

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: Captain Generation Mall Limited (c/o MHBC)
530 Oxford Street West
File Number: OZ-9712, Ward 13
Public Participation Meeting

Date: May 22, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Captain Generation Mall Limited (c/o MHBC) relating to the property located at 530 Oxford Street West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 4, 2024, to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Transit Village Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on June 4, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Community Shopping Area/Temporary (CSA4/T-66) Zone and Open Space (OS4) Zone, **TO** a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7()*D150*H115/CSA4()) Zone and Open Space (OS4) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Implement all Tree Assessment Report recommendations into a future Site Plan Application;
 - ii) Update the Transportation Impact Assessment (TIA) and implement TIA recommendations into a future Site Plan Application;
 - iii) Provide a minimum transparent glazing on the first two storeys facing the public streets of 50%.

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

- i) The recommended amendments are consistent with the *Provincial Policy Statement (PPS)*, 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, promote transit-supportive development and support long-term economic prosperity. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii) The recommended amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies and the Transit Village Place Type policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
- iii) The recommended amendments facilitate the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill and redevelopment;

- iv) The recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan, to add a Specific Policy Area to the Transit Village Place Type to permit two 33-storey, mixed use apartment buildings and an amendment to the Zoning By-law Z.-1 to rezone the property from a Community Shopping Area/Temporary (CSA4/T-66) and Open Space (OS4) Zone, to a Residential (R9) Special Provision/Community Shopping Area Special Provision (R9-7()*D150*H115*/CSA4()) Zone and Open Space (OS4) Zone. Requested Special Provisions include a maximum height of 115 metres, a front yard setback of 0.0 metres, an exterior side yard setback of 0.0 metres, a minimum landscape open space of 9%, a maximum lot coverage of 40%, and to permit the full range of the CSA4 zone uses within the second floor (street level) of the towers.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with additional special provisions to permit two, 33-storey mixed-use apartment buildings with 408 dwelling units and 473 square metres commercial space.

Special provisions recommended by staff include:

Residential R9-7() Zone

- a) To permit a maximum height for Building A and Building B of 33 storeys or 115 metres, whichever is less.
- b) To permit a front and exterior side yard of 0.5 metres whereas 19.0 metres is required.
- c) To permit an interior side yard setback of 0.0 metres, whereas 43.2 meters is required.
- d) To permit a landscaped open space of 9.0% whereas 30% is required.
- e) To permit a lot coverage of 40% whereas 30% is the maximum permitted.
- f) To permit 367 long-term bicycle parking spaces, whereas 368 spaces are required.
- g) To permit unlimited encroachments for balconies and canopies.
- h) To permit a maximum podium height for Building A and Building B of 6-storeys, measured from lowest grade.
- i) To require a minimum step back above the podium for the street-facing facades of 5 metres.
- j) To require a minimum setback of 10 metres above the podium of Building A from the easterly property line at 655 Wonderland Road North.
- k) To require a minimum setback of 12 metres above the podium of Building B from the southerly property line at 655 Wonderland Road North.
- l) To require a minimum tower separation distance between Tower A and Tower of 17.5 metres.
- m) To permit a maximum tower floor plate for Building A and Building B of 1,000 square metres above the podium excluding balconies.
- n) To permit a maximum tower floor plate for Building A and Building B of 1,250 square metres above the podium including balconies.
- o) The 33-storey maximum height shall be permitted within 50 metres of the right-of-way of Oxford Street West or Wonderland Road North.
- p) To permit Additional Permitted Uses in the CSA4 zone to be located within the second floor of the development (i.e., street level)

Community Shopping Area CSA4() Zone

- 1 To permit a landscaped open space of 9.0%, whereas 10% is required.
- 2 To permit a maximum lot coverage of 40%, whereas 30% is the maximum.
- 3 To permit 0 loading spaces whereas 1 is required.

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.
- **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

PEC Report – 530 Oxford Street West (TZ-7969) – December 12, 2011

PEC Report – 530 Oxford Street West & 611 Wonderland Road North (Z-5701) – May 10, 1999

1.2 Planning History

May 10, 1999, City Council passed a Zoning By-law Amendment to permit a community shopping area with a maximum gross floor area of 20,000m² (215,285 square feet).

December 12, 2011, City Council passed a Zoning By-law amendment to permit a community shopping area and a temporary zone related to the automobile sales and service establishment located at 640 Wonderland Road North, for a period of 19 months.

November 11, 2019, the Committee of Adjustment passed three variances related to a front yard setback, landscaped open space and stacking parking spaces that were identified as part of a Site Plan Application (SPA-19-065) to permit two multi-unit commercial buildings on the subject lands.

June 24, 2021, the Committee of Adjustment passed three variances related to landscape open space, building height and off-street parking spaces to facilitate the construction of a multi-unit commercial building.

1.3 Property Description and Location

530 Oxford Street West is located near the intersection of Oxford Street West and Wonderland Road North, within the West London Planning District. The site has a total area of approximately 5.2 hectares, with a 157 metres frontage along Oxford Street West and 193 metres along Wonderland Road North. Currently, the subject lands contain The London Mall, three multi-unit commercial buildings fronting Oxford Street West, a large surface parking lot, pedestrian connections and landscape features. The eastern portion of the subject site contains open space lands associated with the East Branch of Mud Creek. The lands generally slope downward from Oxford Street West towards the Mud Creek, with the mall parking lot grade at a lower level than the adjacent Oxford Street West and Wonderland Road North frontages.

The subject site is part of an established commercial node containing a mix of large format and smaller retail plazas with large surface parking areas, located within all quadrants of the Wonderland Road North & Oxford Street West intersection. Directly to the north at the corner of Oxford Street West and Wonderland Road North is an existing two-storey commercial building. Directly to the east of the subject lands is a McDonalds restaurant, and to the south is a multi-unit retail/service plaza.

Oxford Street West is classified as a Rapid Transit Boulevard on Map 3 – Street Classifications of The London Plan. The road segment between Proudfoot Lane and Wonderland Road North has a traffic volume of approximately 32,000 vehicles per day. The subject site also has frontage onto Wonderland Road North, which is classified as a Main Street and Urban Thoroughfare on Map 3 – Street Classifications of The

London Plan. The road segment between Kingsway Avenue and Oxford Street West has a traffic volume of approximately 41,000 vehicles per day. The site is located on several LTC transit routes, with bus stops located on Oxford Street West and Wonderland Road North in front of the subject site. Bike lanes are provided on Wonderland Road North, with a bike path located further west along Oxford Street West. Finally, a walking trail connects the southeast corner of the subject lands with the nearby high-rise apartment building located southeast of the property along Proudfoot Lane.

Site Statistics:

- Current Land Use: Commercial
- Frontage: 156.9 metres (514.7 feet) along Oxford Street West & 193 metres (633.2 feet) along Wonderland Road North
- Depth: 242.4 metres (795.3 feet)
- Area: 5.16 hectares (12.8 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

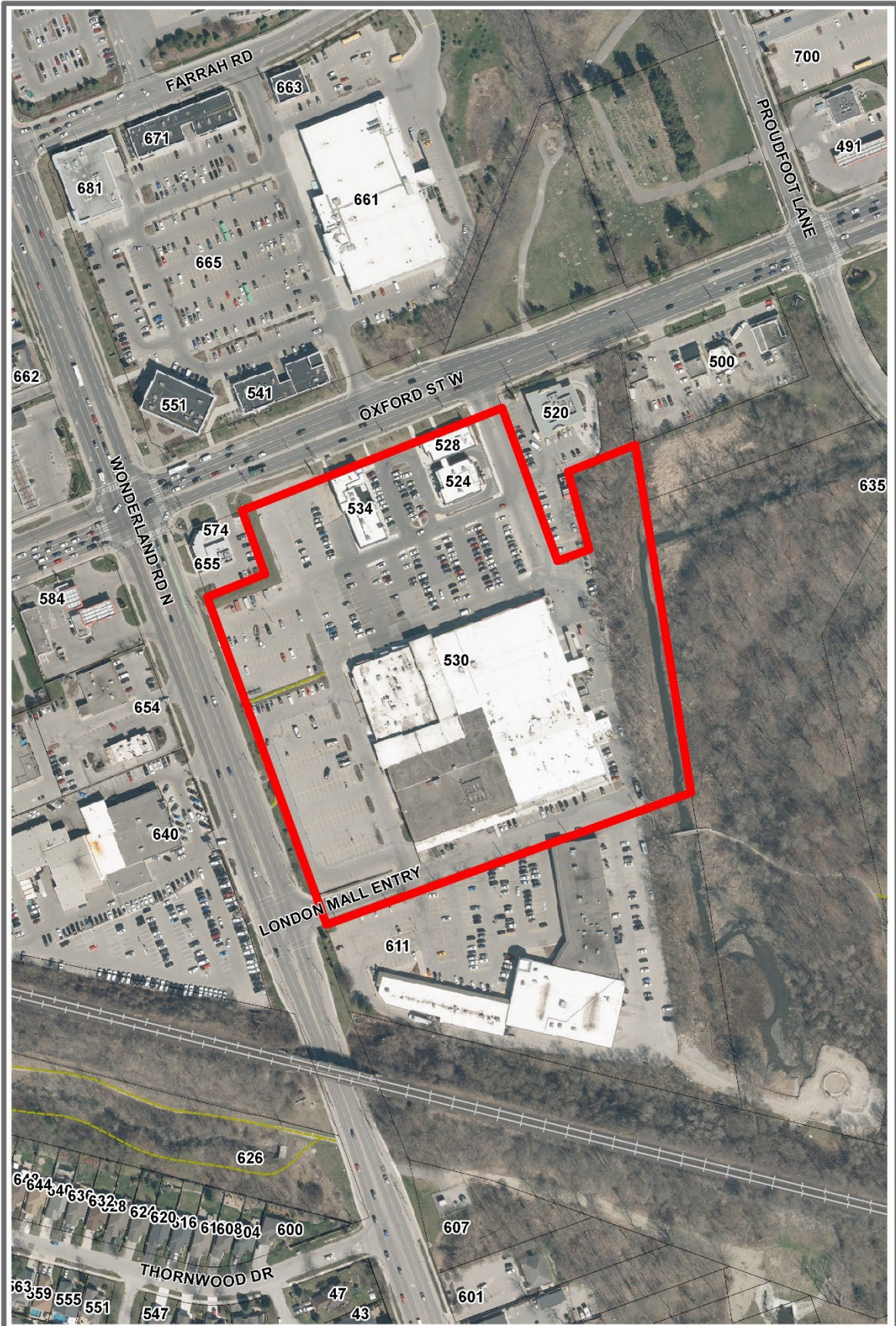
Surrounding Land Uses:

- North: Retail, Commercial, Oxford Street Corridor
- East: Commercial, Open Space, High-density Residential
- South: Retail & Commercial, Railway Corridor
- West: Commercial, Wonderland Road North Corridor

Existing Planning Information:

- Existing London Plan Place Types: Transit Village & Green Spaces
- Existing Special Policies: Transit Village Protected Major Transit Station Area
- Existing Zoning: Community Shopping Area (CSA4), Temporary T-66 & Open Space (OS4)

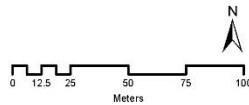
Additional site information and context is provided in Appendix “C”.



LOCATION MAP

Address: 530 Oxford Street West
 File Number: OZ-9712
 Planner: Isaac de Ceuster
 Date: 2024/04/24

Corporation of the City of London
 Prepared By: Planning and Development



Scale 1:2,500

Legend

- Subject Site
- Assessment Parcels

Figure 1- Aerial Photo of 530 Oxford Street West and surrounding lands



Figure 2: Streetview of 530 Oxford Street West (view looking south from Oxford Street West)

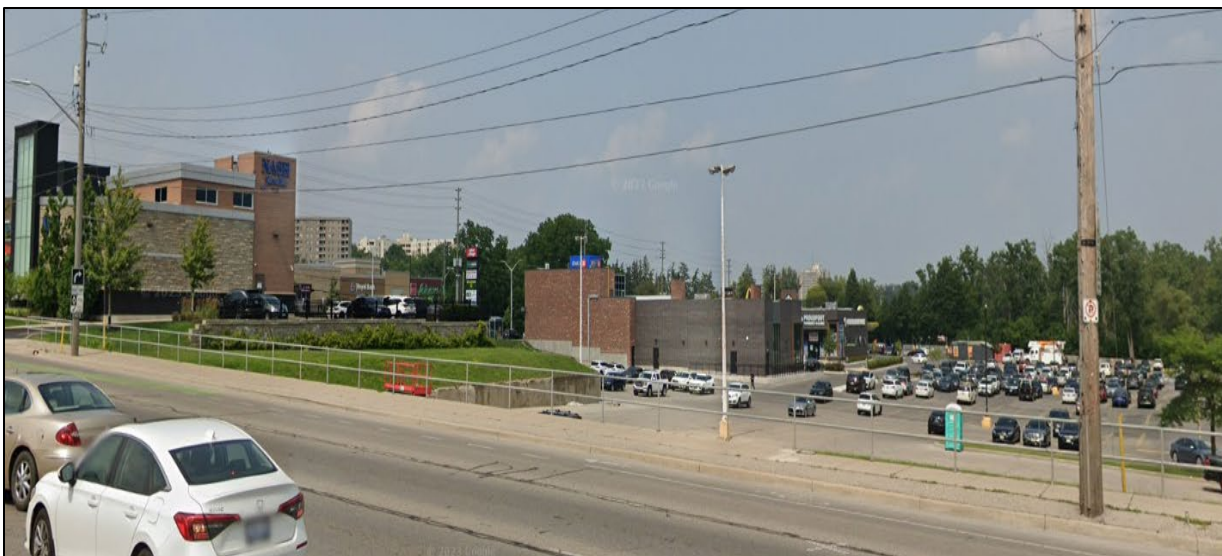


Figure 3: Streetview of Oxford Street West (view looking east from Wonderland Road North)

2.0 Discussion and Considerations

2.1 Development Proposal

In February 2024, the City accepted a complete Official Plan and Zoning By-law Amendment application. The development proposal is comprised of two (2), 33-storey mixed-use high-rise towers with 408 residential units, 473 square meters commercial space (equivalent of 4.7 units) and a maximum density of 124 units per hectare. The eastern portion of the subject site includes open space lands associated with the East Branch of Mud Creek, no development is planned within this portion of the site. Tower A would be positioned adjacent to Oxford Street West and Tower B would be positioned adjacent to Wonderland Road North. Both buildings are proposed to be located close to the intersection between Oxford Street West and Wonderland Road North. The conceptual site plan and master plan are shown below in Figure 4 & 5. Building renderings and elevations are shown in Figures 6-8 below.

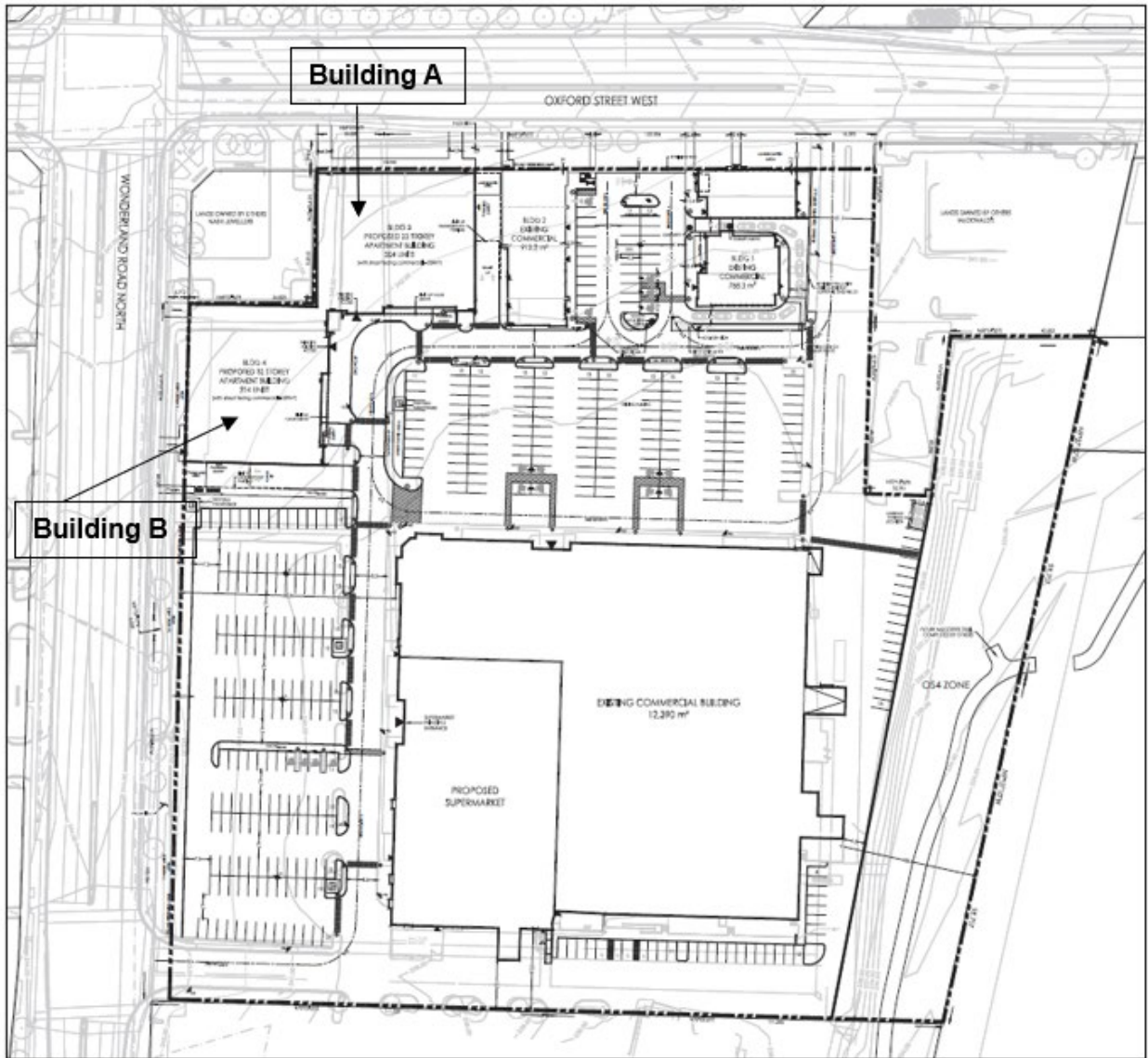


Figure 4: Conceptual Site Plan



Figure 5: Proposed Master Plan 530 Oxford Street West

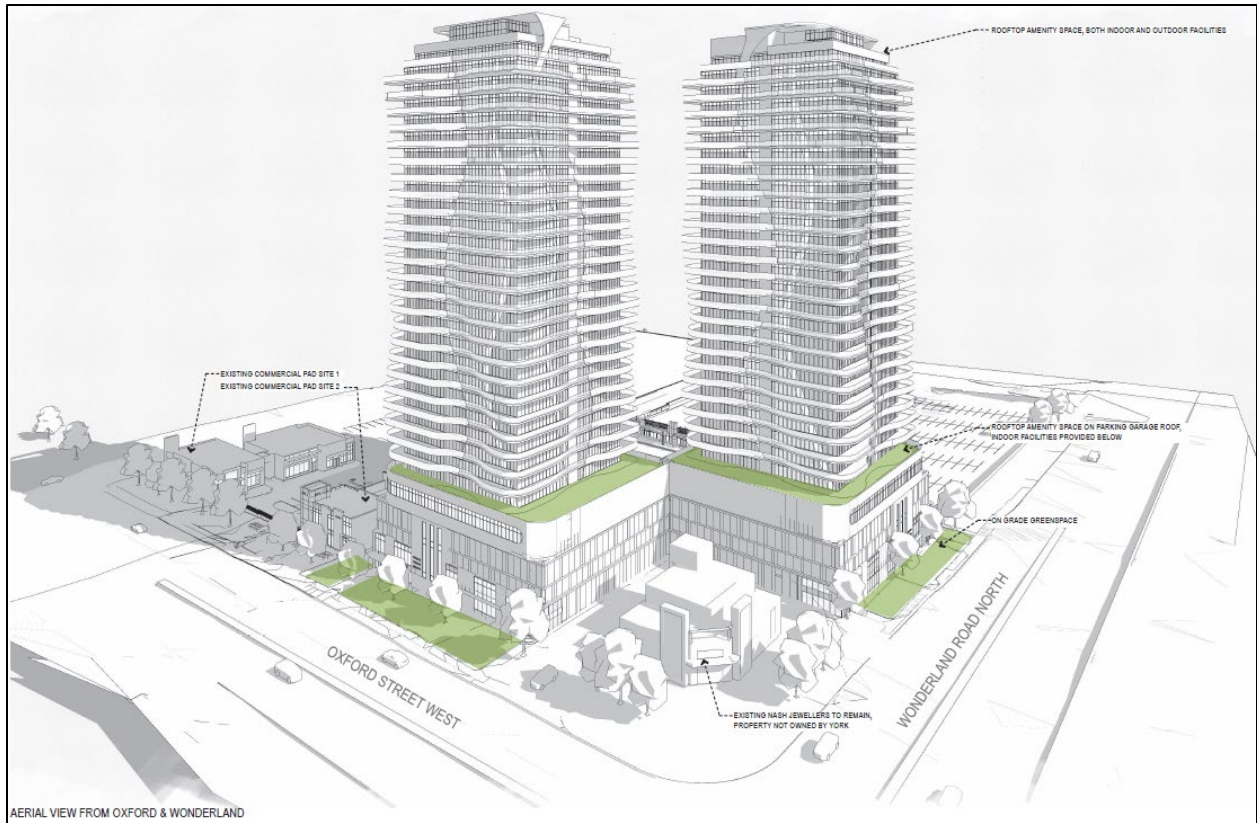


Figure 6: Rendering 530 Oxford Street West – Aerial View from Oxford & Wonderland looking southeast

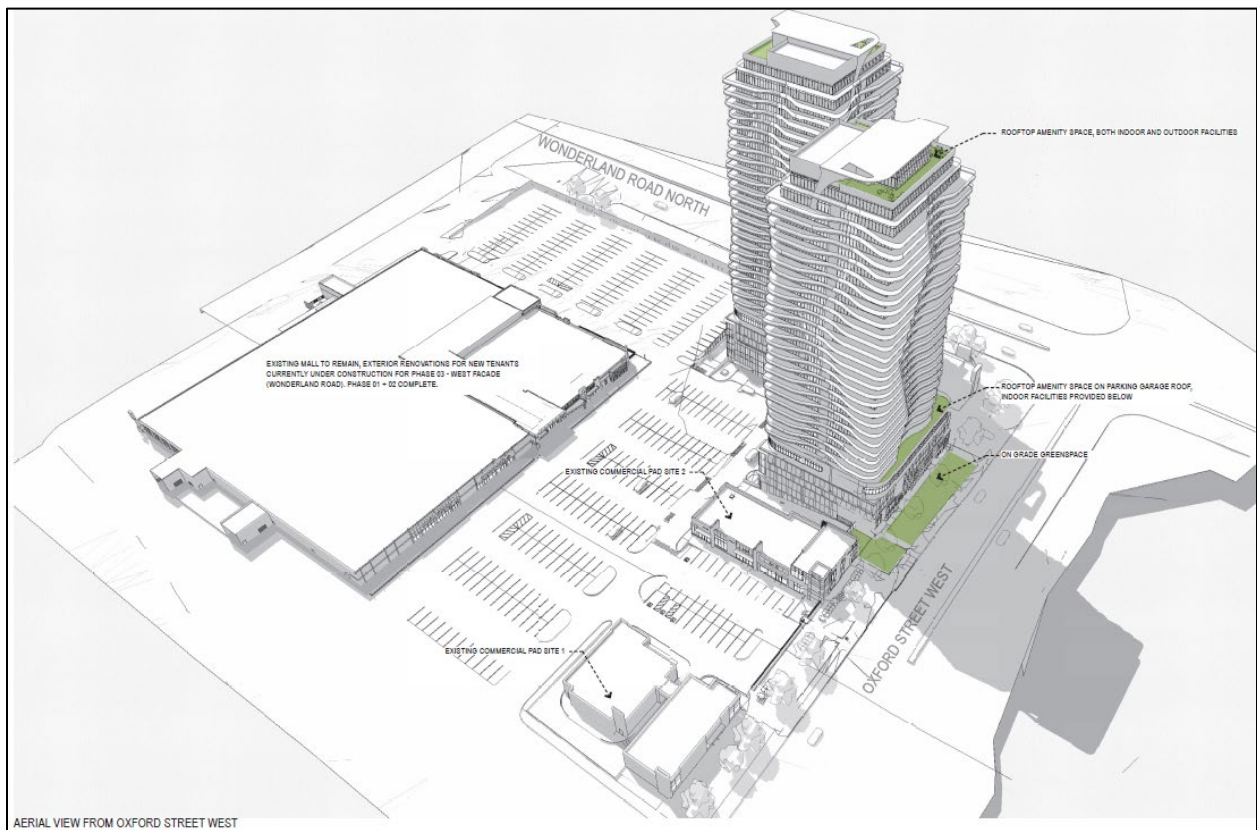


Figure 7: Rendering 530 Oxford Steet West - Aerial View from Oxford & Wonderland looking west



Figure 8: 530 Oxford Street - 3D rendering looking northeast

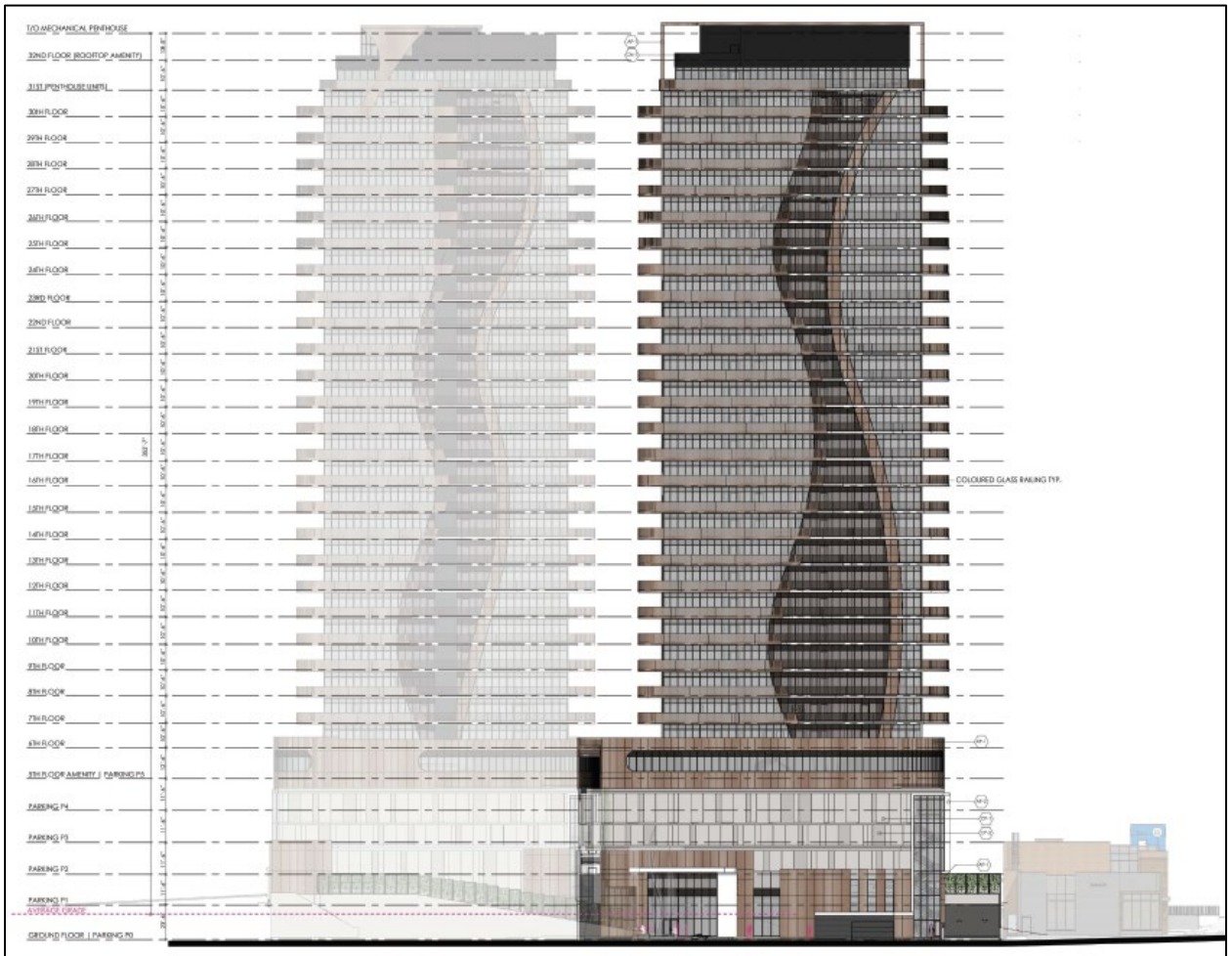


Figure 9: 530 Oxford Street West – South Elevation

Each tower podium contains the main entrances, administrative space, lobby space, bicycle parking, storage and parking facilities. Commercial space with a combined GFA of 473m² and additional structured parking is proposed for the second floor of both towers. The proposed commercial units will front Wonderland Road North and Oxford Street West and would include street level entrances. The top floor of each podium (5th floor) is to accommodate additional lobby space, structured parking and indoor amenity space. Additional indoor and outdoor amenity areas will be provided on the 6th floor.

426 structured parking spaces are proposed, with an additional 413 surface parking spaces to service the commercial component of the mixed-use development. Ramp access to the structured parking is provided from the mall level.

The proposed development includes the following features:

- Land use: Commercial (existing) & Residential.
- Form: two mixed use apartment buildings
- Height: 33-storeys (115 m)
- Residential units: 408
- Density: 124 units per hectare (excluding the Open Space portion)
- Gross floor area (commercial area):
 - 473m² (proposed)
 - 14,091.5m² (existing)
- Building coverage: 38.6% (excluding the Open Space portion)
- Parking spaces: 426 structured/underground spaces & 413 surface spaces
- Bicycle parking spaces: 47 spaces for commercial development, 367 long-term spaces, 41 short-term spaces
- Landscape open space: 9.8% (21.2% including Open Space portion)

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

2.2 Requested Amendment(s)

The applicant has requested to add a Specific Policy to the Transit Village Place Type in The London Plan, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Community Shopping Area/Temporary (CSA4/T-66) Zone and Open Space (OS4) Zone to a Residential Special Provision/Community Shopping Area Special Provision (R9-7(_)*D150*H115*CSA4(_)) Zone and Open Space (OS4) Zone.

The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R9-7)	Required	Proposed	Recommended
Maximum Permitted Height (metres)	As per 13.3 (ZBL)	115	115
Maximum Residential Density (uph)	150	150	150
Front and Exterior Side Yard	Plus 1.0 metres per 10.0 metres of main building height or fraction thereof above the first 3.0 metres	0.0	0.5
Landscaped Open Space (%) minimum	30	9.8	9.0
Lot Coverage (%)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for 1% in coverage over 30%.	38.6	40%
Commercial Uses	N/A	Permit CSA4 uses to be located on	Permit CSA4 uses to be located on

Regulation (R9-7)	Required	Proposed	Recommended
		second floor (i.e. street level)	second floor (i.e. street level)

The following table summarized the special provisions that are being recommended by staff.

Regulation (R9-7)	Required	Proposed	Recommended
Interior Side Yard Setback	43.2	43.2 and 0	0.0
Bicycle Parking (long-term spaces)	368	367	367
Encroachments for balconies and canopies	A maximum of 1.5m projection no closer than 3.0m to the lot line for balconies and 0.5m maximum projection for canopies	N/A	To permit unlimited encroachments for balconies and canopies.
Step back above podium (street-facing facades)	N/A	Tower A - 5.23m Tower B - 5.21m	5.0
Setback above the podium of Tower A from the property line at 655 Wonderland Road North	N/A	Tower A north edge - 10.43m; Tower A south edge – 11.27m	10.0
Setback above the podium of Tower B from the property line at 655 Wonderland Road North	N/A	Tower B – 12.11m	12.0
Tower separation distance Tower A and Tower B - minimum	N/A	18.0	17.5
Maximum tower floor plate for Tower A and B above the podium – excluding balconies	N/A	933	1,000
Maximum tower floor plate for Tower A and B above the podium – including balconies	N/A	1200	1,250
Regulation (CSA4)	Required	Proposed	Recommended
Landscaped Open Space (%) minimum	10%	9.8	9.8
Lot Coverage (%) maximum	30%	38.6	40
Loading Spaces	1	0	0

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.

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

2.4 Public Engagement

On February 26, 2024, Notice of Application was sent to 20 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 March 4, 2024. Two “Planning Application” signs were 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 Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “*shall be consistent with*” the PPS. Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, livable, and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1.b) & 1.1.1.e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). Further, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1). Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2).

Planning Authorities should promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4). Finally, energy conservation and efficiency, reduced greenhouse gas emissions and preparing for a changing climate shall be supported by promoting a compact form and structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and institutional uses and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1).

The proposed development meets the intent of the PPS policies by introducing a compact, mixed-use, residential high-rise development that would intensify an existing commercial centre in an area designated for commercial and residential uses.

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

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

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

Staff are of the opinion that all the above conditions have been met.

Protected Major Transit Station Areas

The subject site is within the boundary of the Protected Major Transit Station Areas (PMTSA), as shown on Map 10 – Protected Major Transit Station Areas (TLP 815A_). Each Transit Village PMTSA will be planned to achieve a minimum number of 150 residents and jobs combined per hectare. Further, the minimum building height is either two storeys or eight metres and the maximum building height is 22 storeys (TLP 815C_). Within the Transit Village PMTSA, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. Additionally, a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted, and mixed-use buildings will be encouraged (TLP 815E). As set out in The London Plan, development within the Transit Village Protected Major Transit Station Areas will conform with all other policies of the London Plan including the Transit Village Place Type and any Specific Area Policies (TLP 815F_).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Amendment to The London Plan

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Transit Village Place Type to permit two mixed-use apartment buildings with a maximum height of 33-storeys. As discussed in Section 2.5 of this Report, The London Plan sets out policies for Specific Areas that may be considered in limited circumstances where the following conditions apply (TLP 1729-1734):

- 1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.*

The recommended site-specific amendment for a mixed-use, high-rise residential development and complementary commercial uses is in keeping with The London Plan Transit Village Place Type, Key Directions and Protected Major Transit Station Areas (PMTSA) policies by introducing intensification on an underutilized parcel within the Wonderland/Oxford Transit Village node. With the exception of the maximum building height, the proposed development satisfies the policies of The London Plan.

- 2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.*

The site-specific amendment to the Transit Village Place Type to exceed the 22-storey

upper maximum of the Transit Village Place Type and Transit Village PMTSA does not have an adverse impact on the integrity of the Transit Village and other relevant parts of The London Plan. The subject site is situated within an established development node that is designated for residential and commercial purposes, and within the Protected Major Transit Station Area. The site is currently underutilized, and based on proximity to arterial roads, public transit and active transportation routes is well suited for intensification. The proposed building expresses a high-quality architectural design, is transit-supportive, includes a podium with structured parking that supports a high-quality pedestrian environment and adds to the choice of dwelling types with varying locations, size, affordability, tenure, design and accessibility (TLP 810_ & 811_)

- 3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.*

The site-specific amendment would permit a unique development with two mixed-use, high-rise towers to complement the existing commercial mall. The site has a relatively large size of 5.16 hectares, is fronting onto two Urban Thoroughfares, and is supported by multiple public transit routes. The proposal represents a site-specific intensification opportunity that would not establish a precedent for other properties in the area.

- 4. The proposed use cannot be reasonably altered to conform to the policies of the place type.*

The proposed development is comprised of two 33-storey, mixed use apartment buildings with a total of 408 residential units, and 473 square metres commercial space. The building massing, orientation and articulation are designed to be compatible with the surrounding land uses and promote an appropriate form of infill development within a Transit Village Place Type and Protected Major Transit Station Area. In order to bring the development proposal in conformity with the maximum height permissions, the tower heights would need to be decreased to a maximum of 22 storeys. This would reduce the total amount of residential units, effectively reducing the level of intensification for this project. The increase height also promotes a slenderer form of development while reducing visual and shadow impacts on the surrounding properties.

- 5. The proposed policy is in the public interest, and represents good planning.*

The site-specific amendment is in the public interest and represents good planning as it facilitates the intensification of an underutilized site within a designated Transit Village. The proposed high-intensity, mixed-use development is located at a strategic location along two urban thoroughfares, takes advantage of existing services and facilities, ensures a mix of housing types and is compatible with the surrounding neighbourhood.

Staff are of the opinion that all the above conditions regarding the appropriateness of Specific Area Policies have been met, and are supportive of the site-specific Special Area policy for the Transit Village Place Type to permit a maximum height of 33 storeys.

4.2 Issue and Consideration #2: Use

The subject site is located within the Transit Village Place Type. As set out in The London Plan, Transit Village lands are planned to be exceptionally designed, pedestrian-oriented, high-density, mixed-use urban neighbourhood nodes (TLP 806_). The Transit Village Place Type is planned for high-density development and a broad range of land uses. Permitted uses include a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, and recreational uses (TLP 811_1). Mixed-use buildings are encouraged, and where there is a mix of uses within an individual building, the retail and service uses are encouraged to front the street at grade (TLP 811_3). The vision for Transit Villages will be implemented by planning for intense, mixed-use development around transit stations. This may involve significant restructuring and redevelopment of existing, often single-use commercial complexes at these locations (TLP 810_2).

The subject site is located within the Primary Transit Area and within the Urban Growth Boundary (UGB) of the City. The London Plan includes key directions for infill and

regeneration within urban areas. The proposal for a mixed-use, high-rise development is consistent with The London Plan, including the permitted uses and planned function of the Transit Village as a growth node within a nodes-and-corridors pattern of development. The recommended amendments permit a mixed-use development in a compact form on an underutilized site.

Transit Village Protected Major Transit Station Areas

The subject site is located within the Transit Village Protected Major Transit Station Areas (PMTSA), as shown on Map 10 – Protected Major Transit Station Areas. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted within the Transit Village PMTSA, and mixed-use buildings will be encouraged (TLP 815E_).

The proposed mixed-use development conforms to the permitted uses within the Transit Village Place Type and Transit Village Protected Major Transit Station Areas.

Temporary T-66 Zone

Currently, a Temporary Zone (T-66) is applied to the subject lands. Section 50.2 of the Zoning By-law identified that this temporary permission allows for the lands to be used for an automobile and service establishment for a period not exceeding 18 months. As this By-law was passed on January 10, 2012, the T-66 Zone has expired and is proposed to be removed as part the staff recommended zoning amendment. The Temporary permission has no applicability to this proposal.

4.3 Issue and Consideration #3: Intensity

The subject site is located in the Transit Village Place Type, which is planned as the area with the broadest and most intense land uses outside of the Downtown (TLP 789_). As set out in The London Plan, within the Transit Village Protected Major Transit Station Areas, the minimum building height is either two storeys or eight metres in height and the maximum building height is 22 storeys (TLP, 815C). Further, within the Transit Village Protected Major Transit Station Areas, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses (TLP 815D_). To permit two high-rise towers of 33-storeys, the applicant has requested an Official Plan Amendment to add a Specific Policy to the Transit Village Place Type and to Map 7 – Specific Policy Areas of The London Plan. More details regarding the requested Official Plan Amendment can be found in Section 4.1 and Appendix A of this Report.

The London Plan identifies that lands designated Transit Village are located in built-up areas that represent significant opportunities for infill, redevelopment, and overall opportunities for more efficient use of existing lands through compact forms (TLP 807-809_). A more compact and efficient built form is essential to support our transit system and create an environment that places pedestrians and transit users first (TLP 809_). In this instance, the subject site is well served by public transit, active transportation routes, and a broad range of commercial and service uses. The subject site is in an appropriate location for high density development based on the planned uses, location criteria, and the form, design and mitigation measures identified below.

Transit Village Protected Major Transit Station Areas

As set out in Section 2.5 of this Report, The London Plan sets out a minimum number of 150 residents and jobs combined per hectare (TLP 815B_). The proposed development aligns with these minimum expectations for residents and jobs per hectare as prescribed in the Transit Village Protected Major Transit Station Areas. The total residents and jobs per hectare are 235 and exceeds the minimum requirement of 150 residents and jobs per hectare.

Further, as provided in The London Plan, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses in the Transit Village Protected Major Transit Station Areas (TLP 815E_). The complementary

commercial development within the high-rise towers provides a minor increase of approximately 3.3% to the total commercial gross floor area contained within the subject site. The calculated floor area ratio of 0.32 for non-residential uses largely reflects the existing condition. Although this ratio for non-residential uses is less than the 0.5 floor area ratio required for the Transit Village Protected Major Transit Station Areas, in Staff's opinion an additional Specific Area policy is not required as the proposed residential density is 91 units per hectare, exceeding the minimum requirement of 45 units per hectare.

The proposed development conforms to The London Plan, with consideration for the Proposed Specific Area policy that would permit a maximum building height of 33 storeys.

4.4 Issue and Consideration #4: Form

The London Plan encourages compact forms of development for planning new growth, including "inward and upward" compact forms of development (TLP 7_, 59_2, 66_, 79_). Various forms of infill and intensification are accommodated to realize the compact, inward and upward patterns of planned growth (policy 59_4). Within the Transit Village Place Type, planning and development applications will conform with the City Design policies of the London Plan (TLP 814_1). The form of development will foster a well-designed built form, be a good fit and compatible with its context, support a positive pedestrian environment and support all types of active mobility and universal accessibility (TLP, 193_1 to 193_5). Applicants are required to create high-quality public spaces that are safe, accessible, attractive and vibrant to support healthy and diverse neighbourhoods that promote a sense of place and character (TLP 193_6 to 193_9). Further, neighbourhoods shall be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities (TLP 220_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP 256_ & 269_).

High-rise buildings should be designed to express three defined components: a base, middle and top (TLP 289_):

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 a roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

Additionally, high-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind impacts (TLP 292_). High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High-rise buildings should not be designed with long axes where they create an overwhelming building mass (TLP. 293_).

The high-rise towers are proposed to be positioned adjacent to the Oxford Street West and Wonderland Road North frontages to help reinforce the urban street wall. Each tower incorporates a six-storey podium, that presents as five storeys from street level due to the parking lot grade that is lower than the adjacent road grades. The proposed buildings integrate three defined built-form components:

- **Podium:** The six-storey podiums are intended to create a pedestrian oriented frontage and position and orient the buildings towards the Oxford Street West and Wonderland Road North frontages. The podium elements are proposed to contain amenity space, lobby, vehicular parking, bike storage and entrances from both street level and the existing mall surface parking area. Further, podium

elements will integrate design features to screen structured parking. The proposed podium floor plates will be approximately 2,130m² and would contain commercial units (combined commercial GFA of 473m²) on the second floor of both towers. These commercial units would include street entrances from Oxford Street West and Wonderland Road North.

- **Middle:** The middle portion of each tower largely contains residential units and extends from floors 6 to 30. This element includes the apartment units and individual balconies, extensive glazing and the curvature of the tower element and vertical and horizontal material patterns which provide articulation for the tower element to break up the continuous massing. This contributes to a distinctive tower element that is intended to augment the City's skyline and help frame and enhance the adjacent streetscapes.
- **Top:** The rooftop elements are proposed to be setback from the core tower features and would contain penthouse units, rooftop terraces and mechanical equipment. The top portion of the towers have been differentiated from the middle portion through the use of setbacks and varying building materials.

The proposed mixed-use high-rise apartment buildings are supported by the policies of the Provincial Policy Statement, contemplated in the Transit Village Place Type and Transit Village Protected Major Transit Station Area (TLP, 814_ & 815_), and in keeping with the City Building policies of The London Plan.

4.5 Other Form Considerations

Transition to Surrounding Neighbourhoods

Within the Transit Village Place Type, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhood (TLP, 810_3). Further, building heights will step down from the core of the Transit Village to any adjacent Neighbourhood Place Types (TLP, 813_3). In this instance, the subject site is located within the core of the Place Type and surrounding lands on every side are also within the Transit Village Place Type (except for the Mud Creek Green Space Place Type to the east). Further, the subject site fronts two major arterial roads with the closest Neighbourhoods Place Type located to the south of the CN-rail corridor. Opportunities exist for surrounding lands to step down to lower heights as part of potential future redevelopments to provide transition to surrounding land uses where appropriate.

Mitigation & Zones of Sensitivity

The Our Tools part of The London Plan prescribes that an Official Plan Amendment is required for an application that exceeds the upper maximum height (TLP 1638_). Further, through the amendment process the community, City Council and other stakeholders can be assured that measures will be implemented to mitigate any impacts of additional height or density (TLP 1640_).

To address this policy direction, zones of sensitivity have been identified by the applicant where the subject lands interface with the retail use located at 655 Wonderland Road North (intersection Wonderland Road North & Oxford Street West), interfaces with the existing commercial uses to the east and south of the site, and the drainage corridor east of the site. The zones of sensitivity are highlighted in light green and have been labelled in Figure 10 underneath. Zones of active frontage are highlighted in blue along the frontage of Oxford Street West and Wonderland Road North.

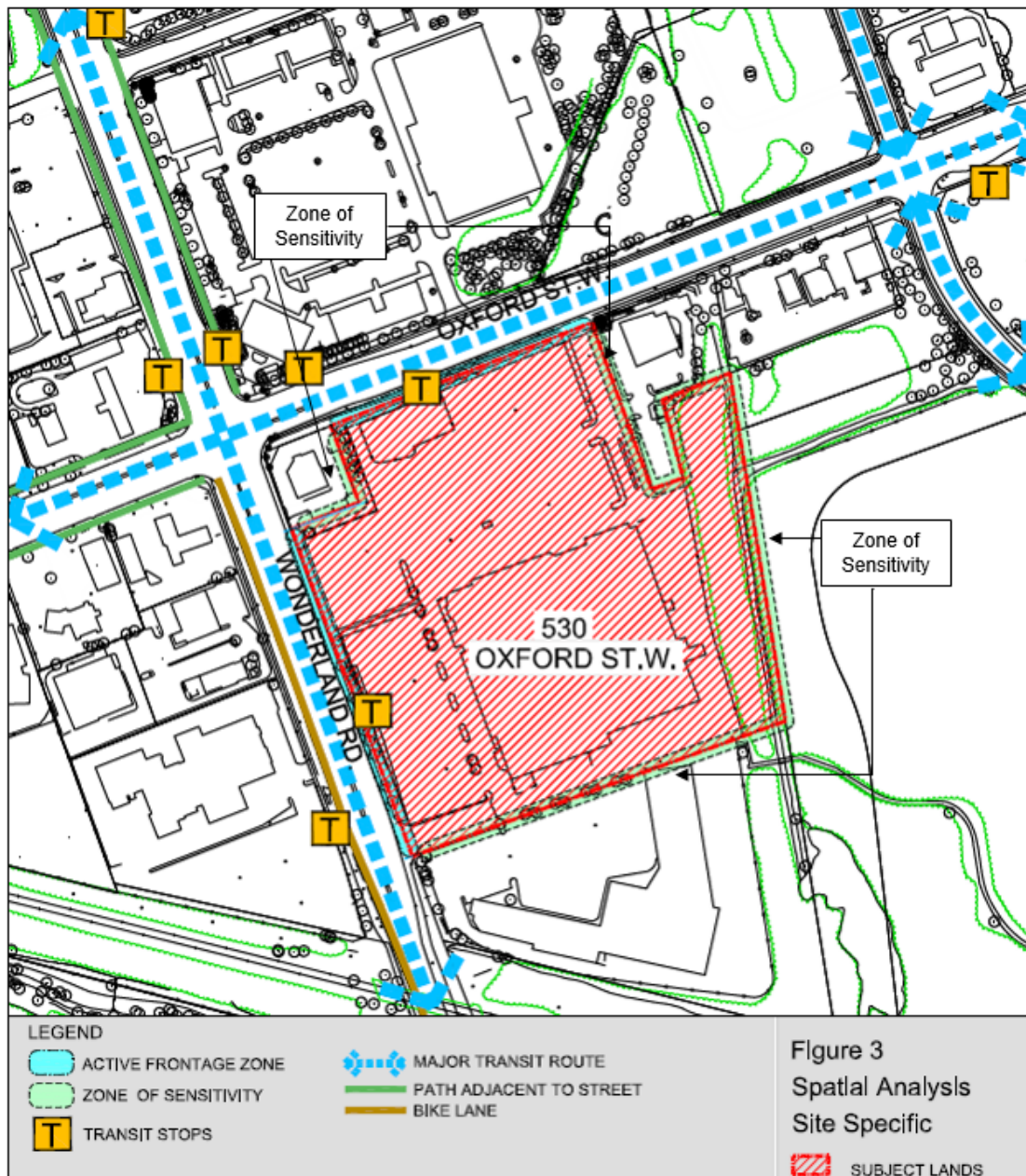


Figure 10: Spatial Analysis including zones of sensitivity for 530 Oxford Street West.



Figure 11: Oxford Street West elevation (looking south)

The massing of the proposed high-rise towers is designed to have consideration for the local context, and maintain a pedestrian scale and orientation along the zones of sensitivity. Each tower includes a six-storey podium, looking like a five-storey podium as the parking lot grade is lower than the adjacent roads. In addition to the three distinct components of the tower; podium, middle, and top, the development design has regard for the potential impact on the existing commercial building at 655 Wonderland Road North by taking cues from the datums, openings, canopies and general massing of the

building as shown in Figure 11 above. Staff are recommending special provisions related to setbacks between the tower-portions of the proposed development and the property line with 655 Wonderland Road North, more information can be found in Section 4.6 of this report.

Pedestrian Environment

As set out in the Form policies of the Transit Village Place Type, buildings will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways and general site layout that reinforces pedestrian safety and easy navigation (TLP 814_3). The development will help to enhance the Oxford Street West and Wonderland Road North corridors by creating a pedestrian-oriented frontage. Convenient pedestrian entrances from both the mall (parking) level and street level will help facilitate pedestrian movement and connect to the existing sidewalks, bike lanes and transit-stops surrounding the development. Several architectural features and landscape elements are planned to help activate the streetscape and mall level, including large windows, integrated signage, entrance canopies and enhanced hardscaping. Vegetative screening is planned to partially conceal podium parking levels from the street and mall levels.

Parking

Transit Villages are intended to be high-density mixed-use urban neighbourhoods, tied together with an exceptionally designed, pedestrian-oriented form of development (TLP, 806_). Surface parking areas should be located in the rear and interior side yard, and underground parking and structured parking integrated within the building design is encouraged (TLP, 814_11). Buildings should be sited to minimize the visual exposure of parking areas to the street (TLP, 269_). The proposal has two levels of structured parking located in the podium of the high-rise developments. A total of 426 structured parking spaces are proposed, with ramp access provided from the mall level. Additionally, 413 surface parking spaces are provided to service the commercial component of this mixed-use development. These surface level parking spaces are existing. All parking associated with the new development has been internalized on the site. The site is well connected with public transit, with two bus stops located in front of the subject site (as shown on Figure 10 above). Further, the Oxford/Wonderland commercial node has a high proportion of existing retail/commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more active transportation such as walking or cycling. The proposed number of vehicle parking spaces is reasonable given the active mobility and public transit options and will contribute to achieving the overall intent of the Transit Village.

Shadowing

As part of the application, the applicant submitted a shadow study showing the shadows that will fall in March/September, June and December at 9:00AM, 12:00PM, and 3:00PM. The shadow study indicates that shadows move relatively quickly, with no shadows in any season on existing residential buildings to the south or east. The shadow study is identified as Appendix D.

Landscaping & Trees

A conceptual landscape plan designed by Ron Koudys Landscape Architects (RKLA) has been included as part of this application, as shown in Figure 12 below. Landscaping elements, included vegetated screening and at-grade green space, will be provided at key locations to help enhance the pedestrian environment from both the mall level and street level. Vegetative screening is also planned to partially conceal the podium parking levels.

RKLA also prepared a tree assessment report for the proposed development. The inventory captured 24 trees; located on the subject site, within the City right-of-way along Oxford Street West and Wonderland Road North, and within the property immediately south of the subject site (611 Wonderland Road North). No endangered species were observed during the tree inventory. A narrow strip along the northeast side of the subject site is within the City of London Tree Protection Zone. The proposed development and all trees captured in the inventory are located well outside of the Tree

Protection Zone.

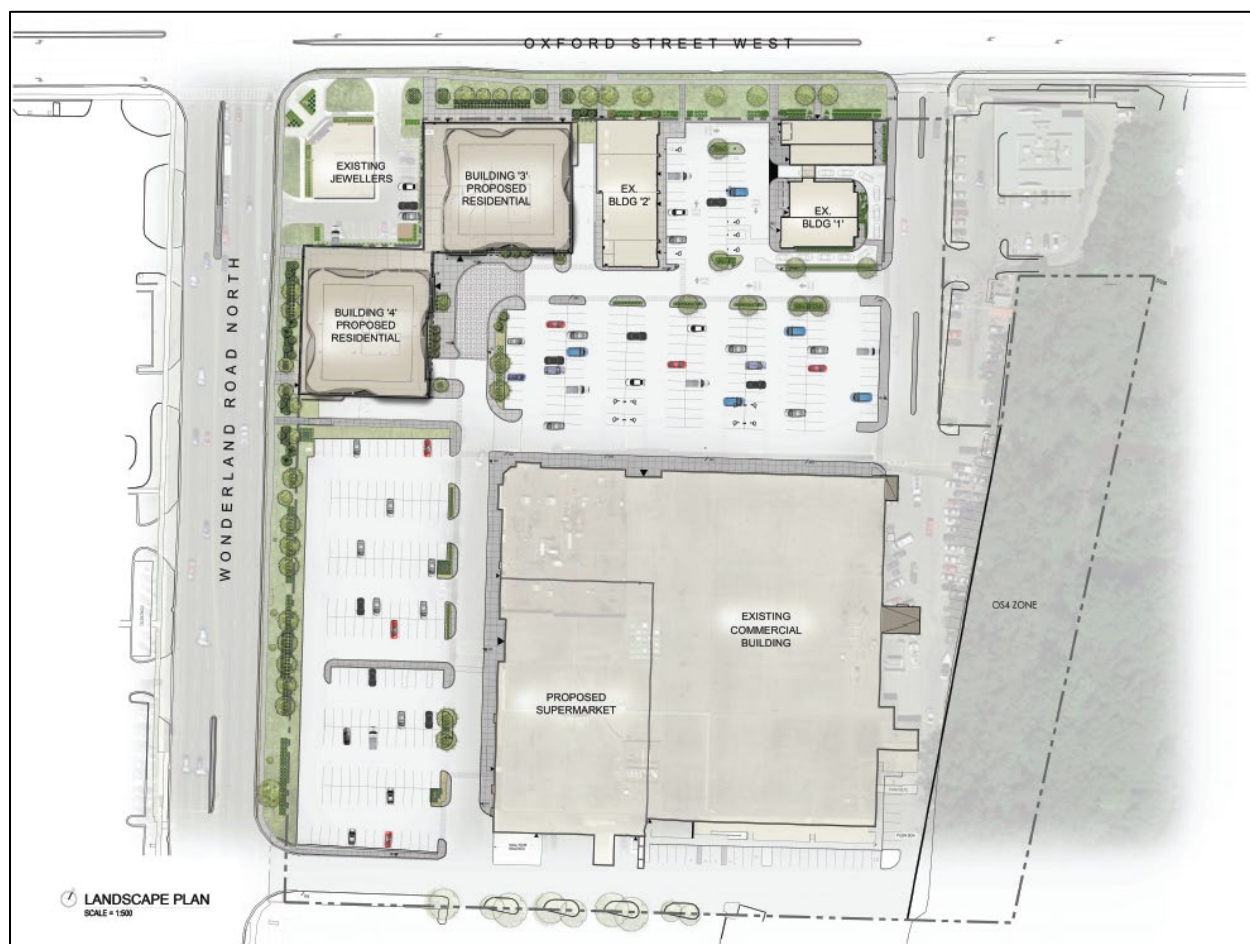


Figure 12: Conceptual Landscape Plan 530 Oxford Street West.

A total of 6 trees are recommended for removal due to a conflict with the proposed development. Nine trees are recommended for preservation, mainly located within existing parking island at a distance from the proposed development. An additional five trees located along the City right-of-way of Wonderland Road North are recommended for preservation as well.

4.6 Special Provisions

Height

In addition to a site-specific Special Policy to the Transit Village Place Type to permit a maximum height of 33-storeys, the applicant has requested a special provision to permit a maximum building height of 115 metres. The R9-7 Zone regulations do not specify a maximum building height. As discussed in Section 4.1 of this report, the subject site is located in the Protected Major Transit Station Area which permits a maximum height of 22 storeys. Staff are of the opinion that a maximum height of 33-storeys or 115 metres is appropriate, as the subject site is situated within an established development node that is currently underutilized, and based on proximity to arterial roads, public transit and active transportation routes is well suited for intensification.

Density

A total of 408 residential units and 473m² of commercial space are proposed. In combination with the existing 14,091.5m² gross floor area (GFA) of commercial space, a total commercial GFA of 14,564.5m² would exist, resulting in an additional 146 units (as per section 3.4.1) of Zoning By-law Z-1) for a total of 554 units; equivalent of a density of 124 units per hectare. The applicant has requested a maximum residential density of 150 units per hectare to permit the proposed mixed-use development, which is consistent with the maximum residential density for the R9-7 Zone variation of 150 uph set out in the Zoning By-law.

Reduced Front, Exterior and Interior Yard Setbacks

The applicant has requested special provisions for reduced front and exterior side yard setbacks. Staff is supportive of 0.5 metre setbacks to bring the proposed development close to the street to establish a more contiguous street wall and support a high-quality pedestrian environment. Staff is recommending additional special provisions for reduced interior yard setbacks to permit the proposed development, more details are outlined in Section 4.3 and 4.4 of this report.

CSA Zone Considerations for Permitted Uses

The Community Shopping Area (CSA) zone is typically applied to community-scale commercial lands. The CSA zone provides for and regulates a mix of community-scale retail and personal service uses, contained in enclosed or unenclosed shopping centres. In order to permit the CSA zone in the proposed stand-alone buildings which are not part of a shopping centre, a special provision is required. This special provision permits the commercial uses in the CSA zone on the second floors of both 33-storey buildings (Building A & B).

Landscaped Open Space

The applicant has requested a special provision to establish a minimum landscaped open space of 9% for the subject site. This is a minor reduction from the minimum requirement of 10% landscaped open space in the CSA4 Zone and recognizes that the landscaped open space provided within the development would exceed 21% if the lands zoned Open Space (OS4) were included in the calculation. Additionally, two Minor Variance applications (A.111/19 & A.66/21) granted reductions in landscaped open space of 9.2% and 9% respectively. The most recent Minor Variance from 2021 that granted a landscaped open space of 9% has been carried forward through this application.

Lot Coverage

The applicant has requested a special provision to increase the maximum lot coverage to 40%, whereas 30% is the maximum permitted in the R9 or CSA4 zone. Since the development is essentially replacing surface parking, Staff is supportive of this site-specific increase to permit the proposed infill development with a total of 408 residential units and 473m² commercial space.

Staff Recommended Built Form Special Provisions

Staff are recommending the following special provisions to provide additional direction and ensure the proposed development conforms with the City Building policies and form policies of Transit Village Place Type in The London Plan. The special provisions are based on the proposed design and provide some flexibility to ensure no revisions are required. The special provisions are as follows:

- Unlimited encroachments for balconies and canopies – Staff are recommending permitting unlimited encroachments for balconies and canopies. As set out in Section 4.27 of the Zoning By-law, generally a maximum projection of 1.5 metres no closer than 3 metres to the property line for balconies and 0.5 metres projection for canopies is permitted.
- Step back above the podium – Staff are recommending a minimum step back above the podium of 5 metres for street-facing facades (fronting Oxford Street West or Wonderland Road North). The proposed design provides a 5.23 metre step back for Tower A, and a 5.21 metres step back for Tower B. The special provision will ensure that the proposed podium-rooftop amenity space are functional.
- Setback above the podium from property-line – Staff are recommending special provisions to ensure sufficient separation between the tower-portion of the development and the property line at 655 Wonderland Road North (Nash Jewelers). Tower A (fronting Oxford Street) is located between 10.43 metres and 11.27 metres from the property-line, as such staff are recommending a minimum setback above the podium of 10 metres. Tower B is located 12.11 metres from

the property line, as such staff are recommending a minimum setback of 12 metres.

- Maximum tower floor plates – Staff are recommending maximum floor plates to ensure an appropriately scaled development that minimizes the mass of the building to reduce shadowing, visual impact and obstruction of views (TLP, 293_). The proposed building has a maximum tower floor plate of 933m² (excluding balconies), and a maximum tower floor plate of 1,250m² including balconies. Staff recommended tower floorplates are 1,000m² excluding balconies and 1,250m² including balconies to ensure enough flexibility while achieving the City Building policies as set out in The London Plan.

4.7 Traffic

A Transportation Impact Assessment (TIA) was prepared by Paradigm Transportation Solutions Limited and has been included as part of this application to analyse existing traffic conditions, traffic forecasts and assessment of traffic impacts of the proposed development in the Oxford/Wonderland area. Both urban thoroughfares have significant amounts of traffic, with Wonderland Road North approximately 41,000 vehicle movements per day and Oxford Street West approximately 32,000 vehicle movements per day. Transportation Staff has recommended a h-55 holding provision to ensure an updated traffic impact study as part of the Site-Plan approval process. However, it is Planning staff's recommendation that this requirement can be achieved as a matter for the Site Plan Approval Authority to consider. Additionally, Transportation has recommended Transportation Demand Management (TDM) measures such as unbundled parking, transit passes for new tenants, transit awareness program, more bicycle spaces, bicycle repair station and carshare options as part of the Site Plan approval process.

Conclusion

The applicant has requested an amendment to the Official Plan and Zoning By-law Z.-1 to rezone the property from a Community Shopping Area/Temporary (CSA4/T-66) Zone and Open Space (OS4) Zone, to a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7(_)*D150*H115/CSA4(_)) Zone and Open Space (OS4) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the Provincial Policy Statement, 2020, and conform to The London Plan policies including but not limited to Key Directions, the City Structure Plan, City Design policies and the Transit Village Place Type. The recommended amendments will facilitate two (2), 33-storey mixed-use apartment buildings with a total of 408 residential units. The recommended development is considered appropriate for the site and surrounding area.

Prepared by: Isaac de Ceuster
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 – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

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

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 530 Oxford Street West

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 4, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 4, 2024
Second Reading – June 4, 2024
Third Reading – June 4, 2024

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit two 33-storey mixed-use apartment buildings to be located on the northwest portion of the site, subject to the policies for Specific Area Policies contained in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 530 Oxford Street West in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for two 33-storey mixed use apartment buildings to be located on the northwest portion of the property, with a maximum density of 124 units per hectare. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, 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; The recommended amendment conforms to The London Plan, including but not limited to Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development at an intensity that is appropriate for the site and surrounding neighbourhood.

D. THE AMENDMENT

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

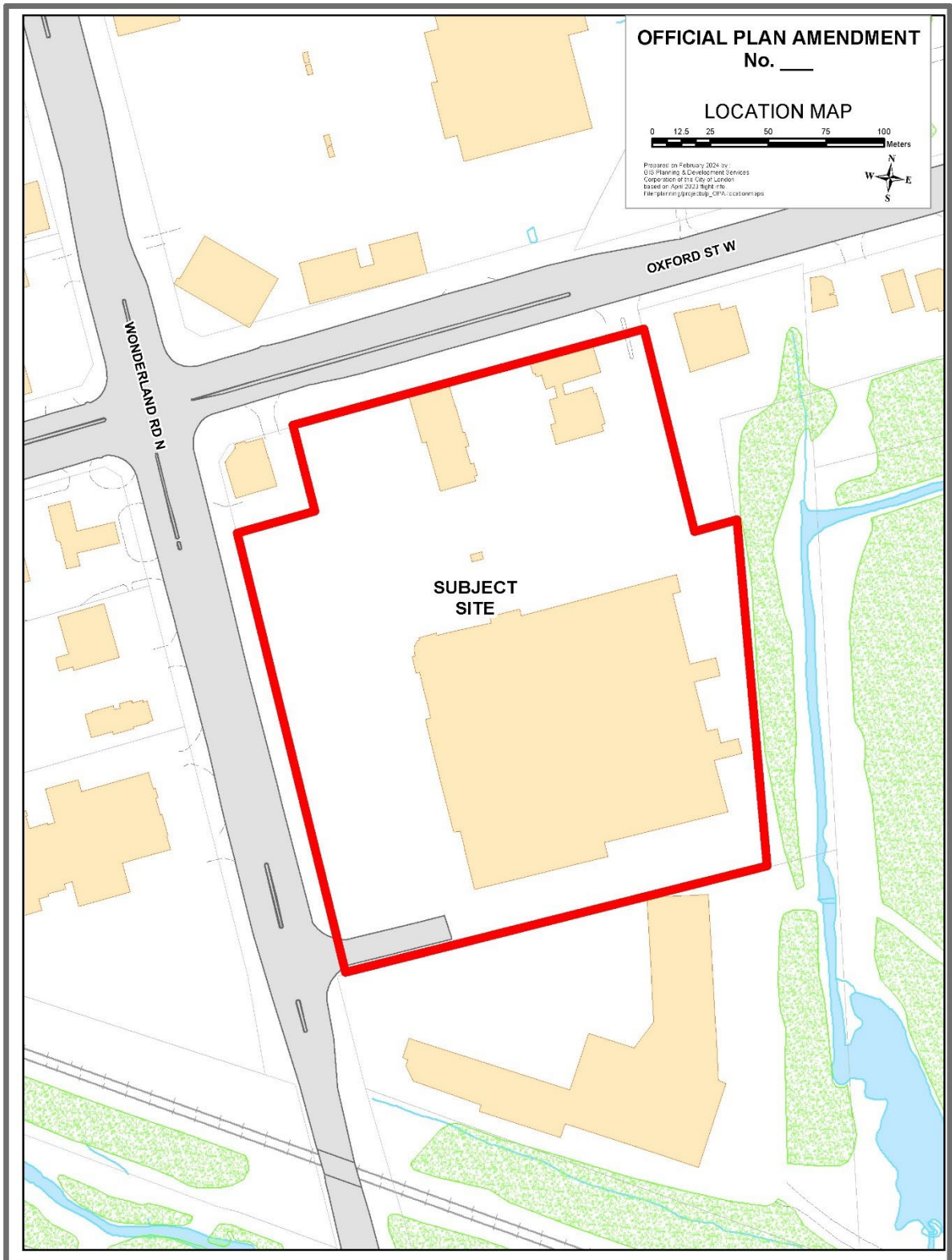
1. Specific Policies for the Transit Village Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

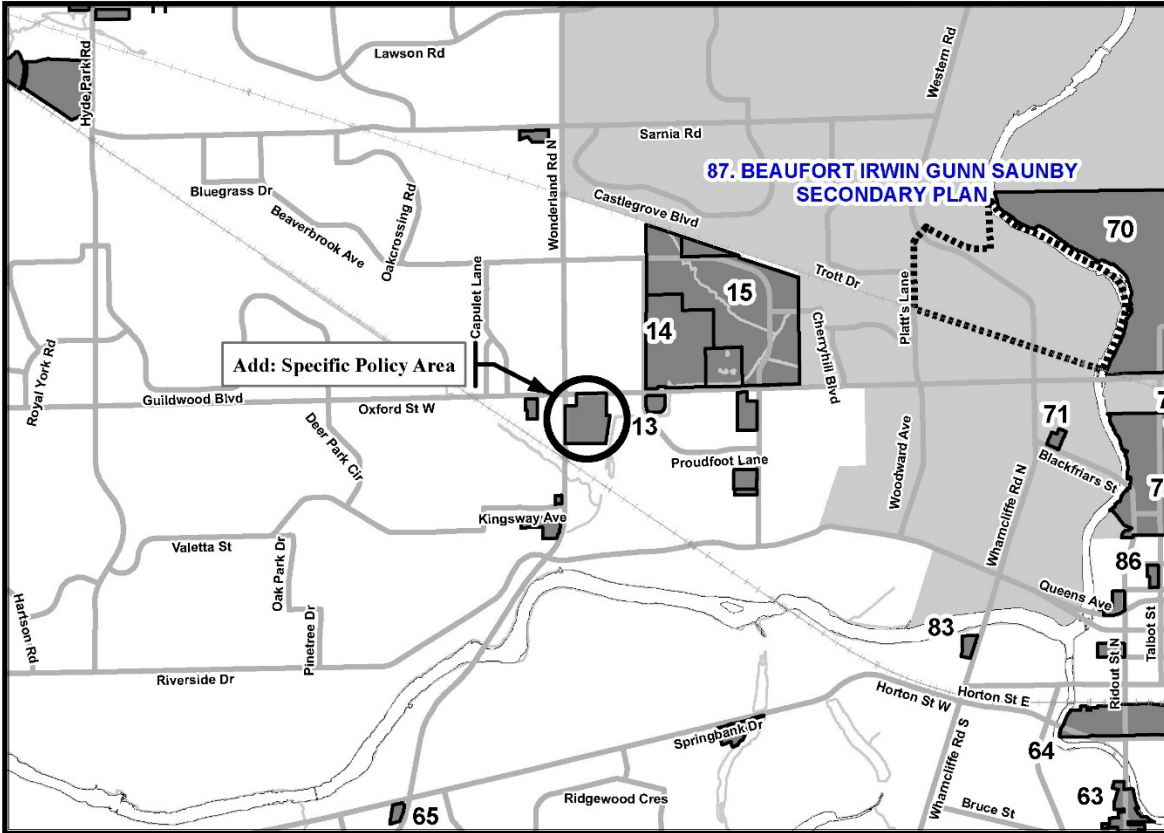
() 530 Wonderland Road West

In the Transit Village Place Type located at 530 Wonderland Road West, two 33-storey mixed-use apartment buildings located on the northwest corner of the property are permitted.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 530 Oxford Street West in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”





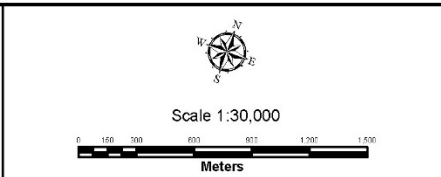
LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

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

**SCHEDULE 1
TO**

OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9712

PLANNER: IDC

TECHNICIAN: RC

DATE: 4/9/2024

Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 530
Oxford Street West

WHEREAS Captain Generation Mall Limited c/o MHBC has applied to rezone an area of land located at 530 Oxford Street West, as shown on the map attached to this by-law, as set out below;

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

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 530 Oxford Street West, as shown on the attached map comprising part of Key Map No. A106, **FROM** a Community Shopping Area/Temporary (CSA4/T-66) Zone and Open Space (OS4) Zone, **TO** a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7()*D150*H115/CSA4()) Zone and Open Space (OS4) Zone.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 530 Oxford Street West

a. Regulations

- | | |
|---|---|
| i) Height (Maximum) | 33 storeys or 115 metres (377.4 feet) – whichever is less |
| ii) Density (maximum) | 150 Units Per Hectare |
| iii) Front Yard Setback (minimum) | 0.5 metres (1.6 feet) |
| iv) Exterior Side Yard Setback – (minimum) | 0.5 metres (1.6 feet) |
| v) Interior Side Yard Setback (minimum) | 0.0 metres |
| vi) Landscaped Open Space (% minimum) | 9.0% |
| vii) Lot Coverage (% maximum) | 40.0% |
| viii) Bicycle Parking – long term (minimum) | 367 |
| ix) To permit unlimited encroachments for balconies and canopies | |
| x) Height podium Building "A" and "B" from lowest grade (maximum) | 6 storeys |
| xi) Step back above the podium – street facing facades (minimum) | 5.0 metres (16.4 feet) |

- | | |
|--|-------------------------|
| xii) Setback above the podium of Building A from easterly property line at 655 Wonderland Road North (minimum) | 10.0 metres (32.8 feet) |
| xiii) Setback above the podium of Building B from the southerly property line at 655 Wonderland Road North (minimum) | 12.0 metres (39.4 feet) |
| xiv) Tower separation distance Building A and Building B (minimum) | 17.5 metres (57.4 feet) |
| xv) Tower floor plate for Building A and Building B above the podium - excluding balconies (maximum) | 1,000 square metres |
| xvi) Tower floor plate for Building A and Building B above the podium - including balconies (maximum) | 1,250 square metres |
| xvii) The 33-storey height shall be located within 50 metres (164 feet) of the right-of-way of Oxford Street West or Wonderland Road North | |
| xviii) Additional Permitted Uses in the CSA4 zone to be located within the second floor (public street level) of the development | |

3. Section Number 24.4 of the Community Shopping Area CSA Zone is amended by adding the following Special Provisions:

CSA-4() 530 Oxford Street West

a. Regulations

- | | |
|--------------------------------------|------|
| i) Landscaped Open Space (% minimum) | 9.0% |
| ii) Lot Coverage (%) maximum | 40% |
| iii) Loading Spaces | 0 |

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.

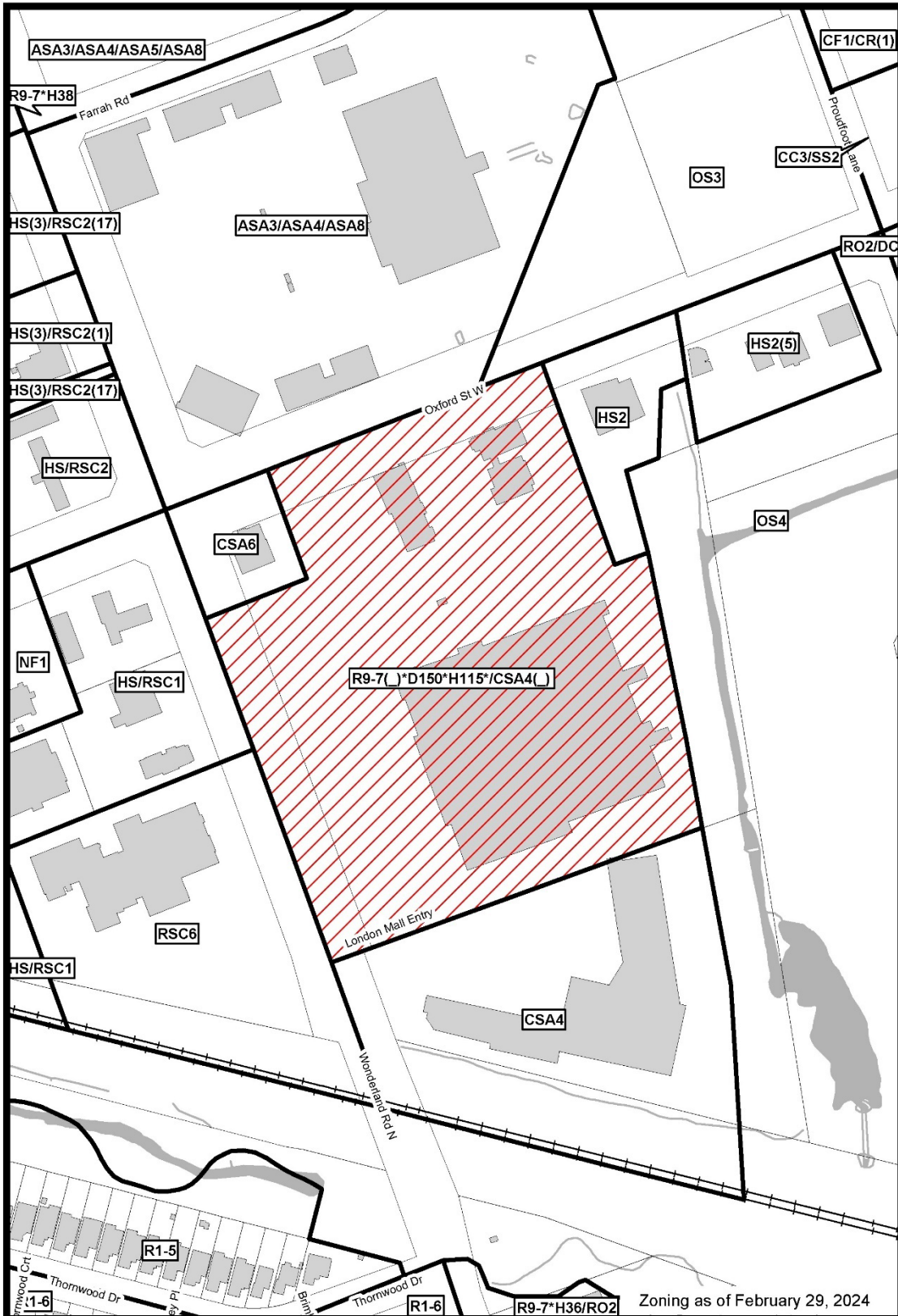
PASSED in Open Council on June 4, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk


First Reading – June 4, 2024
Second Reading – June 4, 2024
Third Reading – June 4, 2024

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



Zoning as of February 29, 2024

File Number: OZ-9712
 Planner: IDC
 Date Prepared: 2024/04/16
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 
 1:2,500
 0 12.525 50 75 100
 Meters



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Shopping Centre & Surface Parking Lot
Frontage	157 metres (515 feet) along Oxford Street W & 193 metres (633 feet) along Wonderland Road N
Depth	246 metres (807 feet)
Area	Total area: 5.2 hectares (12.7 acres), developed portion: 4.5 hectares (11.1 acres)
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Retail/Commercial
East	Retail/Commercial, Open Space, High Density Residential
South	Retail/Commercial, Railway Corridor, Open Space
West	Commercial

Proximity to Nearest Amenities

Major Intersection	Wonderland Road North & Oxford Street West, 20 metres
Dedicated cycling infrastructure	Wonderland Road North, 0 metres
London Transit stop	Wonderland Road North and/or Oxford Street West, 0 metres
Public open space	Mud Creek & Forest Hill, 150 metres
Commercial area/use	London Mall, 0 metres
Food store	Sobeys Oxford & Wonderland, 200 metres
Community/recreation amenity	Springbank Gardens Community Centre, 1,800 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village, Rapid Transit Boulevard (Oxford Street W) & Main Street (Wonderland Road N)
Current Special Policies	Transit Village Protected Major Transit Station Area
Current Zoning	Community Shopping Area (CSA-4) and T-66

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site-specific Policy Area to permit maximum height of 33 storeys
Requested Zoning	Community Shopping Area Residential R9 Special Provision (CSA4*R9-7()D150*H115)

Requested Special Provisions

Regulation (R9-7)	Required	Proposed
Maximum Height (metres)	As per 13.3	115m (33 storeys)
Maximum Residential Density (uph)	150	150
Front and Exterior Side Yard (metres)	Plus 1.0 metres per	0.0

Regulation (R9-7)	Required	Proposed
	10.0 metres of main building height or fraction thereof above the first 3.0 metres	
Landscaped Open Space (5) minimum	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for 1% in coverage over 30%.	9.0
Lot Coverage (%)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for 1% in coverage over 30%.	40
Commercial Uses	N/A	Permit CSA4 uses to be located on second floor (i.e. street level)

C. Development Proposal Summary

Development Overview

The development proposal is comprised of two (2), 33-storey mixed use high-rise buildings containing 473 m² commercial space and a total of 408 residential units, for a maximum density of 124 uph.

Proposal Statistics

Land use	Mixed-use
Form	High rise towers
Height	33 storeys (115 metres)
Residential units	408
Density	124 units per hectare
Gross floor area	14,564 m ² (existing + proposed commercial)
Building coverage	38.6% (35.1% including OS4 zone)
Landscape open space	9.8% (21.2% including OS4 zone)
Functional amenity space	Rooftops and balconies
New use being added to the local community	No

Mobility

Parking spaces	426 structured/underground, 413 surface
Vehicle parking ratio	1.5 spaces per unit (including commercial)
New electric vehicles charging stations	Unknown
Secured bike parking spaces	367 long-term, 41 short-term
Secured bike parking ratio	1 space per unit
Completes gaps in the public sidewalk	N/A

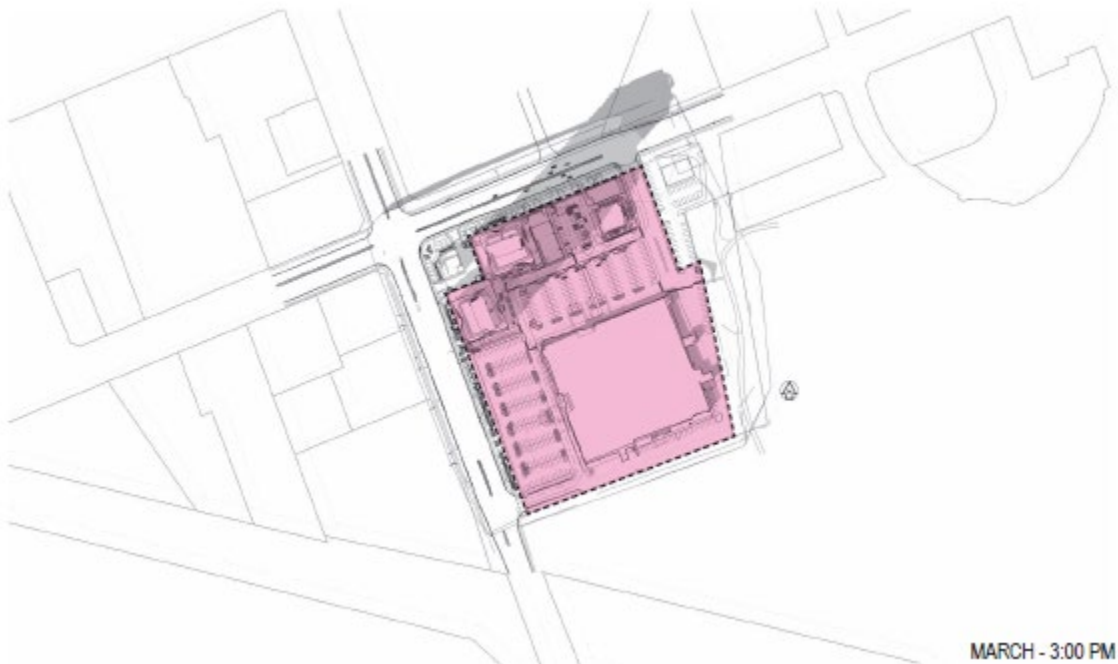
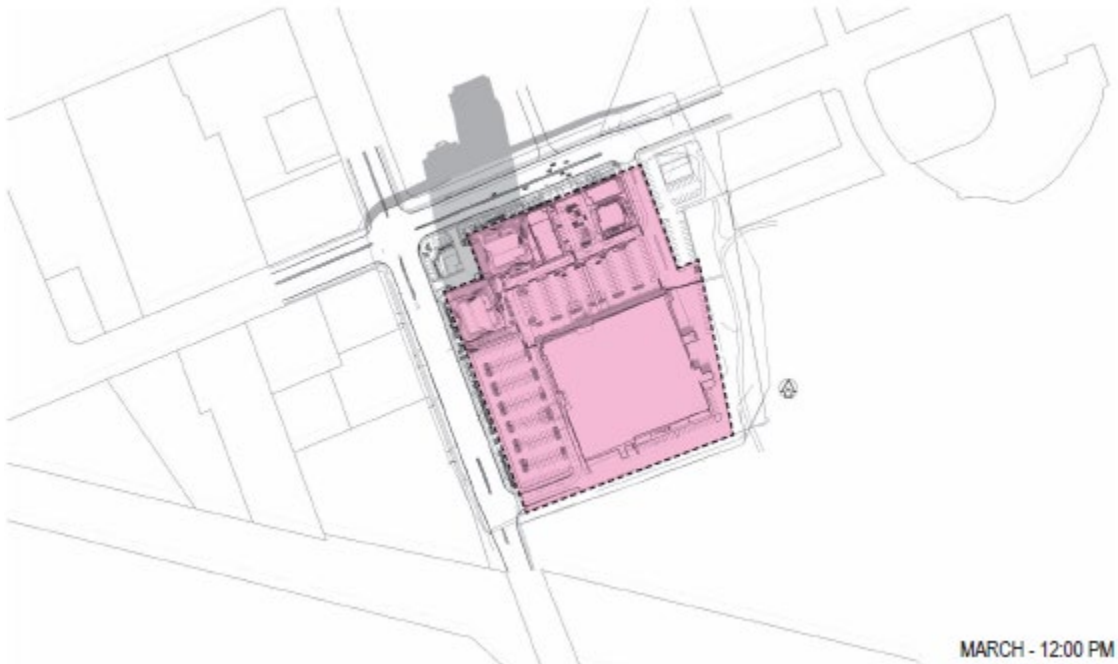
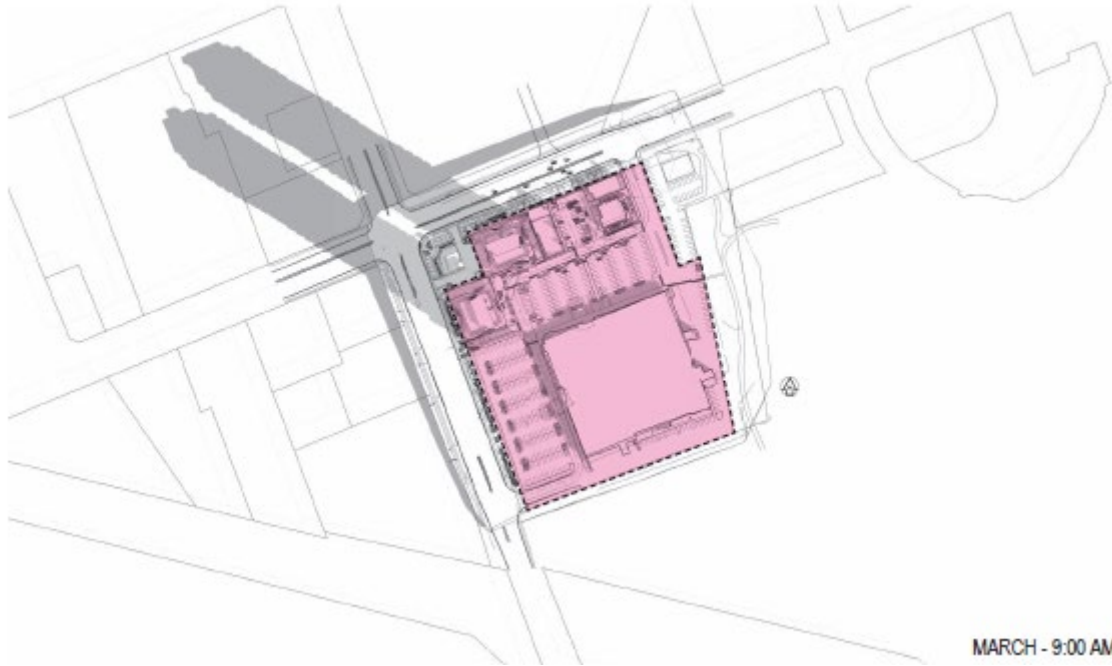
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

Environmental Impact

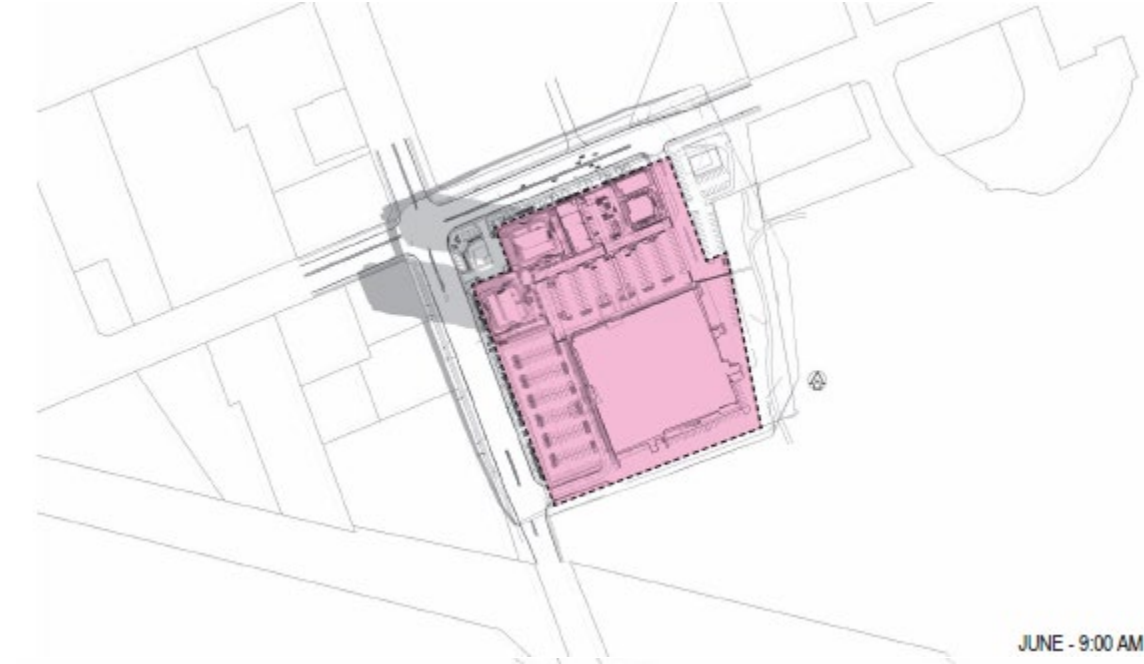
Tree removals	6
Tree plantings	Yes
Tree Protection Area	Yes
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	Yes
Green building features	Unknown

Appendix D – Additional Plans and Drawings

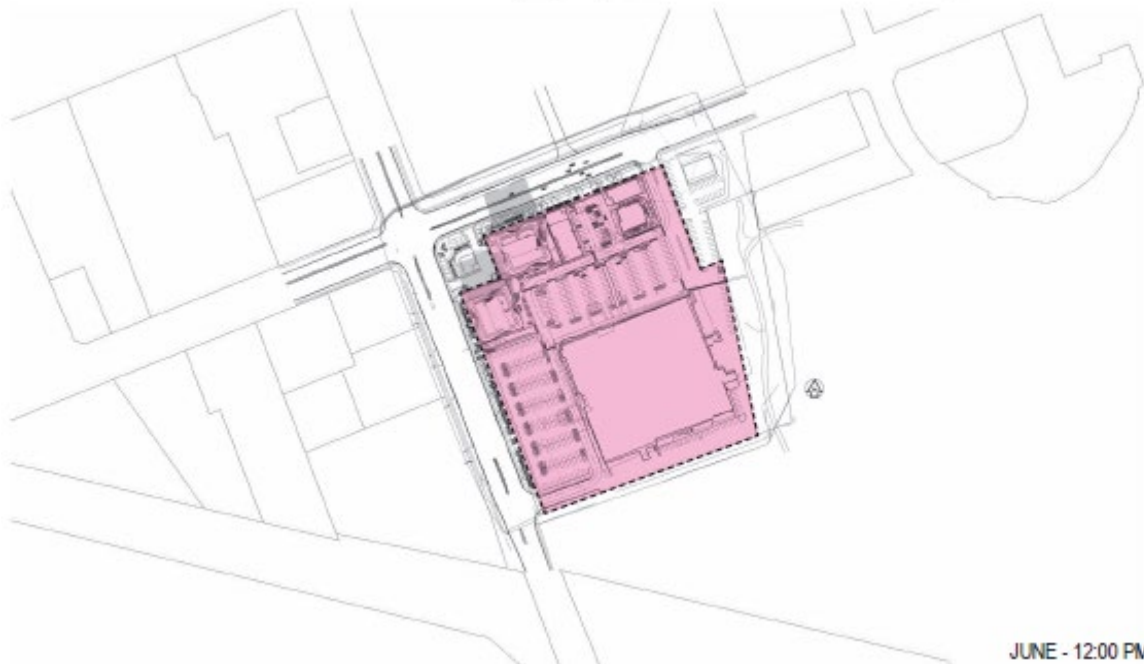
Shadow-Study 530 Oxford Street – March/September



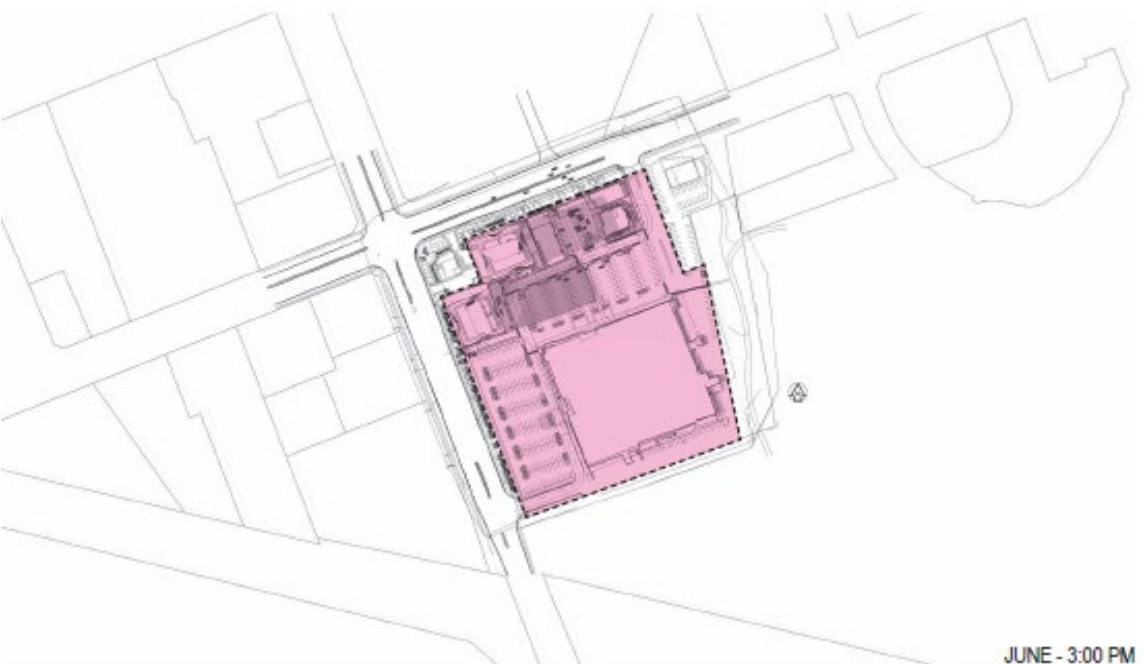
Shadow-Study 530 Oxford Street – June



JUNE - 9:00 AM



JUNE - 12:00 PM

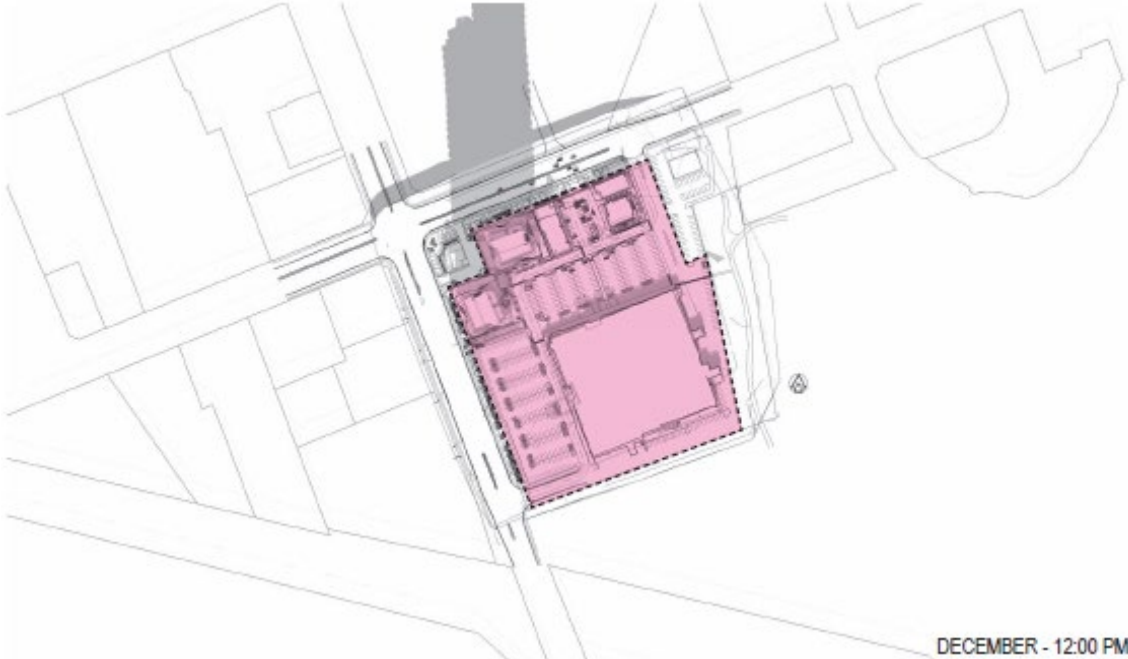


JUNE - 3:00 PM

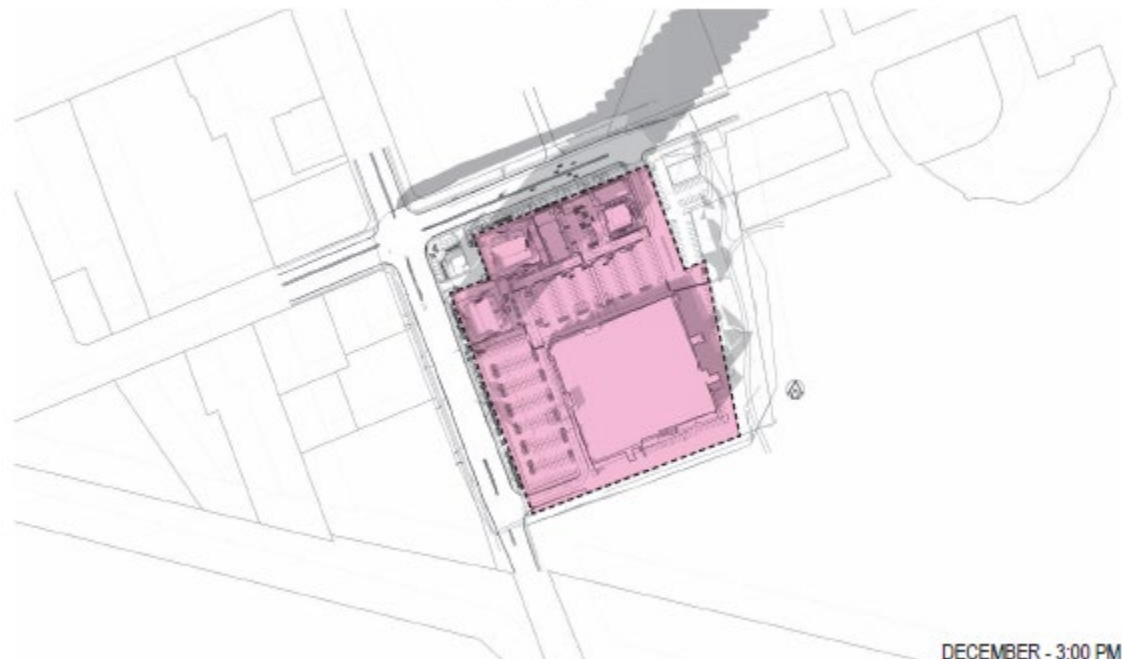
Shadow-Study 530 Oxford Street – December



DECEMBER - 9:00 AM

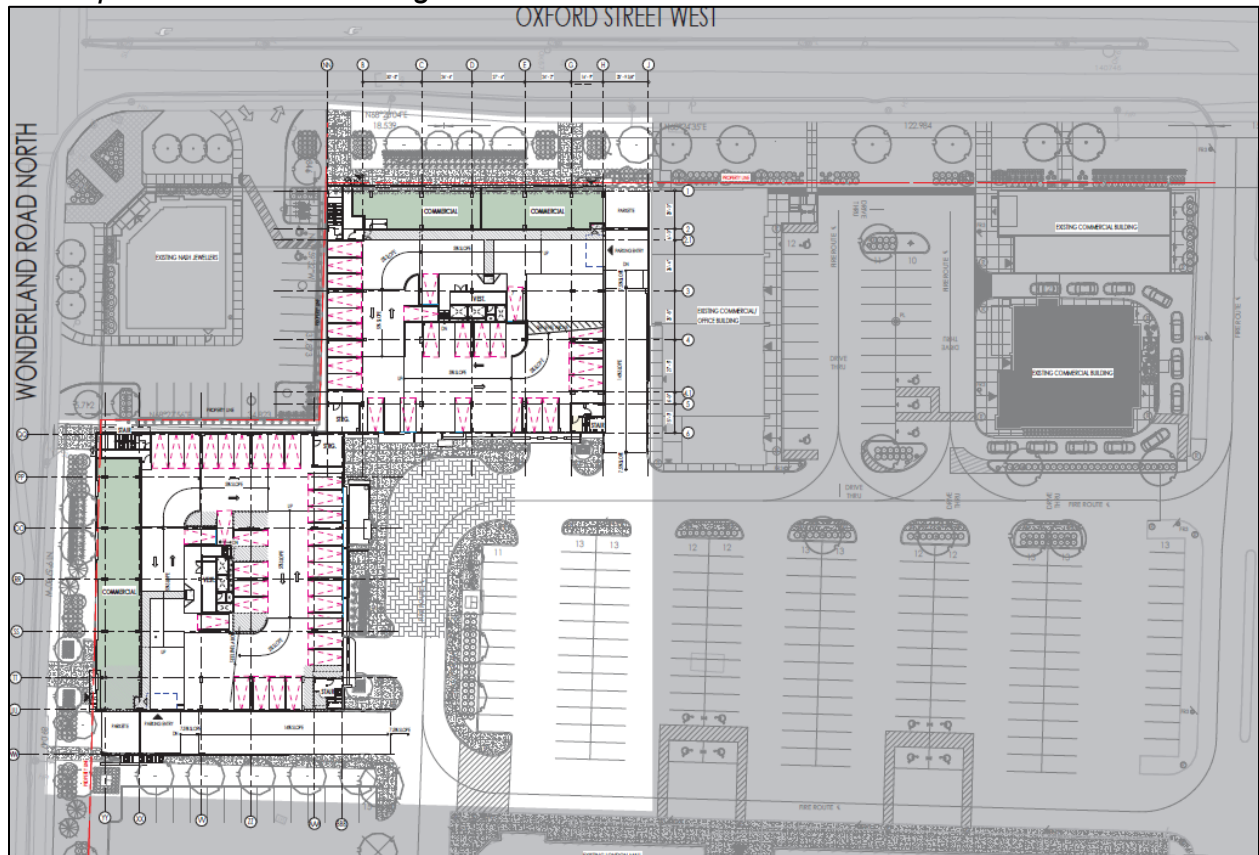


DECEMBER - 12:00 PM

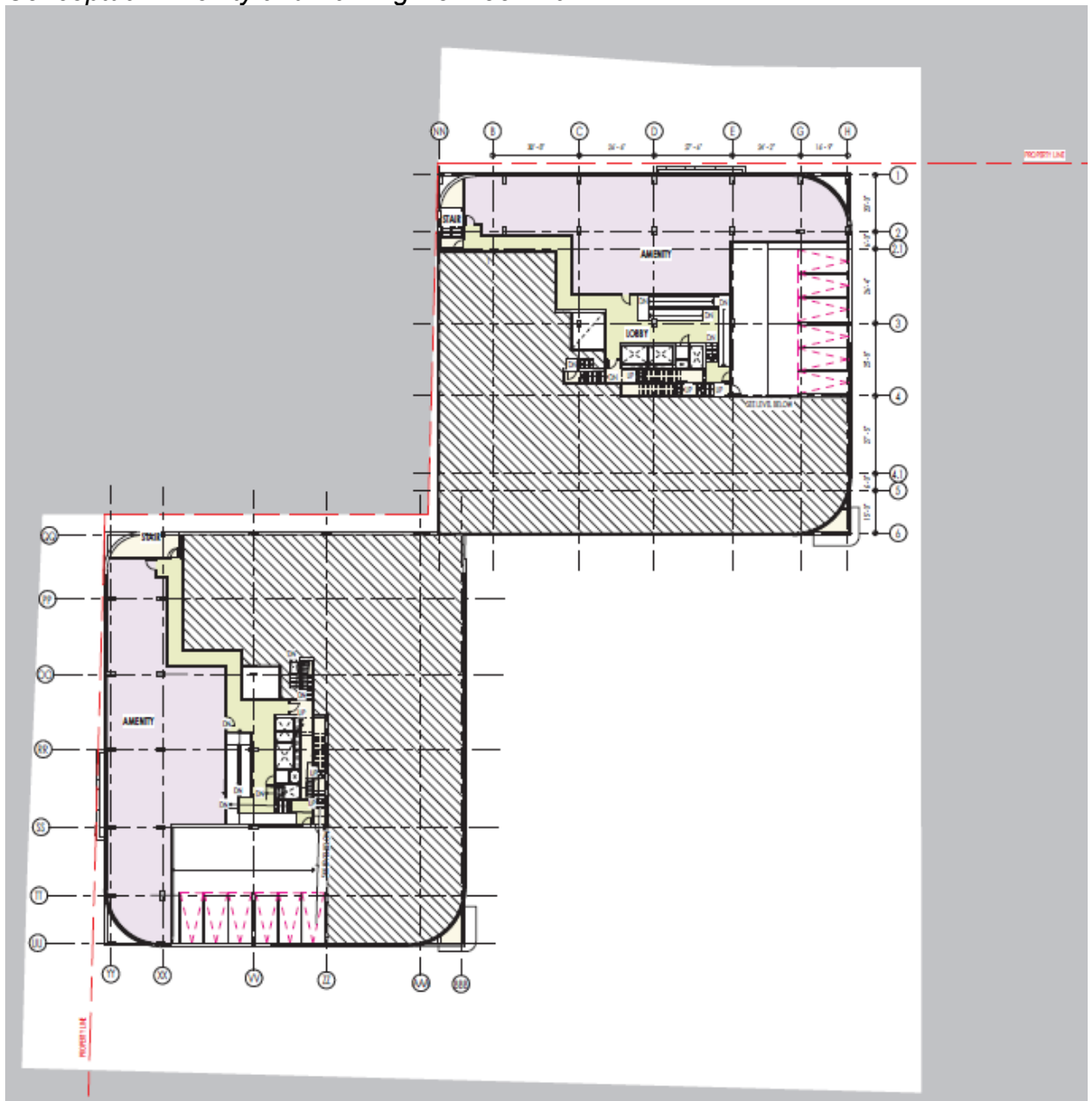


DECEMBER - 3:00 PM

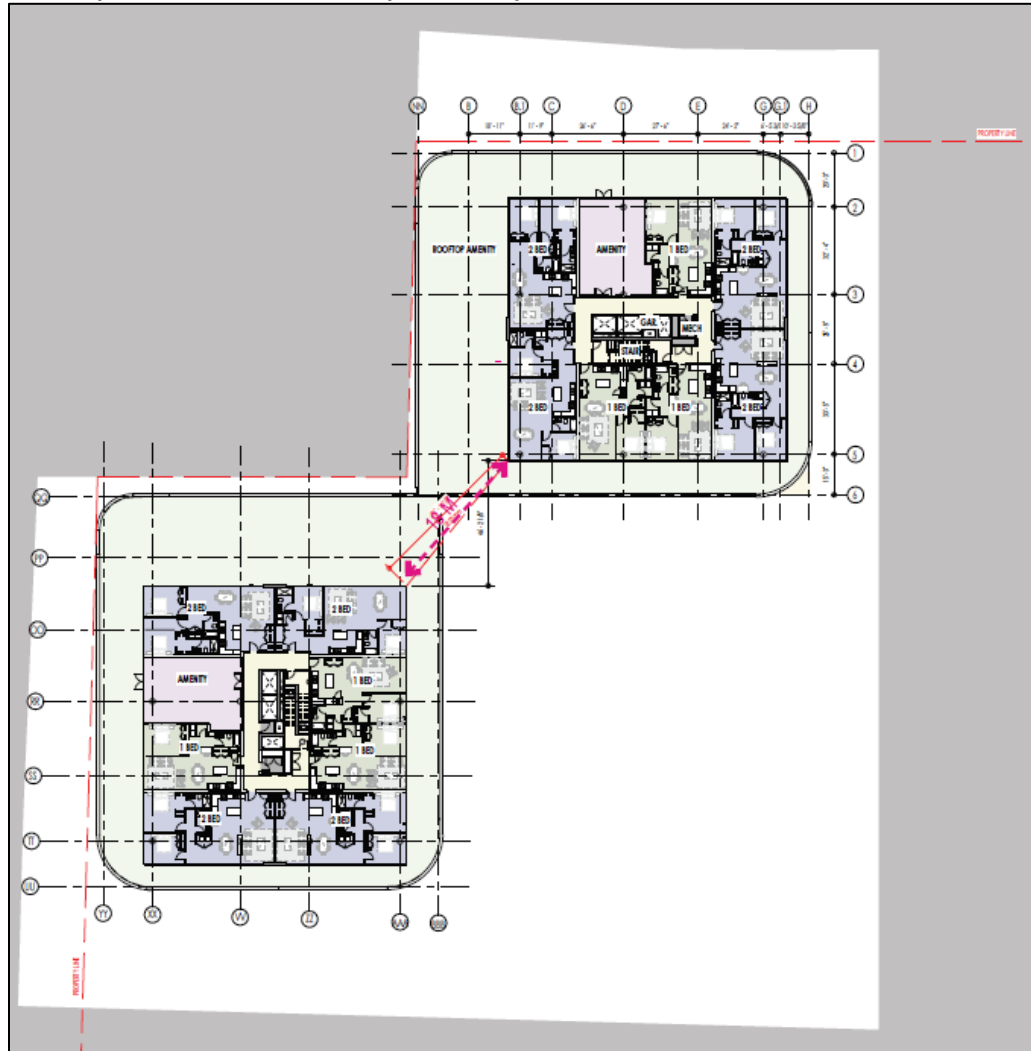
Conceptual Ground & Parking P1 Floor Plan



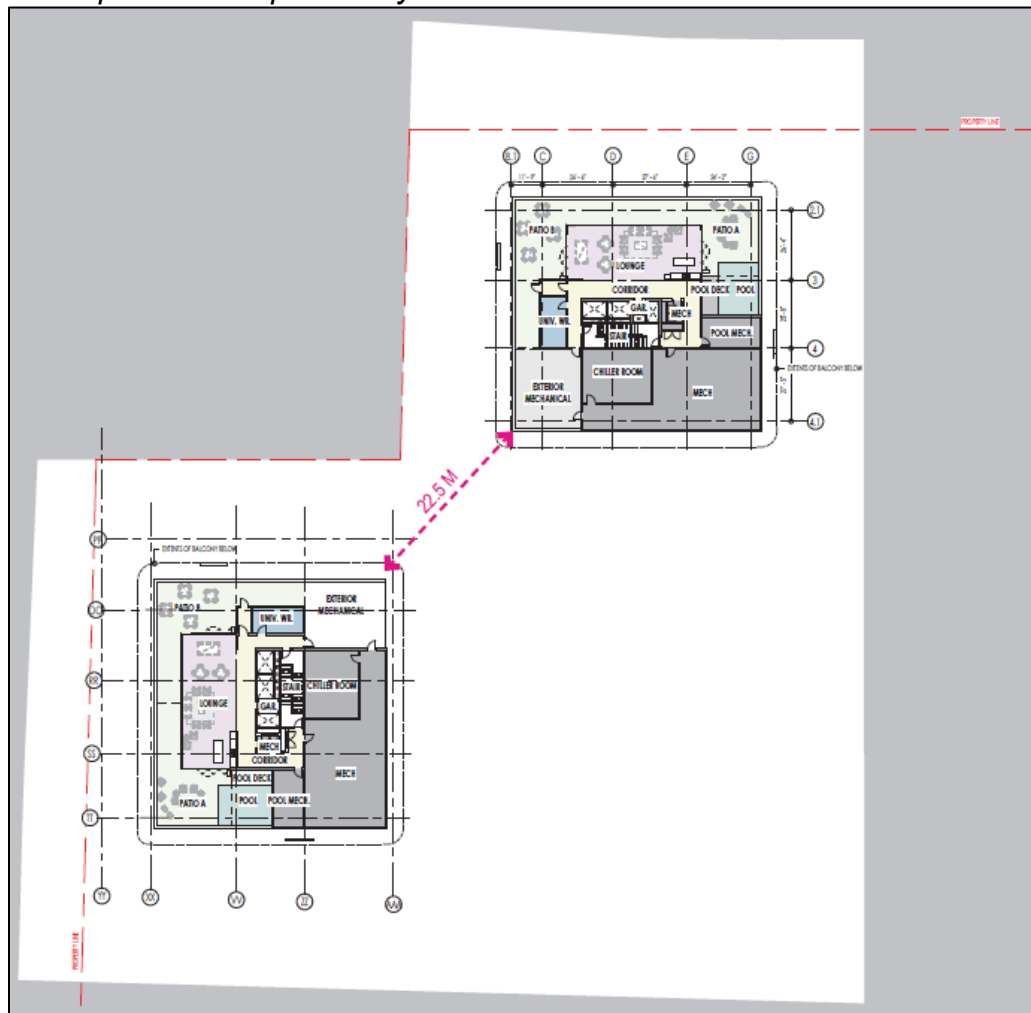
Conceptual Amenity and Parking P5 Floor Plan



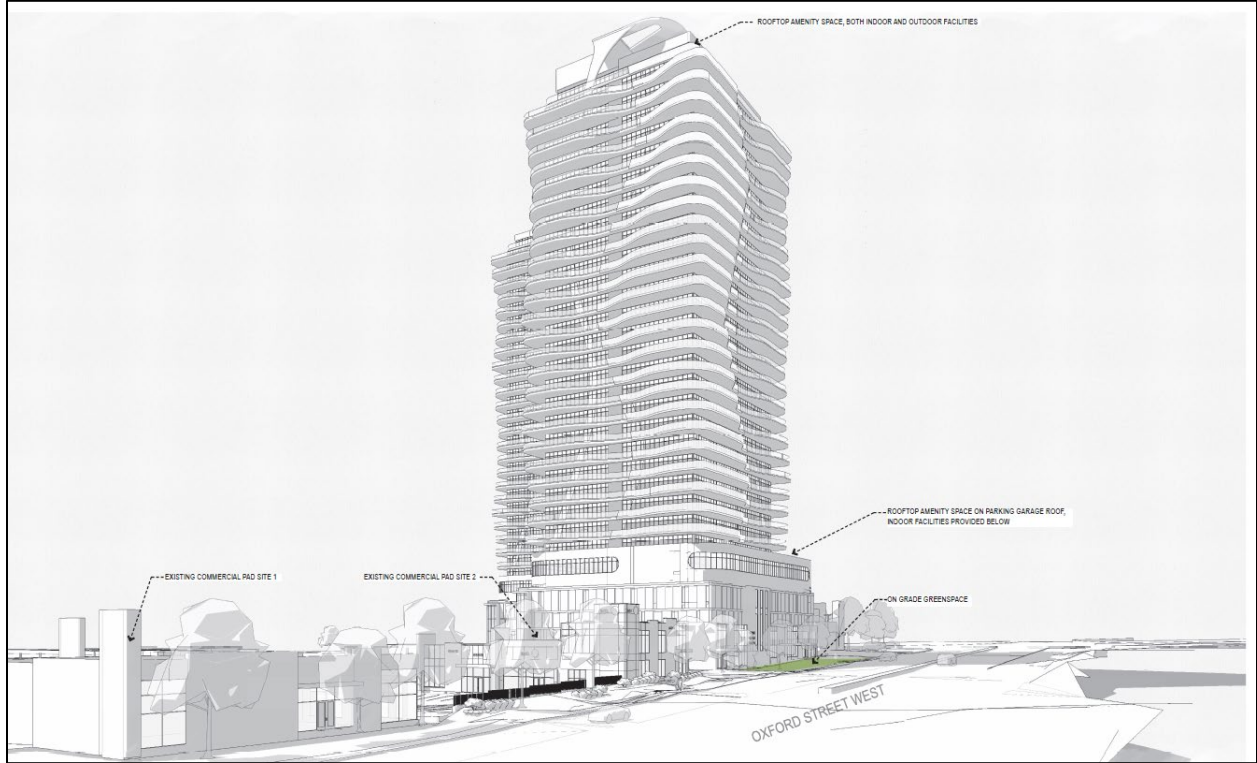
Conceptual Podium Rooftop Amenity & Level 6 Floor Plan



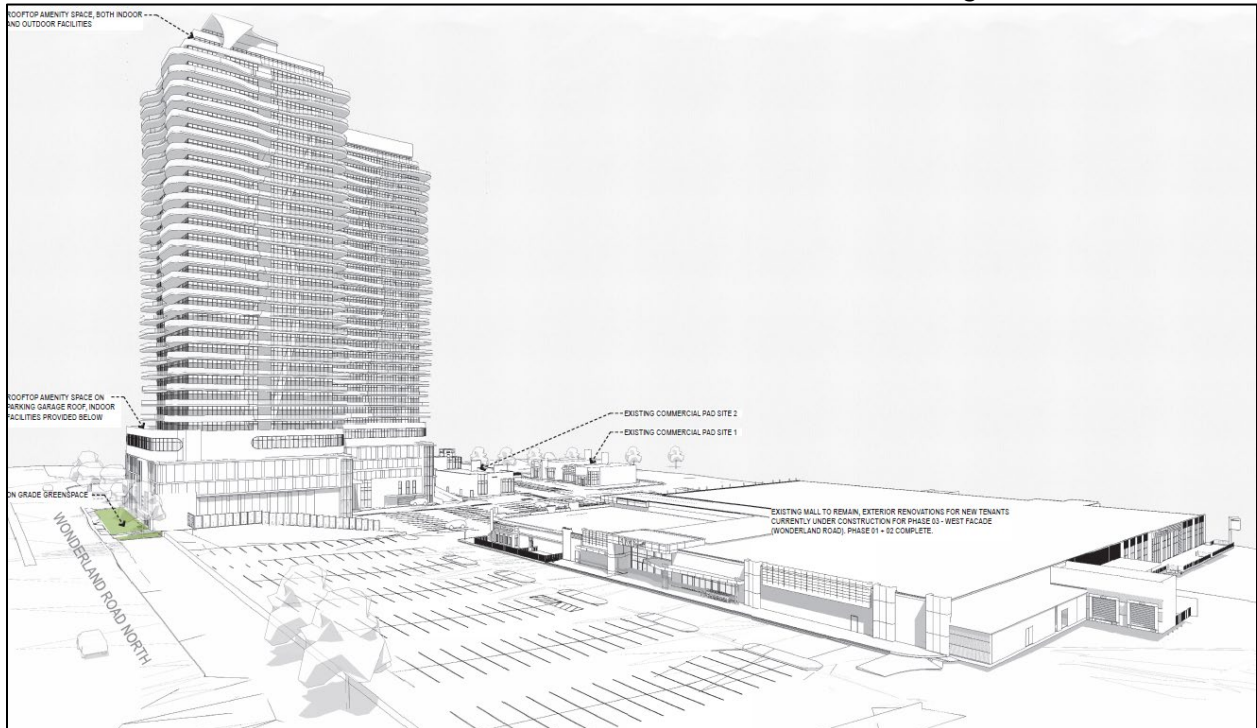
Conceptual Rooftop Amenity & Mechanical Penthouse Plan



Rendering 530 Oxford Street West – View from Oxford Street west looking west



530 Oxford Street West – View from Wonderland Road North looking northeast



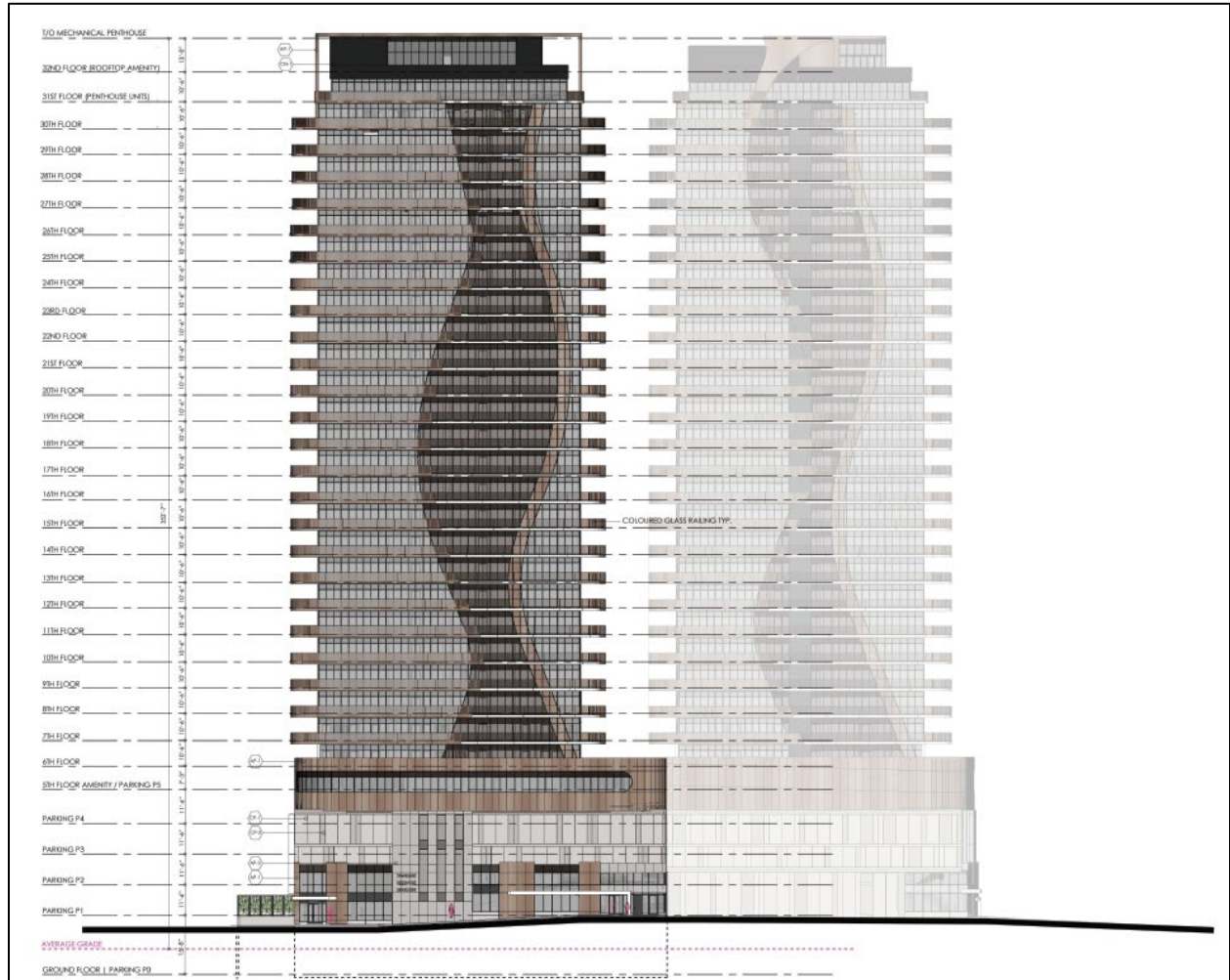
Rendering 530 Oxford Street West looking southeast



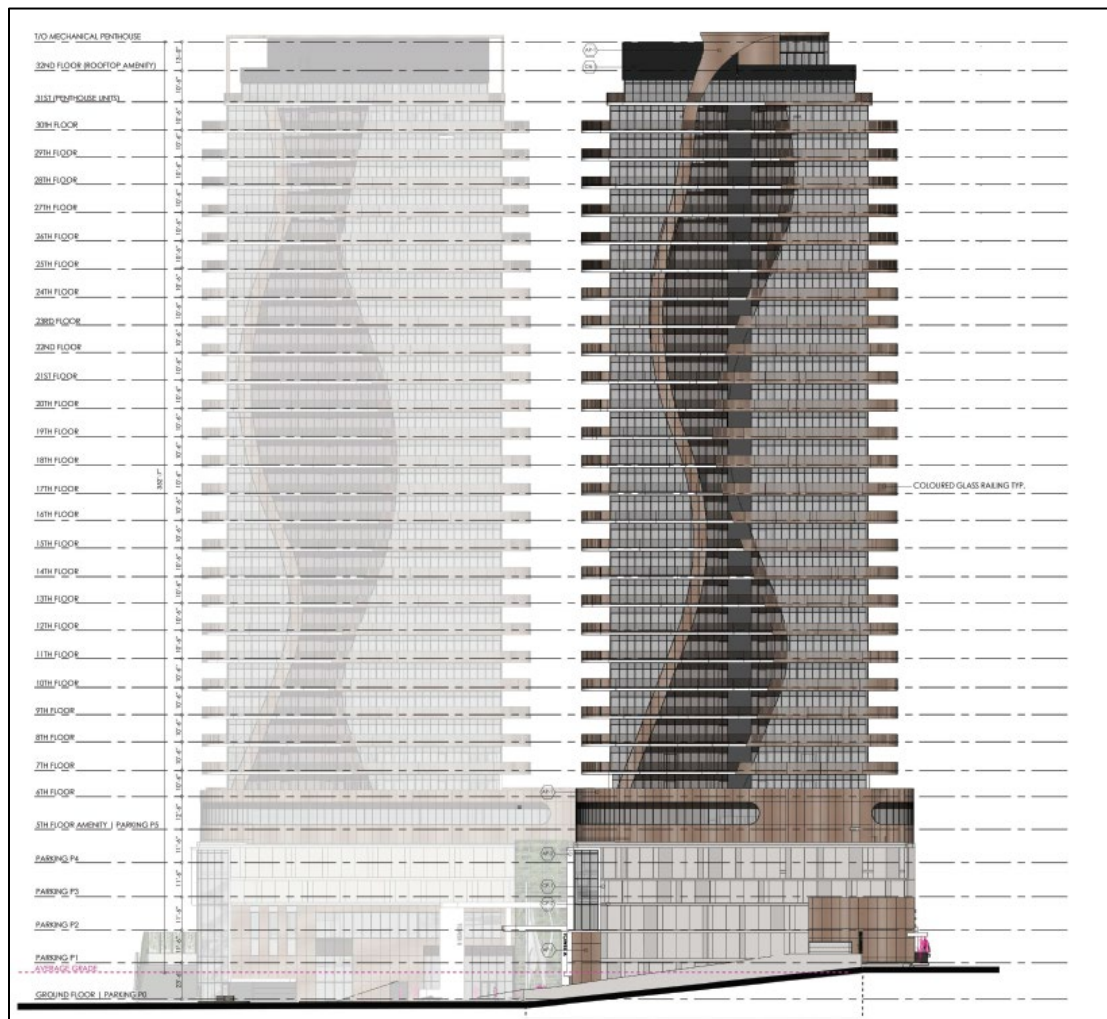
530 Oxford Street West Rendering Main Entrance



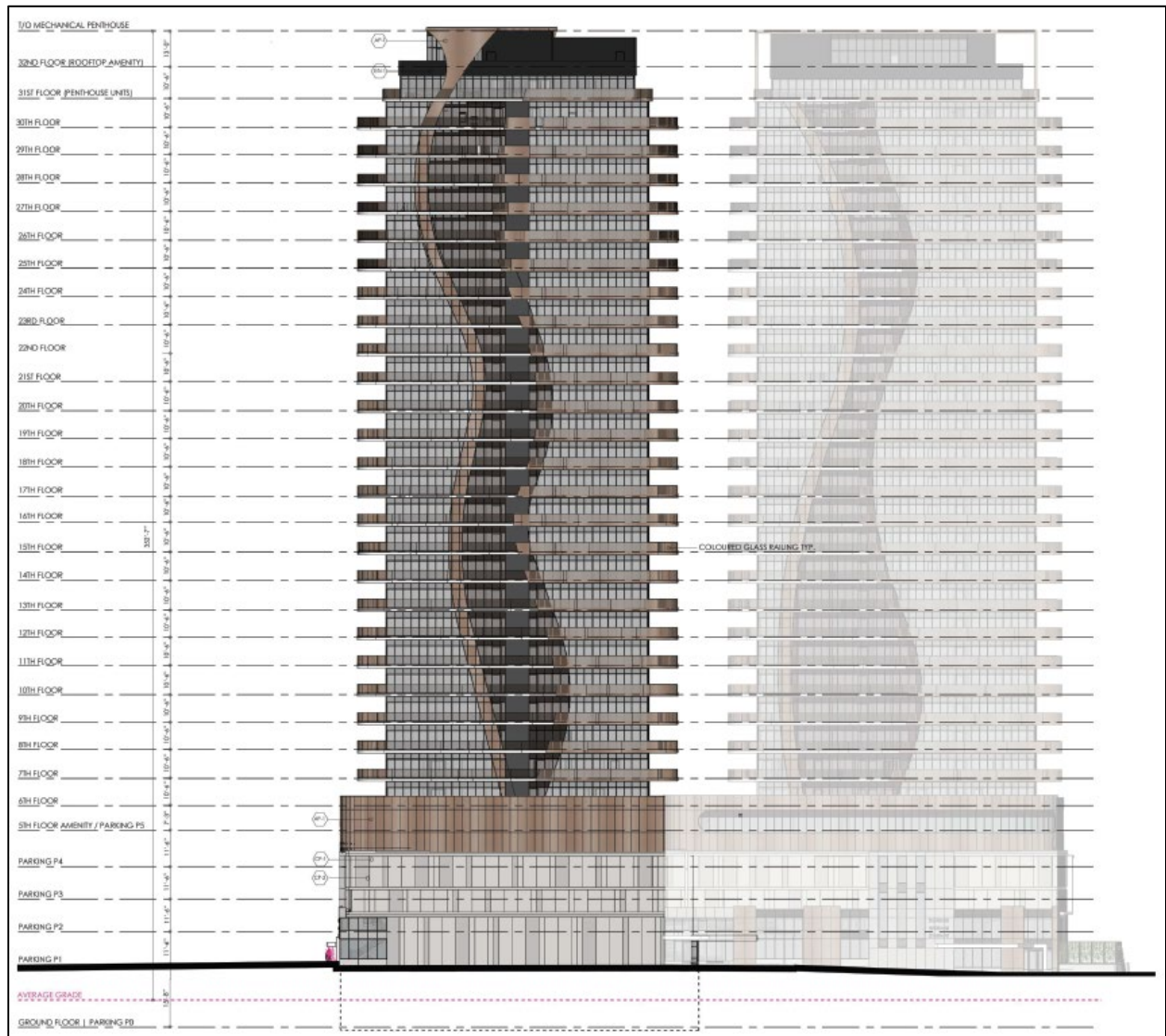
530 Oxford Street West – North Elevation



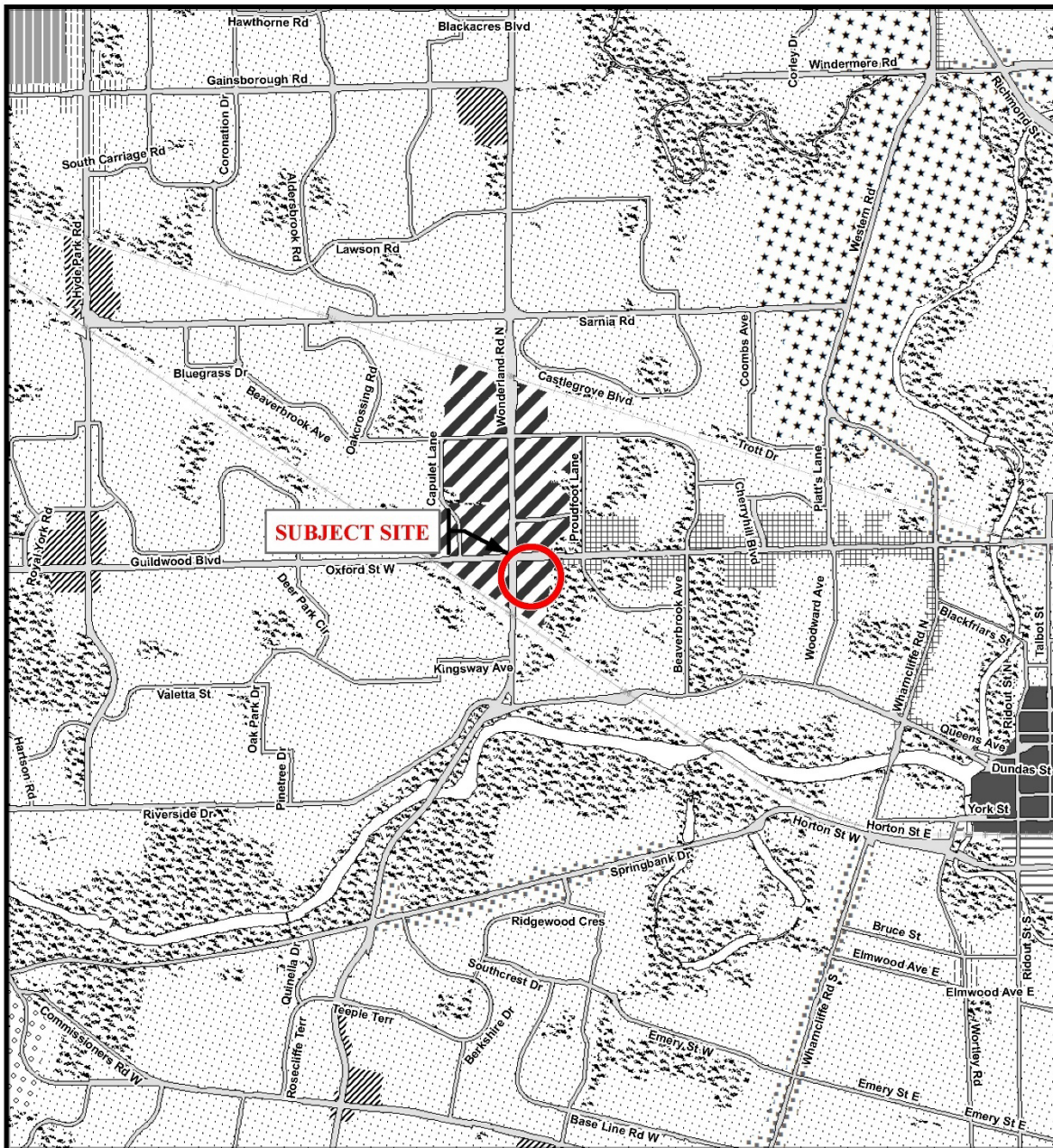
530 Oxford Street West – East Elevation



530 Oxford Street West – East Elevation



London Plan Map 1 – Place Types



Legend

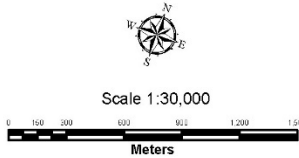
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

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

CITY OF LONDON Official Plan

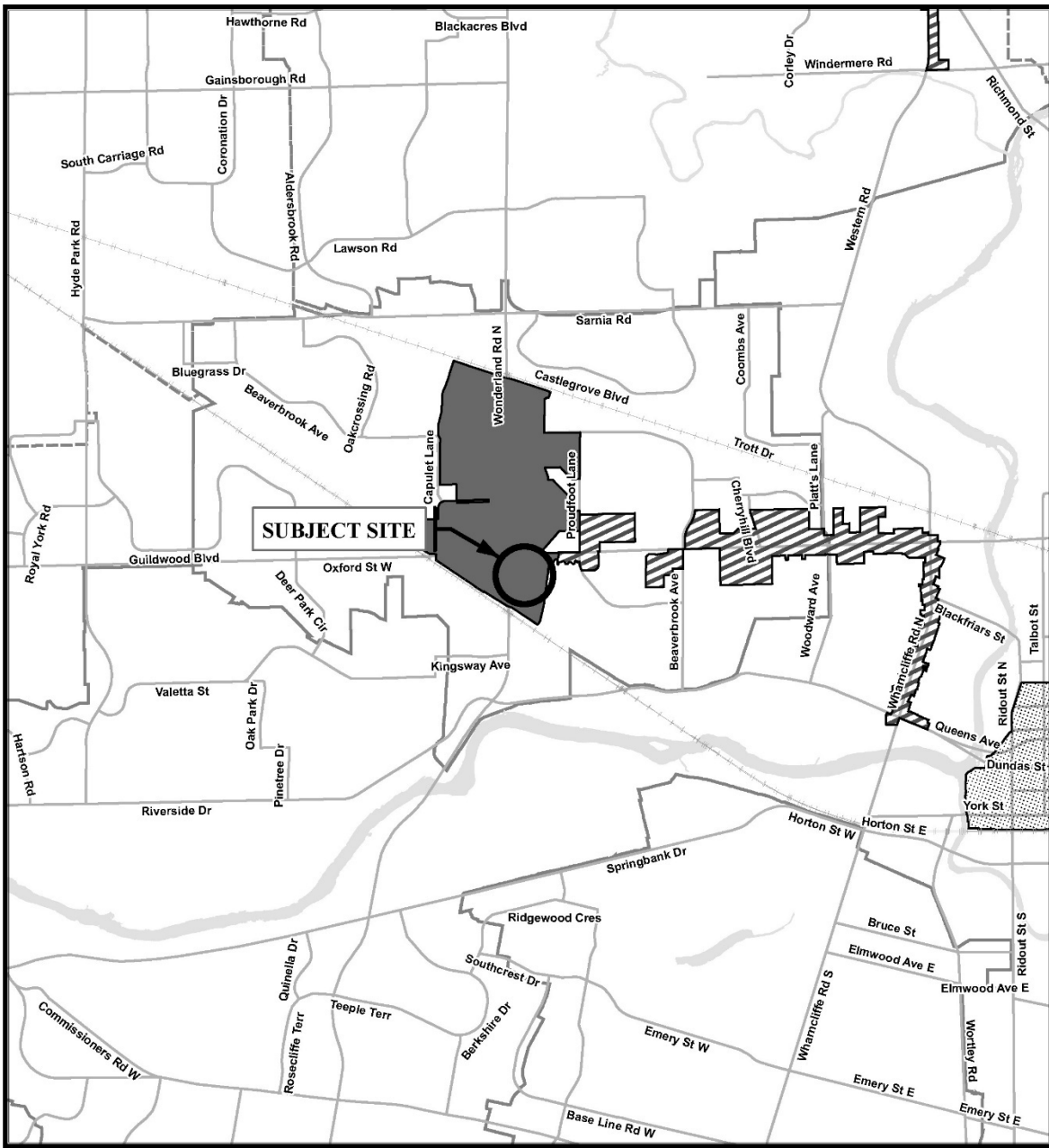
LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning & Development






File Number: OZ-9712
Planner: IDC
Technician: RC
Date: 2024/04/09





London Plan Map 10 – Protected Major Transit Station Areas



LEGEND

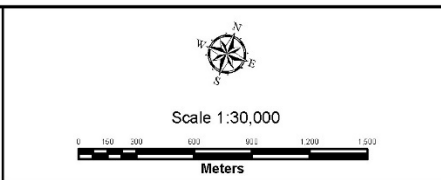
-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

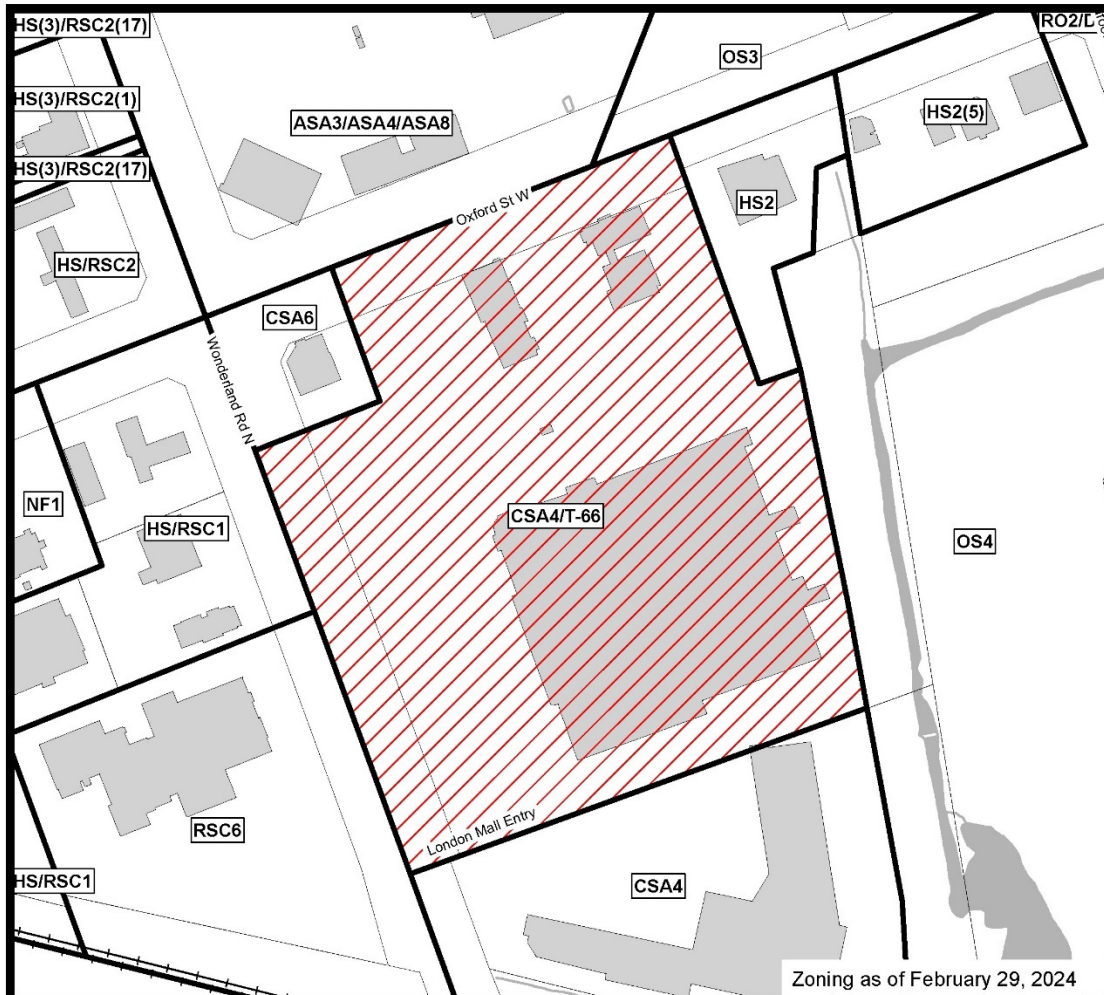
This is an excerpt from Planning & Development's working consolidation of Map 10 - Protected Major Transit Station Areas of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 10
- PROTECTED MAJOR TRANSIT
STATION AREAS -
 PREPARED BY: Planning & Development



File Number: OZ-9712
Planner: IDC
Technician: RC
Date: 4/9/2024

Zoning By-law No. Z.-1 Schedule A



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: CSA4/T-66

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | |
| SS - AUTOMOBILE SERVICE STATION | "h" - HOLDING SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "D" - DENSITY SYMBOL |
| OR - OFFICE/RESIDENTIAL | "H" - HEIGHT SYMBOL |
| OC - OFFICE CONVERSION | "B" - BONUS SYMBOL |
| RO - RESTRICTED OFFICE | "T" - TEMPORARY USE SYMBOL |
| OF - OFFICE | |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

OZ-9712

IDC

MAP PREPARED:

2024/04/09

RC

1:2,500

0 12.525 50 75 100 Meters

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

Appendix E – Internal and Agency Comments

UTRCA

The subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conversation Authorities Act*. The regulation limit is comprised of:

- A riverine flooding and erosion hazard associated with the Trott Award Drain and UT-FK-114.

As indicated, the subject lands **are** regulated by the UTRCA due to the presence of a riverine flooding and erosion hazard. As the proposed development is located outside of the regulated area and no changes are proposed to the existing Open Space OS4 area on these lands, the UTRCA has no objections to this application.

We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Site Plan

Major Issues

None

Matters for OPA/ZBA

- Add one additional long-term bicycle parking space to meet the minimum requirements;
- A special provision for the CSA4() zone will be required for increased lot coverage and zero loading spaces, and one is recommended to permit commercial uses within an apartment building where the uses are permitted in a shopping centre or as stand-alone uses within a shopping centre.
- Special provisions for the R9-7() zone are required for reduced front & exterior side yards, interior side yards, reduced landscaped open space, increase lot coverage, site-specific height, and reduced bicycle parking. A special provision is recommended to allow for unlimited canopy and balcony projections to allow for flexibility.
- Consider recognizing relevant previously granted minor variance provisions that are appropriate to carry forward as special provisions in the zoning.

Matters for Site Plan

- Landscape islands within parking areas will be required at the time of site plan approval to improve the site through increased shade and canopy coverage.

Parks Planning

Matters for Site Plan

Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Heritage

This is to confirm that there are no cultural heritage or archaeological concerns associated with this application.

Urban Design

The subject site is located within the Transit Village Place Type and is a designated Protected Major Transit Station Area (PMTSA), where a maximum height of 22 storeys is contemplated in The London Plan (TLP). Urban Design is generally supportive of the

proposal; however, site-specific zoning provisions will be required to ensure compatibility with the surrounding context. TLP 814_13.

Matters for Zoning

- **Provide a minimum front yard setback and exterior side yard setback of 1.0m from Oxford Street West and Wonderland Road North** to accommodate door swings and avoid encroachments. TLP 814_3, 255, 259
- **Locate commercial unit entrances and residential lobby entrances at grade fronting onto Oxford Street West and Wonderland Road North.** TLP 291, 286, 289_1
- **50% of the first 2 storeys facing the public street shall include transparent vision glass.** TLP 285
- **Provide a minimum step-back of 5m on the street facing facades above the 6 storey podium (maximum height 24m).** TLP 292, 287
- **Provide a minimum setback of 10m for the portions above the podium of Tower A from the property at 655 Wonderland Road North** (Nash Jeweler's site). TLP 814_13, 298
- **Provide a minimum setback of 12m for the portions above the podium of Tower B from the property at 655 Wonderland Road North** (Nash Jeweler's site). TLP 814_13, 298
- **Provide a minimum separation distance** of 18m between the two towers A and B
- **Provide a maximum tower floorplate size** of 933m² for each of the towers (portion of the building above the podium) excluding balconies. TLP 293
- **Provide a maximum height** of 108m for the proposed development

Matters for Site Plan

- Locate primary entrances for the residential lobbies of Building 3 & Building 4 to face Oxford Street West and Wonderland Road North to promote walkability, accessibility, wayfinding, and transit usage. TLP 291, 814_4, 5,7
 - Provide a through-lobby or direct, short, and safe pedestrian connection to the lobby.
 - Ensure the primary entrances to the residential lobby are well-defined, clearly visible, and universally accessible to provide a comfortable and safe access for the users.
- Differentiate the residential lobby entrances from the commercial unit entrances fronting onto the public streets with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc. for better wayfinding and navigation purposes. TLP 814_9, 3
- Wrap the above ground parking structure with active uses with transparent glass as much as possible, such as commercial and residential uses, hallways and amenity areas. TLP 285, 286
- Locate active podium uses toward the corners of the buildings. Provide weather protection, seating, lighting and other pedestrian amenities.
- Provide openings, semi-transparent screens, and/or windows along exposed parking structure facades to provide visual connection and add light and animation along street-facing, and visually prominent facades. TLP 814_9, 285
- Ensure the space between the building and the curb along both street frontages is designed as a highly urban area with hard surface treatment, trees, planters, and other pedestrian amenities. TLP 814_3

Engineering

P&D Engineering

- Due to several issues noted in the Transportation Impact Study, an h-55 holding provision is recommended for zoning approval. Engineering has no additional concerns with this application: zoning approval is recommended.

- For the applicant's benefit, pre-liminary comments for a future siteplan application have been provided.

Transportation

- Proposed traffic impact study must be updated to reflect existing traffic control conditions. The intersection of Oxford St and Site Access was analyzed as a signalized intersection whereas it's an unsignalized and there are no confirmed plan to signalization it. Therefore, traffic report must represent the true impact of proposed development under existing condition.
- Should applicant wish to provide an analysis of how Oxford St access will work with signal, it can be later added to sensitivity analysis section of the report.
- It further advised to include all background development that have been recently introduced (i.e. 735 Wonderland Rd N, 323 Oxford St W subdivision).
- The recommendation talking about operational and geometric modifications needs to be removed from the report. As those recommendation will have adverse effect on existing City intersections and the level of analysis completed to determine them is not sufficient.
- In order to reduce auto dependency, it is recommended to implement TDM measures such as unbundled parking, one time transit passes for new tenets, transit awareness program, more bicycle parking spaces, bicycle repair station, , carshare options, etc.

Matters for Site Plan

Wastewater:

- The ultimate sanitary outlet for the entire existing commercial plaza is a 1050mm trunk sanitary sewer located in a permanent 36.48m wide easement to the east of the subject lands on the west side of Mudd Creek.
- As part of complete application, the applicant's engineer is to submit a servicing report that to include the maximum population and expected peak sanitary flows that will be generated by the development. Also, The report shall include the density and flows are generated by the existing commercial buildings. In addition. Consultant engineer is to show al the existing services and the propose routing for the new services and connection location to 1050mm trunk diameter sanitary sewer.

Stormwater:

- The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100 year return period storms.
- Due to the modifications to the parking lot, the applicant is required to have a Professional Engineer address the water quality to the standards of the MECP and to the satisfaction of the City Engineer. Although the increased roof area will increase overall water quality, the increased traffic because of the high density residential buildings will bring additional debris as well as oil and grease. Applicable options could include, but not be limited to the use of oil/grit separators, LID filtration or infiltration solutions, etc.
- The current/proposed land use of a high density residential and commercial triggers the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.

- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- This site plan may be eligible to qualify for a Stormwater Rate Reduction (up to 50% 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: <http://www.london.ca/residents/Water/water-bill/Pages/Water-and-Wastewater-Rates.aspx>.
- An Operations and Maintenance manual should be provided as a separate report/manual identifying any implemented/constructed LIDs. For examples of such report contents please refer to the following website <https://cvc.ca/low-impact-development/lid-maintenance-monitoring/>
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Mud Creek Subwatersheds

- The subject lands are located in the Mudcreek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Mudcreek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water:

- The site is currently serviced via a 200mm PVC water main from Wonderland Rd N
- The owner will not be permitted to connect the new water servicing to the existing 200mm water service to 530 Oxford Street W as the current water servicing also provided servicing to 520 Oxford W and 611 Wonderland N. This would create a regulated drinking water system.
- Acceptable water servicing options could include individual water services to either Oxford Street W or Wonderland Road N for each building OR a new private watermain which is looped and has individual services to each building from the private watermain. Premise isolation via a double check valve assembly will be required at each service connection to the municipal watermain as per City Standard (7.9.5)

- The Owner's Engineer shall develop a water service plan strategy that does not create a regulated drinking water service.
- The applicant is to indicate the proposed ownership (one owner or multiple owners). For example, condominium ownership of the residential towers will, create separate ownerships.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- Water servicing to the site will be to City Standard 7.9.4

Transportation:

- See Zoning Application Comments

London Hydro

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H infrastructure is mandatory. 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. Any new or relocation of the existing service will be at the expense of the owner.