

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: Oxbury Centre Ltd. (c/o Westdell Development Corporation)
625 Mornington Avenue (1299 Oxford Street East)
File Number: Z-9589, Ward 4
Public Participation Meeting

Date: December 4, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Oxbury Centre Ltd. (c/o Westdell Development Co.) relating to the property located at 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 19, 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 Community Shopping Area (CSA4) Zone, **TO** a Holding Residential R9 Special Provision (h-_*R9-7(_)*H45) Zone and a Community Shopping Area Special Provision (CSA4(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) The recommendations of the Noise Study be implemented;
 - ii) Provide an adequately sized and centrally located outdoor amenity space, either at-grade or rooftop, or a combination of both;
 - iii) Details regarding garbage storage and collection be determined.
- (c) pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the special provisions to the CSA4 Zone relate to changes to existing conditions resulting from the recommended zone boundary and do not significantly alter the proposed development circulated in the Notice of Revised Application and Notice of Public Meeting.

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to The London Plan, including, but not limited to the Transit Village Place Type and Protected Major Transit Station Area policies; and
3. The recommended amendment facilitates intensification of an underutilized site.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone a portion of the property from a Community Shopping Area (CSA4) Zone to a Residential R9 Special Provision (R9-7(_)*H45) Zone and Community Shopping Area Special Provision (CSA4(_)) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning Bylaw amendment with additional special provisions that will facilitate a human-scale, pedestrian-oriented

development with mitigation measures to minimize impacts on the adjacent low density residential neighbourhood. Staff are further recommending a holding provision that will ensure the development will not occur until such time as there is an accepted water strategy and adequate capacity available.

The recommended action will permit a 15-storey, **177-unit** residential apartment building.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to The London Plan, including, but not limited to the Transit Village Place Type and Protected Major Transit Station Area policies; and
3. The recommended amendment facilitates intensification of an underutilized site.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description and Location

The subject lands are located on the southwest corner of Highbury Avenue North and Oxford Street East, in the Carling Planning District. The subject lands have frontages on Highbury Avenue North, Oxford Street East, and Mornington Avenue. The subject site is currently developed with an existing mall, three freestanding commercial buildings, and a parking garage accessed from Mornington Avenue. The applicant is proposing to demolish a portion of the existing parking garage to facilitate redevelopment along Mornington Avenue.

The site in its entirety has an area of 3.968 hectares, a lot frontage of 125.76 metres (Highbury Avenue North), and a lot depth of 277.83 metres. Surrounding land uses consist of low density residential and commercial to the north, the London Psychiatric Hospital lands to the east, the Canada Post facility to the south, and low density residential to the east. Further south are apartment buildings ranging from 7 to 11 storeys in height.

Site Statistics:

- Current Land Use: Commercial mall
- Frontage: 125.76 metres (412.6 feet)
- Depth: 277.83 metres (911.5 feet)
- Area: 3.968 hectares (9.8 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low rise residential and commercial
- East: London Psychiatric Hospital Lands
- South: Industrial
- West: Low rise residential

Existing Planning Information:

- Existing The London Plan Place Type: Transit Village Place Type
- Existing Special Policies: Protected Major Transit Station Area
- Existing Zoning: Community Shopping Area (CSA4) Zone

Additional site information and context is provided in Appendix “B”.



Figure 1 - Aerial Photo of 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East and surrounding lands (approximate area proposed for development delineated with dashed line)



Figure 2 - Streetview of 625 Mornington Avenue (view looking SE)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing to demolish a portion of the existing parking garage on Mornington Avenue to facilitate the development of a 15-storey, 177-unit apartment building. The original development concept proposed an 18-storey, 187-unit apartment building and was revised to the current concept following discussions with staff through the review of the application.

The proposed development includes the following features:

- Land use: Residential
- Form: High-rise apartment building
- Height: 15 storeys (44.10 m)
- Residential units: 177
- Density: 475 units per hectare
- Gross floor area: proposed apartment building: 15,577.86 m²; extension to parking deck: 351.48 m²
- Building coverage: 80.25%
- Parking spaces: 103 structured / 37 surface
- Bicycle parking spaces: 180 long-term / 4 short-term
- Landscape open space: 12.22%

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

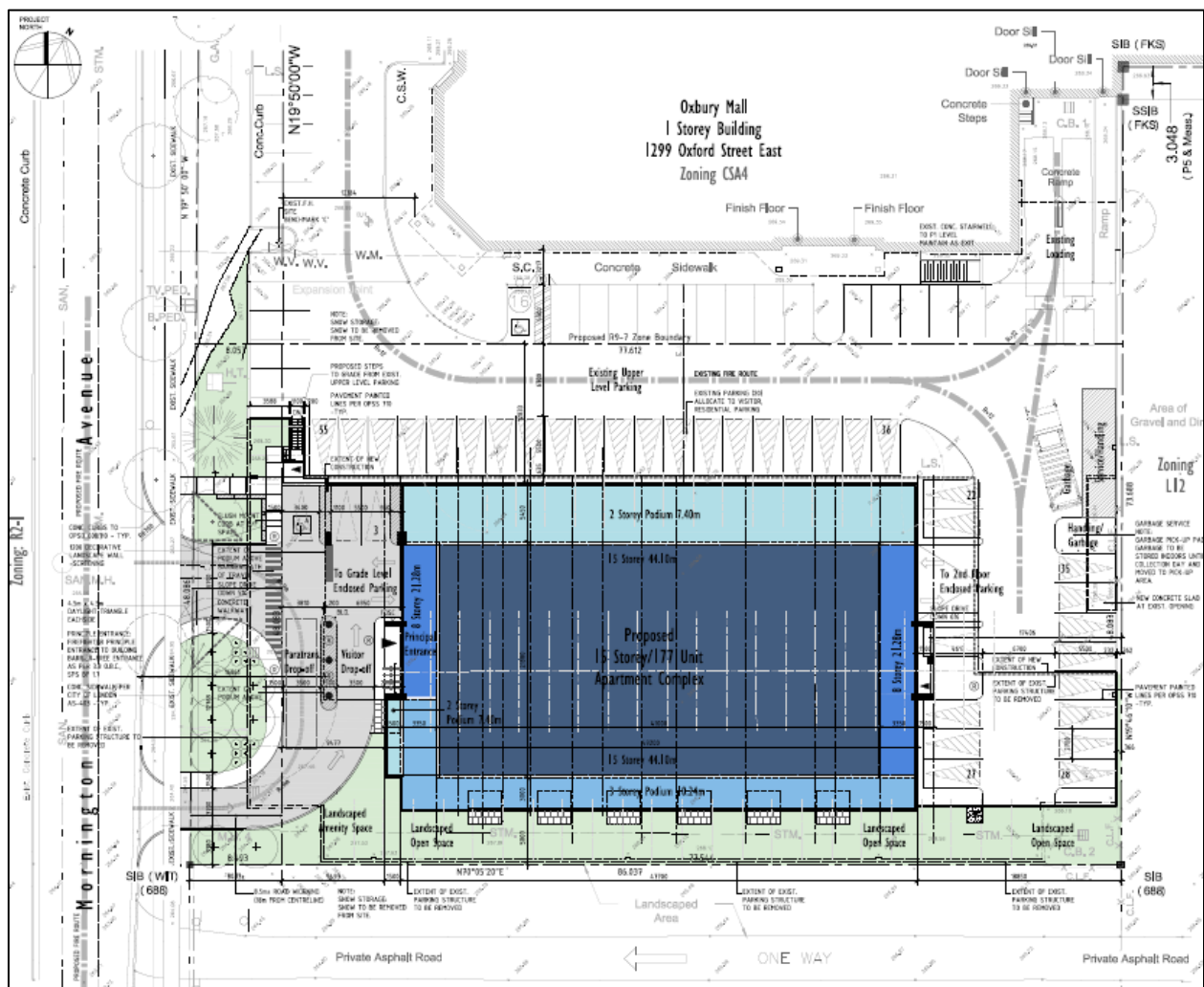


Figure 3 - Conceptual Site Plan (November 2023)

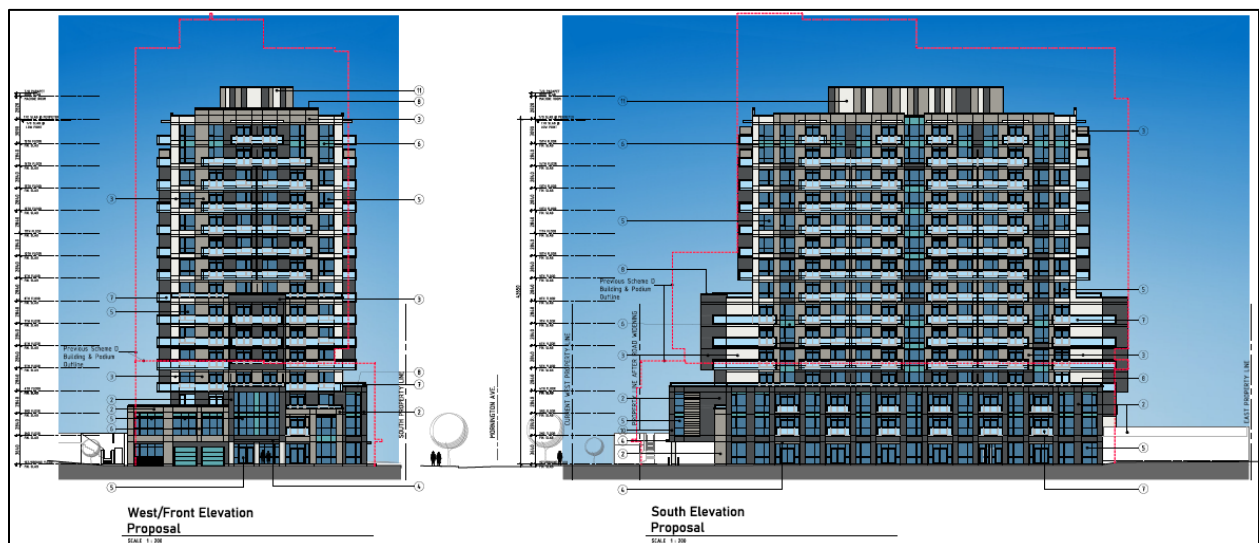


Figure 4 – West and South Elevations (October 2023)

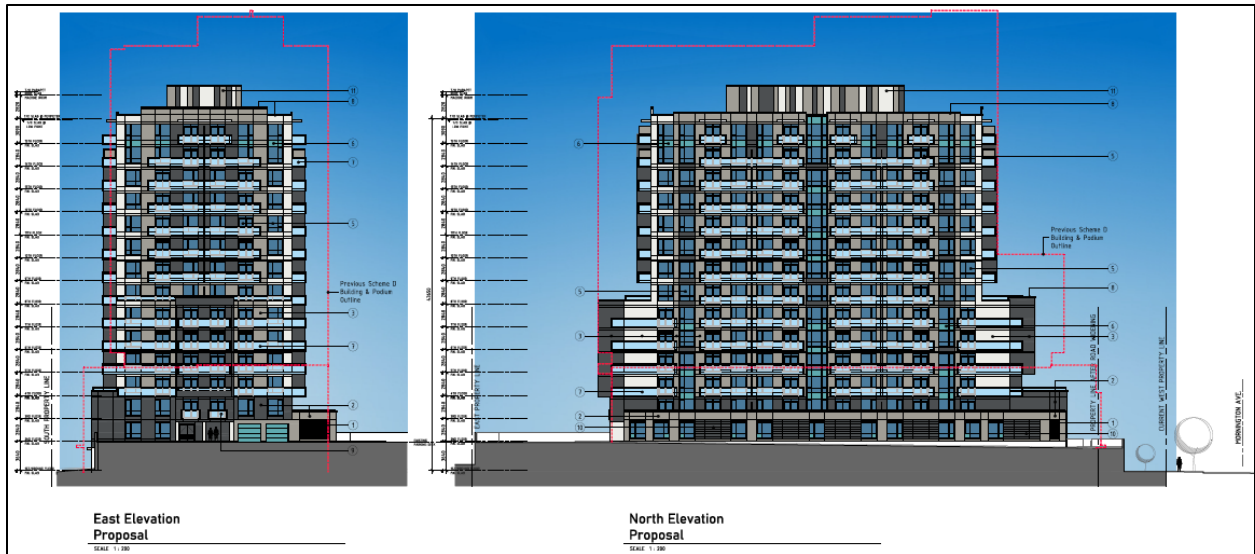


Figure 5 – East and North Elevations (October 2023)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Community Shopping Area (CSA4) Zone to a Residential R9 Special Provision (R9-7(_)*H45) Zone and Community Shopping Area Special Provision (CSA4(_)) Zone.

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

Regulation (R9-7 Zone)	Required	Proposed
Building Height (Maximum)	N/A	45 metres
Density (Maximum)	150 units per hectare	475 units per hectare
Front Yard Depth (Minimum)	10.11 metres	3.81 metres to the main building and 0.0 metres to the parking garage
Interior Side Yard Depth – Northerly (Minimum)	17.64 metres	12.83 metres to the main building and 0.0 metres to the parking garage
Interior Side Yard Depth – Southerly (Minimum)	10.11 metres	5.0 metres
Rear Yard Depth (Minimum)	17.64 metres	17.4 metres (to apartment building) and 0.36 metres to the parking garage
Lot Coverage (Maximum)	30%	81% (inclusive of the parking garage)
Landscaped Open Space (Minimum)	30%	12%
Regulation (CSA4 Zone)	Required	Proposed
Interior Side Yard Depth – Southerly (Minimum)	10.0 metres abutting a residential zone	8.5 metres to the main building and 0.0 metres to the parking garage
Rear Yard Depth (Minimum)	10.0 metres abutting a residential zone	0.0 metres to the parking garage

2.3 Internal and Agency Comments

The initial 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:

- The intensity of the apartment building and its siting adjacent to the Neighbourhoods Place Type and existing single-storey residential buildings;
- The building design and lack of measures to mitigate impacts of the intensity on the adjacent low-rise residential neighbourhood;
- The initial request to rezone the entire property and to add residential permissions to the existing CSA4 Zone;
- Sanitary servicing constraints.

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

2.4 Public Engagement

On February 8, 2023, Notice of Application was sent to 951 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 February 9, 2023. A “Planning Application” sign was also placed on the site.

10 responses (six phone calls and four emails) from 9 interested parties were received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- The proposed density and height of the building, given its proximity to existing low density residential;
- Traffic, citing pre-existing traffic issues and concerns that they would be exacerbated by the proposed development;
- Suggestion to consider 3-storey walk-ups that are affordable, but not a high-rise as proposed;
- Wind impacts, birds flying into windows, and conflicts with helicopters and airplanes;
- Removal of the existing parking garage as some neighbours use the garage regularly.

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

The London Plan, 2016

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

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

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

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement* and is contemplated in the Transit Village Place Type in The London Plan (TLP 811_1, 815E_).

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage residential intensification (PPS 1.1.3.3 and 1.4.3), an efficient use of land (PPS 1.1.3.2) and a range and mix of housing options (PPS 1.4.3). The proposed intensity conforms to the policies of the Transit Village Place Type in The London Plan, which contemplates a standard maximum height of 15 storeys and an upper maximum height of 22 storeys subject to the policies in Our Tools (TLP 813_1). Policy 813_3 requires permitted building heights to step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type. The portion of the site proposed to be developed is located adjacent to the Neighbourhoods Place Type across Mornington Avenue, which is currently developed with single detached dwellings and semi-detached dwellings. Staff are satisfied that the proposed building height of 15 storeys provides for a transition in height from the upper maximum height of 22 storeys, while also ensuring an adequate level of intensity is provided to support the goals of the Transit Village Place Type, per policy 813_2.

The site is also within a Protected Major Transit Station Area (PMTSA), which establishes minimum intensification targets and contemplates a maximum height of 22 storeys (TLP 815C_). Within the Transit Village PMTSAs, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses (TLP 815B_). The proposed development provides a residential density of 475 units per hectare.

A Watermain Feasibility Report, prepared by Driven Engineering Inc. dated January 9, 2023, was submitted as part of the complete application. A Hydrant Flow Test Report, prepared by C&H Fire Suppression Systems Inc. dated September 20, 2023, was subsequently submitted following Engineering staff's review of the Watermain Feasibility Report. An updated Watermain Feasibility Report, prepared by Driven Engineering Inc. dated October 26, 2023, was also submitted which factored in the analysis of the Hydrant Flow Test Report. The reports concluded that the existing 150mm diameter watermain along Mornington Avenue is not sufficient to provide adequate fire flows for

the proposed building. As such, the following holding provision is recommended to ensure adequate water capacity is available prior to development:

h- Purpose: To ensure the adequate provision of municipal services, the holding provision shall not be removed until such time as there is an accepted water strategy and adequate capacity available.

Staff have reviewed the range of existing holding provisions in Zoning By-law Z.-1 however none specifically address water capacity. As such, staff are recommending a new holding provision which addresses the specific water capacity issue for this site while also using generic language that can be applied to other sites in the future, if needed.

A Sanitary Servicing Brief, prepared by Driven Engineering Inc. dated January 9, 2023, was also submitted as part of the complete application. Engineering staff have confirmed that while there is sufficient capacity to support the number of units proposed in this development, there are known sanitary capacity constraints which will affect future development of this site and others in the drainage area.

No other concerns regarding traffic, noise, or parking were raised by staff. A Noise Study, prepared by Akoustik Engineering Limited dated August 4, 2022, was submitted as part of the complete application. Engineering staff have reviewed the report and accepted the recommendations. Implementation of mitigation measures are recommended as a consideration to the Site Plan Approval Authority. A Transportation Impact Assessment, prepared by BT Engineering dated October 22, 2022, was submitted as part of the complete application, and accepted by City Transportation staff.

4.3 Form

In accordance with policy 814_, the following form policies apply within the Transit Village Place Type and are relevant to the proposed development:

- High-quality architectural design.
- Buildings and public realm to be designed to be pedestrian, cycling, and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.
- Convenient pedestrian access to transit facilities.
- Publicly accessible pedestrian connections through development sites.
- The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
- Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
- Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
- Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

In addition to the form policies of the Transit Village Place Type, 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_).

In accordance with policy 289_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

The applicant met with Planning and Development staff through the review of the application to address several form-based concerns and to provide for a design solution that justifies the proposed building height. The following is a summary of the changes made to the site and building design:

- Reduced height from 18 storeys to 15 storeys.
- Reduced apartment building GFA from 21,319 m² to 16,037 m².
- Reduced podium height from 4 storeys to 2 storeys on the north façade and 3 storeys at the south façade.
- Increased south side yard setback from 3.95 m to 5 m, plus an additional 3 m to tower.
- Increased setbacks at 4th to 7th floors.
- Reduced floorplate areas – less than 900m² at 8th floor and beyond.
- Removed all parking from south and southwest side and relocated to the north side of building.
- Significant south façade changes – replaced parking with dwelling units on the first 4 storeys; also provided increased glazing, patios, balconies and terraces on this side of the building.
- Changes to the podium – dwelling units now on the first 4 storeys with storeys 3 and 4 being exclusively comprised of dwelling units.
- Although underground parking is not proposed in the revised submission, the ground floor plan drawing reference to a “new parking deck” with an area of 351.48m² reflects an emphasis on trying to shift parking inside the building to better accommodate dwelling units within the podium and repurpose/add to the existing parking deck, where feasible.
- Shifted unit orientation, balconies for all westerly units to west/street façade.
- Increased the amount of at-grade landscaped open space from 227.3 square metres to 455.5 square metres.

Staff recommend the following additional special provisions to ensure conformity with the policy framework, to implement the revised proposal, and that serves to mitigate impacts of the proposed development on the existing surrounding residential neighbourhood:

- Minimum and maximum podium heights of 2 storeys and 3 storeys, respectively.
- Minimum front yard stepbacks of 3 metres above the 2nd, 3rd and 7th storeys.
- Minimum 55% glazing on the west (front) façade of the podium.
- Minimum 40% glazing on the west (front) and east (rear) façades of the tower.
- Minimum 45% on the north and south façades of the tower.
- Minimum ground floor height of 3.6m.
- Principal building entrance for the residential lobby along Morning Avenue.
- Maximum floorplate size of 1,000m² above the eighth storey.

The intent of the recommended special provisions for height and step-backs is to mitigate negative impacts on the existing and planned neighbourhood and to provide a human-scale environment along the building's active edges (TLP 253_). These design features are especially important given the proximity of the existing single-storey, low density residential neighbourhood located immediately across Mornington Avenue. A minimum ground floor to second floor height of 3.6m and a minimum percentage of transparent glazing is also recommended to facilitate an active ground floor along Mornington Avenue that reinforces a human scale (TLP 289_1 and 291_).

With the inclusion of the above noted special provisions, staff are satisfied the revised development concept is consistent with the form policies of the Transit Village Place Type policies and the City Design Policies.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Community Shopping Area (CSA4) Zone to a Residential R9 Special Provision (R9-7(_)) Zone and a Community Shopping Area Special Provision (CSA4(_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with additional special provisions and a holding provision.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a 15-storey, 177-unit apartment building.

Prepared by: Catherine Maton, 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

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

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East

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 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East, as shown on the attached map comprising part of Key Map No. A108, **FROM** a Community Shopping Area (CSA4) Zone **TO** a Holding Residential R9 Special Provision (h-_*R9-7(_)*H45) Zone and a Community Shopping Area Special Provision (CSA4(_)) Zone.

2. Section Number 3.8 2) of the Holding "h" Zone is amended by adding the following Holding Provisions:

h-(_) Purpose: To ensure the adequate provision of municipal services, the holding provision shall not be removed until such time as there is an accepted water strategy and adequate capacity available.

3. Section Number 13.4.g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7(_) 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East

a. Regulations

- i) Front Yard Depth (Minimum) – 3.8 metres to the podium, 9.4 metres to the main building, and 0.0 metres to the parking garage
 - ii) North Interior Side Yard Depth (Minimum) – 12.8 metres to the main building and 0.0 metres to the parking garage
 - iii) South Interior Side Yard Depth (Minimum) – 5.0 metres
 - iv) Rear Yard Depth (Minimum) – 17.4 metres to the main building and 0.3 metres to the parking garage
 - v) Building Stepback Above the 2nd, 3rd, and 7th Storeys (Minimum) – 3.0 metres
 - vi) Podium Height (Minimum) – 2 Storeys
 - vii) Podium Height (Maximum) – 3 Storeys
 - viii) Ground Floor to Second Floor Height (Minimum) – 3.6 metres
 - ix) Glazing (Minimum) – 55% on the west (front) façade of the podium; 40% on the west (front) and east (rear) façades of the tower; and 45% on the north and south façades of the tower
 - x) Floorplate Area 8th Storey and Above (Maximum) – 1,000 square metres
 - xi) Density (Maximum) – 475 units per hectare
 - xii) Lot Coverage (Maximum) – 81%
 - xiii) Landscaped Open Space (Minimum) – 12%
 - xiv) The main building entrance shall be oriented to Mornington Avenue
4. Section Number 22.4.d) of the Community Shopping Area (CSA4) Zone is amended by adding the following Special Provisions:

CSA4() 625 Mornington Avenue and 1299, 1303, 1307, & 1323 Oxford Street East

a. Regulations

- i) South Interior Side Yard Depth (Minimum) – 8.5 metres to the main building and 0.0 metres to the parking garage
- ii) Rear Yard Depth (Minimum) – 0.0 metres to the parking garage
- iii) Landscaped Open Space (Minimum) – 10% or as existing on the date of the passing of this by-law, whichever is less
- iv) Lot Coverage (Maximum) – 30% or as existing on the date of the passing of this by-law, whichever is greater
- v) Highbury Avenue North shall be deemed to be the front lot line

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

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

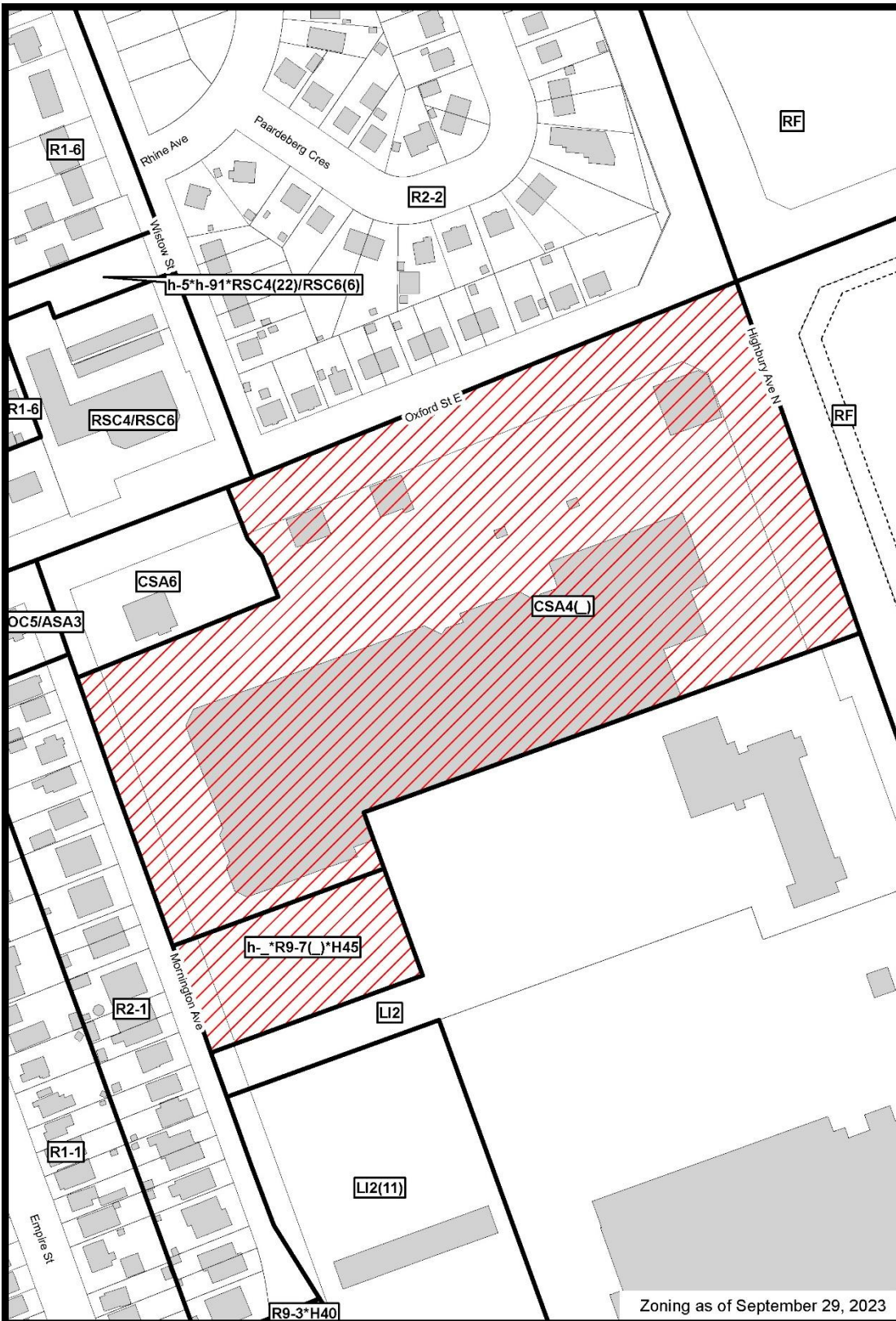
PASSED in Open Council on December 19, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – December 19, 2023
Second Reading – December 19, 2023
Third Reading – December 19, 2023

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



File Number: Z-9589
Planner: CM
Date Prepared: 2023/11/09
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial mall
Frontage	125.76 metres (412.6 feet)
Depth	277.83 metres (911.5 feet)
Area	3.968 hectares (9.8 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low rise residential and commercial
East	London Psychiatric Hospital Lands (undeveloped)
South	Industrial (Canada Post)
West	Low rise residential

Proximity to Nearest Amenities

Major Intersection	Highbury Avenue North and Oxford Street East
Dedicated cycling infrastructure	Oxford Street East, 385 metres
London Transit stop	Mornington Avenue, 95 metres
Public open space	Mornington Park, 800 metres
Commercial area/use	Oxbury Mall, on-site
Food store	Food Basics (Oxbury Mall), on-site
Community/recreation amenity	Boyle Memorial Community Centre, 1.9 km

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village Place Type
Current Special Policies	Protected Major Transit Station Area
Current Zoning	Community Shopping Area (CSA4) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	N/A

Requested Special Provisions

Regulation (R9-7 Zone)	Required	Proposed
Building Height (Maximum)	N/A	45 metres
Density (Maximum)	150 units per hectare	475 units per hectare
Front Yard Depth (Minimum)	10.11 metres	3.81 metres to the main building and 0.0 metres to the parking garage
Interior Side Yard Depth – Northerly (Minimum)	17.64 metres	12.83 metres to the main building and 0.0 metres to the parking garage
Interior Side Yard Depth – Southerly	10.11 metres	5.0 metres

Regulation (R9-7 Zone)	Required	Proposed
(Minimum)		
Rear Yard Depth (Minimum)	17.64 metres	17.4 metres (to apartment building) and 0.36 metres to the parking garage
Lot Coverage (Maximum)	30%	81% (inclusive of the parking garage)
Landscaped Open Space (Minimum)	30%	12%
Regulation (CSA4 Zone)	Required	Proposed
Interior Side Yard Depth – Southerly (Minimum)	10.0 metres abutting a residential zone	8.5 metres to the main building and 0.0 metres to the parking garage
Rear Yard Depth (Minimum)	10.0 metres abutting a residential zone	0.0 metres to the parking garage

C. Development Proposal Summary

Development Overview

The applicant is proposing to demolish a portion of the existing parking garage to facilitate the development of a 15-storey, 177-unit apartment building. The initial development concept proposed an 18-storey, 187-unit apartment building and was revised to the current concept following discussions with staff through the review of the application.

Proposal Statistics

Land use	Residential (apartment building)
Form	High-rise
Height	15 Storeys (44.10 metres)
Residential units	177
Density	475 units per hectare
Gross floor area	15,577.86 m ² ; extension to parking deck: 351.48 m ²
Building coverage	80.25%
Landscape open space	12.22%
New use being added to the local community	No

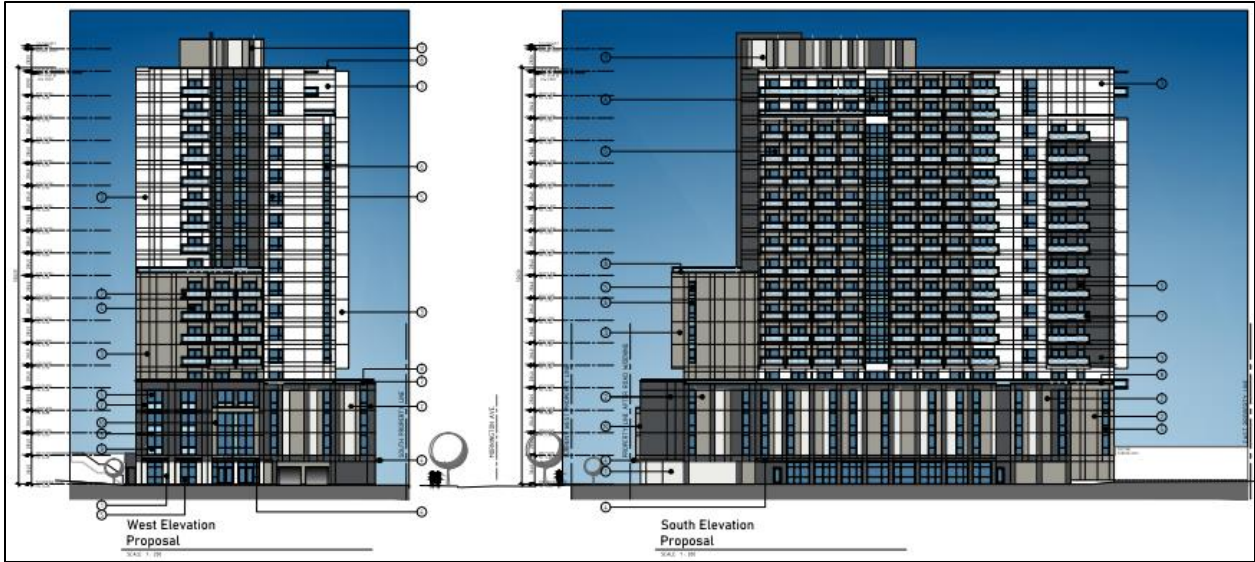
Mobility

Parking spaces	103 structured, 37 surface
Vehicle parking ratio	0.79 spaces per unit
New electric vehicles charging stations	0
Secured bike parking spaces	180 long-term spaces (+ 4 short-term spaces)
Secured bike parking ratio	>1 space per unit
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

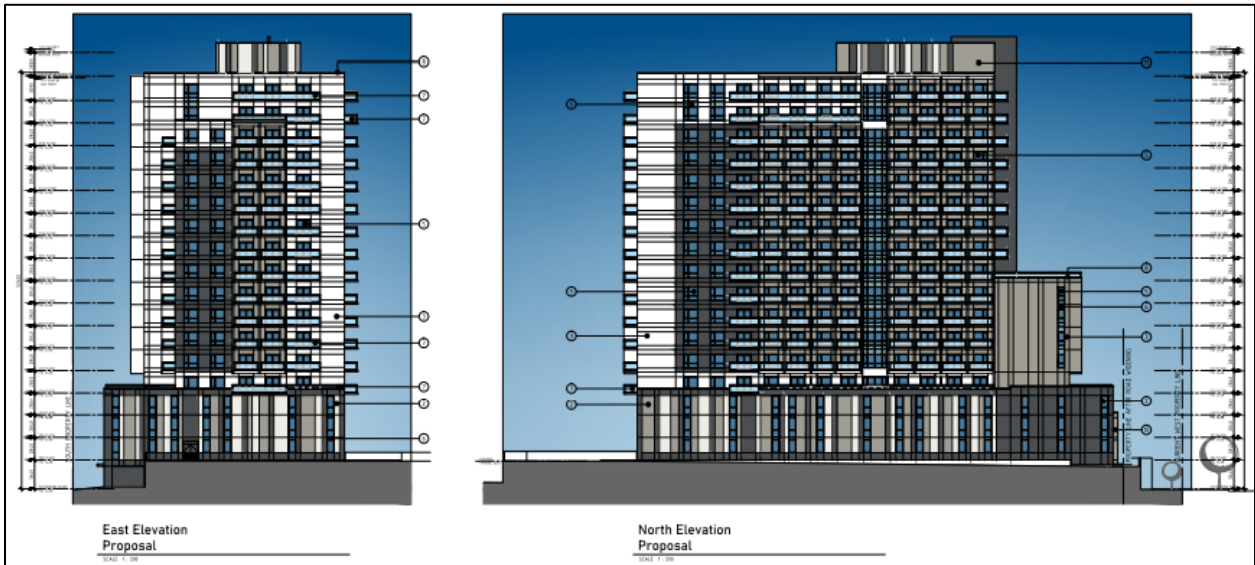
Environmental Impact

Tree removals	TBD
Tree plantings	TBD
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



West and South Elevations



East and North Elevations



Renderings

Shadow Study Images – Original Proposal



March 21st 9:00 AM



March 21st 12:00 PM



March 21st 4:00 PM



June 21st 9:00 AM



June 21st 12:00 PM



June 21st 4:00 PM



September 21st 9:00 AM



September 21st 12:00 PM



September 21st 4:00 PM



December 21st 9:00 AM



December 21st 12:00 PM



December 21st 4:00 PM

Shadow Study Images – Revised Proposal



March 21st 9:00 AM



March 21st 12:00 PM



March 21st 4:00 PM



June 21st 9:00 AM



June 21st 12:00 PM



June 21st 4:00 PM



September 21st 9:00 AM



September 21st 12:00 PM



September 21st 4:00 PM



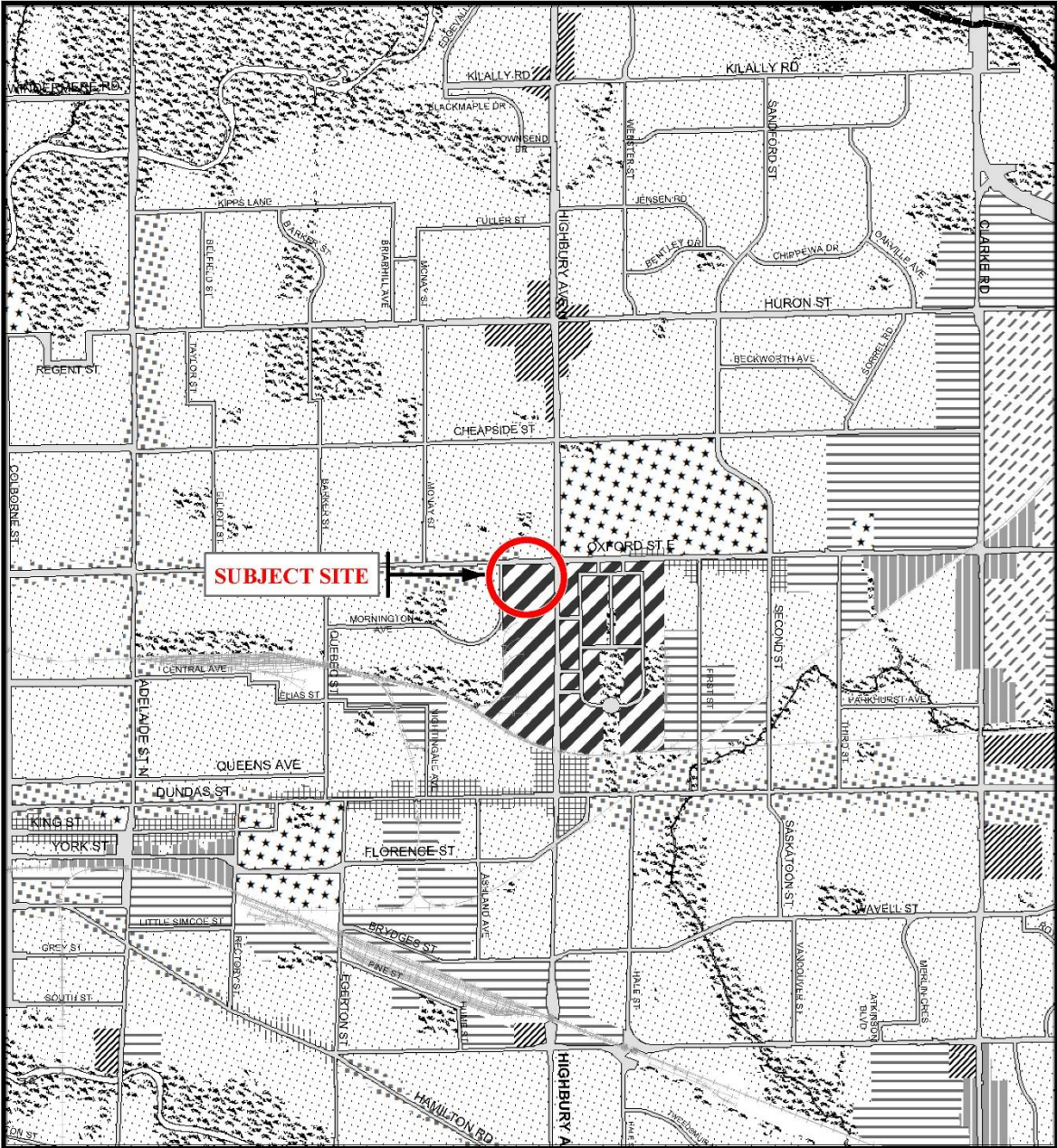
December 21st 9:00 AM



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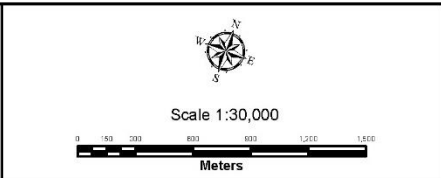


Legend

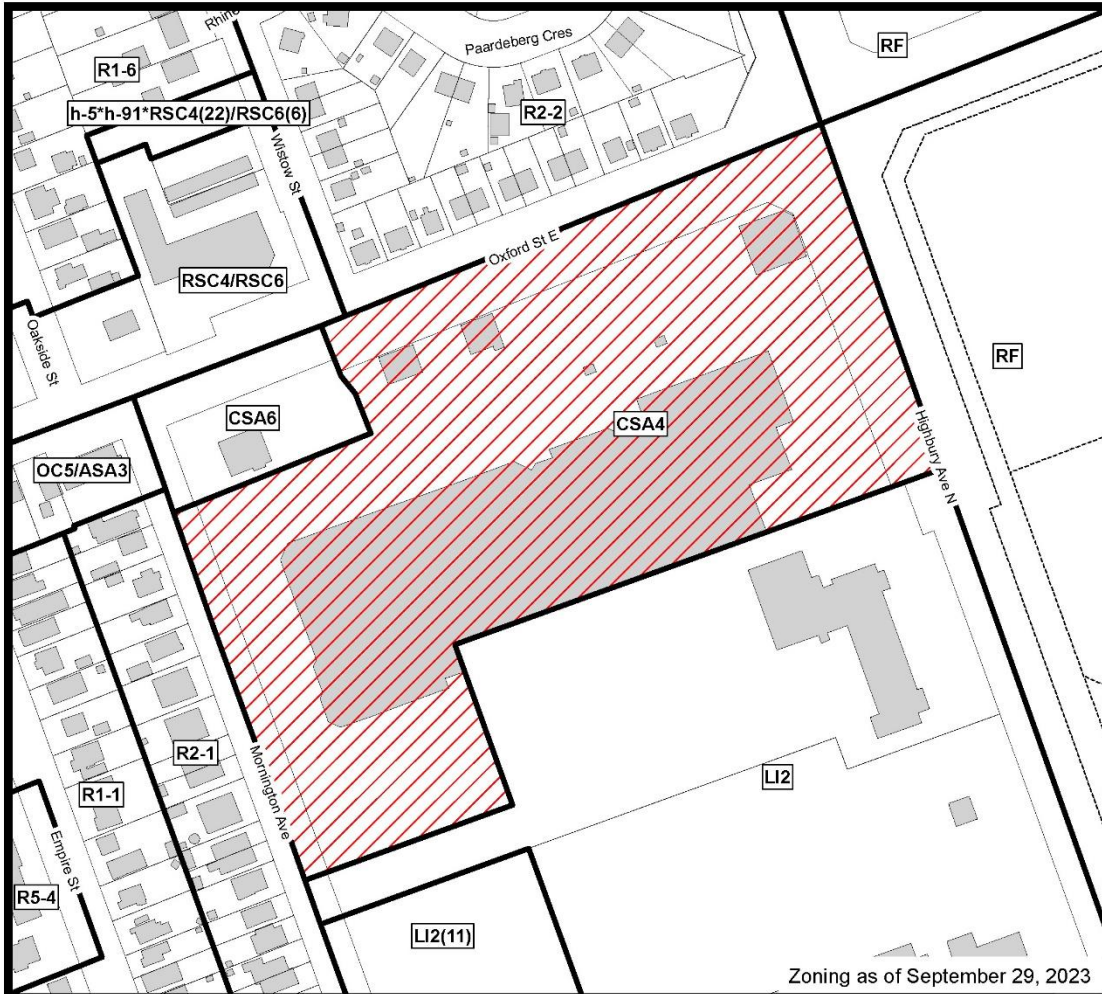
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



File Number: Z-9589
Planner: CM
Technician: RC
Date: 2023/11/09



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) *LEGEND FOR ZONING BY-LAW Z-1*

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "H" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

Z-9589

CM

MAP PREPARED:

2023/11/9

RC

1:2,500

0 12.525 50 75 100

Meters

Appendix D – Internal and Agency Comments

Staff/Agency Comments on 2nd Submission Development Concept:

Site Plan – September 26, 2023

1. Major Issues

- The proposed “drop off” area does not meet the intent of the Site Plan Control By-law to provide for a paratransit drop off area. The location proposed would utilize the entire one-way access. As noted in the Site Plan Control By-law, the “building entrance facility shall include a **separate** hard surface loading pad for use by paratransit and other service vehicles with minimum dimensions of 3.5 metres wide by 12.0 metres” and its to be “accessible from the internal driveway system and shall not conflict with other parking or manoeuvring facilities”. The applicant is to provide a separate lay-by as per the Site Plan Control By-law (Section 6.8.1).
- There are discrepancies between the “site plan” and the “ground floor plan” as it pertains to the drop off area, parking, access aisles, barrier-free stalls etc. Ensure all plans match moving forward.
- There are no pedestrian connections from the existing parking structure to the proposed residential development. Revise accordingly.

2. Matters for OPA/ZBA

- Dimensions are required for the internal drive-aisle widths for the parking area as well as dimensions for the standard parking stalls proposed within the building.
- Revise the internal parking layout. The entrance at the front only provides for access to the at-grade parking area with the access at the rear only providing access to the 2nd floor enclosed parking area. Provide for a continuous flow of traffic from one level to the next.
- Given the grading on site, there are no direct pedestrian connections internal for users to access the existing mall and uses on site. Explore opportunities to provide these connections.

3. Matters for Site Plan

- Landscape planting is required to be provided along the property boundaries to meet the Site Plan Control By-law.

Urban Design – September 29, 2023

1. Matters for Zoning

- The applicant is commended for providing additional glazing along the active edges of the proposed development. Urban Design staff encourage the applicant to retain this design feature through the development process.
- **The following Special Provisions are recommended** to be applied to the zoning for Building A:
 - Maximum height;
 - Minimum and maximum podium height;
 - Minimum step-back above the podium;
 - Minimum percentage of glazing on the podium;
 - Minimum percentage of glazing on the tower;
 - Minimum ground floor height of 4.5m;
 - Principal building entrance for the residential lobby along Morning Avenue;
 - Maximum floorplate size of 1000m² above the eight storey;
- Include zoning provisions for the height and step-backs to mitigate negative impacts on the existing and planned neighbourhood and to provide a human-scale environment along Building A’s active edges (TLP_253).
- Include provisions for a minimum ground floor height of 4.5m and a minimum percentage of transparent glazing to facilitate an active ground floor along Mornington Avenue and ensure any proposed above grade parking structures are wrapped in active uses along Building A’s active edges (TLP, 291).
- Clarify the floorplate size of each storey. To mitigate shadow impact on the neighbouring properties and promote a slender point tower with a distinct base,

middle, and cap, include a zoning provision for a maximum floorplate size of 1000m² above the eight storey (TLP, 289).

- To foster an active streetscape, include a zoning provision for the primary entrance to be located on the street-facing (west) building façade along Mornington Avenue (TLP, 268 & 291).

2. Matters for Site Plan

- Urban Design is supportive of the proposed landscaped amenity space along Mornington Avenue. Clarify if this element will be retained. Ensure that adequate outdoor amenity is provided for the number of anticipated residents (TLP_295).
- Rotate the south-west ground floor unit entrance to front onto Mornington Avenue.
 - Provide a walkway from the ground floor unit to the sidewalk.
- Clarify the relationship between the existing parking garage and Building A in addition to vehicular circulation through Building A. Remove the new parking garage access provided along Morning Avenue and relocate the entrance along the northern elevation (TLP, 269 & 270).
- Clarify cyclist circulation through Building A. Relocate or provide additional entrances to the *Bicycle Lock* room to mitigate vehicle and cyclist conflicts (TLP_255).
- Clarify pedestrian circulation through the structured parking garage to Building A's communal residential entrances. To mitigate pedestrian and vehicular conflicts, delineate pedestrian pathways throughout the parking garage to the internal communal entrances (TLP_255).

Engineering – October 3, 2023

Engineering comments remain the same, we are acceptable to the one building being rezoned, not the entire property.

The Water Feasibility Report submitted to support the rezoning concluded that the existing 150mm diameter watermain along Mornington Ave. is not sufficient to provide adequate fire flows for the proposed building.

We are requesting a holding provision to ensure upgrades are completed as part of the site plan application. Please include a holding provision:

h-(): Purpose: To ensure the adequate provision of municipal services, the holding provision shall not be removed until such time as there is an accepted water strategy and adequate capacity available.

Staff/Agency Comments on 1st Submission Development Concept:

Landscape Architecture – February 13, 2023

- I don't see any potential conflicts with trees on this application and I would not require a TPP. There are some trees growing in the Mornington blvd but they can be addressed at Site Plan.

UDPRP – February 15, 2023

General Comments

- The conceptual master site plan appears to be counter productive for achieving the vision of a Transit Village. As a general principle, taller buildings with higher density should be located closer to the transit station. Height and density should gradually reduce as one moves away from the transit station.

Conceptual Master Plan

- Developing on a brownfield site of the excess parking structure for residential use is to be commended, however the master plan as presented lacks conviction and the future parkette shown to the north of the development does not seem resolved with the topography.
- The conceptual master plan should include a clear vision and framework for the public realm that can support pedestrian activities and place-making.

- The proposed development (the current phase) does not support the proposed park. The park is going to be faced with a parking ramp and in the shadow of the proposed tower.

Site Plan, Building Massing and Design

- 18 stories is out of context with the single story residences across the street to the west and the step backing of the structure as it rises does not significantly soften the impact. Fewer stories should be considered.
- The proposed tower floor plate is quite overwhelming for either the low-rise neighbourhood to the west or the future park to the north.
- Despite being in the Transit Village, much of the ground floor of the proposed building is dedicated to parking and vehicular circulation.
- The proposed at grade amenity area is isolated and hardly attractive for residents.
- The proposed outdoor amenity space can be enhanced and expanded. At ground level, it should be integrated with the indoor amenity space. If the tower floor plate size gets reduced, more outdoor amenity space can be gained on the roof of the podium.
- Within both the planned and existing context, the property appears to be a mid-rise site.
- The podium of the building has no life as it is 4 levels of parking.
- The building will require more than just the use of brick. The use of painted concrete is not recommended.

Concluding comments:

- It is critical to develop a comprehensive master plan/block plan for a future urban community. A master plan for the entire block will assist in developing a walkable urban community in this transit village. The block plan should include:
 - streets, parks, driveway, servicing, and outdoor amenity spaces;
 - the conceptual building location, orientation, massing and separation distance with other development;
 - the building front entrances and their connections to the pedestrian/cycling routes;
 - phasing plan;
 - the existing and planned schools, community center or library in the block and how to link the proposed developments to these existing and future facilities with comfortable pedestrian walkways or bicycle trails.
- Without an appropriate block plan;
 - It is difficult to determine whether the proposed building setbacks are appropriate. Especially to the south property line, the proposed 4 storey podium setbacks 3.95m to the south property line and the tower setbacks 9m to the south property line. Are these setbacks sufficient if there is a future tower south of this?
 - It is difficult to plan the use both inside and outside of the building without knowing if there are any future park, public street or mid-block pedestrian walkways in the adjacent context.
- The proponent should work towards a conceptual master plan which address the site as a major transit hub.
- The proponent should reconsider the placement, height and massing of the building in relation to its context.
- The proponent should consider providing a more animated podium which contain active uses which address the street and adjacent lands.
- The use of painted concrete cladding should be reconsidered, for example, a combination of brick and metal panel.

UTRCA – February 23, 2023

- No objections.

London Hydro – February 23, 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. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Parks Long Range Planning & Design – February 28, 2023

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of site plan approval.

Ecology – March 1, 2023

- There are currently no ecological planning issues related to this property and/or associated study requirements.

Site Plan – March 6, 2023

1. A lay-by is required given that there are more than 24-units proposed. Refer to Section 6.8.1 of the Site Plan Control By-law for lay-by requirements. The rear servicing and loading does not function for this purpose as the lay-by is to be 15 metres from the main building entrance
2. For underground parking stalls, please refer to Section 6.2 of the Site Plan Control By-law for required dimensions.
3. The accessible parking stalls are to be sized in accordance with the Zoning By-law Z.-1 and located in close proximity to the building access points.
4. The proposed outdoor common amenity space does not appear large enough to accommodate all units on site. Staff typically look for an amenity space of 5m² per unit. Clarify the programming for the roof-top amenity space.
5. Identify the proposed snow-storage area on the site plan.
6. The proposal does not provide for adequate spacing between the building and property lines to provide for the required landscape strip between the property lines (refer to Table 9.4 of the Site Plan Control By-law).
7. I've reached out to Solid Waste Management regarding the proposed garbage collection.

Based on the current concept plan, site plan staff have concerns with how the site will function.

Urban Design – March 7, 2023 (revised March 22, 2023)

Provide a response to the **February 2023 UDPRP memo**. After attending the UDPRP, the applicant received a formal memo from the UDPRP Chair, or their designate. A Comment Response Table outlining in detail the applicant's response to the UDPRP is required.

- Provide updated drawings that reflect the revisions made to address the UDPRP comments.

Comments for Zoning

Urban Design does not support the proposed built-form due to its height and location. The proposed 18-storey residential building does not provide an effective transition in height between the adjacent neighbourhood. The proposed built form is located away from the rapid transit route along Highbury Avenue North and is on the edge of the Transit Village Place Type next to Mornington Avenue, a neighbourhood connector street. We recommend that a low- or mid-rise building is more appropriate in the location of the proposed 18-storey built form.

If the intensity and form is deemed to be appropriate, the following matters should be addressed through zoning:

- Zoning provisions for the height, setbacks, & step back should be provided to mitigate negative impacts on the existing neighbourhood. Refer to the London Plan, Policy 253.
 - Provide a minimum 5m step-back above the 3rd to 5th storey along Mornington Avenue and the southern private asphalt road to provide a human-scale environment along the public/private street(s).

- The step-back provided above the 4th storey along Mornington Avenue is acknowledged.
- If a high-rise form is deemed to be appropriate, design the tower portion (the 8th storey and above) as a slender tower (maximum floor plate size of up to 1000 square meters and a length to width ratio of 1:1.5) to reduce the "slab-like" appearance of the tower. Which will mitigate shadow impacts, and obstruction of sky views to be less imposing on the neighbouring properties and public spaces. The floor plate size proposed above 8 storeys is large and elongated (approximately 1175,41 sqm).
 - A provision of a side-yard setback of 5m along the southern elevation to provide adequate space and sight lines to the amenity space at the rear of the proposed development.
 - A provision for the primary entrance to be located on the street-facing (west) building façade.
- Include provisions for a minimum ground floor height of 4m and a minimum percentage of transparent glazing on the building's podium/base and front elevation to facilitate an active ground floor and façade along Mornington Avenue. This will ensure that any above ground parking structures are wrapped in active uses along the public and private street(s).
- Include a provision for a minimum size shared amenity space on site. This could be at grade and/or on a rooftop.

Items to be Addressed at Site Plan

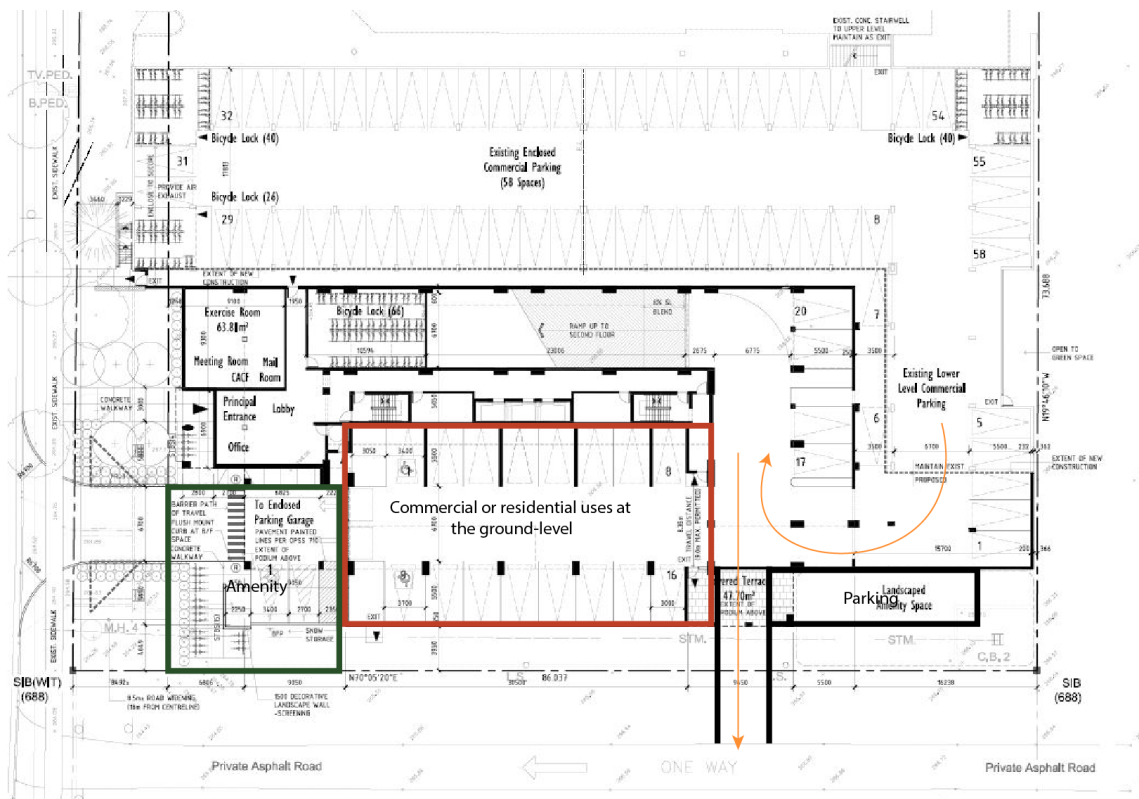
- Ensure that the elevations and renderings match the site plan. Ensure that the surrounding context is included in the elevations, site plans, and renderings. Provide a rooftop plan that outlines the placement and screening of any mechanical equipment. Further Urban Design comments may follow upon receipt.

Site Design:

- Clarify the location of the primary entrance along Mornington Avenue and provide signage to identify the main public lobby entrance.
- Clarify the condition between the proposed building and the existing parking structure along the northern elevation. Is the walkway enclosed or open-air? Ensure that the width of the walkway is a minimum of 2m.
 - CPTED Principles should be integrated into the design.
- If the outdoor amenity space cannot be located closer to an active frontage, provide a direct pathway to the proposed amenity area at the rear of the subject site. Relocate a few of the proposed temporary bicycle parking spaces and some of the landscaping to create clear sightlines from the front of the subject site to the rear.
 - CPTED Principles should be integrated into the design.
- Consider including a modest parking bay area along Mornington Ave for convenient vehicle drop-offs and deliveries in close proximity to the main entrance.
- The addition of temporary bicycle parking is acknowledged. Provide for pedestrian and transit-oriented amenities including benches and bike racks close to the principal entrance.

Building Design:

- Consider providing an underground parking facility to reduce the height of the proposed built form. Refer to the London Plan, Policy 814.11.
- Consider removing the parking garage access from Mornington Avenue. Consider a joint access / access easement for the parking entrance from the private asphalt road (Canada Post) to the south or through the existing commercial parking garage.



Proposed Ground Floor Plan Floor Plate 1522.16m² (16384.93ft²)

SCALE: 1:200
 PARKING SPACES:
 2 Surface
 20 Proposed Enclosed Residential
 58 Existing Enclosed Commercial

- Rerouting the access to the parking garage will provide opportunities to provide an active frontage along Mornington Avenue and the southern private asphalt road.
- The proposed built form should be designed to establish and support a high-quality pedestrian environment with active frontage along Mornington and any internal streets (public/private) and driving aisles (i.e, 1.8m walkways, benches, street trees, ground level active windows, balconies at the 2nd storey and above, ground level patios) . Refer to the London Plan, Policy, 814.7.
 - CPTED Principles should be integrated into the design.
 - Consider extending the awning to the covered terrace to provide weather protection for subject site users accessing the amenity space from Mornington Avenue.

Engineering – March 7, 2023

Comments related to Rezoning:

- The watermain feasibility report will need to be updated to address the following:
 - Hydrant flow tests were taken from the hydrant at 616 Mornington Ave and the hydrant at 560 Mornington Ave. The flow volume used to justify the fire protection at 625 Mornington Ave was taken from the fire hydrant further down the street at 560 Mornington Ave which is located on a 250mm Municipal watermain. The flow volume should be taken from the hydrant nearest the subject property at 616 Mornington Ave to determine accurate fire flow availability at the site.
- Sewer Engineering comments related to the proposed 18 Storey Tower off of Mornington Ave.:
 - Based on a previous sanitary brief recently circulated that included an 18-storey tower (187 units) along with the existing commercial buildings that are expected to remain, SED acknowledges we are amicable, however we further noted there is no additional available capacity for further intensification beyond this 18-storey tower and current land use.
- Sewer Engineering comments related to the proposed conceptual Master Plan:
 - The master plan that was subsequently provided did not provide sufficient detail as far as the applicant's ultimate intensification beyond including projected building heights and did not include servicing assumptions for the

conceptual master plan nor the maximum build out per the zone or the maximum population.

- Based on record drawings and the 2016 IRP sanitary area plans and design sheets, the downstream sewer system does not have adequate surplus capacity available to support the proposed master plan and intensification sought for the subject lands. Additionally, there are no future projects or plans to upgrade the downstream sewer system which were part of a recent 2016 IRP. This increase in growth, density and build form being suggested exceeds current standards and was not contemplated.
- SED is not supportive of the proposed intensification referenced in the master conceptual plan as there is no available surplus capacity in the downstream sewer system.

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

Transportation:

- Right of way dedication of 24.0m from centre line on Oxford Street East and Highbury Ave N. within 150m of an intersection.
- Right of way dedication of 18.0m from centre line on Oxford Street East outside of the 24.0m from centre line.
- Right of way dedication of 20.0m from centre line on Highbury Ave. N. outside of the 24.0m from centre line.
- Right of way dedication of 18.0m from centre line required along Mornington Avenue.
- Revised 6.0m x 6.0m daylight triangles at all intersection corners.
- Detailed comments regarding access design and location will be made through the site plan process.
- TIA prepared by BT Engineering, dated October 24th, 2022 has been accepted.

Stormwater:

- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MECP guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.

The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.

- As per City as-constructed 23606, the site is tributary to the existing 675mm storm sewer on Mornington Avenue. For proposed development that increases the existing C-value of the site, the development is to store volumes in excess of the existing condition flow. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. It appears that the site may already be serviced by an existing maintenance hole and 250mm sewer per as-con 23606, consultant is to confirm.
- The consultant is encouraged to implement LID solutions to provide a reduction to the site's existing peak flows. If undertaken, this site may be eligible to qualify for a Stormwater Rate Reduction as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can find more information and an application form at the following: <https://london.ca/living-london/water-environment/your-water-bill>.

- The consultant may note that downstream quality control is provided by the Mornington Pond SWMF therefore no on-site quality treatment is required.

General comments for sites within Central Thames Subwatershed

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Heritage – March 15, 2023

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the heritage impact assessment requirements for (Z-9589):

- AECOM Canada Ltd. (2022, December). *Heritage Impact Assessment Memo, Proposed Development of 625 Mornington Avenue, Adjacent to 955 Highbury Avenue North, a Heritage Listed Property, City of London.*

Specific supportable conclusions of the heritage impact assessment (HIA) are as follows:

[T]he proposed development at 625 Mornington Avenue will not have any direct or indirect impacts on the heritage attributes of 955 Highbury Avenue North, due to the location of the proposed development and its separation. (p8)

Based on the impact assessment completed for this HIA Memo, no mitigation measures are required since the heritage attributes of listed property at 955 Highbury Avenue North will not be impacted by the proposed development at 625 Mornington Avenue. (p7)

Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 955 Highbury Avenue North as a result of development at 625 Mornington Avenue. It has been sufficiently demonstrated that significant heritage attributes will be conserved, and the HIA can be accepted to meet heritage requirements for (Z-9589).

Appendix E – Public Engagement

From: noemi perzia

Sent: Wednesday, March 1, 2023 4:56 PM

To: Maton, Catherine <cmaton@london.ca>; Stevenson, Susan <sstevenson@london.ca>

Subject: [EXTERNAL] Re: Zoning By Law Amendment-625 Mornington Av

Planning and Development; Ward Councillor:

Dear Madam:

Further to our phone discussion on the Month Of February ;After receiving a letter from the city about the above development:

This Development 18 -Storey building ,187 unit apartment building 625 Mornington Av. is the wrong place as this area is single families.

The proposed building is to close and narrow to single residential families.

This building will destroy the privacy and enjoyment of this families.

The traffic in Mornington Av. will be chaotic as 187 families -400 people will use the road Mornington already congested by high traffic and used for emergencies: fire dept., ambulances and police cruisers to short cut to downtown ;Speeding is high in this area. Hope you have into consideration this building project that will affect the life of neighbors of Mornington Av.

Best Regards

Noemi Perzia

Hope you have this into consideration for this Zoning

From: chfunn

Sent: Saturday, February 25, 2023 8:14 PM

To: Maton, Catherine <cmaton@london.ca>

Cc: Cathy Heal

Subject: [EXTERNAL] File Z-9589 625 Mornington Ave

Hello Catherine Maton,

I live at [REDACTED], here are my comments/questions regarding this application.

- 18 stories seems quite high. The apartments further south on Mornington have 11 floors and are well set back from the road. Noise & light pollution are contained close to the buildings. If the new building is close to the road, and overlooking the area, this will negatively affect houses nearby. Garbage pick up should not be close to Mornington to reduce noise. The building possibly needs to be shorter.

On windy days when there is an east wind, it is already quite strong. Any idea how this will be affected by the building ? I don't want any roof damage.

There are currently many birds in the area. Canada geese, ducks, sea gulls & smaller birds. Are the glass windows being used going to prevent the birds from flying into them?

Also, Orange Air helicopters frequently fly over this area and the pilots from the air show at London Airport.

- Traffic & parking

There is no street parking on Mornington. Currently there is not sufficient parking for the neighbours. Some are parking regularly in the parking building.

Please ensure there are enough parking spots and visitor parking for the building.

Is there any solution for current neighbours? Street parking doesn't seem feasible on such a busy road.

The exit on Mornington, from the Canada Post building on Highbury Ave, is quite busy when the delivery trucks exit to their routes in the AM. If the exit from the apt building is in the same area, it will cause congestion and could be dangerous to oncoming traffic, cars exiting their driveways and any pedestrians.

Suggest a third lane up to the mall entrance from the Canada Post exit may need to be added.

I would appreciate your taking these points into consideration. If some items are for other departments, please pass along.

I look forward to your reply by email.

Regards
Cathy Heal

From: Judy White
Sent: Sunday, February 19, 2023 3:12 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] File Z-9589

At present the red light at Mornington and Oxford is one of the longest in the city to make a left hand turn on to Oxford St.

I can't imagine how it can possibly work with more traffic!

I hope this is being taken into consideration.

Thanks for your time.

Judy

From: Helena Fernandes
Sent: Friday, February 17, 2023 4:32 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] It's about the building that is going to be built In 625 Mornington Avenue this area is not for business like that if the owner of the property wants to do it he can built in front of his house to how we feel about that no way that building ...