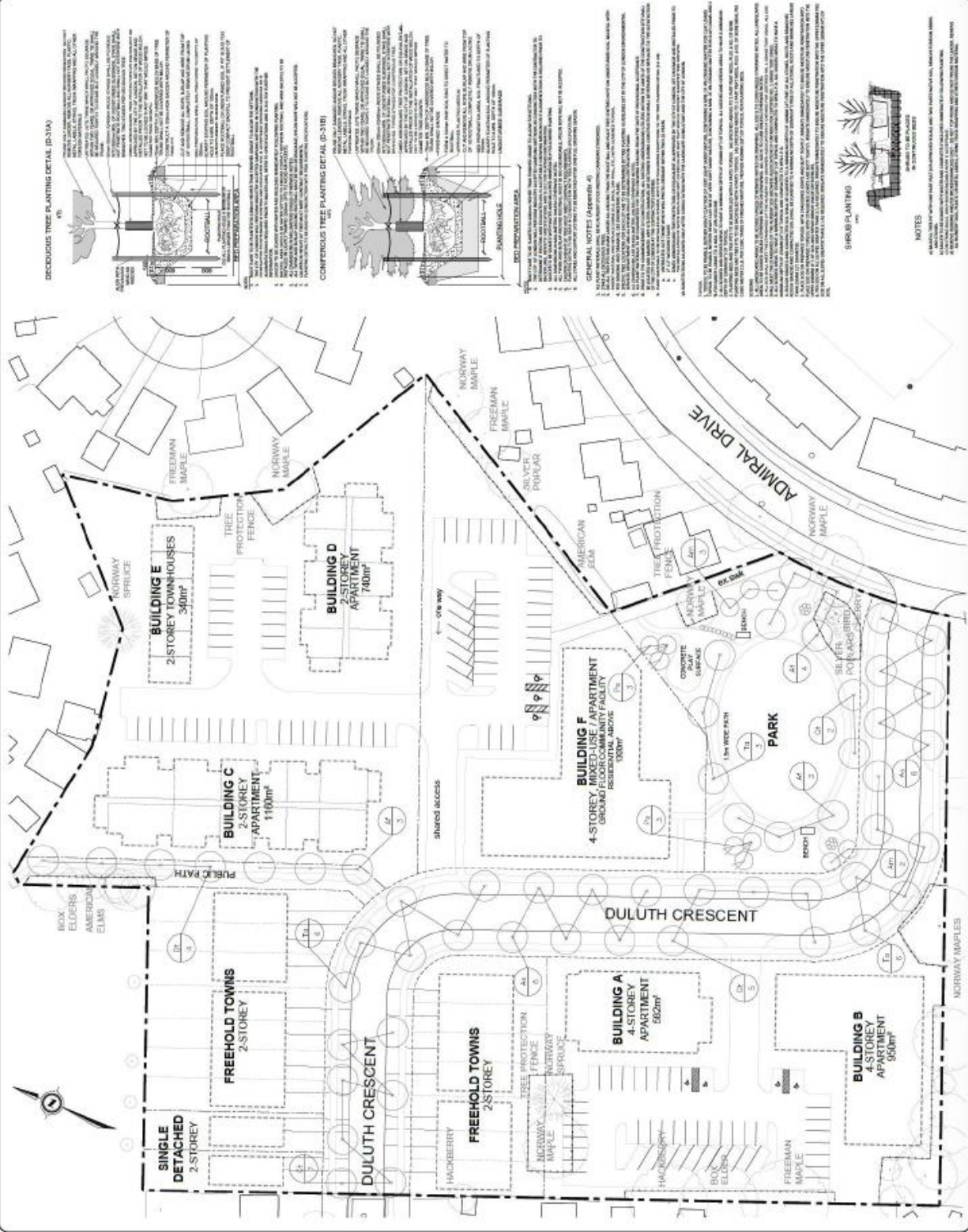
NO.	DATE	BY
1		
2		
3		

SCALE: 1" = 40'

HOUSING DEVELOPMENT CORPORATION

LAND TITLE: **Landscape Plan**
1808 DULUTH CRESCENT
1808 Development

PROJECT NO.: 1808-2023
DATE: 08/2023
DRAWN BY: JAC/SPY
CHECKED BY: JAC/SPY
FILE NO.: 38-201
CITY NO.:



NOTES

1. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
2. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
3. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
4. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
5. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
6. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
7. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
8. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
9. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).
10. ALL TREES TO BE PLANTED IN ACCORDANCE WITH THE CITY OF DULUTH TREE PROTECTION ORDINANCE (CDO 12.01).

Appendix E – Internal and Agency Comments

Archaeology – August 3, 2023

Just confirming that I have received and reviewed the Stage 1-2 Archaeological Assessment associated with this file (P344-0413-2020) along with the Ministry's acceptance letter.

I can confirm that the archaeological requirements have been met, and the property is no longer considered to have archaeological potential.

Please find below the revised Urban Design comments for the Draft Plan of Subdivision at 1958 Duluth Crescent (39T-23504):

Urban Design – July 27, 2023

Comments for the Subdivision Design

1. The applicant is commended for having reconfigured Building 'A' as an L-shape building along Duluth Crescent Extension and locating the driveway access between Building 'A' and Building 'B'
 - Provide an active edge to the street frontage to promote accessibility, walkability, wayfinding, and passive surveillance by locating active uses like primary lobby entrance, ground floor residential units' entrances, amenity rooms, etc. to establish a pedestrian-oriented built edge with street-oriented units
2. The increased outdoor amenity space (triangular space) located in Block 6 and Block 7 by reducing the driveways and parking area is acknowledged and should be carried forward.
 - Include a walkway connection between the urban park and the proposed outdoor amenity space

Matters for Zoning

Zoning provisions for all Blocks

1. Minimum and maximum setbacks from Duluth Street Extension and the existing and proposed Public Path block
2. Ensure that the proposed built forms are oriented to Duluth Crescent or the public path and park with active ground floor uses such as principal building entrance, individual unit entrances, amenity rooms, lobbies etc. and establishes a pedestrian-oriented built edge with street-oriented units. Refer to The London Plan, Policy 286, 288
3. Ensure that side elevation of corner units that are facing Duluth Crescent or the Public Path block with enhanced detail, such as wrap-around porches, entrances and a similar number of windows as is found on the front elevation to provide an active edge that offers passive surveillance. Refer to The London Plan, Policy 290
4. Built form should avoid side façades facing the public streets
5. All medium density blocks shall not permit single detached dwellings.
6. Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted between the blocks and along the street frontages. Refer to The London Plan, Policy 241
 - Fencing will be limited to only decorative transparent fencing with a maximum height of 4ft (1.2m) or landscaping with provision for pedestrian access along public streets, amenity spaces and the open space block.

Zoning provisions for Blocks 3 & 4 should address:

- An appropriate separation distance between the townhouse blocks with and without window openings to habitable rooms
- Garage setback and maximum width to ensure garages are not a dominant feature in the streetscape by occupying most of the building/unit façade. Refer to The London Plan, Policy 222A

Zoning provisions for Block 5 should address:

- A minimum setback from Block 4 to mitigate shadow and overlook issues onto the private amenity spaces of the townhouses
- A minimum setback to the East to allow for a landscape buffer between the parking lot and the private amenity spaces of the adjacent residential uses to avoid any negative impacts

Zoning provisions for Block 6 should address:

- A maximum distance from the drive aisle to ensure active entryway with appropriate enclosure and minimize view of the surface parking at the rear

Zoning provisions for Block 7 should address:

- A minimum ground floor height of 4.5m to provide flexibility for the proposed community facility use.

Matters for Site Plan

1. Provide a network of pedestrian walkways that connects the building entrances to the public park, shared amenity areas, parking areas and the existing and proposed public sidewalks along Duluth Crescent to ensure safe and convenient pedestrian connection throughout the site. Refer to The London Plan, Policy 255
2. Orient the built forms towards Duluth Crescent with increased amount of openings/glazing, massing, articulation and walkway connections from the individual units on the ground floor to establish an active built edge and offer passive surveillance
3. Provide enhanced elevation for the end units that are facing the Admiral Drive, Duluth Crescent, Public Path, the shared access to Block 5, 6 & 7 and the shared outdoor amenity spaces with wrap-around features, entrances and a similar number of windows, materials, and articulation as is found on the front elevation.
4. Ensure the large surface parking in Block 5, 6 & 7 is well-screened by a landscape buffer to avoid any negative impacts on the adjacent residential properties. Refer to The London Plan, Policy 253
5. Ensure the Buildings in Block 3, 6 and 7 abutting the existing sidewalk and the Public Path block include an active edge with uses such as entrances with direct pedestrian access and windows oriented towards it as opposed to privacy fencing and blank side facades

Provide concept plans to show how each of the blocks will function and full set of dimensioned elevation for all sides and all types of built forms. Further Urban Design comments may be provided upon the receipt of the drawings

Condition for the Subdivision Agreement:

1. The following shall apply to corner lot of Block 4
 - Both front and side elevations shall be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail. (The London Plan, Policy 290, 291)

2. The following shall apply to the lot of Block 3 that shares a side property line with the Public Path block:
 - The same level of detail shall be provided on the elevation facing the Public Path block, as is present on the front elevation. This will include the provision of windows, façade articulation, and wrapping of materials around the corner of the built form. (The London Plan, Policy 290, 291)
3. The following shall apply to corner lots of Blocks 3 & 4:
 - Lots shall be configured such that the frontages are oriented towards the higher order street.
 - Limit chain link or decorative fencing to no more than 50% of the exterior side-yard abutting the exterior side-yard frontage, to the satisfaction of the City.

Complete Application Requirements:

Please note that UDPRP consultation is not required for this application.

Landscape Architect – August 22, 2023

1. Major Issues
 - a. No potential grounds for refusal, or issues that could require significant changes to the proposal.
2. Matters for OPA/ZBA
 - a. If boundary trees are identified on a tree preservation plan, consent to injure or remove will be required. If consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh.
3. Matters for Site Plan
 - a. If boundary trees are identified in the tree preservation plan, consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for approval will be forwarded for Site Plan Review.
 - b. A recommendation for proof of payment for the coordinated removal of city trees will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.
 - c. Replacement trees to be recommendation to Site Plan Review based on total dbh removed.
4. Complete Application Requirements
 - a. A tree preservation plan is required to:
 - i. establish the ownership of trees growing along property lines , including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Use Total Station to locate trees in close proximity to property lines. GPS location not acceptable due to errors caused by canopy coverage.
 - ii. Identify critical root zones of boundary trees and those up to 3m outside of property lines. This information is used to determine setbacks required to minimally impact boundary and offsite trees. "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

- iii. Identify City Owned trees and shrubs that require consent to injure or remove. To request the removal of a city tree or to request consent to damage the root system of a City tree, contact Forestry Dispatcher at trees@london.ca
- iv. Determine total dbh proposed for removal to determine tree replacement. London Plan Policy 399 requires 1 tree for every cm dbh removed.

The tree preservation plan and tree protection measures must be completed in accordance with City of London Design Specifications and Requirements Manual, Chapter 12 Tree Planting and Protection Guidelines Section 12.2.2 <https://www.roadauthority.com/Standards>

Parks Planning and Design – August 31, 2023

Parks Long Range Planning and Design has reviewed the submission for the above noted plan of subdivision and offers the following comments:

- Parks is supportive of the location and size of the proposed park block to be dedicated to the City.

Draft Comments

- In conjunction with the first Engineering submission, the Owner's qualified consultant shall show grading and servicing on and adjacent to the Park Block to the satisfaction of the City.
- The Park Block shall not be used for stockpiling of any kind.

Transportation Planning and Design – July 25, 2023

New Special conditions

- The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - Duluth Crescent (Neighbourhood Street) to have a road pavement with (excluding gutters) of 7.5 metres with a minimum road allowance of 20.10 m metres.
- 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 (DSRM) to the satisfaction of the City Engineer.
- In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the City Engineer.

Sidewalks

- In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metres (5') sidewalk on both sides of all streets. A 2.50m boulevard width (back of curb to sidewalk) shall be provided.

Pavement Markings & Signs

- In conjunction with the first submission of engineering drawings, the Owner shall provide details of the following pavement markings and signs, as per City standard to the satisfaction of the City:
 - No Parking signs within 20m of all stop signs
 - PXO signs and pavement markings

Boundary Road Works

- In conjunction with the Design Studies submission, the Owner shall submit a transportation study in accordance with the Transportation Impact Study Guideline to determine the impact of this development on the abutting arterial roads to the satisfaction of the City. Prior to undertaking this study, the Owner shall contact the Transportation Planning and Design Division regarding the scope and requirements of this study. The Owner shall undertake any recommendations of the study, to the satisfaction of the City and at no cost to the City.
- The Owner shall relocate the existing PXO on Admiral Drive north of Trafalgar Street to the Duluth Crescent intersection when Duluth Crescent is extended to Admiral Drive, to the satisfaction of the City Engineer.

Road Widening

- The Owner shall be required to dedicate sufficient land to widen Admiral Rd to 11.5 metres from the centreline.
- The Owner shall be required to dedicate 3.0 m x 3.0 m “daylighting triangles” at all street intersections as per Zoning By-law Z1 Section 4.21.

Construction Access/Temporary/Second Access Roads

- The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Admiral Drive via Trafalgar Street or other routes as designated by the City.

Transportation Planning and Design – September 5, 2023

TIA comments:

- Sight distance on Duluth Crescent at Admiral Dr to be corrected, the speed on admiral is 40Km/H.
- Table 5: Trip Generation Summary includes Neighborhood Facility(Library-LUC 590). The site plan doesn't show anything regarding this Neighbourhood Library.
- Provide clarification, and/or update TIA as it may be needed.

Site Plan – August 31, 2023

I don't have substantial comments since this is a subdivision and not a site plan, but the reduced lot frontage for Block 6 could be difficult to accommodate when it gets to site plan. The conceptual site plan shows a shared access from Block 7, which appears functional but I would like to see that registered as an easement over Block 7 to ensure continued access for Block 6. If the blocks are later sold to different owners trying to establish the easement after the fact could be difficult.

Alternatively, if they could move the property line so Block 6 has the required frontage to access Duluth Crescent that would be ideal.

Development Engineering – October 2, 2023

Please find attached the recommended conditions for the draft plan relating to engineering matters for the above-noted subdivision application. These conditions represent the consolidated comments of the Planning and Development (engineering) division, the Transportation Planning and Design division, the Sewer Engineering division, the Water Engineering division and the Stormwater Engineering division.

Zoning By-law Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed revised draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.

Technical Comments

The following comments are related to the review of reports/studies submitted in support of the proposed Draft Plan of Subdivision. The Applicant should review and address these preliminary comments in conjunction with the subsequent milestone following Draft Approval (e.g., Consolidated Review, Engineering Drawings).

1. The Applicant should be advised that the proposed street townhomes (R4-5 zone) will require a minimum lot frontage of 6.7 metres to provide adequate separation between services and avoid conflicts with City services, all in accordance with City standards.
2. Furthermore, the Applicant should be advised that where rear-yard catch basins (RYCBs) are proposed, additional side-yard separation beyond minimum setbacks may be required to accommodate servicing leads (from RYCB to mainline sewer) between units, in accordance with City standards. This may impact the lotting fabric or unit size where minimum frontages are being proposed.

“1958 Duluth Crescent, London – Stormwater Management Report” prepared by EXP Service Inc. (June 2023)

1. The Owner shall notify future owners of Blocks 6 and 7 that only one access will be permitted for the blocks to Duluth Crescent. A joint access agreement must be established for the shared access and the access must comply with the requirements from the Transportation Impact Assessment for this site.

Imperial – July 18, 2023

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Hydro One – July 25, 2023

We are in receipt of your Plan of Condominium application, 39T-23504 dated July 17th, 2023. 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.

Upper Thames River Conservation Authority – July 31, 2023

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 to this application and a Section 28 permit will not be required. Thank you for the opportunity to comment.

London Hydro – July 18, 2023

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Appendix F – Public Engagement

Community Engagement Summary

The following is an excerpt from the Final Proposal Report, prepared by Monteith Brown Planning Consultants, submitted as part of the complete application requirements summarizing the community engagement strategy:

As part of MHD's commitment to the community and recognizing the importance of engaging with neighbours in one-on-one conversations about the proposed development, MHD and MBPC hosted a privately-initiated, virtual community information meeting on May 3, 2023 from 7:00 to 8:00 P.M. as a webinar via the Zoom platform.

Invitations, in the form of a post card, were prepared by the City's Communications Department and mailed out to all property addresses within at least 120 metres of the subject lands (the standard notification distance prescribed in the Planning Act for public meetings relating to Official Plan and Zoning By-law Amendments). The invitation provided a brief description of the proposed development, and a request to register for the meeting in advance through the City's "Get Involved" website. A total of 6 households attended the meeting, as well as Deputy Mayor and Ward Councillor Shawn Lewis.

At the virtual community information meeting, MBPC and MHD provided a presentation on the proposed development and provided the opportunity for questions and comments from the attendees. A copy of the PowerPoint presentation from the meeting, along with a recording of the meeting, has been uploaded to the City's "Get Involved" website.

Overall, there were no objections to the development proposal raised by the attendees. A few questions were brought forward regarding park location, overall unit count, and impacts on surrounding schools. MBPC, MHD, and Ward Councillor Lewis were able to provide appropriate responses to those questions.

Subsequently, members of the public were invited to attend an in-person Community Information Session at East Lions Community Centre on May 11, 2023, from 3:00 to 6:00 P.M. The information for this meeting was also provided on the post card mailed out for the privately-initiated, virtual community information meeting.

At the in-person Community Information Session, MBPC and MHD prepared and displayed Presentation Boards illustrating the site context, proposed development, and next steps. In addition, one display board provided the opportunity for members of the public to provide their thoughts on the project via comments written on sticky notes and placed on the Board. A copy of the Display Boards from the in-person meeting have been uploaded to the City's "Get Involved" website.

Approximately 10 members of the public attended the in-person Community Information Session. Overall, the proposed was generally well received. The following comments were provided orally in response to the proposed development:

- "Happy to see enhanced setbacks to protect privacy to adjacent properties."
- "Development appears to suit majority of population / demographic."
- "Want to see complete community development: a place to live, work, eat, leisure, etc."
- "Age-in-place opportunity is great!"
- "Concern for increased traffic to Admiral Drive"
- "Want to see seniors apartment building(s)"

It is noted that the virtual and in-person community information meetings were held prior to filing any planning applications for the property.

Email - July 22, 2023

I am a resident on Admiral Drive backing on to your planning development. I have been to a virtual meeting as well as attended the one at East Lions in person.

I was told that there was not enough population for any kind of traffic lights on Admiral. I am wanting to know what kind of research has been done into the traffic in that area. Where you are planning the exit on to Admiral is currently a school crossing. I can not open the living room windows in our house because the traffic is non stop. Similarly, sitting on the front porch is far from peaceful now from the traffic and often hard to get out of the laneway.

If you add that amount of population your plan as anticipated definitely is going to increase the traffic tremendously and something needs to give the residents on Admiral Drive some kind of relief. From experience, a busy street, which now will be much busier, decreases the property value tremendously.

I questioned this at both meetings and will continue until I am able to get any firm answer.

Thank you.

Email – July 26, 2023

I am a long time resident (1938 Duluth Crescent) and would like to make my concerns known about the extension of Duluth Crescent to Admiral Drive. I feel this would cause too much of an increase in traffic on our quiet crescent.

Is it possible to instead provide access to the new subdivision solely from Admiral Drive?

Thank you,

Email – August 21, 2023

Hello . We are a group of residents that live on Garland Crescent and Garland lane .

We understand that housing is desperately needed in all of london. We have looked over the plans that we're sent out and have some concerns.

We are concerned with increased pedestrian traffic in the area with the amount of new homes and apartments in the plans .

We have seen the walkways are being extended to continue through the new development. The walkway we have now in not maintained in the winter at all . There is no lights in the walkway and is very dark. There is little to no maintenance done .

There are no street lights on garland crescent all the way to Royal crescent. People crossing Royal from Garland crescent when it is dark is very dangerous. With the increased pedestrian traffic that is going to come with the new housing lighting definitely needs to be addressed .

lights should be installed in the walkway as well as street lights down Garland Crescent and the intersection of Garland and Royal needs to have street lights installed.

Some of the homes on Garland Crescent backing onto the proposed development have concerns about privacy as the area behind their homes was a school yard when the purchased their homes.

We are also concerned about the construction phase of this project as to noise levels, dust increased traffic as well as theft from the site and garbage blown throughout the neighborhood.

We also have concerns with policing in our area with the increased pedestrian traffic on garland crescent. We have our share of thefts in the area and can see that this will increase.

Email – August 30, 2023

I have some concerns about the proposed development/re-zoning at 1958 Duluth Cres.

The intensity of the building is a huge concern. It is being proposed to put two 4 storey apartment buildings 45' off the property line and a maximum height of 50' in block 5. This building first of all won't fit in with anything in the existing neighbourhood. It would be the tallest building in most of east London. This building would not only take away any privacy of the current homes, but would also block light for the whole morning. Has there been any light studies completed and the impacts on current residents?

Not only is this a large building but they are seeking to also have special provisions made to current codes and by-laws so the building is more invasive to the community. It is being proposed that the maximum height of the building be increased beyond code by an extra 10', or a 4th floor instead of just 3. It is also being requested that the building needs to be closer to the front side and rear property lines to allow for the building to be larger, further intruding on local residents' properties.

It is being proposed that with the allotted space that has been set aside for these apartments by the developer, they want to quadruple the amount of units than typically allowed by codes and bylaws. Based on space requirements allowed by current rules it can only support 50 units per hectare, with just over half a hectare there should only be 25 units but instead is being proposed that 100 units be allowed.

With the "s" curve being connected through to Admiral Dr this will increase the amount of traffic using Duluth Cres and Crystal Cres trying to bypass the Admiral/Trafalgar corner, and the Clarke/Trafalgar intersection. This presents hazards to the local kids who use these back to back quiet crescents. This would again further disturb current residents. Do the traffic studies include any impact studies for the existing residents on these blocks? The proposed parking lot for these 2 apartments in block 5 have only allowed 1/2 of a parking spot per unit in the buildings. This will only add to the intrusion on the block as it will become overflow parking making the additional traffic more dangerous.

The size and ambition of this project is too large, it will negatively impact the area and its residents. Further research and alternate plans need to be looked into. When most of the residents on this block bought their homes it was a quiet residential low density neighbourhood sharing the community with a catholic school. Nothing to do with this current proposal has any consideration to the current residents, some of which who have lived in this quiet safe neighbourhood for 50+ years. Please help us by not allowing the special provisions being requested to be approved.

In addition to all the previous points, what is the plan for the existing school impacts? With an additional 200+ units being proposed on the property as a whole have studies been done for percentages of kids who will be added to the current catchments or will a new school need to be built to accommodate these new proposed residents? What is the expected/estimated population increase to this neighbourhood with this proposed development? Current schools in the area are already at high capacity.