

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: The Board of Governors, The University of Western Ontario
(c/o MHBC Planning)
1151, 1163 Richmond Street
File Number: Z-9723, Ward 6

Date: June 11, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of The University of Western Ontario, c/o MHBC Planning, relating to the property located at 1151 and 1163 Richmond Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting June 25, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone, **TO** a Private Road Regional Facility Special Provision (PR*RF(_)) Zone;

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

- i) 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;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Key Directions, City Design and Building policies, Near-Campus Neighbourhoods polices, and the Institutional Place Type policies;
- iii) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood; and
- iv) The recommended amendment support's Council's commitment to increase housing supply and affordability, and initiatives related to the Housing Accelerator Fund that will support the creation of additional housing units for students.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone to a Private Road Regional Facility Special Provision (PR*RF(_)) Zone to permit the development of an eight-storey student residence containing **259 residential suites** (772 bedrooms) on the subject lands. The following special provisions are required to facilitate the development: a reduced front yard depth of 0.0 metres, a reduced exterior side yard depth of 5.6 metres, a reduced interior side yard depth of 6.6 metres, a reduced parking area setback of 1.1 metres, and to permit unlimited encroachments for non-structural architectural elements.

Purpose and the Effect of Recommended Action

The recommended action will permit the development of an eight-storey student

residence containing 259 residential suites (772 bedrooms). All special provisions mentioned above are being recommended for approval.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **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.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – 1163 Richmond Street, Z-5602 – September 14, 1998

1.2 Planning History

On September 14, 1998, City Council passed a Zoning By-law amendment to permit land uses associated with a university use excluding certain accessory uses such as residences, licensed drinking establishments and restaurants. Special provisions were included to permit a maximum height of 8.0 metres and minimum landscaped open space of 30%.

1.3 Property Description and Location

The subject properties, municipally known as 1151 and 1163 Richmond Street, are located in the northwest corner of the University Drive and Richmond Street intersection, within the North London Planning District. The subject lands have a frontage of 85.5 metres along Richmond Street, and 185 metres of frontage along University Drive, with a collective area of approximately 1.4 hectares. The portion of 1151 Richmond Street that is subject to the proposed development is currently vacant and includes a beach volleyball court fronting onto University Drive. 1163 Richmond Street currently contains the former Bank of Montreal building that has been converted by Western for institutional uses. The building is proposed to be demolished to accommodate the development. The "University Gates – East" are located on the subject lands and are identified as a built heritage resource by the Master Development Agreement. No impacts to the gates are anticipated by the proposed development. Richmond Street is a Civic Boulevard with an average daily traffic count of 27,000 vehicles per day, while University Drive is considered a private road with sidewalks on both sides of the street and a bike lane. London Transit bus stops are located along both University Drive and Richmond Street.

Site Statistics:

- Current Land Use: Institutional
- Frontage: 85.5 metres (280.5 feet)
- Depth: 185 metres (606.9 feet)
- Area: 1.4 hectares (3.45 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low-density Residential
- East: Low-density Residential

- South: Institutional
- West: Institutional

Existing Planning Information:

- Existing The London Plan Place Type: Institutional Place Type
- Existing Special Policies: N/A
- Existing Zoning: Regional Facility/Private Road (RF/PR) and Regional Facility Special Provision (RF(7)) Zone

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

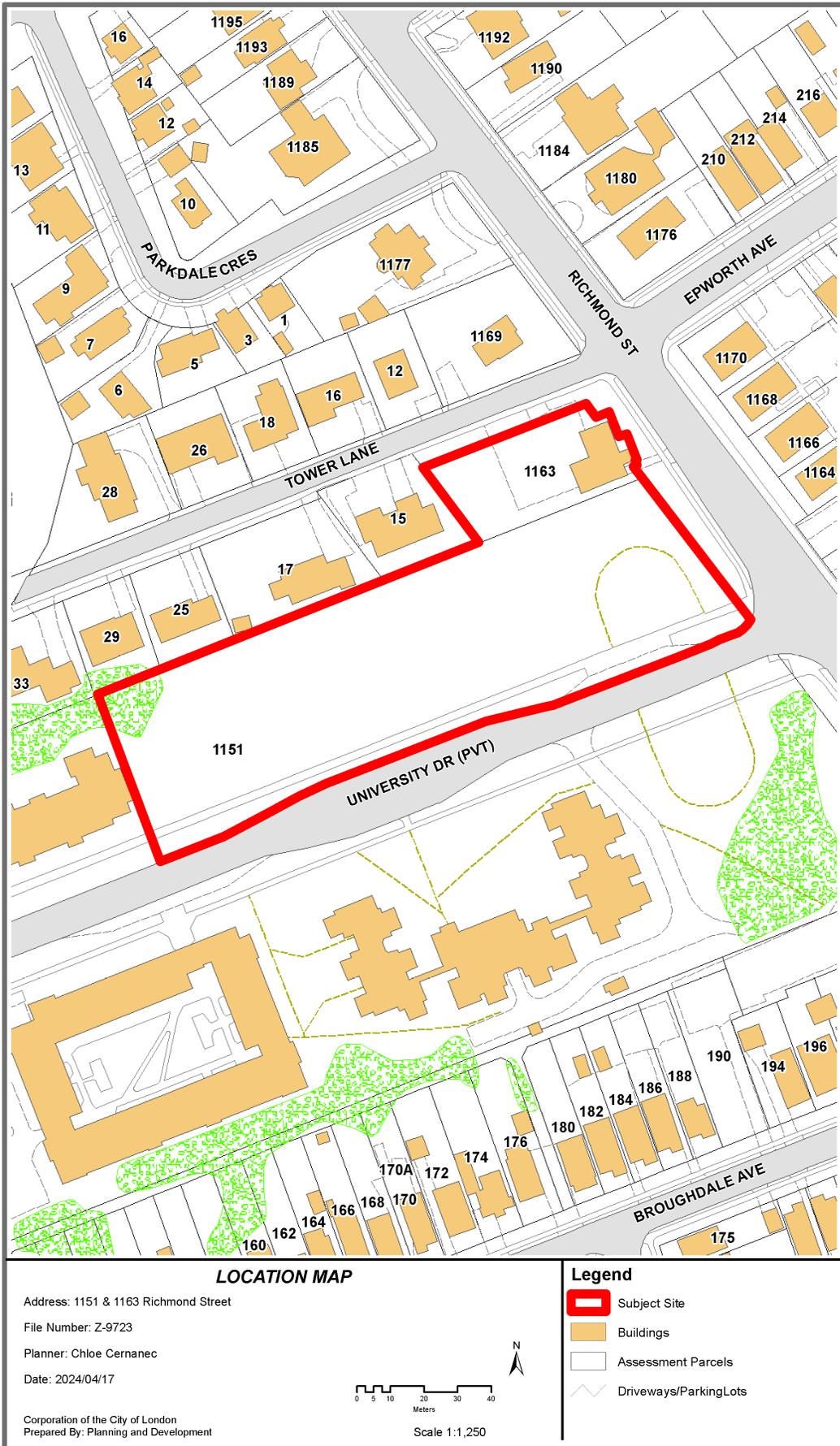


Figure 1- Aerial Photo of 1151, 1163 Richmond Street and surrounding lands



Figure 2 - Streetview of 1163 Richmond Street from Richmond Street (view looking West)



Figure 3 - Streetview of 1151 Richmond Street from University Drive (view looking North)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing an 8-storey student residence consisting of 259 residential suites (772 bedrooms). The proposed building includes a 350-person dining hall on the ground floor fronting on Richmond Street, with a dining hall patio facing University Drive. The proposed building is significantly stepped back from Richmond Street and includes a terrace on top of the two-storey dining hall, as well as a green roof component. Outdoor amenity spaces include a landscaped courtyard and an outdoor volleyball court located to the north of the proposed building, replacing the existing outdoor volleyball court that will be removed to accommodate the proposed development. The existing bus stops along Richmond Street and University Drive will be retained. Further, the University Gates at the entrance to University Drive will be retained.

Parking is provided campus-wide, with the nearest parking lot approximately 100 metres from the subject lands. An additional four parking spaces and a loading/receiving area proposed at the north of the subject lands off Tower Lane for employees and deliveries. A lay-by drop off area is proposed along University Drive, providing for an additional area for deliveries and drop-offs. Bicycle parking is to be provided by way of 28 outdoor spaces, and an additional 37 indoor parking spaces, for a total of 65 spaces.

The proposed development includes the following features:

- Land use: Institutional
- Form: Eight-storey student residence building
- Height: 8 storeys (27m)
- Residential units: 259
- Gross floor area: 28,727m²
- Building coverage: 27%
- Parking spaces: Parking is provided campus-wide, with the nearest parking lot approximately 100 m from the subject lands behind Elgin Hall Residence. Four (4) parking spaces and a loading/receiving area are proposed at the north of the subject lands for employees and deliveries.
- Bicycle parking spaces: 28 outdoor spaces, 37 indoor spaces, total of 65 spaces.

- Landscape open space: 50%

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

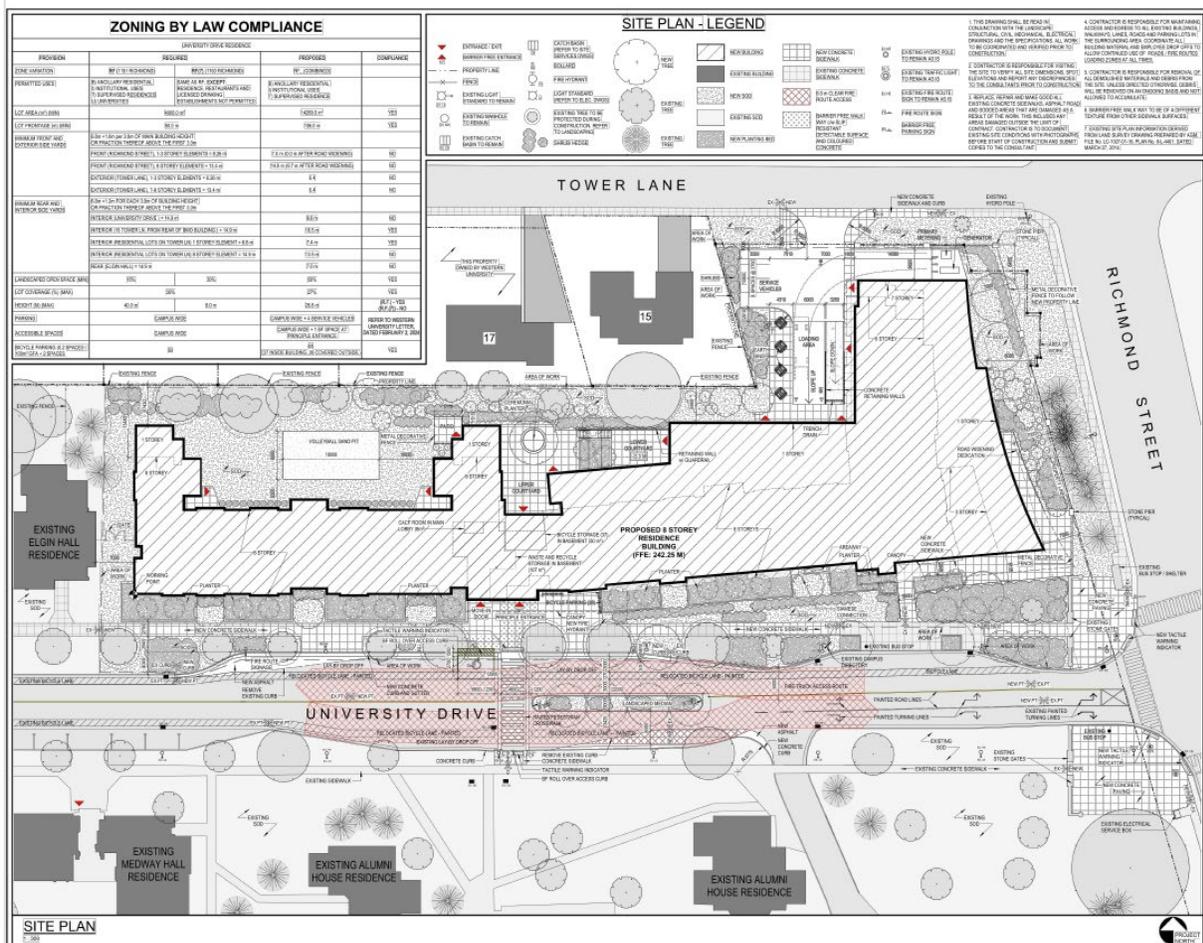


Figure 3 - Conceptual Site Plan (Received March 2024)



Figure 4 – Rendering of proposed eight-storey student residence (Received March 2024)

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

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone to a Private Road Regional Facility Special Provision (PR*RF(_)) Zone. The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (PR*RF(_))	Required	Proposed
Front Yard Depth	14.0m	0.0m
Exterior Side Yard Depth	14.0m	5.6m
Interior Side Yard Setback 1 st and 2 nd storey	7.2m	6.6m
Interior Side Yard Setback Above 2 nd storey	15.6m	13.5m
Parking Area Setback	3.0m	0.9m
Parking Spaces	288 spaces	4 spaces
Encroachments for balconies and non-structural architectural elements		Unlimited
For the purpose of Zoning, the front lot line is deemed to be Richmond Street		

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Proposed parking

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

2.4 Public Engagement

On April 5, 2024, Notice of Application was sent to 228 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 April 11, 2024. A "Planning Application" sign was also placed on the site.

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

Concerns expressed by the public relate to:

- Increased traffic
- Height
- Compatibility within the existing neighbourhood
- Reduced setbacks, especially from properties along Tower Lane
- Reducing visual impact of an important heritage feature at the formal entrance to Western's campus

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

matters of provincial interest are reviewed and discussed in The London Plan analysis below.

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

The London Plan, 2016

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

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

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

Policy 43_ of The London Plan includes policies that will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan and the *Provincial Policy Statement*. In this case, interpretation is needed where the majority of the subject lands fall into the Institutional Place Type and the smaller property at 1163 Richmond Street falls into the Urban Corridors Place Type. As such, the following policy will apply; "The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable. Where boundaries between place types do coincide with physical features, any departure from the boundary will require an amendment to the Plan" (The London Plan, 43_1). For the purposes of this application, this report will only refer to the Institutional Place Type policies.

3.0 Financial Impact/Considerations

There are no direct municipal expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and a contemplated use in accordance with the Institutional Place Type in The London Plan. The Institutional Place Types apply to London's largest educational facilities – Western University and its affiliated colleges and Fanshawe College, as well as large healthcare centres and the Western Fairgrounds, recognizing the substantial impact these uses have on London's economy and social fabric (The London Plan, 1078_). The Institutional Place Type permits accessory uses that are related to the use of these lands for institutional purposes, including dormitories, residences, and other residential uses (The London Plan, 1085_). Staff are agreeable that the proposed use is in conformity with the policies of the existing Place Types of The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed intensity conforms with Table 8 – Summary of Minimum and Maximum Heights by Place Type, which contemplates a minimum height of 2-storeys (8 metres), and a standard maximum height of 12-storeys and upper maximum height of 15 storeys for the Institutional Place Types. As a maximum height of 8-storeys is proposed, reducing in height towards Richmond Street, the proposed development is considered in keeping with The London Plan policies.

The proposed residential intensity also contributes to the intensification targets within the Primary Transit Area and Built Area Boundary (The London Plan, 90_ to 92_). The impacts on adjacent low-rise buildings can be mitigated by building placement, setback and stepbacks, and appropriate landscaping and screening. Staff are of the opinion that the site is in an appropriate location for intensification, given its proximity to existing services, transit, and Western University's campus, while contributing to the ongoing need of student housing within London.

4.3 Form

All planning and development applications will conform with the City Design policies of The London Plan (The London Plan, 194_). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (The London Plan, 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (The London Plan, 252_ and 255_). Buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (The London Plan, 259_).

A two-storey dining hall is proposed on the ground floor fronting Richmond Street, with the dining hall and main building entrance oriented to the University Drive Corridor. The building orientation at the corner of the site, creates pedestrian-friendly and active frontages along both Richmond Street and University Drive.

The proposed built form is consistent with the Institutional Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of Western University (The London Plan, 1084_1). Specifically, facilitating a development that supports a positive pedestrian environment (The London Plan, 193_).

4.4 Zoning Provisions

The subject properties are zoned Regional Facility with a Private Road Symbol (PR*RF). The Regional Facility Zone regulates large scale institutional facilities and permits ancillary residential uses and supervised residences, where the Private Road Symbol applies to the zone due to the presence of structures and buildings with frontage on private roads.

Removal of Regional Facility RF(7) Zone – 1163 Richmond Street is the small portion of the subject site located on the southwest corner of Tower Lane and Richmond Street. The property is currently zoned Regional Facility Special Provision (RF(7)) Zone. The applicant is requesting the removal of the RF(7) Zone, as this zone variation does not permit student residences, licensed drinking establishments and restaurants, and establishes site-specific provisions including; a maximum height of 8.0 metres; minimum landscaped open space provision (30%), and the restriction on percentage of floor area occupied by a retail use. As a result of the proposed development, the existing building on 1163 Richmond Street is to be demolished and the parcel will be redeveloped with the proposed 8-storey (26.8 metres) student residence. Staff are of the opinion that the

request to remove the RF(7) Zone is appropriate in the context of this project as the proposed development adequately considers compatibility elements with the adjacent neighbourhood in the following ways:

- The height reduces to one storey along Richmond Street and a portion of Tower Lane, creating a pedestrian-oriented streetscape that reflects the intent of the 8.0 metre height restriction in this area;
- The proposed development provides 50% open space, well above the 30% requirement stipulated in the Special Provision;
- A retail use, which may generate additional parking demands from visitors and employees, is not proposed; and,
- A university residence is an appropriate use that is compatible with the surrounding residential neighbourhood, including mid- and high-rise residential buildings proximate to the subject lands.

The applicant has requested the following special provisions as part of this application.

Richmond Street as the Defined Front Yard - The Amendment proposes to establish Richmond Street as the front yard for zoning purposes, where the Zoning By-law directs that Tower Lane would be considered the zoning frontage (as the shortest street frontage). This request is made to simplify the application of zoning regulations to the site and to acknowledge that Richmond Street functions as the main public street frontage for the subject lands.

Front Yard Depth – The applicant is requesting a special provision to permit a front yard depth of 0.0 metres (after road widening), whereas 14.0 metres would be the minimum front yard setback required. The reduced front yard setback is supported by London Plan policies, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (The London Plan, 259_). Staff are supportive of the reduced front yard setback as the proposed building steps down to one storey along Richmond Street and will create a human-scale relationship with the public realm that is comfortable for pedestrians.

Interior and Exterior Side Yard Depth and Parking Area Setback – The applicant is requesting a special provision to permit a minimum north interior side yard depth of 6.6 metres (1-storey) and 13.5 metres (8-storeys), whereas 7.2 metres (1-storey) and 15.6 metres (8-storeys) is the minimum required. The applicant is also requesting an exterior side yard depth of 5.6 metres, whereas 14.0 metres is the minimum required toward Tower Lane. The applicant is also requesting a parking area setback of 0.9 metres whereas 3.0 metres is the minimum required. Staff have no concerns with the reduced setbacks, given that the proposed exterior side yard setback is greater than the existing setback of the former Bank of Montreal building which will provide increased sight lines for turning vehicles; landscaping and fencing will be effectively used to soften the transition between the proposed development and adjacent properties; and shadows have been assessed in the Urban Design Brief, with impacts on the rear yards of the adjacent low-rise dwellings being minimal from noon onward during the outdoor seasons (spring, summer, and autumn). Staff are supportive of the reduced setbacks, as the development is still able to ensure appropriate spacing between buildings will exist allowing for light, landscape buffering, and fencing.

Reduced Parking – Parking is provided campus-wide, with the nearest parking lot approximately 100 metres from the subject lands behind Elgin Hall Residence. An additional four parking spaces and a loading/receiving area are proposed at the north of the subject lands for employees and deliveries. Further, Western University prepared a Parking Impact Assessment (dated February 2, 2024) detailing the parking demand for student residences on campus and parking supply on campus. The letter explains that only 3.6% of students in residence apply for parking permits, which would equate to a demand of 11 spaces for the proposed development. Adequate parking is available on campus to accommodate the additional parking demand, additional parking will be considered as part of the ongoing campus-wide parking study. Staff have no concerns with the reduced parking rate.

4.5 Near-Campus Neighbourhood

The Near-Campus Neighbourhoods are located within proximity to Western University and Fanshawe College and are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (The London Plan, 962_, 963_ and 964_). The subject site is identified as being in proximity to Western University. The policies are meant to augment the applicable place type policies and the Our Tools within The London Plan (The London Plan, 962_). A number of planning goals have been established to serve as an additional framework for all planning applications, including:

- Plan for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas and recognizing areas that have already absorbed significant amounts of intensification;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Directing residential intensification to transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning to allow for residential intensification which is appropriate in form, size, scale, mass, density, and intensity.
- Ensuring that residential projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties;
- Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of The London Plan;
- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

The proposed development will provide intensification on an underutilized site (vacant institutional) and encourages an appropriate form of development, adjacent to a significant transit corridor. The proposed zoning will ensure that the development can be appropriately accommodated on the site, and within the surrounding context. Further, the proposed development provides for a built form that is considered compatible and respectful to adjacent properties. The design of the site will enhance the streetscape and contribute to the overall character of the campus and responds to the needs of future Western University students. Staff is of the opinion that the proposed development aligns with the intent of the Near-Campus Neighbourhood policies.

4.6 Housing Accelerator Fund Initiative

The City of London's successful application for the Housing Accelerator Fund (HAF) from Canada Mortgage and Housing (CMHC) was announced on September 13, 2023. To secure funding, the City was required to demonstrate how HAF funds will achieve additional housing units beyond what will otherwise be achieved. The HAF funds must be spent on implementing a series of housing acceleration initiatives and any remaining funding can be used to support affordable housing, housing-related infrastructure, and community-related infrastructure.

The first HAF initiative is to identify and pro-actively rezone lands within 1.5 km of transit stations and to explore additional incentives to facilitate high-density, mixed-use development.

While this application is not directly associated with the HAF initiative nor receiving any funding from HAF, it supports and aligns with the City's goals in achieving increased intensity surrounding transit stations and routes. The increase in available student residences on campus may also result in additional vacancies off-campus and assist in alleviating intense housing pressure in the area.

4.7 Neighbourhood Concerns

Public comments received on the proposed application expressed concerns related to the following:

- Increased traffic
- Height
- Compatibility within the existing neighbourhood
- Reduced setbacks, especially from properties along Tower Lane
- Reducing visual impact of an important heritage feature at the formal entrance to Western's campus

Justification for the recommended special provisions, including setbacks, height, and site design can be found within the previous sections of the report (Section 4.1 - 4.4 – Use, Intensity, Form, Special Provisions).

Increased Traffic:

It is important to note that the student residence is to be treated as such, rather than a typical 8-storey residential development. As noted in the submitted parking assessment, only a small minority of students (3.6%) in residence apply for parking, therefore, a minimal increase in vehicular traffic is anticipated. Further, nearby public transit stops are to be maintained and utilized by students, along with sufficient active transportation routes provided along University Drive and Richmond Street.

Impact on Heritage Feature (University Gates – East)

A Heritage Impact Assessment was submitted, with specific regard for the University Gates, and reviewed by Heritage Staff. As the University Gates will be retained and not impacted by the proposed development, Heritage staff have no concerns with the development and is generally supportive of the application.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone to a Private Road Regional Facility Special Provision (PR*RF(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit an 8-storey, 256-unit, university residence development.

Prepared by: **Chloe Cernanec,
Planner, Planning Implementation**

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

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

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

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

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1151,
1163 Richmond Street

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 1151, 1163 Richmond Street as shown on the attached map comprising part of Key Map No. A102, **FROM** a Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone **TO** a Private Road Regional Facility Special Provision (PR*RF(_)) Zone.
2. Section Number 31.4 of the Regional Facility Zone is amended by adding the following Special Provisions:

PR*RF() 1151, 1163 Richmond Street

a. Regulations

- | | | |
|-------|--|-------------|
| i) | Front Yard Depth (min) | 0.0 metres |
| ii) | Rear Yard Depth (min) | 7.0 metres |
| iii) | Exterior Side Yard Depth (min) | 5.5 metres |
| iv) | Interior Side Yard Setback
1 st and 2 nd storey (min) | 6.5 metres |
| v) | Interior Side Yard Setback
Above 2 nd storey (min) | 13.0 metres |
| vi) | Parking Area Setback (min) | 0.5 metres |
| vii) | Parking Spaces | 0 spaces |
| viii) | Encroachments for balconies and
non-structural architectural elements | Unlimited |
| vii) | For the purpose of Zoning, the front lot line is deemed to be Richmond Street | |

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.

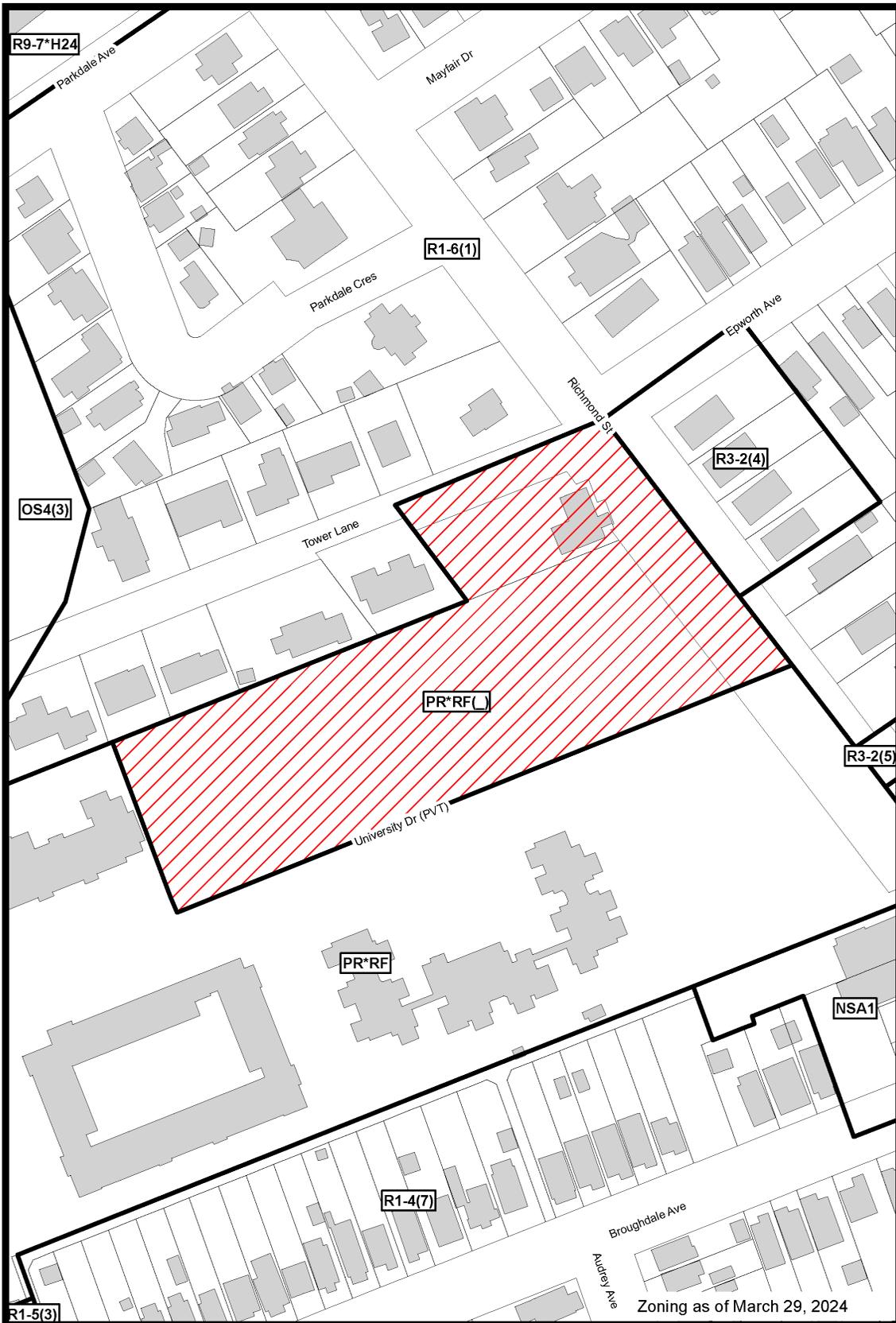
PASSED in Open Council on June 25, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 25, 2024
Second Reading – June 25, 2024
Third Reading – June 25, 2024

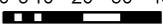
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9723
Planner: CC
Date Prepared: 2024/04/17
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40
 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Institutional
Frontage	85.5 metres (280.5 feet) along Richmond Street, 185 metres (606.9 feet) along University Drive
Depth	50 metres (164 feet)
Area	1.4 hectares (3.45 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low-Density Residential
East	Low-Density Residential
South	Institutional
West	Institutional

Proximity to Nearest Amenities

Major Intersection	Richmond Street & Huron Street, 304.5m
Dedicated cycling infrastructure	University Drive – bike lane, 0m
London Transit stop	University Drive & Richmond Street, 0m
Public open space	Broughdale Park, 250m
Commercial area/use	CF Masonville Place, 2,300m
Food store	Loblaws Richmond Street, 2,500m
Primary school	Old North Public School, 1,200m
Community/recreation amenity	Thompson Arena, 1,745m

B. Planning Information and Request

Current Planning Information

Current Place Type	Institutional at the intersection of a Civic Boulevard (Richmond Street) and a Neighbourhood Street (University Drive)
Current Special Policies	N/A
Current Zoning	Private Road Regional Facility (PR*RF) and Regional Facility Special Provision (RF(7)) Zone

Requested Designation and Zone

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

Requested Special Provisions

Regulation (PR*RF())	Required	Proposed
Front Yard Depth	14.0m	0.0m
Exterior Side Yard Depth	14.0m	5.6m
Interior Side Yard Depth	7.2m-15.6m	6.6m-13.5m
Parking Area Setback	3.0m	0.9m
Encroachments for balconies and non-structural architectural elements		Unlimited

For the purpose of Zoning, the front lot line is deemed to be Richmond Street

C. Development Proposal Summary

Development Overview

The purpose and effect of the recommended action is to permit the development of an 8-storey student residence consisting of 259 residential suites (772 bedrooms). The building includes a 350-person dining hall on the ground floor fronting on Richmond Street, with a dining hall patio facing University Drive. The building is proposed to be stepped back from Richmond Street and include a terrace on top of the two-storey dining hall, as well as a green roof component.

Proposal Statistics

Land use	Institutional – Ancillary Residential Uses
Form	Student Residence
Height	8 storeys (26.8 metres)
Residential units	259 (772 bedrooms)
Density	183 units per hectare
Gross floor area	28,727m ²
Building coverage	27%
Landscape open space	50%
New use being added to the local community	No

Mobility

Parking spaces	Parking provided campus-wide
Vehicle parking ratio	N/A
New electric vehicles charging stations	N/A
Secured bike parking spaces	28 outdoor spaces, 37 indoor parking spaces, total of 65 spaces
Secured bike parking ratio	0.25 spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

Environmental Impact

Tree removals	8
Tree plantings	16 (recommended)
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings



Building Elevations: South & East



Building Elevations: North & West



Building Rendering: Pedestrian view from Richmond Street (Received March 2024)



Building Rendering: Aerial View (Received March 2024)



Building Rendering: Pedestrian view from University Drive (Received March 2024)



March 10 am



March 12 pm



March 3 pm



June 10 am



June 12 pm



June 3 pm

Shadow Study: March & June, 10:00am-3:00pm



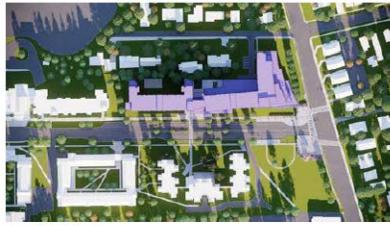
September 10 am



September 12 pm



September 3 pm



December 10 am



December 12 pm



December 3 pm

Shadow Study: September & December, 10:00am-3:00pm

Appendix D – Internal and Agency Comments

Site Plan – Received April 29, 2024

Major Issues

- none

Matters for OPA/ZBA

- Special provisions required for reduced front and exterior side yard depth, interior side yard depth and parking area setback.
- As the underlying zone is consistent with the rest of the campus lands, lot coverage, landscaped open space, rear yard etc. are based on the entire land holding and the zone boundary does not act like a lot line.
- A special provision is recommended to allow unlimited encroachments for balconies and non-structural architectural features.
- The parking required is 288 spaces and there are 4 service vehicle parking spaces provided. The approach to parking has been proposed as a 'campus-wide approach' however there are no quantitative details regarding the total number of existing parking spaces on campus, the total GFA of existing building, the associated demand and whether or not there is a surplus that can accommodate the new demand.

Matters for Site Plan

- Site Plan Application SPA23-115 is under active review.

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

Heritage – Received April 10, 2024

- Heritage is generally supportive of the application. Heritage staff have reviewed the updated Heritage Impact Assessment (MHBC Ltd., Heritage Impact Assessment, Revised February 7, 2024) associated with Z-9723.
- They've been submitting other materials through their concurrent site plan process too and everything is looking good so no issues.

Heritage Impact Assessment

- Heritage staff have reviewed the following Heritage Impact Assessment associated with Z-9723:
 - MHBC Ltd. *Heritage Impact Assessment: Proposed University Drive Student Residence 1151 Richmond Street (Medway Hall and University East Gates) & 1163 Richmond Street (BMO Bank of Montreal Building), London, Ontario, February 7, 2024.*
- Heritage staff encourage the implementation of the mitigation recommendations outlined in Section 8.2 of the Heritage Impact Assessment before, during, and after the construction of the new residence.

Archaeology

- Heritage staff have reviewed the following Archaeological Assessment associated with SPA23-115:
 - TMHC Inc., *Stage 1-2 Archaeological Assessment, University Drive New Student Residence, Project No. 9M5191, Western University, 1151 Richmond Street and 1163 Richmond Street, City of London, Part of Lot 15, Concession 3, Geographic Township of London, Middlesex County, Ontario (PIF P450-0105-2023) January 8, 2024.*

- Staff have also received the Ministry of Citizenship and Multiculturalism's confirmation that the assessment has been accepted and entered into the Public Register of Archaeological Reports.
- Please note, the Notice of Application along with the Heritage Impact Assessment has been circulated to the Community Advisory Committee on Planning (CACP). They will consider the application at their next meeting scheduled for this evening, April 10, 2024.

Parks Planning – Received May 1, 2024

- The City's Legal department has been in contact with UWO regarding the registration of the required easement for parkland dedication. Parks will continue to work with UWO through the site plan process to finalize.

Urban Design – Received April 22, 2024

Major Issues

- None

Matters for ZBA

- Urban Design has no further comments for the above-noted ZBA as all of our previous comments have been addressed.

Matters for Site Plan

- All of the Urban Design comments for site plan have been addressed through the Site Plan Application process.

Ecology – Received April 16, 2024

- No comments/concerns.

UTRCA – Received April 18, 2024

- As indicated, the subject lands *are* regulated by the UTRCA due to the presence of a riverine flooding hazard. We have been involved in numerous discussions with the applicant related to the development of these lands. The UTRCA has *no objections* to the proposed Zoning By-law Amendment. However, the applicant is advised to continue discussions with UTRCA staff related to the Site Plan Application for these lands.
- The UTRCA reminds the applicant that a Section 28 permit application is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Landscape Architecture – Received May 10, 2024

- Development and Planning's Landscape Architect has reviewed the Arborist Report prepared by Shayne Plowman ISA Certified Arborist: ON-0425A GLN Farm & Forest Research Co. Ltd. The report inventoried 103 trees of these 13 are Distinctive Trees [6 to be removed, 6 will sustain Injury], and 14 [2 to be removed] are located on public land (municipal road allowance of Richmond St).

Matters for Site Plan

- Boundary trees identified in the tree preservation plan that are impacted by the development will require consent to injure or remove. A recommendation for consent will be forwarded for Site Plan Review.
- A recommendation for proof of payment for the coordinated removal of city trees will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.
- 16 replacement trees to be recommendation to Site Plan Review.

Engineering – Received May 16, 2024

- Engineering has no further comments on this application. All engineering concerns have been satisfied by SPA23-115.

- With regards to any traffic concerns, Transportation has confirmed this development should not generate a substantial amount of traffic as the student demographic will likely be dependent on public transportation rather than cars.

Appendix E – Public Engagement

Community Engagement:

Community Information Meeting - Western held a community meeting regarding this project on June 26, 2023, and included attendees (invitees) from the St. George-Grosvenor, Broughdale, and Orchard Park and Sherwood Forest neighbourhood associations, as well as three (3) other local residents who were invited based on their prior interest in Western initiatives in this area.

Notice of Application - On April 5, 2024, Notice of Application was sent to 228 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 April 11, 2024. A “Planning Application” sign was also placed on the site.

There were three responses received during the public consultation period.

Public Comment #1 – Chris Butler

Chloe (plus CC to my Ward 6 Councillor Trosow)

Please add this to your **public record** of input on recommended requirements to go to Council & PEC Committee Members @ respect to your Student resident file Z 9723 . I will not be attending your tell & sell meeting but fully ask you to submit this to both Get Involved / PEC & Council as feedback .

<https://london.ca/sites/default/files/2024-04/1151%20%26%2011163%20Richmond%20ZBA.pdf>

Change order requirements to implement ;

1. Like the “ LUXE “ buildings just north of this site , provide the leadership & direction as the Lead POC / Planner to immediately add this request for a vehicle “ curb cut in “ about 100 ft long in front of the current BMO Bank BLDG on the west side of Richmond just North of the current University Gates to “ managed “ drop off & pickup of the + 700 Students expected to live in this residents . (Uber / All Services / Deliveries ETC ETC ETC) . UWO & students don't own Richmond St and I don't want to wait 2 years like the LUXE Bldgs to restore 2 lanes of uninterrupted North to South traffic flow .
2. The plan image illustrates an extra wide right turn into the current university gates going west when transitioning from north to south on RICHMOND St . We all know that will delay & slow the turn off Richmond for both large vehicles, buses , UWO internal transit and delay that south bound lane on Richmond. Just ask UWO to move their north side entrance masonry gate 8 – 10 feet north of its current site as a condition of approval to smooth this turn out. There are TONNES OF Examples in London where this type of turn takes away already limited traffic capacity by significantly delaying right hand turns for transit & vehicles. (EG :: Adeliade & Cheapside – Sam's ward)
3. As a taxpayer I am supportive of UWO adding addition student resident capacity to take the pressure off residential rents in the “ near campus zone “ but I AM ONE AND DONE with paying for your fair share of student LTC transit . There are next to zero services of interest students after hours on Campus and you need to pay your fair share . Please make this requirement contingent on plan approval.

THXS – Chris Butler – [REDACTED] – London – WARD 6

Public Comment #2 – Broughdale Community Association

Dear Ms. Cernanec,

We are in receipt of the request for a zoning amendment application for the proposed Western Residence to be situated on University Drive with one façade (the dining hall) close to and directly facing Richmond Street.

Although we strongly support the provision of more student housing on campus, and understand the need for a large new residence, we do have some concerns about the impact of this eight-storey building on the Broughdale neighbourhood. Specifically, we are concerned about (1) the Special Provisions to allow reduced setbacks on all four sides of the proposed building, and (2) the impact on traffic, both at the University Gates intersection and at the intersection of Richmond and Epworth/Tower Lane.

As it is currently designed, the proposed building comes very close to a busy public street (Richmond) and the effect is going to be a massive intrusion on that corner at the Gates. We have learnt from experience that the University has huge leeway to build what it likes on its own land, but we believe that the current zoning should be respected. The zoning by-law has setback requirements in place to protect residents' safety and privacy, and to protect the environment. These are guidelines that should be adhered to by *everyone*, and **we ask that no reduced setbacks be permitted.**

Any change to the rear set back will significantly affect residents on Tower Lane who are already going to be overwhelmed by a gargantuan eight-storey building stealing their daylight and their privacy.

The setback from Richmond Street is also a critical one. There will be delivery, service and garbage removal vehicles accessing the rear of the new residence from Tower Lane and this has potential to cause a very hazardous situation on Richmond, as large trucks stop just north of the traffic lights at University Drive, to turn into the residence delivery bay off Tower Lane. Any variance from the currently permitted setback could also allow the new residence to extend beyond the University Gates, thereby diminishing the green space buffer between the campus and Richmond Street and **reducing the visual impact of an important heritage feature at the formal entrance to Western's campus.**

Our other main worry, and it is a significant one, is the effect both during construction, and then once the building is in place, on pedestrian safety and the safe movement of vehicles on Richmond Street between the University Gates and Epworth Avenue.

Right now, the intersection at the University Gates is a well-known nightmare and is the site of numerous accidents. Before any decision regarding re-zoning is made, we strongly urge the Planning department to consult with the Streets and Traffic department to analyze this junction, as well as the next intersection to the north at Epworth Avenue and Tower Lane. **A traffic study is essential.**

Moreover, there are bus stops on both sides of Richmond near the gates. These stops already cause massive tailbacks when buses stop to take on/let off passengers and, in our opinion, it is well past time to install bus bays to help get buses off the roadway, thereby improving traffic flow and safety.

The proposed new residence will probably exacerbate this situation because many of its almost 800 residents will likely want to use their USC bus passes to commute downtown. While this is very desirable environmentally, it will markedly add to the pedestrian congestion at that intersection and therefore should be reviewed in consultation with London Transit.

In conclusion, while we appreciate the need for additional student housing on campus, it is essential to uphold existing zoning by-laws regarding height and minimum setbacks, and to conduct a traffic study, in order to protect the safety and well-being of our community.

Thank you for your consideration of our concerns. We are available to discuss any of the above at your convenience.

Sincerely,

Susan Bentley
Interim President
Broughdale Community Association

Public Comment #3 – Yuanhang Wu

Dear Ms. Chloe Cernanec and City of London Zoning Committee,

I hope this email finds you well. I am writing to express my deep concern regarding the proposed zoning bylaw amendment for the construction of an 8-story student residence across the street from our rental property at [REDACTED].

As a long-standing resident and property owner in this neighborhood, I have witnessed firsthand the delicate balance of our community's dynamics. While I appreciate the need for development and growth, I believe that the proposed project raises significant issues that must be carefully considered.

Primarily, the construction of such a tall building in close proximity to residential properties like ours could have adverse effects on the quality of life for the current residents. Concerns such as increased noise, traffic congestion, and a potential decrease in property values are legitimate worries that must not be overlooked.

Moreover, the intended use of the building as a student residence raises additional concerns. While I understand the importance of providing housing for students, it is crucial to ensure that such developments are compatible with the existing neighborhood and do not disrupt the peace and tranquility that we value.

I urge the zoning committee to thoroughly assess the potential impacts of this project on the surrounding community and to consider alternative solutions that better align with the neighborhood's character and needs. It is essential to engage in transparent and inclusive decision-making processes that take into account the input and concerns of all stakeholders.

In conclusion, I respectfully request that the zoning committee reconsider the proposed zoning bylaw amendment and explore alternatives that prioritize the well-being and interests of the community.

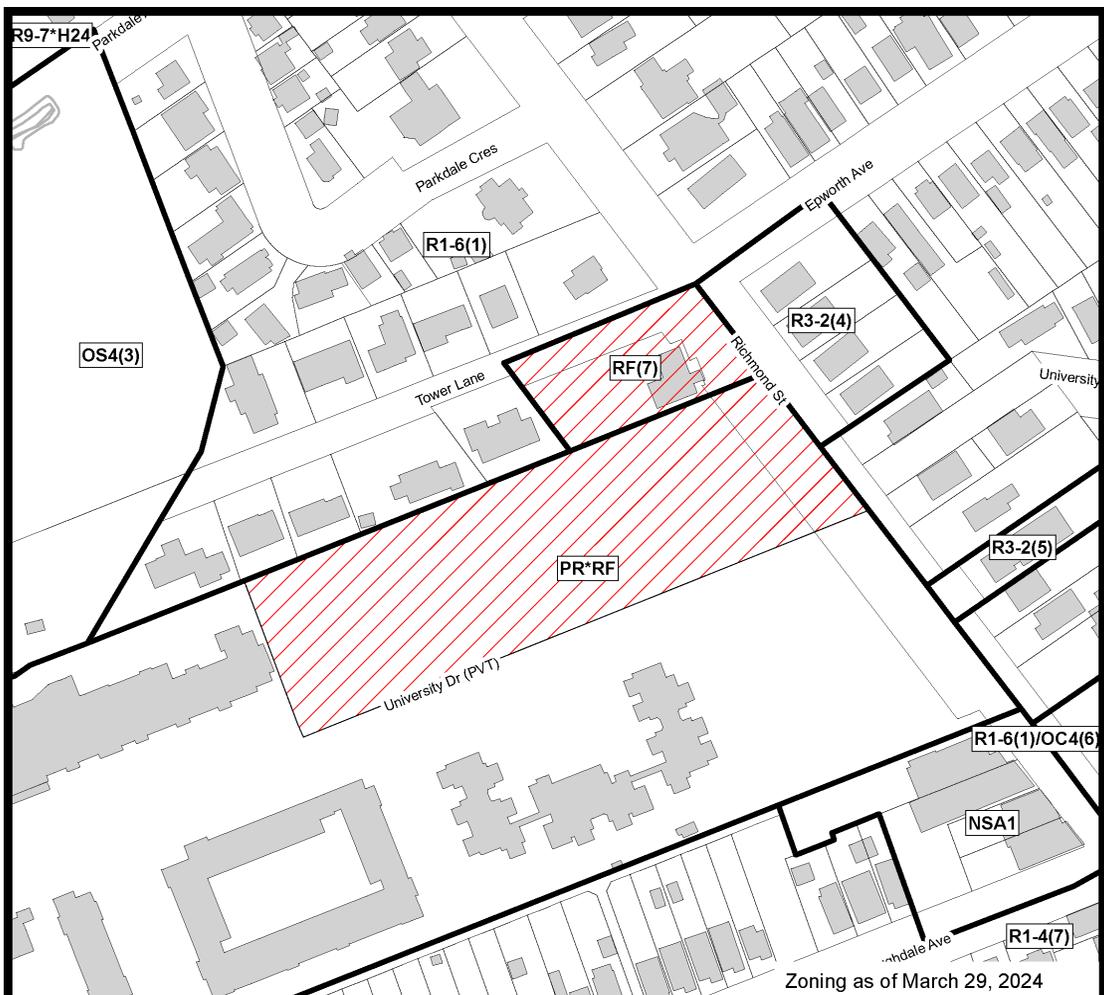
Thank you for your attention to this matter. I look forward to hearing from you soon.

Sincerely,

Yuanhang Wu

Appendix F – Relevant Background

Zoning By-law No. Z.-1 – Zoning Excerpt



Zoning as of March 29, 2024



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: RF(7) & PR*RF

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

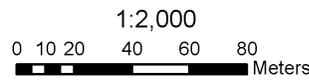
ZONING BY-LAW NO. Z.-1 SCHEDULE A



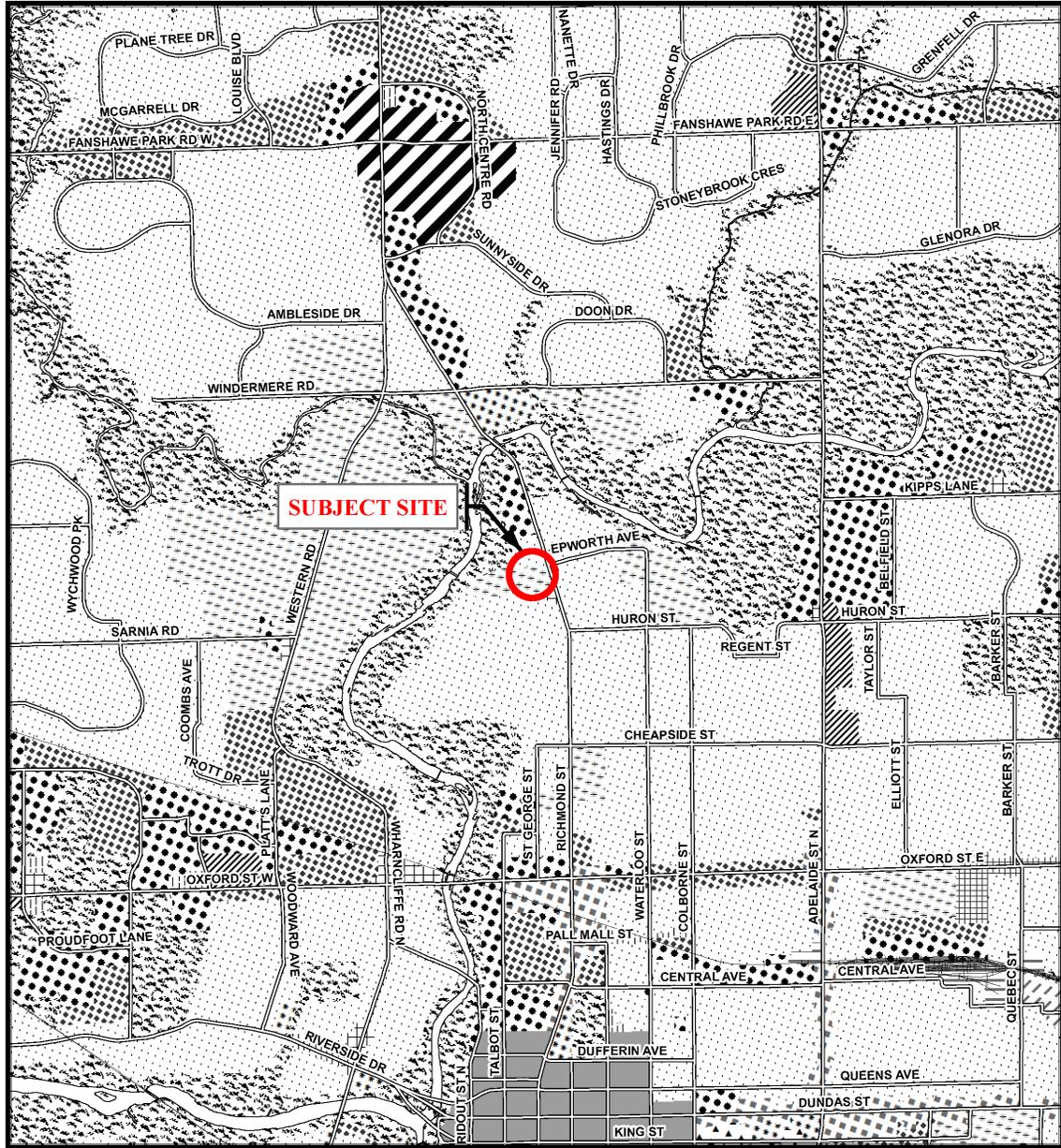
THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
Z-9723 CC

MAP PREPARED:
2024/04/17 RC



Official Plan Schedule A – Land Use



Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

CITY OF LONDON Planning & Development OFFICIAL PLAN SCHEDULE A - LANDUSE - <small>PREPARED BY: Graphics and Information Services</small>	 Scale 1:30,000 0 150 300 600 900 1,200 1,500 Meters	FILE NUMBER: Z-9723 PLANNER: CC TECHNICIAN: RC DATE: 2024/04/17
--	---	--

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd