

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: 2560334 Ontario Limited (c/o York Developments)
135 Villagewalk Boulevard
File Number: Z-9644, Ward 7

Date: October 23rd, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2560334 Ontario Limited (c/o York Developments) relating to the property located at 135 Villagewalk Boulevard:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 7, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Holding Business District Commercial Special Provision (h-5*h-99*BDC(25)) Zone, **TO** a Business District Commercial Special Provision (BDC(25)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) Locate principal buildings entrance(s) for residential lobbies and commercial units along Villagewalk Boulevard, Richmond Street, and Sunningdale Road West.
 - ii) Incorporate commercial and live-work units at the gateway intersection of Royal Oaks Bend and Villagewalk Blvd.
 - iii) Incorporate step-backs or other architectural articulation to define a human scale base for any high-rise development along Villagewalk Boulevard and adjacent to the east-west and north-south "spines".
 - iv) Provide a taller ground floor height for high-rise development to accommodate commercial uses and maximize visual connections.
 - v) Ensure a maximum tower floor plate size of 1,000m² for each high-rise development above the eighth storey;
 - vi) Provide a large proportion of transparent glazing at-grade along street-facing elevation(s).
 - vii) Minimize and screen blank walls on any structured parking.
 - viii) Consider an enhanced pedestrian and cyclist streetscape along the north-south and east-west "spines" of the proposed development. Include amenities such as benches, planters, enhanced all-season landscaping and tree planting, temporary bicycle parking, canopies, signage, human-scale lighting, public art, etc.
 - ix) Ensure the heights of any proposed retaining walls do not cause sightline or safety issues and ensure that adequate lighting is provided.
 - x) Reduce the amount of parking between the buildings and Sunningdale Road West and incorporate more patios and landscape areas.
 - xi) Reduce the number of parking stalls on site and provide for increased landscaped open space.
 - xii) Ensure sidewalks are a minimum of 1.5 metres and increased to 2.1 metres wherever parking abuts a sidewalk.
 - xiii) Ensure engineering drawings are updated as part of the site plan review.

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

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, the Shopping Area Place Type policies, the Main Street Place Type policies, The Sunningdale North Area Plan and the Evaluation Criteria for Planning and Development Applications policies; and,
3. The recommended amendment would permit a mixed-use development at a scale and intensity that is appropriate for the site and the surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Holding Business District Commercial Special Provision (h-5*h-99*BDC(25)) Zone to a Business District Commercial Special Provision (BDC(25)) Zone to amend the current special provisions that apply to the site.

Purpose and the Effect of Recommended Action

The recommended action will permit nine buildings consisting of two single storey commercial buildings; a 3-storey commercial/office building; a 2-storey commercial/office building; a 10-storey mixed-use (residential/commercial) building; two, 3.5-storey, stacked townhouse buildings, with live-work space; a mixed-use building (residential/commercial) comprised of two 10-storey towers; and a 1-storey commercial unit.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

June 17, 2008 - 39T-04513/Z-6842 – Draft Plan of Subdivision and Zoning By-law Amendment

May 31, 2021 - SPA18-067 – Site Plan Approval Application at Planning and Environment Committee

Report to Planning Committee – Sunningdale North Area Plan – Report recommending the amendment and adoption of the Sunningdale North Area Plan as a guideline document under Section 19.2.2 of the Official Plan.

1.2 Planning History

The subject lands were established through a Plan of Subdivision Application (file no. 39T-04513) where the lands at 135 Villagewalk Boulevard were re-zoned from Urban Reserve to Business District Commercial through the Plan of Subdivision process.

The Upper Richmond Village Urban Design Guidelines were prepared in October 2006 to provide guidance on the main street form of Villagewalk Boulevard. These guidelines apply to the entire property in addition to other lands in the Sunningdale North area.

The zoning of the subject lands came into effect on June 23, 2008, and the subdivision was draft approved on July 4, 2008. The site-specific Business District Commercial Special Provision (BDC(25)) Zone contains special provisions related to uses, setbacks and the gross floor area for specific uses. The current proposal is modifying some of the special provisions to accommodate this specific development concept.

The Sunningdale North Area Plan was adopted in November 2008, which identified the area as a mixed-use area. The existing BDC Special Provision Zone allows for residential uses in combination with commercial and office uses and implements the vision of the Upper Richmond Village Urban Design Guidelines.

1.3 Property Description and Location

The subject lands are located at the northwest corner of Richmond Street and Sunningdale Road, bounded by Villagewalk Boulevard. The subject lands in their entirety are 5.9 hectares (14.58 acres) in size. The south-east corner of the site is currently operating as a commercial plaza with four (4) commercial buildings, which was approved as part of a site plan application (SPA18-067). The remainder of the lands are vacant.

The surrounding area consists of a variety of residential uses and forms, as well as open space, office uses, and vacant lands intended for future residential and commercial development. Lands to the north include vacant lands intended for high-density residential development directly across from Villagewalk Boulevard, Pebblecreek Park, and existing lower-density residential developments. To the west is Villagewalk Commons (a public open space), an office building, and low-rise townhouse developments. The lands to the south are vacant and are intended for mixed-use medium- and low-density residential developments. To the east are vacant lands, with the lot directly adjacent across Richmond Street being intended for a high-rise residential development.

Site Statistics:

- Current Land Use – Commercial and vacant
- Frontage – 223 metres (731 feet)
- Depth – 317 metres (1040 feet)
- Area – 5.9 hectares (14.58 acres)
- Shape – Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North – Vacant, zoned for apartment buildings
- East – Vacant, planned for high-rise residential uses
- South – Vacant, part of a subdivision application (39T-16503)
- West – office building, townhouses, public park

Existing Planning Information:

- Existing London Plan Place Type: Shopping Area and Main Street
- Existing Specific Policy Area: Sunningdale North
- Existing Zoning: h-5*h-99*BDC(25)

Additional site information and context is provided in Appendix B.

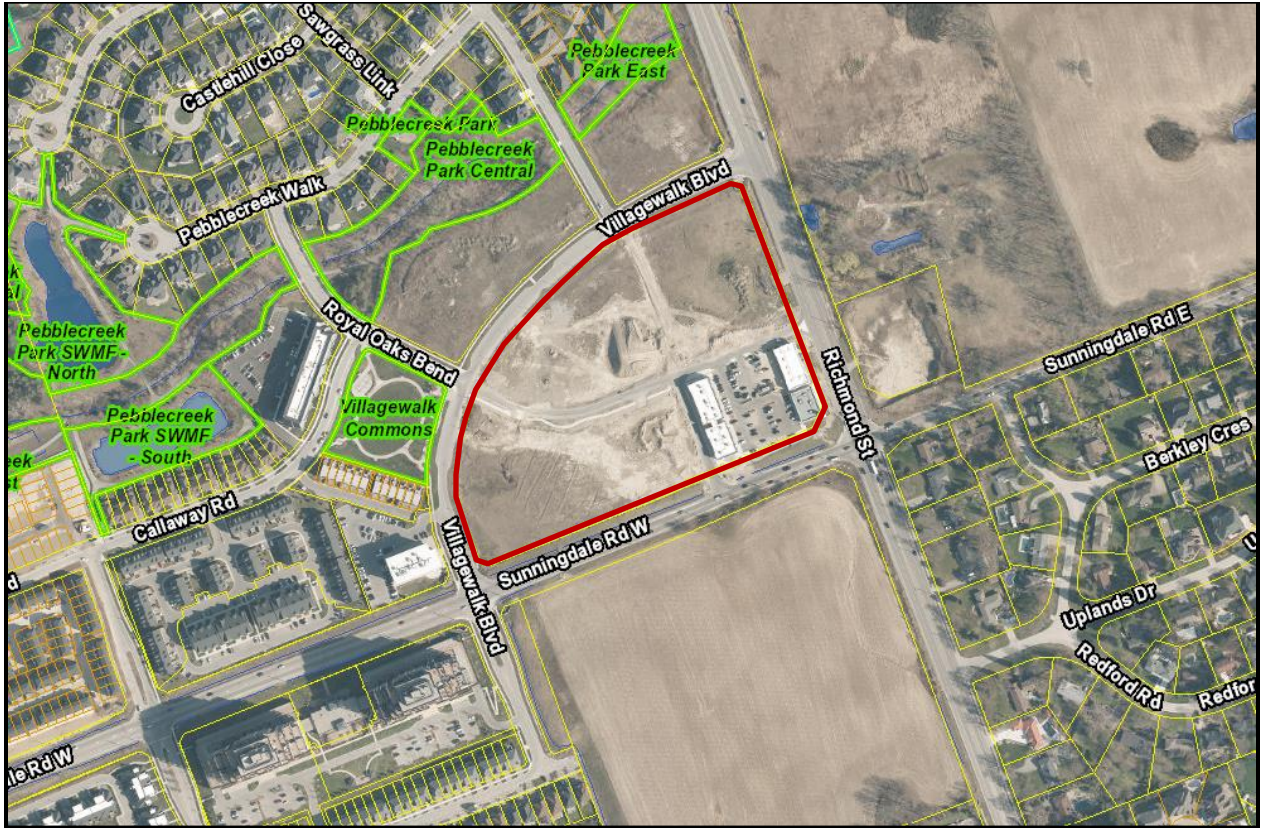


Figure 1- Aerial Photo of 135 Villagewalk Boulevard and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development includes nine buildings which front Richmond Street, Sunningdale Road West and Villagewalk Boulevard and provide a total building area of 9,806m². The proposed building arrangement is as follows:

- The buildings along Sunningdale Road West include two, single storey buildings (Building D having a 455m² gross floor area (GFA) and Building E having a GFA of 853m²), a two-storey building at the Sunningdale Road West/Villagewalk Boulevard intersection (Building H with a GFA of 745m²) and a three-storey building (Building F/G with a GFA of 1,409 m²). Building D is conceptualized as a restaurant with a drive-through facility;
- Fronting the Villagewalk Boulevard corridor is a 10 storey, mixed-use building (Building I, accommodating 200m² of commercial space and 132 residential units), as well as two, 3.5 storey townhouse forms (Buildings J and K, each accommodating 40residential units). Building J is also to contain a live-work unit having a GFA of 106m² as it is situated adjacent to Villagewalk Boulevard and the main internal driveway corridor ('east-west spine');
- 10 storey buildings (Buildings L East and West) are also situated internal to the Site fronting the east-west spine. The two high-rise buildings would accommodate 115 and 116 residential units, respectively. A commercial unit, having a GFA of 106m², is also planned for the main floor of Building L East, at the intersection of the east-west and north-south spines; and
- A one storey building (Building N, with a GFA of 260m²) is proposed along the Richmond Street frontage, to the north of the existing commercial/retail use buildings. Building N is conceptualized as a restaurant with a drive-through facility.

The proposed development includes the following features:

- Land use: Mixed-use (residential, commercial, office)
- Form: Mixed (apartment buildings, stacked townhouses, single- and multi-storey)

commercial buildings)

- Height: maximum 10 storeys (40.0m)
- Residential units: 447
- Density: 125 units / hectare
- Building coverage: 26.3%
- Parking spaces: 980 (506 underground, 474 surface)
- Bicycle parking spaces: 520
- Landscaped open space: 37.9%

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

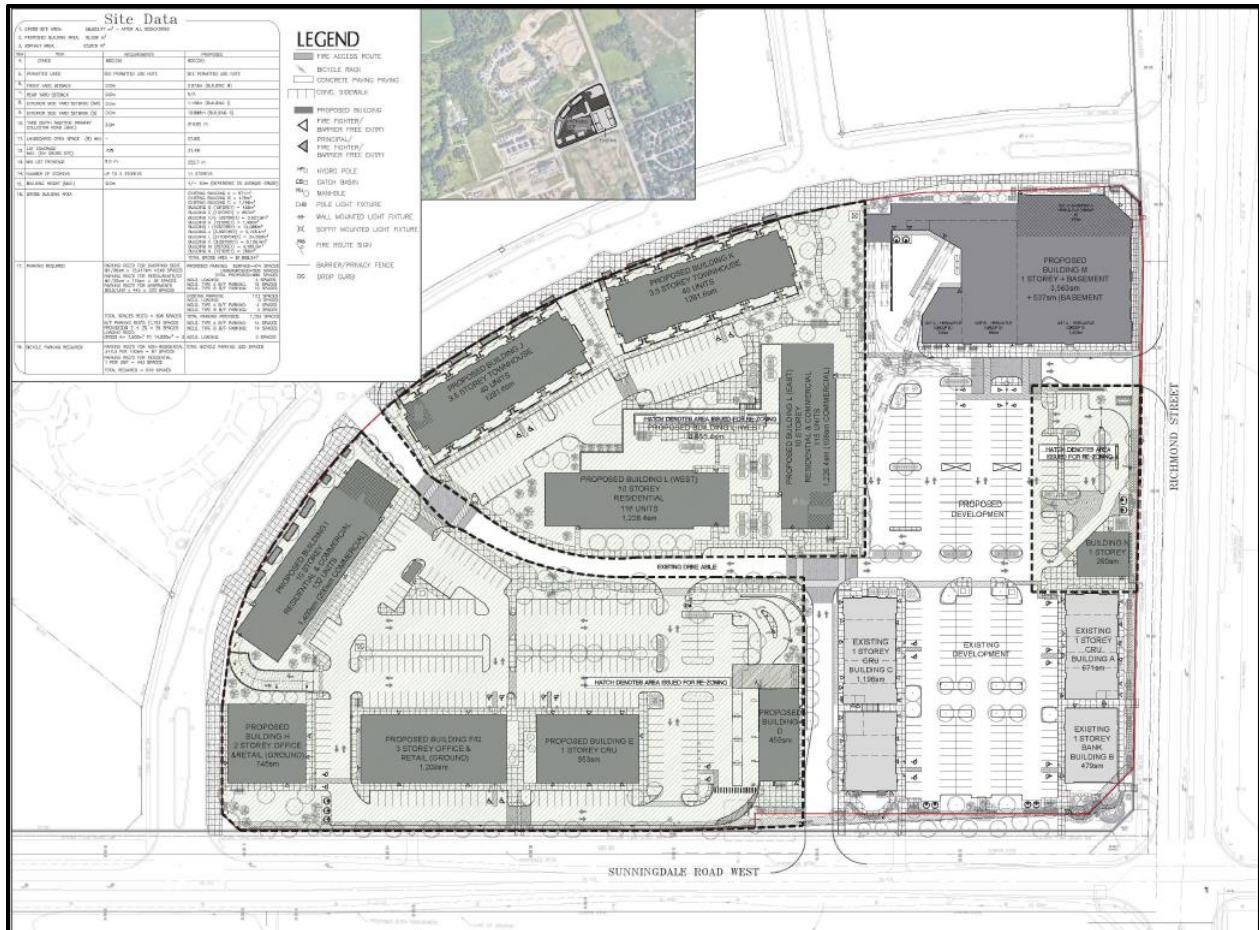


Figure 3 - Conceptual Site Plan

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

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Holding Business District Commercial Special Provision (h-5*h-99*BDC(25)) Zone to a Business District Commercial Special Provision (BDC(25)) Zone. Amendments are proposed to the Business District Commercial Special Provision (BDC(25)) Zone, as this is the only site that the zone applies to.

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

Regulation (BDC(25))	Required	Proposed
Permitted uses	Various	All currently permitted uses; Apartment buildings; Stacked townhouses; Drive through facilities for all uses; All uses on first floor of apartment buildings; Offices and personal service

Regulation (BDC(25))	Required	Proposed
		establishments on first floor of stacked townhouse dwellings
Density	Apartment buildings: established through a ZBA	125 units per hectare
Maximum height	Apartment buildings: established through a ZBA All other buildings: 12m	Apartment buildings: 40m (10 storeys) All other buildings: 16m
Maximum gross floor area	N/A (15,000m ² for all office uses)	5000m ² (individual office uses)

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Building Design
- Retaining walls
- Parking
- Drivethroughs

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

2.4 Public Engagement

On August 24, 2023, Notice of Application was sent to 452 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 September 7, 2023. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

1. Consistency with the Provincial Policy Statement and all applicable legislation.

2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the 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.

The subject lands are part of the Sunningdale North Specific Policy Area on Map 7 of The London Plan. The specific policy area permits buildings of up to 10 storeys on the subject lands (TLP 900).

The Sunningdale North Area Plan was prepared for the Sunningdale North Community, which is bounded by Wonderland Road North to the west, Sunningdale Road West to the south, Richmond Street to the east, and the City's municipal boundary to the north. Generally, the Area Plan served as a guide for: land use, road networks, infrastructure/servicing, community facilities, recreational amenities, natural heritage preservation, and pedestrian linkages, and helped to establish the foundation for long-term development within Sunningdale North. The policy direction of this Area Plan informed the land use designations applied to the City's 1989 Official Plan and was later partially integrated into The London Plan through the Specific Policy Area.

In conjunction with the Sunningdale North Area Plan, the Upper Richmond Village Urban Design Guidelines, dated October 2006, are intended to guide the layout, design and vision for the future development of the Site and adjacent lands by identifying and describing the principal design elements of the community. As referenced in Policy 899_ of The London Plan, these Guidelines form part of City's Official Plan and are to be considered as part of project planning.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Land Use

The site is located within the Shopping Area and Main Street Place Types of The London Plan, with frontage on an Urban Corridor (Richmond Street), a Civic Boulevard (Sunningdale Road West) and a Main Street - Neighbourhood Connector (Villagewalk Blvd), in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Within the Shopping Area Place Type policies, permitted uses include a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses. Additionally, the policies state that mixed-use buildings are encouraged in Shopping Areas (TLP 877).

Shopping Areas will constitute an important part of London's complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods (TLP 871).

As noted above, a portion of the site, specifically fronting Villagewalk Boulevard is designated Main Street. Main Streets are typically tied to their surrounding communities, and provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors. Within this Place Type a broad range of residential, retail, service, office, and institutional uses may be permitted, and mixed-use buildings are encouraged.

The proposed mix of uses including commercial, offices and residential are in keeping with the vision of the Shopping Area Place Type and Main Street Place Type. Additionally, the proposed residential uses would contribute to a mix of housing types, providing more intrinsically affordable housing options. As such, the proposed uses are in conformity with The London Plan.

4.2 Intensity

The London Plan specifically addresses intensity for development in the Shopping Area Place Type. The relevant policies include:

- *It is the intent of this Plan to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development.*
- *Adequate off-street parking will be provided to ensure there are no negative impacts on adjacent streets. Underground parking will be encouraged.*
- *Development will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.*
- *Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.*
- *The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (TLP 878)*

Staff are satisfied that the proposed intensity within the Shopping Area Place Type of the subject lands is appropriate as the development consists of residential development and mixed-use buildings, incorporates adequate parking including some underground, promotes compatible height transitions and provides for mitigation measures between land uses. The property is sufficiently sized to accommodate the development helping ensure compatibility and an appropriate intensity.

Additionally, policies 899_ and 900_ within the London Plan are site-specific for 135 Villagewalk Boulevard and are as follows:

The following policy applies to lands within the Shopping Area Place Type and, where explicitly stated, lands within the adjacent Main Street Place Type, located on the northwest corner of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with the Urban Design Guidelines for Upper Richmond Village in Sunningdale North under the Our Tools part of this Plan.

Within the Shopping Area Place Type and the adjacent Main Street Place Type bounded by Richmond Street, Sunningdale Road West, and Villagewalk Boulevard, a maximum height of up to ten storeys may be permitted. Within this area, retail uses will not exceed 16,000 m² and individual office uses will be 5,000 m².

It is the opinion of staff that this development through the recommended zoning meets these policies. The maximum storeys in this development are 10-storeys with the exception of the mechanical penthouses and rooftop amenity areas. A total of 10,236m² of retail/commercial is proposed that does not exceed the 16,000m². Also, the proposed gross floor area for offices is 3,163m² not exceeding the 5,000m².

The Main Street Place Type refers to intensity as follows:

Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment.

Buildings in the Main Street Place Types that are in new neighbourhoods will fit in with the planned vision, scale, and character of the area (TLP 910)

Staff are of the opinion that the proposed development is appropriate as it fits within the scale and character of the surrounding streetscape along Villagewalk Boulevard and is compatible as it meets the planned vision for this area.

Lastly, the proposed development has been reviewed from a form-based perspective to evaluate the appropriateness of the proposed intensity and to ensure the site is of a sufficient size to accommodate it. The requested amendment has also been reviewed in accordance with the Evaluation Criteria for Planning and Development Applications contained in policies 1577_ to 1579_ of the Our Tools section of The London Plan. Specifically, the application has been reviewed on the degree to which the proposal fits within its context. Issues of compatibility, scale and fit have been directed to the future Site Plan review process, through the request to the Site Plan Authority to consider.

As such, staff are satisfied the proposed intensity is in conformity with the policies of The London Plan, including the criteria in the Shopping Area Place Type, Main Street Place Type and the Evaluation Criteria for Planning and Development Applications.

4.3 Form

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_ 8).

In addition to the Form policies of the Shopping Area and Main Street Place Types, all planning and development applications will conform with the City Design policies of The London Plan (841_1) These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252_ and 253_). Additionally, this site was reviewed under the Upper Richmond Village Urban Design Guidelines. These guidelines are intended to guide the layout, design, and vision for the future development of the site and adjacent lands by identifying and describing the principal design elements of the community. As referenced in The London Plan, these Guidelines form part of City’s Official Plan and are to be considered as part of project planning (TLP 899).

Within the Shopping Area Place Type the policies were reviewed for the form of this development. These policies specifically refer to a design that attracts pedestrian activity to the front of buildings by designing street-oriented development, and the screening of parking. Additionally, this policy directs the design of the development to include a lot of tree planting and landscaping (TLP 879).

Within the Main Street Place Type specific form policies are referred to which direct buildings to be located at or along the frontage to create a street wall in order to create a comfortable pedestrian environment, that priority is given to ensure that the site layout, building location and design reinforces pedestrian comfort and safety, that the public realm should be of a highly urban character and that surface parking be located to the rear or interior side yards and not between the buildings and the street (TLP 911).

Staff have reviewed the development in conjunction with this policy and are satisfied that the development is in keeping with the above policy criteria. The proposed site layout is a good fit within the context of the area with minimal impacts. The majority of parking is kept internal to the site screened by the buildings and proposed tree planting and landscaping all while providing street orientation along Sunningdale Rd W and Villagewalk Boulevard. In addition to appropriate setbacks, and pedestrian connections along with stepbacks on the buildings proposed along Villagewalk Boulevard are recommended to be considered through the site plan approval process to ensure there will be a positive pedestrian oriented atmosphere.

Staff are satisfied the proposed buildings and site design has adequately addressed comments from staff and the Panel. Further design refinements, including landscaping,

stepbacks, retaining walls, more details and final determination of the common outdoor amenity area(s), will occur through the detailed design at a future Site Plan Approval stage. As such, staff are satisfied the proposed development and built form are in conformity with policies of The London Plan.

4.4 Holding Provisions

Staff are satisfied with the removal of the h-5 holding provision for public site plan meeting, as the public participation meeting for this rezoning application satisfies that requirement.

Staff are similarly satisfied with the removal of the h-99 holding provisions for consistency with the Sunningdale North Area Plan and the Upper Richmond Village-Urban Design Guidelines, as special provisions and direction to the Site Plan Authority has been provided to implement the design goals and vision of the Plan and Guidelines.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Holding Business District Commercial Special Provision (h-5*h-99*BDC(25)) Zone to a Business District Commercial Special Provision (BDC(25)) Zone, and to amend the existing special provisions of the Business District Commercial Special Provision (BDC(25)) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a mixed-use development consisting of nine buildings, with a mix of office, commercial, and residential uses.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

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

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

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 135
Villagewalk Boulevard

WHEREAS 2560334 Ontario Limited has applied to rezone an area of land located at 135 Villagewalk Boulevard, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 135 Villagewalk Boulevard, as shown on the attached map comprising part of Key Map No. A102, **FROM** a Holding Business District Commercial Special Provision (h-5*h-99*BDC(25)) Zone **TO** a Business District Commercial Special Provision (BDC(25)) Zone.
2. Section Number 25.4 of the BDC Zone is amended by amending the following Special Provisions:

BDC(25) 135 Villagewalk Boulevard

a) Permitted Uses:

- i) All uses permitted in the BDC1 and BDC2 zones
- ii) Commercial schools
- iii) Convenience service establishments
- iv) Patient testing center laboratories
- v) Private schools
- vi) Stacked Townhouses
- vii) Supermarkets
- viii) A maximum of two (2) Drive-through facilities are permitted
- ix) Any or all of the permitted uses are permitted on the first floor of Apartment Buildings, including dwelling units
- x) Offices and Personal Service Establishments permitted on the first floor of Stacked Townhouses

b) Regulations:

- i) Lot Frontage (Minimum): 8.0 metres
- ii) Exterior Side, Interior Side, Rear Yard & Front Yard Depth (Minimum): 0.0 metres
- iii) Density (Maximum): 125 units per hectare
- iv) Building Height (Maximum)
 - Apartment Buildings: The lesser of 10 storeys or 40.0 metres
 - All Other Buildings: 16.0 metres
- v) Setback for Residential Uses from the centreline of the Imperial Oil Pipeline Easement (Minimum): 20.0 metres
- vi) Gross Floor Area (m²) (Maximum)

- All Retail Uses: 16,000m²
- All Office Uses: 10,000m²
- Individual Office Uses: 5,000m²

3. 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.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

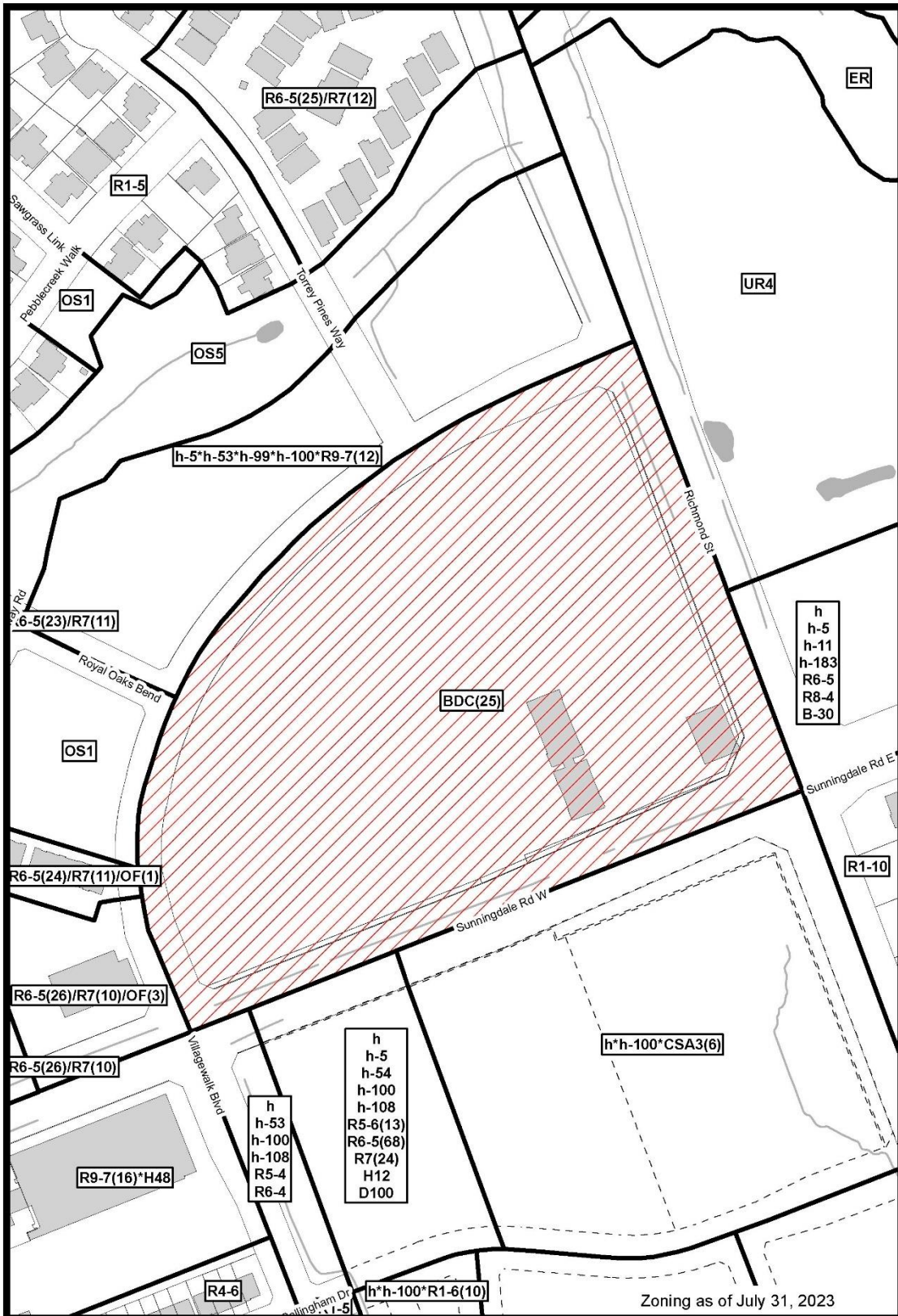
PASSED in Open Council on November 7, 2023

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: Z-9644
 Planner: NO
 Date Prepared: 2023/09/12
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters 



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant & Commercial
Frontage	223 metres (731 feet)
Area	5.9 hectares (14.58 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Vacant, zoned for apartment buildings
East	Vacant, zoned Urban Reserve and for residential uses
South	Vacant, part of a subdivision application
West	Vacant, City park, and residential

Proximity to Nearest Amenities

Major Intersection	Sunningdale Road West & Richmond Street, adjacent
Dedicated cycling infrastructure	Richmond Street & Northcrest Drive, 550m
London Transit stop	Sunningdale Road West & Villagewalk Boulevard, adjacent
Public open space	Villagewalk Commons, adjacent
Commercial area/use	On site (2155-2175 Sunningdale Road West)
Food store	Loblaws (Richmond & Fanshawe Park Road), 1.3km
Primary school	St. Catherine of Siena Catholic Elementary, 1.2km
Community/recreation amenity	Plane Tree Park, 1.2km

B. Planning Information and Request

Current Planning Information

Current Place Type	Shopping Area and Main Street Place Types, fronting a Main Street (Villagewalk Boulevard), Urban Thoroughfare (Richmond Street), and Civic Boulevard (Sunningdale Road West)
Current Special Policies	Sunningdale North Specific Policy Area
Current Zoning	h-5*h-99*BDC(25)

Requested Designation and Zone

Requested Place Type	No change requested
Requested Special Policies	No change requested
Requested Zoning	BDC(25)

Requested Special Provisions

Regulation (BDC(25))	Required	Proposed
Permitted uses	Various	All existing permitted uses, Apartment buildings, Stacked townhouses, Drive through facilities, All uses on first floor of apartment buildings,

Regulation (BDC(25))	Required	Proposed
		Offices and personal service establishments on first floor of stacked townhouse dwellings
Density	Apartments: established through a ZBA	125 units per hectare
Maximum height	Apartments: established through a ZBA All other buildings: 12m	Apartment buildings: 40m All other buildings: 16m
Maximum gross floor area	N/A (15,000m ² for all office uses)	5000m ² (individual office uses)

C. Development Proposal Summary

Development Overview

The proposed development includes nine buildings which front Richmond Street, Sunningdale Road West and Villagewalk Boulevard and provide a total building area of 9,806 m²

Proposal Statistics

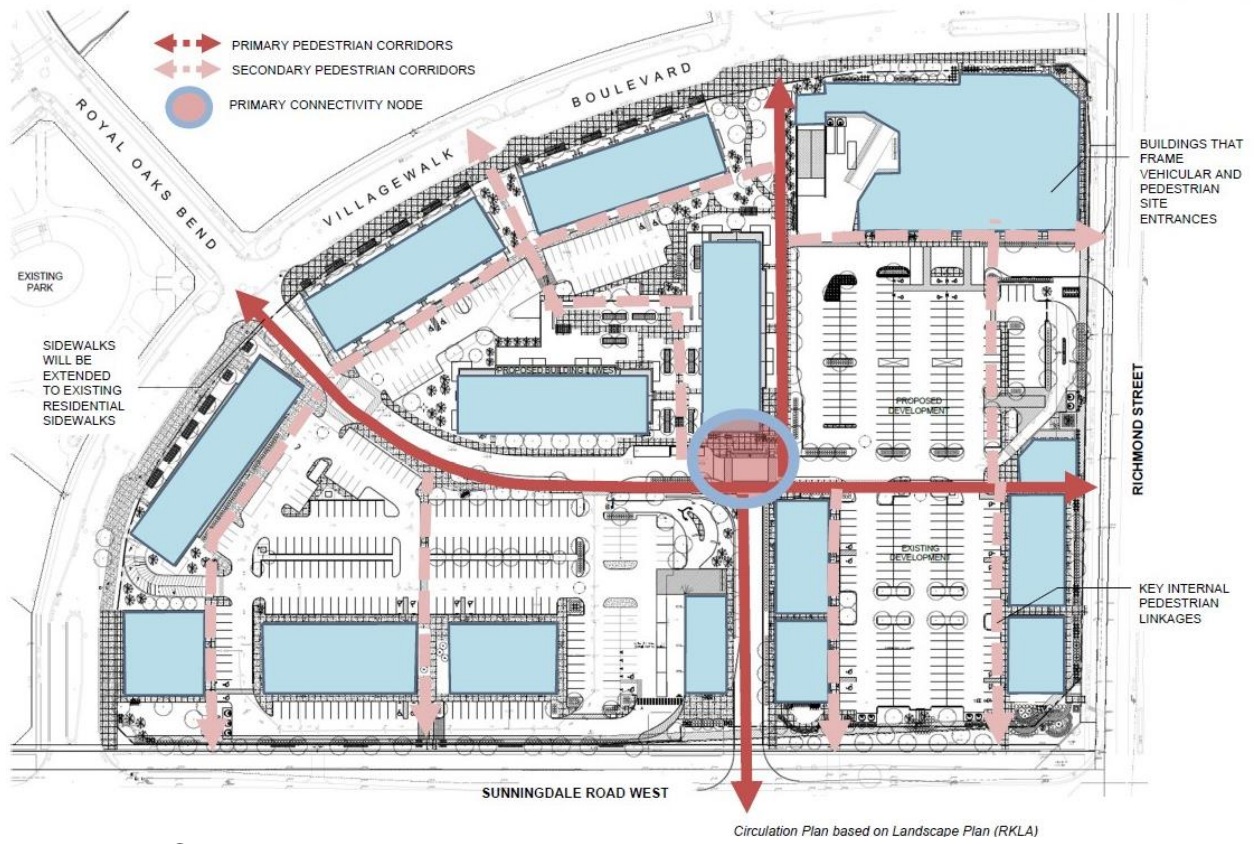
Land use	Mixed (office, commercial, residential)
Form	Mixed (single-storey commercial, apartment buildings, stacked townhouses)
Height	Maximum 10 storeys
Residential units	447
Density	125 units / hectare
Building coverage	26.3%
Landscape open space	37.9%
New use being added to the local community	No

Mobility

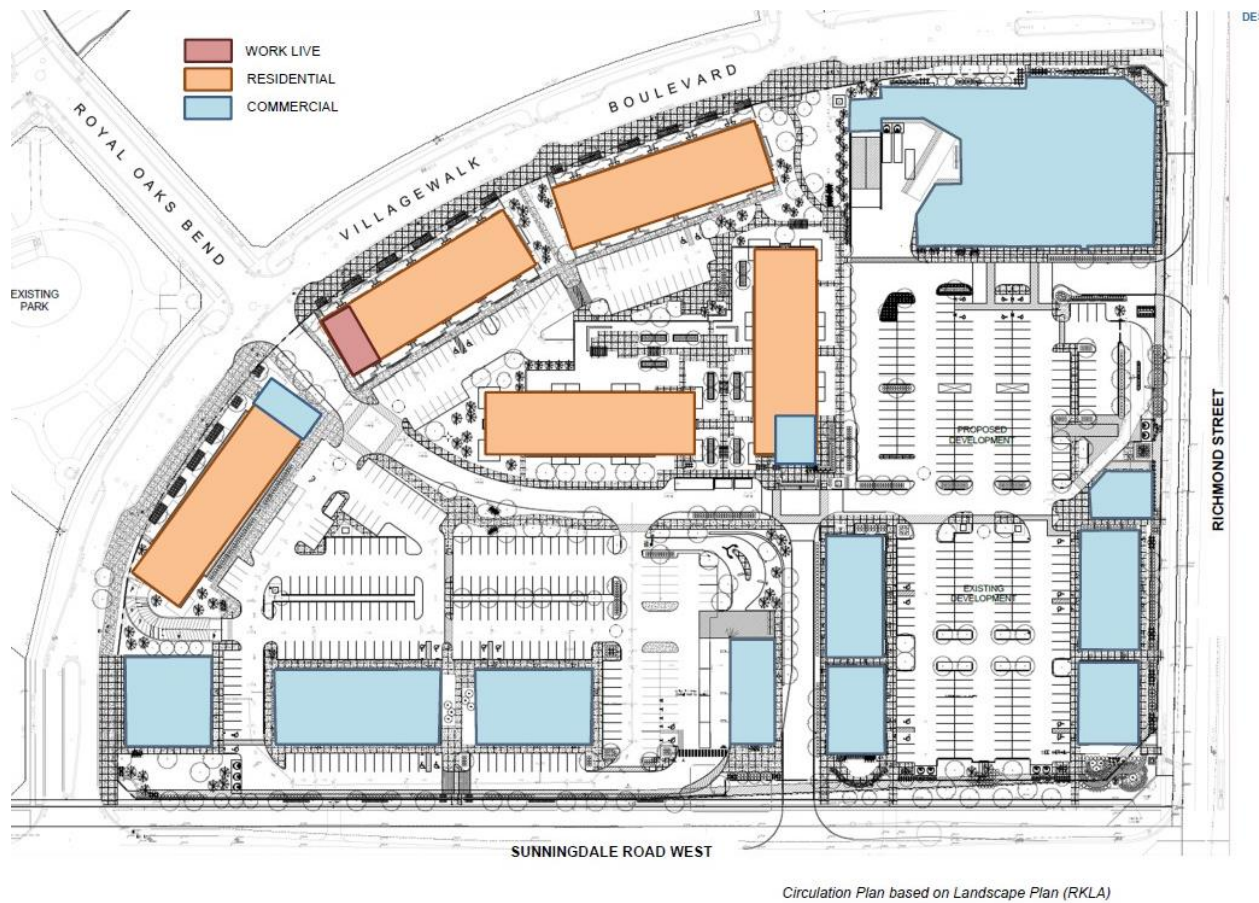
Parking spaces	506 underground, 474 surface
New electric vehicles charging stations	Unknown
Secured bike parking spaces	520
Completes gaps in the public sidewalk	Yes
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

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



Pedestrian Circulation Plan



Land Use Plan



Architectural Rendering Looking North-west



Proposed Building Massing Looking North-west



Proposed Building Massing Looking South



Building Rendering – Commercial and Office Buildings



Building Rendering – Stacked Townhouses with Apartments Behind



Building Rendering – Full Site Looking South



Building Rendering – Looking West from Richmond Street



Building Rendering – View from Interior of Site Looking North from East-west Spine



Building Rendering – View from Interior of Site Looking South-west at Apartment Podium and Amenity Space

Appendix D – Internal and Agency Comments

Ministry of Transportation – August 23, 2023

The owner should be aware that the property lies within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, Municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied.

Building and Land Use Permit

A MTO issued Building and Land Use Permit(s) (BLU) will be required. As a condition of MTO BLU permits, the following shall be provided:

- The Proponent shall submit an acceptable Site Plan for MTO review and acceptance. These plans shall clearly identify all structures/works (existing and proposed).

•
MTO has no specific requirements for the application Z-9644.

Imperial Oil – August 24, 2023

Imperial operates a pipeline in the vicinity of this development. Please find our response letter and important information for development in proximity to pipelines. Any work within 30m will require a formal approval from Imperial.

London Hydro – September 1, 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.

Parks Planning and Design – September 4, 2023

1. Major Issues

- None.

2. Matters for OPA/ZBA

- None.

3. Matters for Site Plan

- Parkland dedication has not been fully collected for the subject lands. Commercial parkland dedication was calculated for these lands through the draft plan of subdivision and not the proposed additional residential units. Through the site plan review process the parkland dedication values will be re-calculated and any outstanding balance will be required as a payment in accordance with By-law CP-25.

Engineering – September 12, 2023

Sanitary Servicing:

- There are sections of the 450mm sanitary sewer diameter on Royal Oaks Bend that were constructed at less than the 0.40% on the designs sheet, with the

tightest section of downstream sewer being the 450mm diameter at 0.37% which is at 91% peak flow under ultimate buildout including the proposed intensification.

- Suggesting 1362 people on a 5.44ha block contemplated as commercial density for 544 people. The proposed is approximately 2.5 times over the allocated population and will require planning justification on the proposed intensification as it was never contemplated.
- There appears to be surplus available capacity for the intensification in the downstream system although it was never contemplated for the area and will require all engineering drawings (including downstream area plans and design sheets from previous phases) to be revised with the appropriate populations to reflect this intensification and submitted to Geomatics. There are no major issues or concerns at this time from SED but all engineering drawings are to be updated accordingly to reflect and track this increase if approved.

Water Servicing:

- The site is in the City's Upland high-level area, which has a hydraulic grade line of 317 m.
- Water is available to the subject site via the municipal 300 mm PVC watermain on Sunnigdale Rd W, 200mm PVC on Villagewalk Blvd and 300mm PVC watermain on Richmond St.
- Updated water servicing report will be required addressing domestic demands, fire flows, water quality and future ownership of the development.
- If the ownership of the proposed building is different than the remainder of the site, a separate municipal water service shall be provided.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Applicant to ensure the proposed building "N" shall have no negative impact to the watermain on Richmond Street and shall submit information to verify it.
- Applicant to demonstrate that the watermain on Villagewalk Blvd has adequate capacity for the proposed construction performing capacity analysis.

Storm Servicing:

- The Stormwater Engineering Staff reviewed the above noted zoning by-law amendment application and have no comments. All currently necessary SWM servicing and drainage requirements/controls for this site have been provided as part of SPA23-005. Future stormwater management controls are expected to be provided as part of a forthcoming SPA for the remainder(s) of the site.

Transportation:

- 135 Villagewalk Boulevard TIA is accepted. The proposed TIA recommendations should be implemented (see pages 52-53 of TIA).

Ecology – September 15, 2023

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

Site Plan – September 15, 2023

1. Major Issues

- N/A

2. Matters for OPA/ZBA

- None at this time. Site Plan staff are happy to assist in establishing the appropriate zoning regulations for the site.

3. Matters for Site Plan

- As noted on the provided red-line drawing, at the time of Site Plan Approval, staff will be looking for low-masonry walls with enhanced landscaping between the proposed drive-through and Richmond Street.
- The lay-by for Building L (west and east) is to be relocated to be off the main drive-aisle internal to the parking area. As noted on the red-line, the lay-by can be one larger lay-by to accommodate both buildings or two standard size lay-bys for each building.
- There are concerns with the raise amenity space for Building L with the large retaining walls between Building L, the parking area and Building K. Explore opportunities to provide roof-top amenity for each individual building and/or reduce/remove the retaining walls.
- Minor site design matters such as fire route sign locations, short-term bicycle parking, snow storage etc., will be addressed through the Site Plan Approval process.

Urban Design – September 23, 2023

Matters for ZBA:

- This application is located within the Main Street and Shopping Area Place Type in The London Plan [TLP] and is within the Upper Richmond Village Urban Design Guidelines [URVUDG], and as such, the policies and guidelines set out in these documents apply.
- The applicant is commended for providing mixed-use development and underground parking. Urban Design staff encourage the applicant to continue to incorporate these design features as the proposal moves through the development process. Urban Design staff also note that there were several inconsistencies between the materials provided (the elevations, renderings, and site plan do not match) as well as missing information on several of the drawings which caused some difficulty and confusion in our review of the proposal.
- **The following Special Provisions are recommended to be applied to the zoning for this proposal:**
 - Ground floor commercial space located within buildings at the intersection of Villagewalk Boulevard and Royal Oaks Bend;
 - Principal building entrance(s) for the residential lobby and commercial units along Villagewalk Boulevard, Richmond Street, and Sunningdale Road West;
 - *High-rise development:*
 - Minimum step-back above the podium of any high-rise development(s) along Villagewalk Boulevard;
 - Minimum ground floor height of 4.5m for any high-rise development;
 - Maximum tower floorplate size of 1000m² for each high-rise development above the eight storey;
 - Minimum percentage of transparent glazing for each high-rise development at-grade along a street-facing elevation(s);
 - Minimum percentage of transparent glazing on the podium (2nd storey to the top of the podium) for each high-rise development;
- Urban Design staff are concerned with the interface of the proposed developments and the streetscape, especially along the internal driving aisle “spines”.

- To promote active-transportation, incorporate an enhanced pedestrian and cyclist streetscape along the north-south and east-west “spines” of the proposed development. Include amenities such as benches, planters, enhanced all-season landscaping and tree planting, temporary bicycle parking, canopies, signage, human-scale lighting, public art, etc. [TLP 255].
- Provide special attention to the pedestrian circulation, interface of the outdoor amenity areas with the proposed surface parking, and streetscaping.
- Clarify the heights of any proposed retaining walls and their impact on the public realm. To promote pedestrian safety, incorporate passive surveillance into the design of the retaining walls and ensure that adequate lighting is provided.

The applicant is also encouraged to provide special attention to the transition proposed between the high-rise built forms and the neighbouring proposed developments of lower intensity through step-backs, setbacks, separation distance, and streetscaping.

- To encourage mixed-use development and an active pedestrian friendly intersection, provide commercial uses within the proposed developments at Villagewalk Boulevard and Royal Oak Bend. [TLP 908.2].
 - Urban Design staff acknowledge and are supportive of the proposed mixed-use developments along Villagewalk Boulevard and the subject site’s internal roadway (Building I and L (east)).
- To ensure that no surface parking is provided between the face of the proposed development and the public-right-of-way, provide a minimum parking setback along Sunningdale Road West with regard for the imperial oil pipeline easement [TLP 269].
 - *Phase 1* of 135 Villagewalk Boulevard did not provide parking between the developments and Sunningdale Road West. For consistency, continue to provide enhanced all-season landscaping to screen the parking from Sunningdale Road West frontage similar to *Phase 1*.
 - Clarify the condition of the proposed retaining wall along Sunningdale Road West. Urban Design is not supportive of a blank retaining wall along Sunningdale Road West. Utilize terraced landscaping to reduce the impact of a blank wall along Sunningdale Road West. [TLP 230].
- To foster an active and pedestrian friendly streetscape, ensure that the principal residential and commercial/retail/office entrance(s) to the proposed high-rise development along Villagewalk Boulevard, front onto Villagewalk Boulevard [TLP 291 & 907.9].
 - Utilize through-lobby to allow for residential access along Villagewalk Boulevard and the internal parking area.
- Include a minimum step-back above the podium for the entirety of any proposed high-rise development along Villagewalk Boulevard, to provide a sense of transition and to reinforce a human-scale streetscape along the Main Street Place Type [TLP 286, 288]. Consider additional tiering to further foster transition and to mitigate shadow impacts.
- To provide transition, mitigate shadow impacts, and add visual interest into the skyline, the proposed high-rise development should be designed as slender point-towers with a maximum floorplate size of 1000m² and a distinct podium, middle, and cap [TLP 289 & 292].
 - Urban Design acknowledges the floor-plate reduction depicted in the renderings provided at the ZBA stage.
 - Integrate the mechanical and elevator penthouses into the cap design of the proposed built form.
- To provide for a safe and active Main Street Place Type provide a high degree of transparent glazing along the ground-floor and podium of any medium or high-rise development along Villagewalk Boulevard and the internal “spines”.

- Confirm the separation distance between Building L's two towers (west & east). The separation distance should be a minimum of 25.0m to promote sunlight penetration into the neighbouring developments and public spaces, and to reduce any privacy impacts between the buildings [TLP 253].

Matters for Site Plan:

- Provide a full set of dimensioned elevations and rooftop plans and floor plans. Further urban design comments may follow upon receipt.
 - The rooftop plan and elevations should outline the placement of rooftop mechanical equipment including the proposed mechanical equipment screening. Further urban design comments may follow upon receipt of the elevations and plan [TLP, 296].

Site Layout

- Screen the drive through facilities with a low-masonry walls and enhanced landscaping along Richmond Street and the north-south driveway "spine". [TLP, 265].
- Provide a landscape buffer between any proposed parking that abuts a pedestrian connection.
- Reduce the proposed surface parking and retain the underground parking facilities.
- Screen the at-grade surface parking from the outdoor amenity area with enhanced all-season landscaping.
- Ensure that the development is "future ready" [TLP, 729].
 - Once parking requirements have been achieved, consider including charging stations for ebikes and electric vehicles.

Building Design

- Clarify if below-grade townhouse units are being proposed along Villagewalk Boulevard and the surface parking. Due to privacy concerns, Urban Design is not supportive of below-grade units abutting Villagewalk Boulevard or the surface parking, without adequate outdoor amenity space and landscaping to buffer the below-grade units from the streetscape.
- Ensure that the massing and entrance location of any proposed development located on a corner or "T" junctions addresses the intersection. [TLP, 290 & URVUDG 6.2].
- Differentiate commercial building entrance(s) from any residential entrance(s) along the ground-floor.
- Incorporate porch patios or courtyard spaces that spill out into the setback along Villagewalk Boulevard and the internal driveway to further activate the streetscape and provide additional amenity space for residents. [TLP, 255].
- Provide direct pedestrian walkway access from the main and private residential entrance of any proposed built form to a sidewalk.
- Use lockable (from the exterior and interior) swing doors for any private residential ground floor units fronting onto a streetscape, to encourage walkability and provide direct access to the units from the sidewalk.
- Integrate waste collection areas into the into the proposed built form and site design. Avoid isolated and open exterior garbage areas [URVUDG 5.3.8, c].
- Consider making the roof strong enough to hold solar panels and/or green roof infrastructure. [TLP, 666 & 475.7].
- For weather protection, provide awnings and canopies above the entrances.
- Integrating the proposed underground parking ramp entrances into the massing of the proposed built forms. [TLP, 275].
- To promote passive surveillance, ensure that any townhouse end units that abut the public-right-of-way and/or pedestrian walkway are constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design).

Appendix E – Urban Design Peer Review Panel

Urban Design Peer Review Panel Comments – Applicant Response

Comment:
Although the development is described as a “hub”, the lack of meaningfully designed outdoor spaces and pedestrian networks detract from and otherwise desirable mixed-use development. The present site plan design prioritizes surface parking so pedestrian and outdoor spaces are residual, “leftover” spaces. The proponent is encouraged to create better defined urban mixed-use development where priority is given to pedestrian circulation routes, well defined open spaces and defined street edges.
Applicant Response:
The projects circulation system is integral to its design. Located on the Northern perimeter of the city, the development acts as a threshold between Arva and London. The traffic is predominantly vehicles with cyclist enthusiasts as well. With that being said, we understand the need for pedestrian activity and encourage this future growth. The design proposes a network of paths and roads designed to work in unison with one another. There are wide sidewalks leading to outdoor gathering spaces. These gathering spaces are highlighted in the UDPRP presentation. The main outdoor amenity spaces are the Sunningdale entrance patios, the main gathering area is central in the site (between building L and the townhouses), the patio at the corner of Richmond and Upper Villagewalk, the patio at the corner of Sunningdale and Uppervillagewalk. At sidewalk crossings, there is a raised concrete area. The change in grade and material change visually and physically acts as a speed bump, slowing cars down.

Comment:
More rigour is required in the planning to create meaningful outdoor/user friendly space. The spaces between the buildings needs more attention to detail.
Applicant Response:
This is a masterplan. We will investigate the building connections, landscaping, and outdoor spaces at a finer level when we are at that phase.

Comment:
Delete the parking along the south side of the retail buildings E, F and G. This will help to soften the overall development which needs this move so as not to become just another plaza development filled with surface parking.
Applicant Response:
The fire route drive aisle is required, and the parking is a tenant requirement as the south face will have the primary entrances to the building. This area is a gas line corridor and not buildable land.

Comment:

The proponent is encouraged to pursue sustainability initiatives (green roofs) to offset the large heat island effect presented in the scheme.

Applicant Response:

Green roofs are not feasible during this time. The buildings will meet the SB10 requirements.

Comment:

It will be useful to sketch out the ultimate future built out opportunities on the commercial site.

Applicant Response:

We have provided the ultimate future build out areas.

Comment:

Considerations should be given to extending Torrey Pines into the site. Alternatively, considerations may be given to a multi-use pathway that can offer as a public realm buffer/interface between the commercial and residential uses.

Applicant Response:

There is a Centre pedestrian spline running north-south on the side that connects to the Torrey Pines Way street, which is towards Torrey Pines Park. See comment below referring to the connection.

Comment:

The open/green space between the grocery store, the apartment block, and the townhouse block requires further study. It appears ambiguous with respect to how "public" this space is.

Applicant Response:

This is a masterplan. We will investigate the building connections, landscaping, and outdoor spaces at a finer level when we are at that phase.

Comment:

As a large site, it is concerning that two proposed residential buildings, Building L east and Building L west, don't have a frontage facing the public streets. Every building needs to have a proper front entrance and street address. It is suggested turning the existing L shaped driveway into a public street.

Applicant Response:

The grading and shape of the site does not easily permit this. We are proposing Building L to be internal to the site to reduce shadow impact on the neighboring properties. We also understand that a high-rise development is proposed on the north side of Upper Villagewalk. We are trying to mitigate any tunnel effect that would occur if the towers were on either side of the street.

Comment:

Although it is unlikely that the development will accommodate public streets, the driveways should be designed like a public streets, complete with street trees, comfortable pedestrian walkways, lighting, seating, and pedestrian crossing, etc.

Applicant Response:

We will take this into consideration where appropriate.

Comment:

The development needs a center spine/focal point for it to emerge as an urban of mixed-use community.

Applicant Response:

This is proposed. There is a north-south central spline that runs through the middle of the site. At the site intersection in front of Building L, there is a gathering plaza.

Comment:

It is suggested that the large amount of surface parking on site be reduced. More landscaped amenity space will make this quadrant a walkable and urban mixed-use community.

Applicant Response:

Please refer to response #1.

Comment:

The proposed plazas between the buildings along the Villagewalk Blvd are positive to create both visual and pedestrian connection between the site and the surrounding area. However, design details need to be carefully reviewed.

- The transformer located in the plaza at the corner of the proposed 1 storey commercial building is an eyesore as the terminal view of the adjacent neighbourhood street. It should be relocated or screened by

- evergreen planting away from the public realm.
- The design of the fence and the landscape to screen the commercial servicing area besides the pedestrian walkway is critical.
- The access to the underground parking ramp should be integrated into the building rather than exposed between buildings.

Applicant Response:

This is a masterplan. We will investigate the building connections, landscaping, and outdoor spaces at a finer level when we are at that phase. We will take this into consideration where appropriate.

Comment:

While the UDPRP is encouraged by the mixed-use nature of this development, the proponent is encouraged to create an urban mixed-use development which prioritized pedestrian circulation, creates meaningful public open spaces, reduces surface parking, creates tree lines streets with building edges where each building has a public address.

Applicant Response:

Please refer to response #1.