

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: Old Oak Properties Inc.
London Psychiatric Hospital - 850 Highbury Avenue North
File Number: Z-9577/O-9766, Ward 3
Public Participation Meeting

Date: October 2, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Old Oak Properties Inc. relating to the property located at 850 Highbury Avenue

- (a) The proposed by-law, attached hereto as Appendix "A", **BE INTRODUCED** at the Municipal Council meeting to be held on October 15, 2024, to amend the Official Plan, The London Plan as follows:
- i) **REVISE** Map 1 – Place Types – to redesignate the subject lands **FROM** Transit Village and Green Space Place Types **TO** modified areas comprising Transit Village and Green Space Place Types;
 - ii) **REVISE** Map 3 – Street Classifications - to **MODIFY** the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan;
 - iii) **REVISE** Map 4 – Active Mobility Network - to **MODIFY** the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan;
 - iv) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to **AMEND** the Transit-Oriented Corridor Policy Area 1 and divide into Transit-Oriented Policy Area 1A for the corner of Highbury Avenue North and Oxford Street East and Policy 1B for the rest of the former Policy Area 1;
 - v) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to **REMOVE** references to the Standard Maximum Height and **REPLACE** references to the Upper Maximum Height with Maximum Height;
 - vi) **REVISE** London Psychiatric Hospital Secondary Plan Section 3.2, including Table 1 – Summary of Maximum and Minimum Permitted Heights by Designation as follows:
 - i. **REMOVE** references to the Standard Maximum Height and Upper Maximum Height and **REPLACE** with Maximum Height;
 - ii. Redesignate Transit-Oriented Corridor Policy Area 1A **FROM** a Maximum of 22 storeys **TO** a Maximum of 32 storeys;
 - iii. Redesignate Transit-Oriented Corridor Policy Area 1B **FROM** a Maximum of 22 storeys **TO** a Maximum of 30 storeys;
 - iv. Redesignate Transit-Oriented Corridor Policy Area 2A **FROM** a Maximum of 12 storeys **TO** a Maximum of 20 storeys;
 - v. Redesignate Transit-Oriented Corridor Policy Area 2B **FROM** a Maximum of 16 storeys **TO** a Maximum of 25 storeys;
 - vi. Redesignate Residential Policy Area 1A **FROM** a Maximum of 4

storeys **TO** a Maximum of 8 storeys on lands located more than 80 metres from the Treed Allée along Street C;

- vii. Revise the Built Form and Intensity policies for the western portion of Residential Policy Area 1A to permit heights above the 8 storeys shown on Schedule 4, up to 12 storeys adjacent to the Transit Oriented Corridor Designation subject to the recommendations of a Heritage Impact Assessment acceptable to the City.
 - viii. Redesignate Residential Policy Area 1B **FROM** a Maximum of 12 storeys **TO** a Maximum of 20 storeys; and,
 - ix. Redesignate Village Core **FROM** a Maximum of 4 storeys **TO** a Maximum of 8 storeys on lands located more than 60 metres from a heritage designation.
- vii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan to **MODIFY** the street network; **MODIFY** the Active Transportation Connection; and change the land use **FROM** Lowrise-Midrise and Open Space **TO** Lowrise-Midrise and Open Space;
 - viii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas to **MODIFY** the street network and change the land use **FROM** Residential and Open Space Designations **TO** Residential and Open Space Designations;
 - ix) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations as follows:
 - i. **MODIFY** the street network;
 - ii. **AMEND** the sub area designations for Blocks 6 & 27 **FROM** Residential Policy Area 1A and Open Space Policy Area 1 **TO** Residential Policy Area 2 and Open Space Policy Area 1; and,
 - iii. **AMEND** the sub area designations for Blocks 13-15 **FROM** Transit-Oriented Corridor Policy Area 1 **TO** Transit-Oriented Corridor Policy Area 1B.
 - iv. **AMEND** the sub area designations for Block 16 **FROM** Transit-Oriented Corridor Policy Area 1 **TO** Transit-Oriented Corridor Policy Area 1A.
 - v. **AMEND** the sub area designations for Blocks 17 & 18 **FROM** Transit-Oriented Corridor Policy Area 2B **TO** Transit-Oriented Corridor Policy Areas 1B and 2A.
 - x) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan as follows:
 - i. **MODIFY** the street network;
 - ii. **AMEND** the minimum-maximum height for Block 7 **FROM** 2-4 Storeys and Open Space **TO** 2-6 Storeys and Open Space;
 - iii. **AMEND** all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation **WITH** the Maximum Height;
 - iv. **AMEND** the maximum height for Block 16 **FROM** 22 Storeys **TO** 32 Storeys;
 - v. **AMEND** the maximum height for Blocks 13-15 and 17 **FROM** 22 Storeys **TO** 30 Storeys;
 - vi. **AMEND** the maximum height for Block 12 **FROM** 16 Storeys **TO** 25

Storeys;

- vii. **AMEND** the maximum height for Blocks 18 and 19 **FROM** 12 and 16 Storeys **TO** 20 Storeys;
 - viii. **AMEND** the maximum height for the western portions of Blocks 10 and 11 **FROM** 4 Storeys **TO** 8 Storeys; and,
 - ix. **AMEND** the maximum height for Blocks 2 and 26 **FROM** 12 Storeys **TO** 20 Storeys.
 - x. **AMEND** the maximum height for Block 1, the eastern portion of Block 3, and the western portion of Block 4 **FROM** 4 Storeys **TO** 8 Storeys.
 - xi) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan to **MODIFY** the Neighbourhood Streets and Neighbourhood Connectors;
 - xii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network to **MODIFY** the street network; relabel **FROM** Buffered Bike Lane **TO** In-Boulevard Bike Lane and **MODIFY** the In-Boulevard Bike Lane and Multi-Use Pathway;
 - xiii) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework to **MODIFY** the street and block fabric;
 - xiv) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities to **MODIFY** the Priority View Terminus, street and block fabric; and,
 - xv) **REVISE** London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area to **MODIFY** the street network; and change the land use **FROM** Residential and Open Space **TO** modified areas comprising Residential and Open Space.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting October 15, 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 Regional Facility (RF) Zone, **TO** a Residential Special Provision R9 (R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98) Zone, Holding Residential Special Provision R9 (h-80•R9-7(***)•H82) Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(****)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-*•R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R9/Neighbourhood Facility (h-80•h-*•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-*•R5-7(**)/R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D150•H28) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D125•H22) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(**)•D125) Zone, Holding Residential Special Provision R8 (h-80•h-*•R8-4(***)•D150) Zone, Business District Commercial / Community Facility / Heritage (BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-*•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-*•OS1/NF1) Zone, Open Space (OS1) Zone, and Urban Reserve (UR1) Zone;

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

- i) the recommended amendment is consistent with the PPS 2020;
- ii) the recommended amendment conforms to the policies of The London Plan, including, but not limited to, Our Strategy, City Building Policies, and the vision for the Transit Village Place Type; and,

- iii) the recommended amendment will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands.
- (c) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised through the application review process for the property located at 850 Highbury Road North;
- (d) the Site Plan Approval Authority **BE REQUESTED** to consider the following:
 - i) the provision of short and long-term public bicycle parking in the development of each block through the site plan process;
 - ii) the provision for publicly-accessible pedestrian and/or cycling connections through proposed large development blocks site connecting with the adjacent pedestrian & cycling networks and rapid transit stations;
 - iii) the provision of enhanced landscaped open space features on large development blocks and the limiting of surface parking areas to ensure adequate amenity space and tree canopy;
 - iv) Landscaping to include a minimum 50% native species, with no invasive species planted;
 - v) Investigate renewal sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
 - vi) Investigate air source heat pump options;
 - vii) Utilize bird friendly policies using the CSA standard;
 - viii) The impacts of proposed development on the heritage designated Block 20, the Horse Barn, be assessed through a Heritage Impact Assessment to the satisfaction of the City of London which considers mitigation measures such as the appropriate height, setback, and podium step backs for buildings located near Block 20.
- (e) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of residential subdivision subject to draft plan conditions recommended by the Approval Authority, submitted by Old Oak Properties Incorporated (Application File No. 39T-21503), prepared by Development Engineering (London) Limited, File No. DEL19-009, which shows a draft plan of subdivision consisting of one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block, one (1) road widening block, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

Executive Summary

Summary of Request

An Official Plan Amendment to update the schedules and maps of the London Psychiatric Hospital Secondary Plan to permit buildings with maximum heights ranging between 20 and 32 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East. Amendments to the Secondary Plan are also proposed to increase the heights of other blocks internal to the site to allow more medium and high density mixed-use development which transition towards the central heritage campus. Additional housekeeping amendments are also proposed to update the schedules and maps of The London Plan and London Psychiatric Hospital Secondary Plan with the current street layout and design, as well as the block fabric.

A Zoning By-Law Amendment from a Regional Facility (RF) Zone to a Residential R9 Special Provision, various Holding Residential Special Provision R5/R8/R9, Holding Community Facility, Holding Neighbourhood Facility, Holding Business District Commercial, Heritage, and Open Space Zones to facilitate the development of a Draft Plan of Subdivision to permit a subdivision consisting of: one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block one, one (1) road widening block, all served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

In addition, special provisions are requested, including to permit increased densities; increased heights; additional commercial uses within mixed-use residential blocks; reduced front, side and rear yards; and to implement the minimum height and density requirements of the London Psychiatric Hospital Secondary Plan.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Official Plan and Zoning By-law Amendments to permit the range of uses, intensity and form associated with the applicant's proposed draft plan of subdivision application. The official plan amendment will add approximately **2,650 new residential dwelling units** to the 5,750 units that were approved through Official Plan Amendment No. 63 to amend the LPH Secondary Plan passed by Council on June 14, 2022 (OZ-9324). The Zoning By-Law Amendment and Draft Plan of Subdivision will permit an approximate **total of 8,400 new residential dwelling units** on the former London Psychiatric Hospital lands.

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** - London's growth and development is well-planned and considers use, intensity, and form; and, promotes neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Wellbeing and Safety** – London has safe, vibrant, and healthy neighbourhoods and communities; and create cultural opportunities that reflect the arts, heritage, and diversity of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- **December 12, 2005** – Information report to Planning Committee regarding a process for planning the redevelopment of the London Psychiatric Hospital Lands.
- **April 21, 2009** – Meeting to table the draft London Psychiatric Hospital Lands Area Plan Terms of Reference and circulate it for comment.
- **June 22, 2009** – Public Meeting for consideration of the adoption of the London Psychiatric Hospital Lands Area Plan Terms of Reference.
- **June 13, 2011** – Public Meeting for consideration of endorsement of the Secondary Plan and Stormwater Management Class Environmental Assessment.
- **September 26, 2011** – Public Meeting for consideration of approval of the Secondary Plan and Stormwater Management Class Environmental Assessment.

- **January 16, 2012** – Staff report seeking direction on the appeal of the Secondary Plan to the Ontario Municipal Board by the Fairmont Lawn Bowling Club.
- **March 19, 2013** – Staff report on the progress of resolution of the OMB appeal.
- **July 23, 2013** – Staff report on the decision issued by the OMB to change the wording of policy related to the location of the Lawn Bowling Club within the Secondary Plan.
- **January 31, 2022** – Public Meeting for consideration of housekeeping amendments to the Secondary Plans to replace references to the 1989 Official Plan with references to The London Plan. (O-9346)
- **May 30, 2022** – Public Meeting for consideration of amendment to the Official Plan to update the London Psychiatric Hospital Lands Secondary Plan (OZ-9324)
- **July 16, 2024** – Staff report presenting the final report by SvN Architects + Planners entitled “London Height Framework Review” be received for information
- **September 10, 2024** – Public Meeting for the consideration of amendments to the Official Plan and Zoning By-law based on the results of the “London Height Framework” for Protected Major Transit Station Areas.

1.2 Planning History

Preparation of the London Psychiatric Hospital (LPH) Secondary Plan began in 2009 to guide development following the closure of the facility known at the time as the Regional Mental Health Care London (RMHC). In parallel with the Secondary Plan, Infrastructure Ontario (the property owner at the time) undertook a Storm/Drainage and SWM Servicing Works Municipal Class Environmental Assessment Study to identify the preferred solutions for providing storm drainage on the lands.

In October, 2011, Council adopted the LPH Secondary Plan which planned for the transition of the site from a large institutional use to incorporate high and medium density residential uses as well as commercial-residential uses. Institutional uses were maintained on a portion of the plan area to allow for a possible expansion of Fanshawe College. The significant cultural heritage landscapes and buildings within the plan were also protected including the treed Allée running north-south, the Infirmary Building, Recreation Hall, Stables and Chapel.

On November 3, 2011, an appeal was submitted by the Fairmont Lawn Bowling Club. Following a prehearing conference held on April 17, 2012 and on Council’s direction of December 11, 2012, a settlement was reached between the City, Infrastructure Ontario and the Lawn Bowling Club.

The Ontario Municipal Board hearing to resolve the appeal was conducted by teleconference on January 22, 2013. The Decision issued on March 13, 2013, changed the wording of the policy pertaining to the future location of the Lawn Bowling Club to clarify that the policies would also allow it to remain in its current location.

The London Plan was adopted by City Council as the City’s new Official Plan on June 23, 2016, and approved by the province on December 28, 2016. The London Plan envisioned the former LPH lands developing as a Transit Village comprising a high-density, mixed-use, transit-oriented community along the eastern leg of the planned bus rapid transit corridor. The London Plan was appealed by numerous parties and remains partially under appeal (Local Planning Appeal Tribunal case number PL170100). Many of the policies, including most of the ones related to the Transit Village Place Type are now in force and effect.

On February 15, 2022, Council adopted housekeeping changes to the other Secondary Plans to remove references to the 1989 Official Plan, its policies and designations, and replaced them with references to The London Plan, its place types, and policies (O-9346). An amended LPH Secondary Plan that would allow mixed-use low, medium and high-density development with a mix of residential, commercial, heritage, community

and other uses on the lands consistent with the vision for a Transit Village in The London Plan was passed by Council on June 14, 2022.

On May 16, 2024, the applicant submitted a revised application for a Zoning By-Law Amendment and Draft Plan of Subdivision to permit a mixed use subdivision with buildings up to 22 storeys along Highbury Avenue North and Oxford Street East. The revised application was circulated to the commenting agencies/departments and the public on May 30, 2024 and a public meeting was scheduled for July 16, 2024. On June 28, 2024, the applicant submitted a formal request for deferral of the public meeting to allow them additional time to revise their application.

On July 16, 2024, the final report by SvN Architects + Planners entitled “London Height Framework Review” was presented to Council for information. This review recommended a maximum height of 30 storeys within the Transit Village Place Types in The London Plan based on a review of best practices from other comparable municipalities and current development trends. City staff have subsequently circulated notices of the proposed amendments to The London Plan and London Zoning By-law.

To align with the proposed changes through the Heights review, a new application for an Official Plan Amendment and a revised application for a Zoning By-Law Amendment and Draft Plan of Subdivision was submitted by the applicant on July 23, 2024 which would permit buildings of up to 30 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East. The Zoning By-Law Amendment application also proposes to increase the maximum permitted densities from 250-320 units per hectare to 350-560 units per hectare on blocks adjacent to Highbury Avenue North and Oxford Street East. Subsequently, through discussions with the applicant, a revised application was received on September 6th, 2024 with the amendments that are considered in this report.

In preparing this report, staff have aligned the recommendations in this report with the recommendations for the Protected Major Transit Station Areas (PMTSA) Zoning Review and London Height Framework Review, presented at the September 10th, 2024 Planning and Environment Committee meeting. The recommended Official Plan and Zoning By-Law Amendments have been drafted to provide a consistent framework between the London Psychiatric Hospital lands and other Transit Villages, while also respecting the characteristics and heritage features that make this area unique compared to other Transit Village Place Types. To be consistent, staff have worked with the developer to agree on zoning regulations for the R9-7 Special Provision Zones which are similar to those used in the new recommended Transit Station Area zone, such as the permitted uses and the use of a maximum Floor Area Ratio instead of Units per Hectare to regulate density.

1.3 Property Description

The subject lands are located at 850 Highbury Avenue North and consist of the lands associated with the former London Psychiatric Hospital (LPH) with a total area of approximately 57 hectares (141 acres). The LPH lands feature four buildings that have provincial heritage value: the Chapel of Hope, the Horse Stable, the Infirmary, and the Recreation Hall. In addition, a number of landscape features have been identified as having provincial heritage value including a north-south Treed Allée and a central ring road lined with mature trees. Several buildings on the lands, including a complex of hospital buildings built in the 1960's were recently demolished and remediated, as they had no historical significance.

The lands are bounded on the west by Highbury Avenue North; to the north by Oxford Street East; to the east by existing residential dwellings, an industrial park and a Canadian Pacific Railway (CPR) spur line; and to the south by the CPR main line. The federal government owns lands located to the southwest of the subject lands on the north side of the CPR main line adjacent to Highbury Avenue. These lands, as well as others to the south the CPR main line were included within the London Psychiatric Hospital Secondary Plan but are not included as part of the subject lands for these applications. The northern portion of the subject lands are largely open space and were previously used as sports fields.

Site Statistics:

- Current Land Use – former hospital campus including heritage buildings and landscapes, open space
- Frontage (approx.) – 700m on Highbury Avenue North and 600m on Oxford Street East (Rapid Transit Boulevards); 20m on each of Howland Avenue, Rushland Avenue, and Spanner Street (Neighbourhood Streets),
- Area – approx. 57.23 ha (141.4) acres)
- Shape – Irregular

Surrounding Land Uses:

- East – existing low density residential and 14 storey residential apartment building, light industrial, rail spur
- South – CP railway, Salvation Army London Village (Child Care Centre, Respite Centre, Alzheimer's Centre), London Lawn Bowling Association, vacant lands
- West – office and light industrial uses, Canada Post London Processing centre and Administration building, Oxbury Centre retail plaza
- North – John Paul II Catholic Secondary School, low density residential, Fanshawe College

Existing Planning Information:

- The London Plan Place Type – Transit Village, Green Space at the intersection of two Rapid Transit Boulevard street classification (Highbury Avenue N and Oxford Street E)
- London Psychiatric Hospital Secondary Plan, Sub Area Designations – Transit-Oriented Corridor, Residential, Village Core, Heritage, and Open Space
- Existing Zoning – Regional Facility (RF) Zone

1.4 Location Map



Figure 1: Map showing the subject lands and surrounding context

2.0 Discussion and Considerations

2.1 Proposed Development

The Official Plan and Zoning By-law Amendments will facilitate the redevelopment of the former London Psychiatric Hospital lands as a Draft Plan of Subdivision. The below figures illustrate the overall concept plan for the development and conceptual rendering of the first phase of high-density residential development.

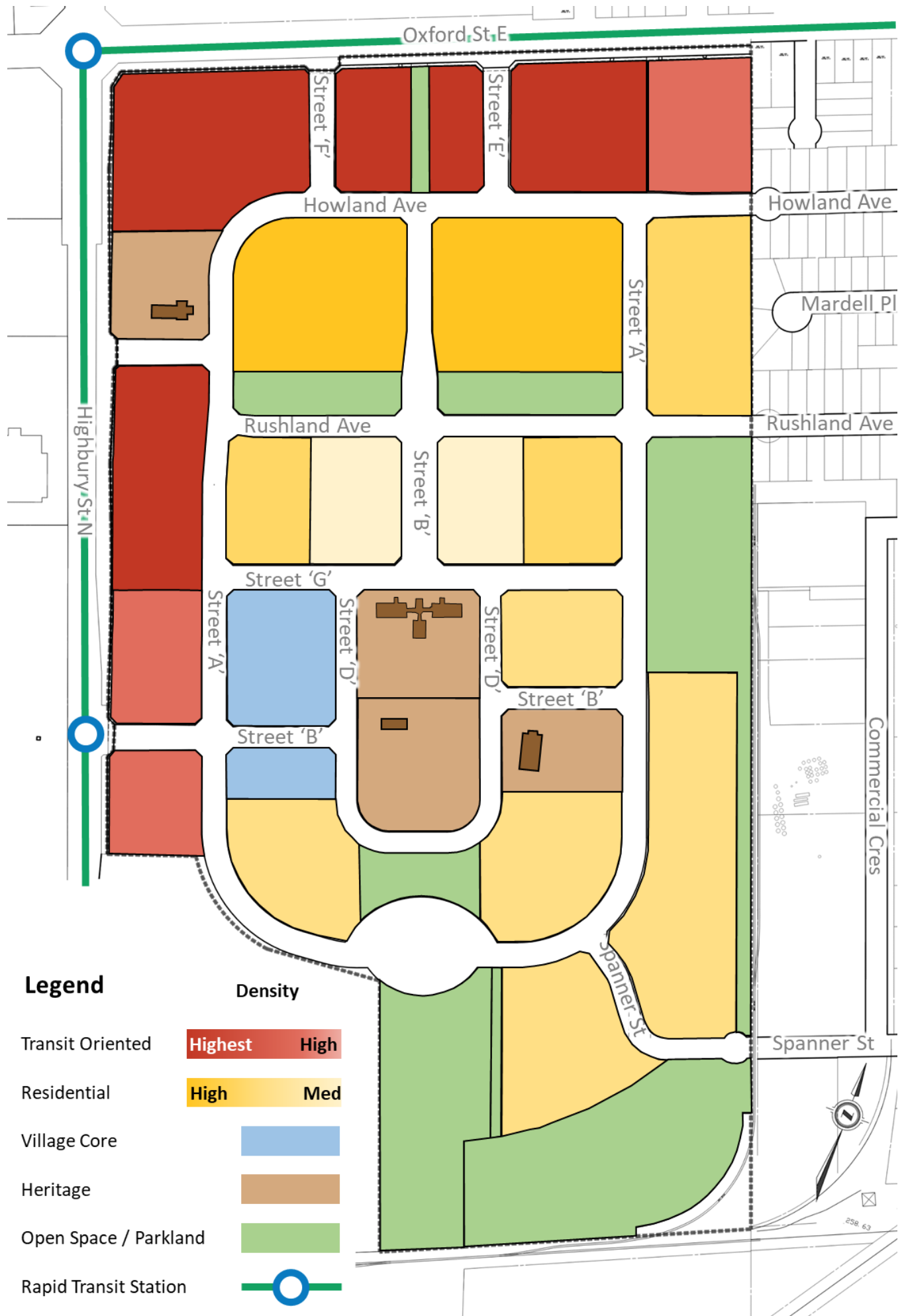


Figure 2: Conceptual plan of the proposed subdivision

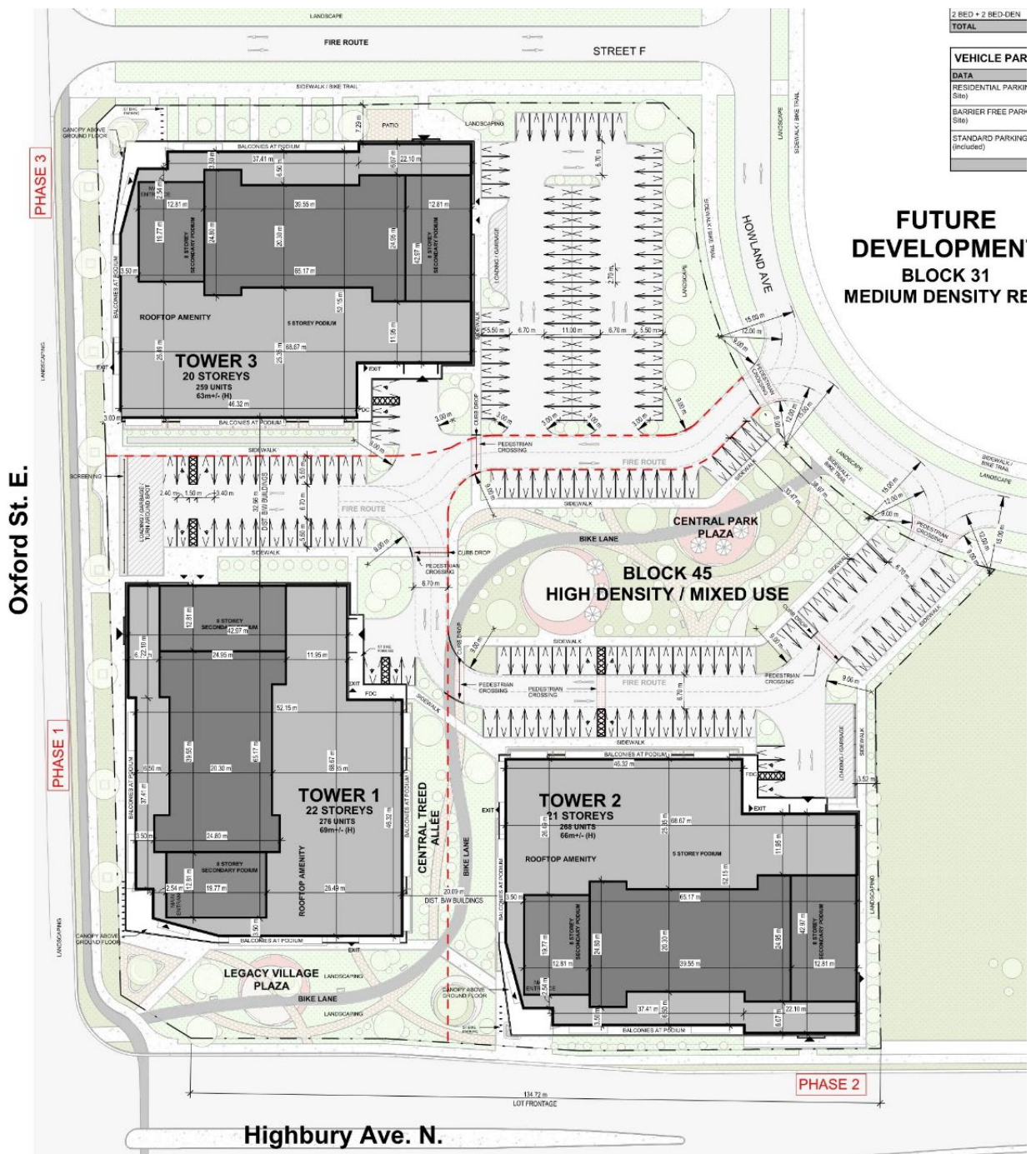


Figure 3: Previous Conceptual Plan of 20-22 Storey Towers on Block 16 at the Southeast Corner of Highbury Avenue North and Oxford Street East



Figure 4: Previous Conceptual Rendering of the 20-22 Storey Development for Block 16, looking northwest from corner of Howland Avenue and Street "A"

Note: The application has been revised since the renderings were prepared to request a maximum height of 32 storeys and 1,571 units on Block 16 (where 22 storeys, and 817 units would have been permitted through the previous application). No new renderings have been provided to date.

A high density, mixed-use, Transit Oriented Corridor is planned along the frontages of Highbury Avenue North and Oxford Street East. The highest density and heights are planned at the intersection of Highbury Avenue North and Oxford Street East, with heights transitioning down slightly to the east and south. This area is planned to be serviced by two rapid transit stations: a southern station at the main entrance to the current London Psychiatric Hospital lands, and a northern station at the intersection of Highbury Avenue North and Oxford Street East.

A Village Core is planned to act as a focal point for the proposed redevelopment and link the southern rapid transit station to the central heritage campus. This area is intended to be medium density in height with active commercial uses on the ground floor that serves the needs of the local community while also complementing the significant heritage resources including the Infirmary Building, Chapel, Recreation Hall and Treed Allée.

A primarily residential area is planned to surround the central heritage campus to the north, east and south. To the north medium and high-density residential uses are planned to transition from the Transit Oriented Corridor located along Oxford Street East. To the east and south, low and medium density residential uses are planned to be integrated with the cultural heritage buildings and landscapes.

A municipal park is planned along the eastern edge of the proposed development which will serve the existing community to the east as well as the planned new development on the subject lands. The parkland will be linked with the heritage protected Treed Allée to provide open space corridors through the entire site. A second Treed Allée will be developed at the north end providing a pedestrian spine through the development.

Based on discussions with staff, the applicant previously agreed to revise the proposed Draft Plan of Subdivision to remove all single detached lots and replace them with low/medium density residential blocks, consistent with The London Plan policies for lands within protected major transit station areas. The previous plan for a mix of 18 freehold houses and 12 cluster condominium houses was replaced with a low-medium density development block with zoning to permit up to 260 residential dwellings in the form of townhouses, stacked townhouses or mid-rise apartment buildings. By removing the single detached lots along the extension of Rushland Avenue, the proposed parkland block has been moved north to have frontage on two streets, and the medium density residential block to the south has been expanded. The alignment of the future extension to Spanner Street has been revised to allow for more flexibility in design of the medium density residential blocks in the southeast corner of the subject lands.

The currently proposed Draft Plan of Subdivision provides for one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) future develop block one, one (1) road widening, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).

The Draft Plan incorporates the following key features:

- A mix of land uses and residential densities that will provide a more intensive scale of development that supports a compact urban form and transit services, as well as serving as a transition between low density development to the east;
- Residential development on a vacant lot that is within the Urban Growth Boundary, the Built Area Boundary, and the Primary Transit Area, helping to meet intensification targets set in The London Plan;
- Preservation of the cultural heritage features of the site, as well and the integration of reuse of these features within the subdivision; and,
- A modified grid street network, improving pedestrian, active transportation, and vehicle connectivity within the subdivision and to the adjacent lands and public transit.



Figure 5: Annotated Excerpt from Proposed Draft Plan of Subdivision

2.2 Requested Official Plan Amendment

The requested Official Plan Amendment will facilitate the proposed increase in the maximum permitted height from 22 storeys to 32 storeys on blocks adjacent to Highbury Avenue North and Oxford Street East as well as other moderate increases on blocks internal to the site. These amendments to the Secondary Plan would permit 2,650 dwelling units in addition to the approximately 5,750 that would have been permitted through the Official Plan Amendment No. 63 passed by Council on June 14, 2022 (OZ-9324). A more detailed description of the overall organization of the subject lands is included in Section 3.2 Requested Zoning By-Law Amendment.

Revisions to several sections and schedules of the LPH Secondary Plan are necessary to permit the increase in heights, including:

1. Amendments to Section 3.0 Character Area Land Use Designations and Schedule 4 – Building Height Plan to delete references to the “Upper Maximum Height” and “Standard Maximum Height” and replace with “Maximum Height”;
2. Amendments to Transit-Oriented Corridor in Section 3.0 Character Area Land Use Designations and Schedule 3 – Sub Area Designations to divide Policy Area 1 into Policy Areas 1A and 1B;
3. Amendments to Section 3.2 Framework of Heights, including Table 1 – Summary of Minimum and Maximum Permitted Heights by Designation, and Schedule 4 – Building Height Plan to redesignate the blocks (refer to Figure 5, above) and increase the Maximum Height as follows:
 - a. Transit-Oriented Corridor Policy Areas 1A (Block 16) from 22 storeys to 32 storeys,
 - b. Transit-Oriented Corridor Policy Areas 1B Blocks 13-15, & 17) from 22 storeys to 30 storeys,
 - c. Transit-Oriented Corridor Policy Area 2A (Blocks 18 & 19) from 12 storeys to 20 storeys;
 - d. Transit-Oriented Corridor Policy Area 2B (Block 12) from 12 storeys to 25 storeys;
 - e. Residential Policy Area 1B (Blocks 2 & 26) from 12 storeys to 20 storeys;
 - f. Residential Policy Area 1A (Blocks 1, 3 & 4) from 4 storeys to:
 - i. 4 storeys, or 8 storeys on lands located more than 80 metres from the Treed Allée (Street C);
 - ii. A maximum height of 12 storeys may be permitted within the western portion of Residential Policy Area 1A, adjacent to the Transit Oriented Corridor based on the recommendations of an accepted Heritage Impact Assessment to the satisfaction of the City; and
 - g. Village Core (Blocks 10 & 11) from 4 storeys to:
 - i. 4 storeys, or 8 storeys on lands located more than 60 metres from a Heritage (HER) Zone.

2.2.1 Other Minor Housekeeping Amendments

City Staff are also recommending minor amendments to the LPH Secondary Plan and The London Plan to permit the street layout in the draft plan of subdivision. The recommended amendments will recognize the outcome of more detailed studies by the property owner and discussions with the City staff.

Maps 1, 3 and 4 of The London Plan, and Schedules 1-9 of the LPH Secondary Plan are recommended to be amended to reflect the current street network and block fabric.

The northwest corner of the subject lands where the proposed extension to Howland Avenue meets Street "A" is now proposed to have a larger curve radii, instead of the previously proposed T intersection with an entrance to the adjacent development blocks. In the southeast corner a crescent has been removed, and the future extension to Spanner Street is proposed to extend up to meet Street 'A' directly instead.

Map 1 of The London Plan and Schedules 1-4 & 9 of the LPH Secondary Plan are proposed to be revised to shift the proposed municipal park north to the corner of the extension to Rushland Avenue and Street "A". The residential land use and Transit Village Place Type use on the south side of Rushland Avenue is proposed to be removed, and the residential land use and Transit Village Place Type to the south of the park is proposed to be expanded. An amendment is also proposed to correct a inconsistency between the text and schedule 4 in the LPH Secondary Plan and redesignate the lands east of the Treed Allée and south of Street 'A' from "2-4 Storeys" to 2-4+ Storeys".

Schedule 6 of the LPH Secondary Plan is proposed to be amended to show a realigned multi use pathway through the relocated parkland connecting to the extension to Rushland Avenue. The legend of Schedule 6 is proposed to be amended to relabel "Buffered Bike Lane" to "In-Boulevard Bike Lane" to permit greater flexibility in design of the cycling network. The "Active Transportation Connection" shown on Schedule 1 of the LPH Secondary Plan, and the "Cycling and Walking Routes" on Map 4 of The London Plan are also proposed to be amended to match the revised pedestrian and cycling network.

2.3 Requested Zoning By-Law Amendment

The requested Zoning By-law amendment will facilitate the proposed subdivision and the proposed zones have been grouped into separate sections as shown below.

2.3.1 Transit Oriented Corridor – Residential R9 (R9-7) Zones

For the lands within the Transit Oriented Corridor designation in the London Psychiatric Hospital Secondary Plan fronting Highbury Avenue North and Oxford Street East (Blocks 12-19) the applicant has proposed that they be rezoned to a variety of Holding Residential Special Provision R9 (R9-7) Zones.

The height provisions in the proposed zoning correspond to the maximum number of storeys recommended in the requested revisions to the LPH Secondary Plan. Generally, 105 metres would permit a 32-storey building, 98 metres would permit a 30 storey building, 82 metres would permit a 25 storey building, and 66 metres would permit a 20-storey building (assuming a 5m tall ground floor, and 3.2m tall upper floors). The different heights within the Transit Oriented Corridor are recommended to allow for efficient use of land within the Transit Village while providing transitions to lower density portions of the subject lands, and improving compatibility with the significant cultural heritage buildings and landscapes. The highest buildings (32 storeys) are proposed to be located at the corner of Highbury Avenue North and Oxford Street East, transitioning down to 30 storeys and then 20 storeys further south on Highbury Ave. N. at the entrance to the Village Core and the central heritage campus.

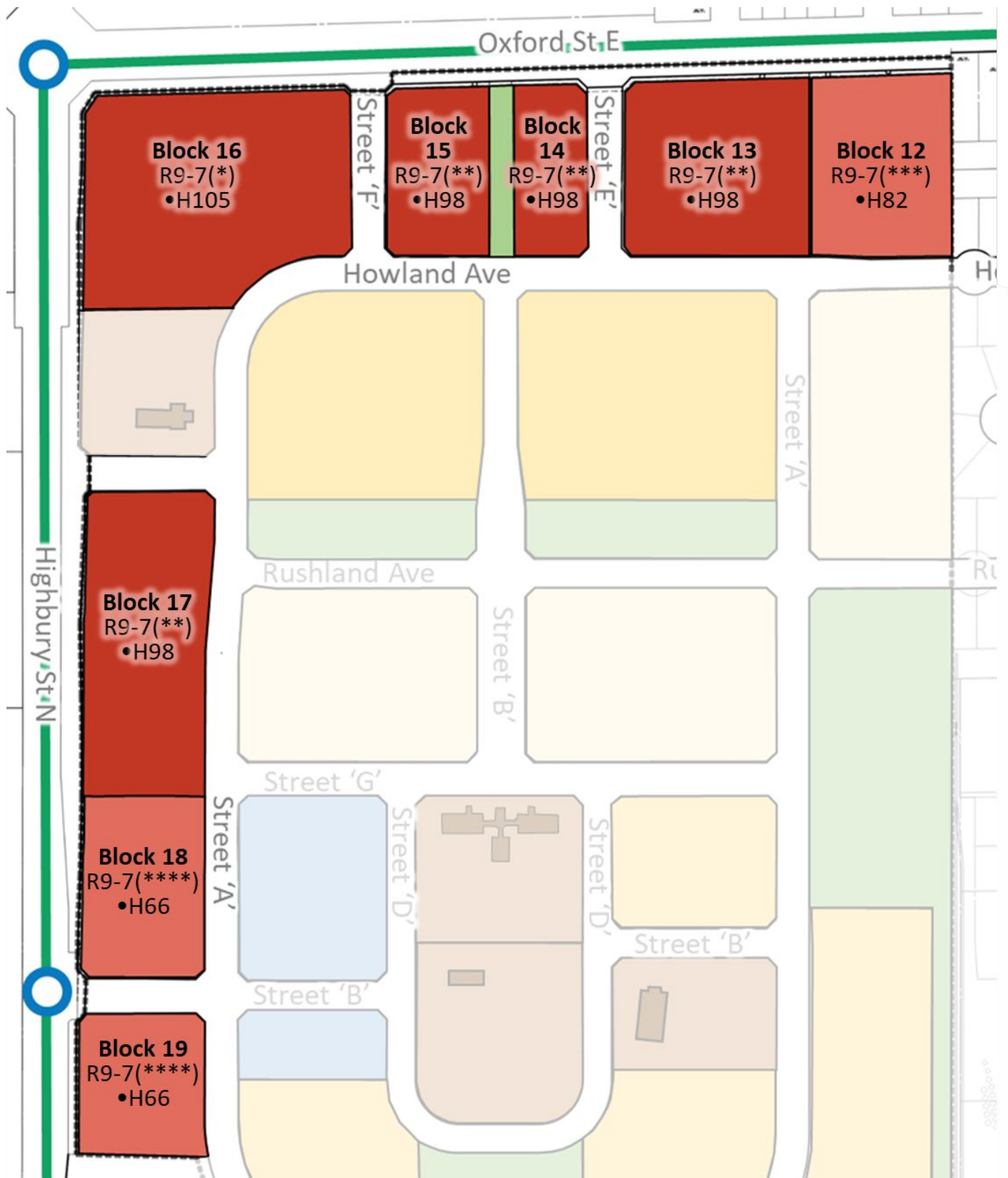


Figure 6: Recommended Zoning for Transit Oriented Corridor blocks

In previous versions of the applications the applicant had requested that the blocks within the Transit-Oriented Corridor permit the uses of the Business District Commercial (BDC) Zone variation within a mixed-use Apartment Building, and that active ground floor uses are required fronting Highbury Avenue North and Oxford Street East. The BDC Zone permits a broad range of commercial, office, recreational and community uses. To be consistent with the language of the Transit Station Area 4 (TSA4) Zone variation the following list of commercial uses are recommended to be permitted on the ground floor of mixed-use buildings. The permitted uses of the TSA4 Zone Variation are consistent with those of the BDC Zone with some minor changes or updates. Residential units are proposed to be restricted to the upper floors, as well as the rear, interior side yard, and exterior yards along Neighbourhood Connectors and Neighbourhood Streets of mixed use buildings.

Table 1: Permitted Uses for Residential R9 (R9-7) Zones within the Transit Oriented Corridor Policy Area

Section 13.2 Permitted Uses	Proposed R9-7(*/**/****/*****) Permitted Uses
<ul style="list-style-type: none"> a) Apartment buildings; b) Lodging house class 2; c) Senior citizens apartment buildings; d) Handicapped persons apartment buildings e) Continuum-of-care facilities. 	<p>Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:</p> <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas; x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels; xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xlii) Retail stores; xliii) Service and repair establishments; xliv) Studios; xlv) Supermarkets xlvi) Taverns; xlvii) Theatres; xlviii) Video rental establishments.

The applicant has also proposed other special provisions, including for height, density, lot coverage and setbacks for the site-specific variations of the R9-7 zone along the frontage of Highbury Avenue North and Oxford Street East. City Staff are recommending similar provisions that are based on the proposed provisions of the Transit Station Area 4 (TSA4) Zone variation. These provisions are generally similar or even more permissive than the requested special provisions.

Table 2: Regulations for Residential R9 (R9-7(*//**/**/**/**)) Zones**

Regulation	Required (R9-7)	Proposed R9-7(*/**/**/**/**/**)
Office Gross Floor Area (m ²) Maximum:	<i>n/a</i>	5,000
First Storey Height (m) Minimum:	<i>n/a</i>	4.0
Density (UPH) Minimum:	<i>n/a</i>	45
Height (m) Minimum:	<i>n/a</i>	Lesser of 3-storeys or 9 metres
Front & Exterior Side Yard Depth (m) Minimum:	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	1.0
Rear Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	The minimum required rear yard depth is 3.0 metres, or 1.0 metres where the rear lot line abuts a public street.
Interior Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0
Amenity Area (m ² per residential unit) Minimum:		6.0
Lot Coverage (%) Maximum:	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	60
Landscaped Open Space (%) Minimum:	30	30

In addition to the regulations above, several special provisions are recommended based on the proposed special provisions of the Transit Station Area 4 (TSA4) Zone variation. Many of these special provisions generally implement the urban design policies already in the LPH Secondary Plan and they will provide greater consistency between the zoning regulations for the London Psychiatric Hospital lands and other Transit Villages.

Table 3: Special Provisions for Residential R9 (R9-7(*//**/**)) Zones**

Regulation	Special Provision
Floor Area Ratio	For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
Rear And Interior Side Yard Depths Abutting a Residential Zone (Minimum)	6.0 metres plus 1.0 metre per 10.0 metres in height for all portions of a building above 6.0 metres in height where the zone variation abuts lands zoned Residential R1 or Residential R2.
Location of Parking	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities	Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery	Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that: <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

The four recommended R9-7 Zone variations within the Transit-Oriented Corridor Policy Area reflect four areas recommended for different heights and floor area ratios. The R9-7(*) Zone Variation is proposed for Block 16, the highest density and first phase of development, located at the southeast corner of Highbury Avenue North and Oxford Street East. The R9-7(**) Zone is recommended for Blocks 13-15 along Oxford Street East and Block 17 on Highbury Avenue North which are recommended to permit a maximum height of 30 storeys.

The R9-7(***) Zone Variation is recommended for Block 12 in the northeast corner of the Transit Village and the R9-7(****) Zone Variation Blocks 18 and 19 at the entrance to the Village Core and central heritage campus. Both of these areas are intended to act as transitions to adjacent lower height and density areas.

Table 4: Proposed Maximum Floor Area Ratios and Heights

Regulation	Required (R9-7)	Proposed R9-7(*)	Proposed R9-7(**)	Proposed R9-7(***)	Proposed R9-7(****)
Floor Area Ratio Maximum:	<i>n/a</i>	5.25	4.0	3.5	3.0
Building Height (m) Maximum:	<i>See Zone Map</i>	105	98	82	66
Density (UPH) Maximum:	<i>150</i>	None	None	None	None

Staff are recommending that Floor Area Ratio be used to control the density of developments instead of identifying a maximum number of units per hectare within PMTSAs. This measurement allows for more flexibility between commercial and residential uses and directly measures the size and volume of buildings on a property, whereas factors such as unit sizes can significantly change the units per hectare for very similar looking buildings.

The discussions with the applicant, the Floor Area Ratios (FAR) recommended for these blocks approximately correlate to, or exceed, the densities requested by the applicant in the July 19, 2024 revised submission. The 5.25 FAR for Block 16 would permit an approximate density of 600 units per hectare based on the concept plans submitted by the applicant, or 1,540 residential units on the block. The increase in possible density on Block 16 would potentially allow for greater lot coverage and an additional tower on the block than was shown on the previously submitted concept plans.

To reflect current market trends FARs have been applied to the subject lands which allows for modest increase in the possible number of units on the remaining blocks in the Transit Oriented Corridor. A 4.0 FAR is recommended for the other 30 storey blocks (which would permit an approximate density of 440 units per hectare). It is noted that through the Zoning for PMTSAs staff are recommending higher FARs for other Transit Villages; however, the context of the heritage designated landscapes and the vision of the Secondary Plan need to be considered on the subject lands. A key feature of the LPH Secondary Plan is the heritage designated Treed Allée and ring road around the central heritage campus. The Secondary Plan envisions that the tree canopy will be expanded on the subject lands through future development. To provide space for possible tree planting compensation and the lot coverage of 100% and a FAR of 6.5 proposed for other Transit Village PMTSAs is not deemed to be appropriate within the LPH Secondary Plan. The proposed FARs for the LPH Secondary Plan will permit a significant increase in the density and number of residential units that can be created on the subject lands.

Block 12 abuts lands within the Neighbourhoods Place Type with single detached dwellings and the Rapid Transit Corridor Place Type. The adjacent lots fronting on to Oxford Street East are within the Rapid Transit Corridor and would permit a maximum height of 25 storeys or 82 metres under the proposed Transit Station Area 1 Zone. To match the height in the lands to the east, a maximum height of 66 metres (25 storeys) is proposed with a maximum FAR of 3.5. This is anticipated to permit an approximate density of 390 units per hectare.

A maximum height of 20 storeys or 66 metres and 3.0 FAR is recommended for Blocks 18 and 19 to act as a transition between the highest density areas and adjacent lower density areas. Block 12 was previously planned to permit 16 storeys, and the recommended zoning would permit four extra storeys and a significant increase in density, while still providing a transition to the lower heights and densities planned on the Rapid Transit Corridor to the east.

The recommended 20 storeys or 66 metres is height would allow for significant development at the rapid transit station. Furthermore, Block 18 is impacted by an emergency communications line-of-sight pathway. The proposed maximum height would permit 20 storey building with a 4.5 metre tall ground floor, and 3 metres tall floors above. This would limit development to at or below the communications pathway. It is recommended that further studies be undertaken to at the Site Plan stage to confirm that there are no negative impacts of the communications corridor. Significant density can still be achieved on the site through additional towers.

2.3.2 Village Core & High Density Mixed-Use - Residential R5/R9 and R8 Zones

Two other areas within the subject lands, identified as the Village Core and Residential Policy Area 1B in the LPH Secondary Plan, are recommended as areas which can accommodate additional heights in a manner that is complimentary to the overall LPH Secondary Plan area. Both identified areas act as transitions between the high-density Transit-Oriented Corridors on Highbury Avenue North and Oxford Street East, and the lower density residential areas surrounding the central heritage campus.

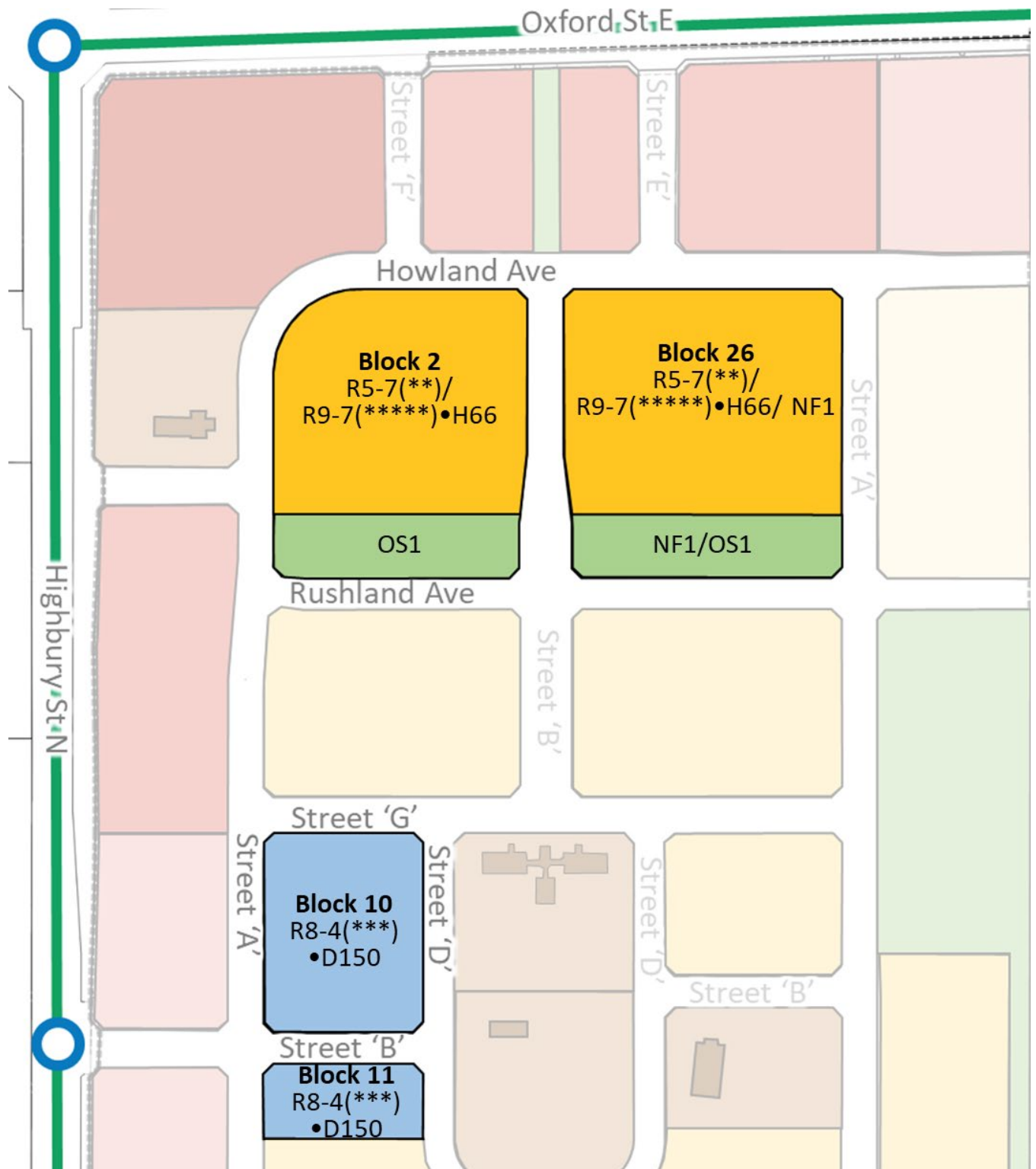


Figure 7: Recommended Zoning for the Village Core & High Density Mixed-Use Blocks

The village core, between the southern rapid transit station and the central heritage campus is proposed to be a medium density mix-use area with active commercial uses along the main entrance to the former psychiatric hospital. The area is proposed to be zoned a Residential R8 (R8-4(***)) Zone which permits residential and mixed-use buildings with wide range of commercial uses permitted on the ground floor of apartment buildings. Heights are proposed to transition from a maximum of 8 storeys on the western half to 4 storeys on the eastern half adjacent to the heritage blocks.

The lands within the Residential Policy Area 1B in the LPH Secondary Plan (Blocks 2 & 26), between of the proposed extensions to Howland Avenue and Rushland Avenue, are proposed to be zoned as Residential R5/R9 Special Provision (R5-7(**)/R9-7(*****) Zones. The R9-7(*****) zone is proposed to permit residential and mixed-use buildings with wide range of commercial uses permitted on the ground floor of apartment buildings. The zoning for Block 26, is proposed to be compounded with a Neighbourhood facility (NF1) Zone to also permit uses such as an elementary school and day care centre.

The following tables identify the special provisions that have been proposed by the applicant and are recommended by City Staff for site-specific variations of the R5-7 and R9-7 zones to be applied to Blocks 2 and 26.

Table 5: Special Provisions for Residential R5 (R5-7() Zone in the Residential Policy Area 1B**

Regulation (R5-7)	Required	Proposed R5-7(**) (Blocks 2 & 26)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0m
Density - units per hectare (minimum)	<i>n/a</i>	45
Density - units per hectare (maximum)	60	75
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5 metres

Table 6: Special Provisions for Residential R9 (R9-7(***) Zone in the Residential Policy Area 1B**

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
Permitted Uses	<ul style="list-style-type: none"> a) Apartment buildings; b) Lodging house class 2; c) Senior citizens apartment buildings; d) Handicapped persons apartment buildings e) Continuum-of-care facilities. 	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped persons apartment buildings; c) Lodging house class 2; d) Senior citizens apartment buildings; e) Continuum-of-care facilities. f) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and Continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor: <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas;

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
		<ul style="list-style-type: none"> x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels; xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xliv) Studios; xlvi) Taverns; xlvi) Theatres; xlvi) Retail stores; xlvi) Service and repair establishments; xlvi) Supermarkets; xlvi) Video rental establishments.
First Storey Height (m) Minimum:	<i>n/a</i>	4.0
Height (m) Minimum	<i>n/a</i>	The lesser of 3-storeys or 9.0 metres
Height (m) Maximum	See Zone Map	66
Density (UPH) Minimum	<i>n/a</i>	45
Density (UPH) Maximum	150	None
Floor Area Ratio Maximum	<i>n/a</i>	3.0

Regulation (R9-7)	Required	Proposed R9-7(*****) (Blocks 2 & 26)
Front & Exterior Side Yard Depth (m) Minimum	8.0 metres (arterial) or 6.0 metres (collector / local street), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	2.0
Rear Yard Depth (m) Minimum	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0
Interior Side Yard Depth (m) Minimum	1.2 metres (3.9 feet) metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0
Amenity Area (m ² per residential unit) Minimum:	n/a	6.0
Location of Parking	n/a	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities		Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery		Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that: <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

The following tables identify the special provisions that have been proposed by the applicant and are recommended by City Staff for site-specific variation of the R8-4 zone to be applied to Blocks 10 and 11.

Table 7: Special Provisions for Residential R8 (R8-4(*) Zone in the Village Core**

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
Permitted Uses	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped person's apartment buildings; c) Lodging house class 2; d) Stacked townhousing; e) Senior citizen apartment buildings; f) Emergency care establishments; g) Continuum-of-care facilities 	<ul style="list-style-type: none"> a) Apartment buildings; b) Handicapped persons apartment buildings; c) Lodging house class 2; d) Stacked townhousing; e) Senior citizens apartment buildings; f) Emergency care establishments; g) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, and emergency care establishments with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor: <ul style="list-style-type: none"> i) Animal clinics; ii) Art galleries; iii) Artisan Workshop iv) Assembly halls; v) Bake shops; vi) Boutique; vii) Brewing on premises establishment; viii) Catalogue stores; ix) Cinemas; x) Commercial recreation establishments; xi) Commercial schools; xii) Convenience service establishments; xiii) Convenience stores; xiv) Craft brewery; xv) Day care centres; xvi) Delicatessens; xvii) Dry cleaning and laundry depots; xviii) Duplicating shops; xix) Film processing depots; xx) Financial institutions; xxi) Florist shops; xxii) Funeral homes; xxiii) Gift shops; xxiv) Grocery stores; xxv) Hair dressing establishments; xxvi) Hotels;

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
		xxvii) Institutions; xxviii) Laboratories; xxix) Laundromats; xxx) Libraries; xxxi) Liquor, beer and wine stores; xxxii) Medical/dental offices; xxxiii) Museums; xxxiv) Offices; xxxv) Personal service establishments; xxxvi) Place of entertainment; xxxvii) Private clubs; xxxviii) Private schools; xxxix) Repair and rental establishments; xl) Restaurants, outdoor patio; xli) Restaurants; xlii) Retail stores; xlili) Service and repair establishments; xliv) Studios; xlv) Supermarkets; xlvi) Taverns; xlvii) Theatres; xlviii) Video rental establishments.
First Storey Height (m) Minimum:	<i>n/a</i>	4.0
Height (m) Minimum	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres
Height (m) Maximum	13 metres	15.0 A maximum height of 30.0 metres is permitted for buildings located more than 60 metres from a Heritage (HER) Zone.
Density (UPH) Maximum:	75	150
Front & Exterior Side Yard Depth (m) Minimum:	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	2.0
Rear Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	3.0
Interior Side Yard Depth (m) Minimum:	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	3.0

Regulation (R8-4)	Required	Proposed R8-4(***) (Blocks 10 & 11)
Amenity Area (m ² per residential unit) Minimum:	n/a	6.0
Location of Parking	n/a	Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
Drive Through Facilities		Drive-through facilities, either as a main or accessory use, are not permitted.
Required Ground Floor Uses for Artisan Workshop and Craft Brewery		Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that: <ul style="list-style-type: none"> i. is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use; ii. is a minimum of 10% of the gross floor area (GFA) of the main building or unit; iii. is located within the front portion of the ground floor; and, iv. is accessible via the front of the building.

2.3.3 Low/Medium Density Residential Policy Areas

The areas to the north, east and south of the central heritage campus are primarily intended to be developed for medium density residential uses. These areas are intended to allow for mid-rise infill development in a manner that is complimentary to the surrounding cultural heritage buildings and landscapes.

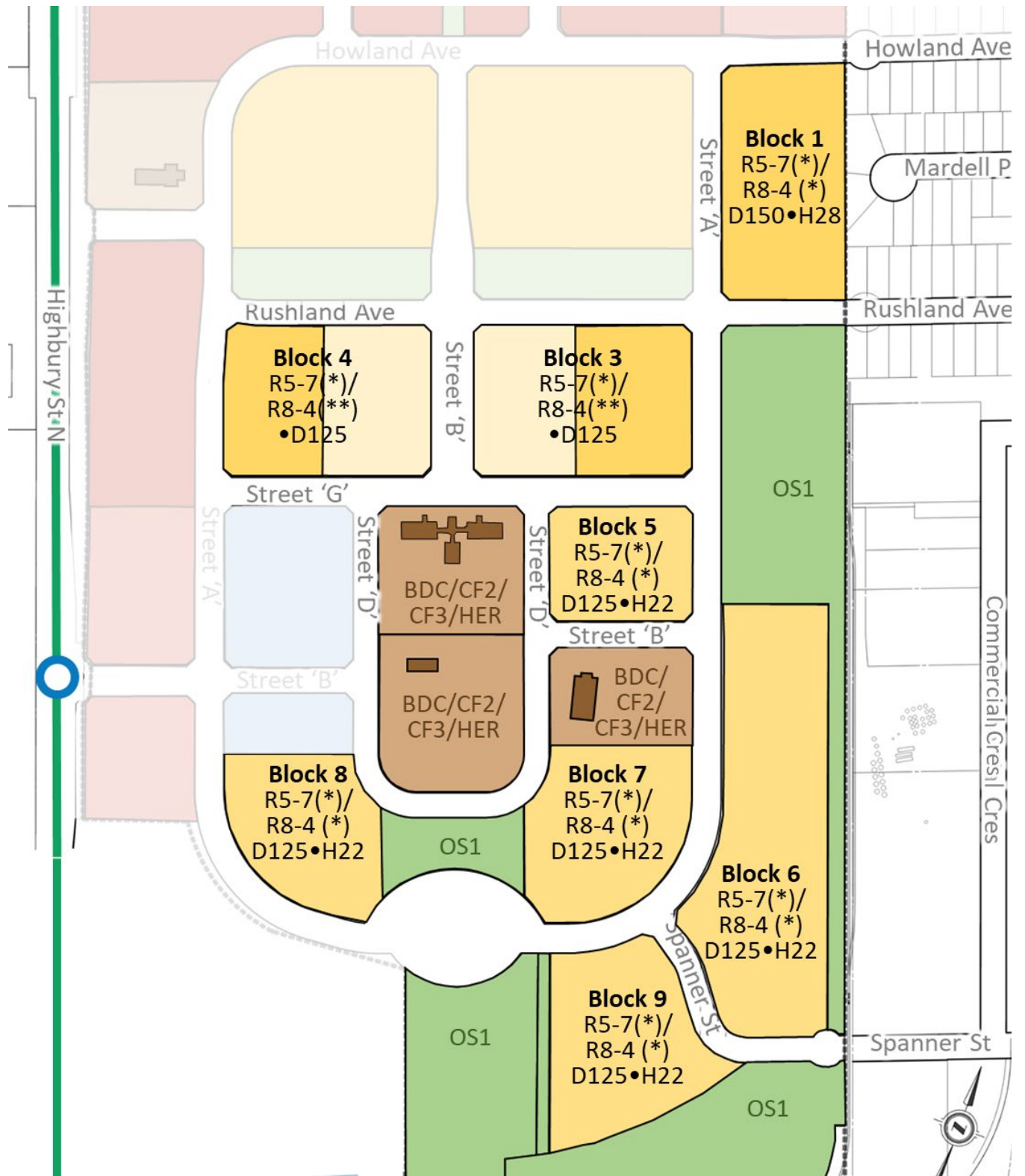


Figure 8: Recommended Zoning for Low/Medium Density Residential Blocks

The applicant requested and staff are recommending that a Residential R5/R8 (R5-7(*)/R8-4(*) Zone be applied to Blocks 1, and 5-9, and that a Residential R5/R8 (R5-7(*)/R8-4(**) Zone be applied to Blocks 3 and 4. The R8 Zone clearly identifies that these blocks will be developed with a mid-rise character compared to the higher density blocks to the west and north.

The Residential R5 Zone is intended to permit the development of medium density townhouses and stacked townhouses in a cluster format.

Table 8: Special Provisions for Residential R5 (R5-7(*)) Zone for Townhouses

Regulation (R5-7)	Required	Proposed R5-7(*) (Blocks 1, 3-9)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres
Height (maximum)	12 metres	<i>no change</i>
Density - units per hectare (minimum)	<i>n/a</i>	30
Density - units per hectare (maximum)	60	75
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5 metres

The Residential R8 Zone provides for and regulates medium density development in the form of low rise apartment buildings.

Table 9: Special Provisions for Residential R8 (R8-4(*) and R8-4()) Zone**

Regulation (R8-4)	Required	Proposed R8-4(*) (Blocks 1, 5-9)	Proposed R8-4(**) (Blocks 3-4)
Height (minimum)	<i>n/a</i>	The lesser of 2-storeys or 8.0 metres	The lesser of 2-storeys or 8.0 metres
Height (maximum)	13 metres	See Zone Map	15 metres, or 30 metres on the portion of the lands located more than 80 metres away from the Treed Allée (Street C).
Density - units per hectare (minimum)	<i>n/a</i>	30	30
Density - units per hectare (maximum)	75	See Zone Map	125
Front & Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	4.5 metres	4.5 metres

2.3.4 Adaptive Reuse of Heritage Buildings

There are several significant cultural heritage buildings that have been designated under designated under Part IV of the *Ontario Heritage Act*. The designated buildings are the Infirmary Building, Recreation Hall, and Chapel of Hope which for the central heritage campus (Blocks, and the Horse Stable which is located along Highbury Avenue North. In order to conserve these cultural heritage resources, blocks in the subdivision have been proposed for each of the heritage designated buildings which are proposed to be rezoned to the Heritage (HER) Zone. The Heritage Zone permits uses identified in the accompanying compound zone. Additions in the front and exterior side yards are prohibited, and replacement structures must be of the same height, volume, floor area, general form, mass and external design as the original building or structure.

The HER Zones are proposed to be accompanied by the Business District Commercial (BDC) and Community Facility (CF2/CF3) Zones. The BDC Zone permits a mix of retail, restaurant, neighbourhood facility, office and residential uses including grocery stores, personal services, financial institutions, libraries and day care centres. The CF2/CF3 Zones permit institutional type uses which provide a city-wide or community service function. The CF2 Zone permits a range of recreation and community uses including public recreation buildings, places of worship, elementary and secondary schools, day care centres and libraries. The CF3 Zone permits a range of health care related uses including: nursing homes; continuum-of-care facilities for seniors; and rest homes; as well as clinics, medical/dental offices and personal service establishments associated with the main permitted use.

2.3.5 Open Space

The Open Space (OS1) Zone is proposed to be applied to several areas of land within the proposed development including cultural heritage landscapes, public parkland, and stormwater management facilities.

The OS1 Zone is proposed to be applied to the Treed Allée designated under Part IV of the *Ontario Heritage Act* as a significant cultural heritage landscape. The Treed Allée extends south from the central heritage campus to the southern limit of the subject lands, and is intended to allow for the long term protection of the tree lined pathways. An east-west portion of the Treed Allée, which is also protected as a significant cultural heritage landscape, located to the north of the central heritage campus is also proposed to be rezoned to the OS1 Zone. The eastern portion of this OS1 Zone is proposed to be compounded with a Neighbourhood Facility (NF1) Zone, and could also be used as open space for a possible elementary school if the adjacent block is developed for that use.

The OS1 Zone is also applied to a planned northern extension to the Treed Allée near Oxford Street East, and a large municipal park along the eastern edge of the subject lands. These areas are planned to be used as public parkland with active and passive recreational uses.

The OS1 Zone is also proposed to be applied to blocks in the southeast limit of the subject lands to be used for stormwater management.

2.3.6 Holding Provisions

The applicant has requested amendments to the Z.-1 Zoning By-law to create several site specific holding provisions to facilitate the proposed development. City staff have worked to reduce a number of these related to urban design, and include direction to the Site Plan Approval Authority to consider the applicable urban design policies. Staff have also worked to consolidate the holding provisions related to noise and vibration, and rail safety. The applicant and staff are recommending that a new holding provision be applied to blocks potentially impacted by noise and vibration impacts from the nearby industrial uses to be consistent with the policies of the LHP Secondary Plan and to clearly convey that further study is required before development can proceed on these blocks. Staff are also recommending that one holding provision related to the provision

of adequate municipal services be applied to the site to ensure that development proceeds in an orderly manner. In addition, a holding provision requiring further study of the emergency communication line-of-sight path has been recommended to be applied to Block 18 at the time of site plan approval

The recommended holding provisions are listed below:

- h-80: To ensure the orderly development of lands and the adequate provision of municipal services, the “h-80” shall not be removed until full municipal services are available to the site:
 - to be applied to Blocks 1-15, 17-19, and 21-26;
- h-240: Purpose: to ensure that the Municipal Emergency Communication System is functional and uninterrupted, the holding symbol shall not be deleted until subsequent studies determine no impacts exist or mitigation measures are identified and mutually agreed upon by the City and developer. Permitted Interim Uses: Permitted uses within existing buildings.
 - To be applied to Block 18
- h-*: To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-*" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.
 - to be applied to Blocks 1-11, 19, 21-23, 26, & 30.

2.4 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 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 the Official Plan and Zoning By-law Amendments are consistent with the general intent and purpose of The London Plan, it is staff's opinion that the application is consistent with the Planning Act and the PPS.

The London Plan, 2016

The London Plan constitutes the Official Plan for the City of London, prepared and enacted under the authority of the provisions of Part III of the Planning Act, R.S.O. 1990, c. P. 13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

The subject lands are located within the Transit Village Place Type on Map 1 – Land Use which permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses and encourages mixed-use buildings. Transit Villages are intended to be second only to the Downtown in terms of the mix of uses and intensity of development that is permitted. They are intended to be major mixed-use destinations with centrally located rapid transit stations which will form focal points to the Transit Village neighbourhood.

All Transit Villages in The London Plan are classified as a Protected Major Transit Station Area (PMTSA), as defined by the *Planning Act*. The collective minimum density that is planned to be accommodated is specified, as will as minimum densities for

individual buildings and sites. Transit Village PMTSAs permit a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses. Mixed-use buildings are also encouraged.

The subject lands are also identified on Map 7 – Specific Policy Areas as within the London Psychiatric Hospital Secondary Plan.

London Psychiatric Hospital Secondary Plan

The purpose of the London Psychiatric Hospital Secondary Plan (LPH Secondary Plan) is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed-use development, heritage conservation, rapid transit support, walkability and high quality urban design.

The LPH Secondary Plan and its policies constitute part of The London Plan; however, the Secondary Plan provides a greater level of detail than the general policies in The London Plan.

The community structure of the LPH Secondary Plan is organised around several key elements. The north-south central Treed Allée which is designated as a Cultural Heritage Landscape, and the central heritage campus including the historic Infirmary Building, Chapel of Hope, and Recreation Hall. Views of the heritage Treed Allée and central campus are to be protected with the placement of public roads and limiting the height of development to mid-rise buildings.

Another key element of the LPH Secondary Plan is the adjacent rapid transit corridor along Highbury Avenue North and Oxford Street East, and the rapid transit stations at the intersections of Highbury Avenue North with the existing entrance to the hospital lands and Oxford Street East. These areas are designated as a Transit Oriented Corridor in the Secondary Plan and are intended to be developed as pedestrian oriented major transit hubs with increased densities and a mix of uses to support the use of rapid transit. Maximum heights of up to 22 storeys are permitted in areas near to the intersection of Highbury Avenue North and Oxford Street East, transitioning down to a maximum of 16 and 12 storeys to the east and south.

The central heritage campus is intended to be connected to the Transit Oriented Development along Highbury Avenue North by a mixed-use mid-rise village core. It is intended that this area will provide a range of uses to meet the daily needs of residents and be integrated with the surrounding cultural heritage landscaped and buildings. This area will act as a transition between the high-density development within the Transit Oriented Corridor on Highbury Avenue North and the primarily mid-rise residential development in the southern and eastern portions of the Secondary Plan area.

2.5 Community Engagement

2.5.1 Public Engagement

On March 10, 2021, Notice of Application was sent to 110 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 11. A “Planning Application” sign was also placed on the site. On April 22, 2022, a Notice of Revised Application related to the associated Official Plan Amendment was sent to 115 property owners and residents in the surrounding area. On January 19, 2023, a Notice of Revised Application for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. On May 21, 2024, a Notice of Revised Application and Notice of Public Meeting for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area.

There were seven 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:

- Concerns by the adjacent industrial uses regarding the encroachment of sensitive residential land uses in the southeast corner of the secondary plan, and the limitations that this would place on the operation of the industrial uses. Requested that holding provisions be applied requiring completion of Noise and Vibration Study and implementation of mitigation measures.
- Concern from a member of the public that a majority of the site would be developed as single detached dwellings and other low density uses.
- Inquiries were received from other members of the public seeking more information about the proposed development.

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

2.5.2 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:

- Urban Design was supportive of the revised zoning by-law amendment and draft plan of subdivision which replaced single detached lots and realigned the future extension of Spanner Street;
- Supportive of the site specific special provisions provided the development comply with the Urban Design Policies and Guidelines of the London Psychiatric Hospital Secondary Plan;
- Emergency Communications identified that multiple point-to-point communication relays cross the subject lands, and would prohibit heights of 22 storeys on the central and southern portions of the subject lands. This concern has been addressed through the recommended heights in the zoning and the application of a holding provision requiring further study once a development concept is available;
- Engineering have no objection to the proposed applications provided appropriate holding provisions are applied to ensure adequate municipal services are available prior to development of blocks within later phases of the development; and
- Engineering identified several minor amendments that are required to the associated draft plan of subdivision.

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

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application, fees, development charges and taxes will be collected. There will be increased operating and maintenance costs for works being assumed by the City including streets, sewers, stormwater management facilities and parkland.

4.0 Key Issues and Considerations

4.1 Land Use

The submitted zoning by-law amendment is proposing to change the land use of the subject lands from a hospital / institutional use to a mix of land uses that support residential development in appropriate locations while protecting important cultural heritage features. The proposed zoning by-law amendment is consistent with the general intent and purpose of the LPH Secondary Plan and the Transit Village Place Type in The London Plan. The proposed land uses in different areas of the subject lands are discussed below:

Transit Oriented Corridors and Nodes

Proposed to permit high density residential apartment buildings with a wide range of commercial and small-scale office uses permitted on the lower floors of mixed-use buildings. The applicant is proposing to use a new Site Specific Residential R9 Zone which also permits the uses of the Business District Commercial (BDC) Zone within mixed-use buildings. The BDC Zone permits a wide range of commercial, and community uses including grocery stores, retail stores, restaurants, offices, day care centres, personal services, libraries, financial institutions, etc. The proposed zoning would prohibit standalone low density commercial uses which would not make efficient use of land adjacent to the planned east leg of the bus rapid transit system. The proposed zoning requires that buildings located adjacent to Oxford Street East and Highbury Avenue North include active ground floor uses facing these streets such as commercial / retail uses, offices, and lobbies for residential apartments.

Village Core

The Village Core Designation is located half-way between Dundas Street and Oxford Street East, within the western portion of the Secondary Plan Area. This Area is to be the main focal point for neighbourhood level services and permits a broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses. The Applicant has proposed a new Site Specific Residential R8 Special Provision Zone for this Area which permits the uses of the Business District Commercial (BDC) Zone within mixed-use apartment buildings. Similar to the Site Specific Zones proposed in the Transit Oriented Corridors and Nodes, the proposed zoning would prohibit standalone low density commercial uses which would not make efficient use of land. Active ground floor uses are required as a part of the zoning, to contribute to street-oriented, mixed-use development.

Residential Area

The Residential Area is intended to support an urban housing stock, with height and intensity generally increasing with greater distance from the central cultural heritage landscape. Site-specific Residential R5, R8 and R9 Zones are proposed for Residential Policy Area. The R5 Zone permits cluster townhouses and cluster stacked townhouses, while the R8 and R9 Zones permit apartment buildings, stacked townhouses, lodging houses, and special population's accommodations. The R9-7 Zone proposed for the northern portion of the Residential Policy Area is also proposed to permit the uses of the BDC Zone within mixed use buildings. The permitted uses within the proposed zones align the permitted uses identified in the LPH Secondary Plan for these areas.

Heritage and Open Space

The Heritage Area Designation includes the cultural heritage landscape, as well as the individual heritage buildings and their landscape settings, that are to be conserved. Restoration and sensitive adaptation of significant heritage buildings for contemporary uses is encouraged. This Area is intended to be used for passive recreational uses and programmable events.

The Heritage (HER) Zone, Community Facility (CF2/CF3), and Business District Commercial (BDC) Zone are proposed for the Blocks within the proposed Draft Plan of Subdivision that would include cultural heritage buildings and the landscape settings. The HER Zone allows for the protection of the cultural heritage features, and is permitted to be compounded with other zones, only to the extent of identifying permitted uses. Compounding the HER zone with the Community Facility and Business District Commercial Zones allows for a mix of neighbourhood level services and residential uses in a manner sensitive to the restored heritage buildings. This meets the intent of the Heritage Area Designation of the LPH Secondary Plan. The Central Allée is proposed to be zoned Open Space OS1 to protect the cultural heritage landscape and allow for passive recreational uses. Public parkland and stormwater management Blocks are also proposed to be zoned Open Space OS1.

The Official Plan Amendment will amend the land use schedules of The London Plan and LPH Secondary Plan to allow the proposed municipal park to be moved north to the extension of Rushland Avenue. The residential designation and transit village place type to the south of Rushland Avenue, is recommended to be replaced with an expanded residential designation and transit village place type to the south of the park. This allows the parkland to have frontage on two future municipal streets, and for a larger medium density residential block adjacent to the existing industrial uses with more flexibility to design any required noise attenuation measures.

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS that encourage transit-supportive development through residential intensification (PPS 1.1.3.3), an efficient use of land (PPS 1.1.3.2) and a diversified mix of uses (PPS 1.1.1).

The proposed intensity conforms with the policies of the London Psychiatric Hospital Secondary Plan, the Transit Village Place Type in The London Plan and contributes to the intensification target within the Primary Transit Area and Built Area Boundary (TLP 81).

Residential Dwelling Units

The proposed zoning by-law amendment implements the vision in The London Plan and the London Psychiatric Hospital Secondary Plan (LPHSP) for a high density, mixed-use, transit-oriented neighbourhood. The official plan amendment will add approximately **2,650 new residential dwelling units** to the 5,750 units that were approved through the 2022 amendment to the LPH Secondary Plan (OZ-9324). The amendments and draft plan of subdivision will permit an approximate **total of 8,400 new residential dwelling units** on the former London Psychiatric Hospital lands comprised of medium to high rise apartment / mixed-use buildings and townhouse dwellings.

The majority of the new units are proposed to be located along the northern and western edges of the subject lands in areas that are best served by the planned bus rapid transit stations. Blocks fronting on to Highbury Avenue North and Oxford Street East as well as other blocks close to Oxford Street East are proposed to have maximum permitted heights of between 20 and 32 storeys.

The central, southern, and eastern portions of the subject lands are proposed to be primarily medium density with maximums of 4 to 8 storeys. Development in these areas is proposed to be medium density to integrate with the surrounding cultural heritage resources and provide a transition to the existing low-density development to the east.

The proposed development would have an overall residential density of approximately 150 units per hectare (uph) when including all lands within the proposed draft plan of subdivision, including the central heritage campus, Treed Allée and large municipal parkland. When excluding these lands, the overall density rises to approximately 200 uph within the Transit Village Place Type. The proposed densities are consistent with the general intent and purpose of the Protected Major Transit Station Area policies in The London Plan, and the minimum density policies in the LPH Secondary Plan. When considering the current employment uses on the west side of Highbury Avenue North, and potential for further development in that area within the Transit Village Place Type, it is possible that the collective density will increase in the future subject to the availability of adequate infrastructure.

Transportation

The development is proposed to be supportive of multiple modes of transportation including public transit, cycling, and walking. The proposed applications encourage mixed-use developments which can help reduce the need to travel long distances by car to get to work, commercial and recreational areas. The areas with the greatest permitted heights and densities are those which are proposed to be immediately adjacent to the under construction rapid transit route. City staff have worked with the

property owner to make sure the development plans are coordinated with the Rapid Transit East London Link along Highbury Avenue North and Oxford Street East. An extensive cycling and pedestrian network is proposed throughout the subject lands to connect with surrounding existing and planned infrastructure. Due to these features, it is hoped that the transportation mode share for active transportation and public transit will be significant and will reduce the amount of personal vehicle traffic generated by the proposed development.

Servicing

City staff have worked with the applicant to coordinate the required municipal water, sanitary and stormwater upgrades for this development with the ongoing construction for the Rapid Transit East London Link.

Engineering divisions have no objections to the proposed official plan and zoning by-law amendments. Staff have worked with the applicant on appropriate conditions of draft plan approval and have recommended holding provisions to ensure adequate servicing is available. Due to the implementation of Floor Area Ratio which can allow varying number of residential units depending on the size of the units, the engineering divisions have asked that holding provisions be applied to ensure adequate servicing is available prior to development. The h-80 holding provision is recommended to ensure orderly development and the adequate provision of municipal services, including the completion of the regional stormwater management facility and the sanitary outlet prior to development proceeding. Through discussions with the applicant, the h-80 is proposed to be applied to development blocks within all phases except for first phase (Block 16).

4.3 Form

The recommended official plan and zoning by-law amendments permit a range of medium to high density residential development types, some in a mixed-use form, as well as a range of commercial and recreational uses. The proposed development is consistent with the form policies of the LPH Secondary Plan and the Transit Village Place Type in The London Plan.

The proposed development is pedestrian, cycling and transit-supportive through the design of buildings as well as the Transit Village as a whole. The proposed zoning by-law amendment requires mixed use buildings and active ground floor uses in appropriate locations with direct pedestrian access to transit stations and cycling routes (TLP 814_3, 814_4). The proposed draft plan of subdivision has been designed to ensure a high quality pedestrian environment through the use of alternative road cross sections, extensions to the cycling and sidewalk networks, and the extension to the north-south pathway network within the heritage protected Treed Allée (TLP 814_6). The subject lands are exempt from the minimum parking standards in the Zoning By-Law and special provisions are recommended to allow for increased lot coverage and landscaped open space to encourage parking to be located underground or within integrated parking structures (TLP 814_11).

The recommended zoning provisions include reduced front and exterior side yard setbacks to allow buildings and uses closer to the sidewalk and to help create a high quality pedestrian environment (TLP 814_6). More specific policies regarding building location, massing and orientation are included in the LPH Secondary Plan (Section 5.0). The staff recommendation includes direction to the Site Plan Approval Authority to implement the urban design policies of the LPH Secondary Plan through the site plan approvals process.

The proposed zoning by-law amendment follows the vision of the LPH Secondary Plan which directs the tallest buildings to the northern and western edges of the subject lands, and mid-rise building around the significant cultural heritage resources located centrally on the subject lands. Through discussions with the applicant, the draft plan of subdivision has been revised to remove proposed single detached dwellings and realign the proposed streets to the north of the Infirmary building to maintain views, and allow for complimentary development to the heritage buildings. Staff are supportive of the

currently proposed mid-rise townhouse or apartment buildings of up to 4 storeys to the north of the Infirmary Building which allow for efficient use of land while also respecting the cultural heritage resources. Further to the northeast and northwest of the infirmary building, the proposed zoning would permit heights of up to 8 storeys to act as a transition down from the Transit Oriented Corridor.

Based on discussions with the applicant, the street and lot fabric in the southeast corner of the subject lands has also been revised to remove possible single detached dwellings which would have backed on to Treed Allée, a significant cultural heritage landscape. The applicant is currently proposed zoning to permit mid-rise 6 storey residential apartment buildings and townhouses adjacent to the Treed Allée. The City initiated Official Plan Amendment will updated Schedule 4 Building Heights Plan to correct a discrepancy between the text and the schedule of the LPH Secondary Plan. The amendment clarifies that an upper maximum height of 6 storeys is permitted along the future extension of Spanner Street. At the site plan stage of development, staff will work with the property owner to ensure that the proposed development is integrated with the adjacent cultural heritage landscapes.

A future extension of Spanner Street has also been provided for to improve connectivity to the lands to east in the future. Due to concerns about the mixing of residential and industrial traffic, Spanner Street is currently proposed to terminate at the CN Spur Rail Line along the eastern boundary of the subject lands while allowing for a possible pedestrian and cycling connection. The possibility to turn Spanner Street into a through street will be reassessed in the future as the area changes and develops. The recommended official plan amendment will allow for a more efficient alignment of Spanner Street with larger, more flexible medium density residential blocks. These blocks will allow for greater flexibility to implement any required noise attenuation, and to ensure development compliments and is integrated with the adjacent cultural heritage landscapes and buildings.

Staff have identified a concern about the increasing heights adjacent to the heritage designated Horse Barn on Highbury Avenue North. It is acknowledged that the surrounding blocks will be developed in a high-rise format; however, it is staff's opinion that the requested density can be accommodated on the large development blocks without the need to locate 30 storey towers immediately adjacent to the Horse Barn. Staff are recommending that the height, setbacks, and podium step backs of buildings adjacent to the Heritage (HER) Zone, be assessed as part of a Heritage Impact Assessment to be required as part of Site Plan Approval.

4.4 Noise and Vibration

To the east of the subject lands is an area along Commercial Crescent and First Street designated as a Light Industrial Place Type in The London Plan and within the Light Industrial (LI1) Zone. Industrial areas in the City are generally classified into several different types, including Heavy Industrial where industries that generate significant planning impacts, such as noise, vibration, air emissions, hazardous materials, and unsightly outdoor storage, will be permitted. The London Plan envisions that Heavy Industrial Place Types will be physically separated from other land uses to avoid land use conflicts and allow them to operate effectively. The Light Industrial Place Type generally permits industries which generate more minimal planning impacts such as noise, vibration and air emissions.

The Light Industrial (LI1) Zone permits bakeries; laboratories; warehouses; wholesale establishments; printing, reproduction, and data processing industries; and business support establishments. The LI1 Zone also permits manufacturing and assembly industries which permits a broad range of manufacturing, fabricating and assembly industries, but excludes paper and allied products industries, food, tobacco and beverage processing, processed goods industries, raw materials processing industries, primary metals industries, waste treatment industries, armaments, munitions and explosive manufacturing industries, and any obnoxious use.

Despite the Light Industrial Place Type and Light Industrial Zoning, several existing heavy industrial uses operate in this area and produce significant noise and/or vibration impacts on the surrounding lands. Existing land uses are permitted to continue operating if they were legally existing prior to the passing of the Zoning By-Law. The City has received communications from two property owners in the area requesting that adequate noise and vibration attenuation measures be implemented to protect public health and allow for the continued operation of the existing industrial uses.

The applicant has prepared a Noise and Vibration Study which assessed impacts from road, rail, commercial and industrial facilities surrounding the proposed development. No significant vibration impacts were detected as part of the investigation, however, a significant industrial noise source at 539 Commercial Crescent was identified based on measures recorded on the subject lands.

As part of the proposal to attenuate the noise impacts, a medium density residential block is proposed to be constructed which would act as a noise barrier between the industrial uses to the east and the residential uses proposed on the subject lands. The medium density residential building would be constructed to only have stairwells, storage / mechanical rooms, garages, and other non-habitable spaces facing the industrial uses. All balconies, bedrooms, and other habitable rooms would face towards the west.

The proposed development is anticipated to develop in several phases. The phases impacted by the potential noise impacts are in the third and fourth phases of the proposed development. Due to the anticipated long timeline for development, detailed conceptual plans are not available for blocks in the later phases of the subdivision. As part of the application process, the applicant proposed a new site-specific holding provision requiring an updated Noise and Vibration Impact Study and implementation of the recommended attenuation measures for the blocks potentially impacted by the adjacent industrial uses. This will allow earlier phases of the development to proceed and allow for impacts to be assessed on the later phases closer to the start of development.

Staff are recommending that a revised general holding provision be applied which will require a detailed assessment of noise and vibration impacts from all surrounding land uses and transportation sources and implementation of noise attenuation measures. This language is broader than the existing h-65 holding provision for noise which only considers impacts from transportation uses, and could be considered for use as a new standard holding provision for noise and vibration studies as part of the City's Holding Provision Review. The applicant has indicated they are supportive of the proposed language for the holding provision.

To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-65" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.

4.5 Emergency Communications

There are two line-of-sight corridors for the Municipal Emergency Communication System which pass over the subject lands. One is over the southern portion of the development and is not impacted as these lands are planned for a maximum height of 6 storeys. One corridor passes over Block 18 however, within the Transit Oriented Corridor designation in the Secondary Plan which is recommended to permit buildings of up to 20 storeys or 66 metres. These heights have the potential to impact the emergency communications line-of-sight. The h-240 holding provision is recommended to be applied which will require further study to demonstrate no impacts exist or mitigation measures are identified and mutually agreed upon by the City and developer.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision are consistent with the general intent and purpose of The London Plan and London Psychiatric Hospital Secondary Plan which encourage infill and intensification, the provision of a range and mix of dwelling types, which is compatible with the significant cultural heritage resources on the subject lands. Concerns regarding land use compatibility with adjacent existing industrial uses will be addressed through the application of holding provisions and conditions to the draft plan of subdivision. Holding provisions will be applied to address concerns regarding the orderly development of the lands and to ensure that adequate municipal services are available when each block develops. Other concerns related to the design of specific development blocks will be addressed through Site Plan Approval as part of future applications once more detailed designs are available.

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cc: Peter Kavcic, Manager, Subdivisions and Development Inspections
Michael Harrison, Manager, Subdivision Engineering
Britt O'Hagan, Manager, Current Development
Michael Corby, Manager, Site Plans
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Appendix A – Official Plan Amendment

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

By-law No. Z.-1-_____

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to an area of land located at 850 Highbury Avenue North.

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 London Plan for the City of London Planning Area – 2016, as contained in Schedule “1” through Schedule “12”, 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*.
3. This by-law comes into effect on the day it is passed subject to this provisions of PART VI.1 of the Municipal Act, 2001.

PASSED in Open Council on October 15, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 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:

- 1) To amend London Plan Map 1 – Place Types to change the land use designation FROM Transit Village and Green Space Place Types to Transit Village and Green Space Place Types as indicated on the attached Schedule “1”;
- 2) To amend London Plan Map 3 – Street Classifications to MODIFY the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan as indicated on the attached Schedule “2”;
- 3) To amend London Plan Map 4 – Active Mobility Network to MODIFY the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan as indicated on the attached Schedule “3”;
- 4) To amend London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to AMEND the Transit-Oriented Corridor Policy Area 1 and DIVIDE into Transit-Oriented Policy Area 1A for the corner of Highbury Avenue North and Oxford Street East and Policy 1B for the rest of the former Policy Area 1.
- 5) To amend London Psychiatric Hospital Secondary Plan Section 3.0 Character Area Land Use Designations to REMOVE references to the “Upper Maximum Height” and “Standard Maximum Height” and REPLACE with “Maximum Height”;
- 6) To amend London Psychiatric Hospital Secondary Plan Section 3.2, including Table 1 – Summary of Maximum and Minimum Permitted Heights by Designation to increase the permitted heights as follows:
 - a. Transit-Oriented Corridor Policy Area 1A FROM a Maximum of 22 storeys a TO a Maximum of 32 storeys;
 - b. Transit-Oriented Corridor Policy Area 1B FROM a Maximum of 22 storeys a TO a Maximum of 30 storeys;
 - c. Transit-Oriented Corridor Policy Area 2A FROM a Maximum of 12 storeys a TO Maximum of 20 storeys;
 - d. Transit-Oriented Corridor Policy Area 2B FROM a Maximum of 12 storeys a TO Maximum of 25 storeys;
 - e. Residential Policy Area 1A FROM a Maximum of 4 storeys a TO a Maximum of 8 storeys on lands located more than 80 metres from the Treed Allée along Street C;
 - f. Residential Policy Area 1B FROM a Maximum of 12 storeys a TO Maximum of 20 storeys; and
 - g. Village Core FROM a Maximum of 4 storeys TO Maximum of a Maximum of 8 storeys on lands located more than 60 metres from a heritage designation.
- 7) To amend London Psychiatric Hospital Secondary Plan Section 3.2 to revise the Built Form and Intensity policies for the western portion of Residential Policy Area 1A to permit heights up to 12 storeys adjacent to

the Transit Oriented Corridor Designation subject to the recommendations of a Heritage Impact Assessment acceptable to the City.

- 8) To amend London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan to MODIFY the street network; MODIFY the Active Transportation Connection; and change the land use FROM Lowrise-Midrise and Open Space TO Lowrise-Midrise and Open Space as indicated on the attached Schedule “4”;
- 9) To amend London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas to MODIFY the street network; and change the land use FROM Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “5”;
- 10) To amend London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations as follows:
 - a. to modify the street network;
 - b. to amend the sub area designations for Blocks 6 & 27 FROM Residential Policy Area 1A and Open Space Policy Area 1 TO Residential Policy Area 2 and Open Space Policy Area 1;
 - c. to amend the sub area designations for Blocks 13-15 FROM Transit-Oriented Corridor Policy Area 1 TO Transit-Oriented Corridor Policy Area 1B.
 - d. to amend the sub area designations for Block 16 FROM Transit-Oriented Corridor Policy Area 1 TO Transit-Oriented Corridor Policy Area 1A.
 - e. to amend the sub area designations for Blocks 17 and 18 FROM Transit-Oriented Corridor Policy Area 2B TO Transit-Oriented Corridor Policy Areas 1B & 2A.as indicated on the attached Schedule “6”;
- 11) To amend London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan as follows:
 - a. to MODIFY the street network;
 - b. to amend all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation WITH the Maximum Height;
 - c. to amend the maximum height for Block 16 FROM 22 Storeys TO 32 Storeys;
 - d. to amend the maximum height for Blocks 13-15 and 17 FROM 16 and 22 Storeys TO 30 Storeys;
 - e. to amend the maximum height for Block 12 FROM 16 Storeys TO 25 Storeys;
 - f. to amend the maximum height for Blocks 18 and 19 FROM 12 and 16 Storeys TO 20 Storeys;
 - g. to amend the maximum height for Blocks 2 and 26 FROM 12 Storeys TO 20 Storeys; and,
 - h. to amend the maximum height for the western portions of Blocks 10 and 11 FROM 4 Storeys TO 8 Storeys;

- i. to amend the maximum height for Block 1, the eastern portion of Block 3, and the western portion of Block 4 FROM 4 Storeys TO 8 Storeys.

as indicated on the attached Schedule “7”;

- 12) To amend London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan to MODIFY the Neighbourhood Streets and Neighbourhood Connectors as indicated on the attached Schedule “8”;
- 13) To amend London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network to MODIFY the street network; relabel FROM Buffered Bike Lane TO In-Boulevard Bike Lane and MODIFY the In-Boulevard Bike Lane and Multi-Use Pathway as indicated on the attached Schedule “9”;
- 14) To amend London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework to MODIFY the street and block fabric as indicated on the attached Schedule “10”;
- 15) To amend London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities to MODIFY the Priority View Terminus, street and block fabric as indicated on the attached Schedule “11”; and
- 16) To amend London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area to MODIFY the street network; and change the land use FROM Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “12”.

B. LOCATION OF THIS AMENDMENT

The subject lands are lands of the former London Psychiatric Hospital located on the east side of Highbury Avenue North, south side of Oxford Street East, north of the CP Rail Line, and the CP Rail Spur Line as shown on Schedule “13”.

C. BASIS OF THE AMENDMENT

The subject lands are located within the Transit Village Place Type on The London Plan Map 1 – Land Use which permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses and encourages mixed-use buildings. Transit Villages are intended to be second only to the Downtown in terms of the mix of uses and intensity of development that is permitted. They are intended to be major mixed-use destinations with centrally located rapid transit stations which will form focal points to the Transit Village neighbourhood.

The purpose of the London Psychiatric Hospital Secondary Plan (LPH Secondary Plan) is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed-use development, heritage conservation, rapid transit support, walkability and high quality urban design.

An amended LPH Secondary Plan that would allow mixed-use low, medium and high-density development with a mix of residential, commercial, heritage, community and other uses on the lands consistent with the vision for a Transit Village in The London Plan was passed by Council on June 14, 2022. Through the continued review of the applications for Zoning By-Law Amendment and Draft Plan of Subdivision, several minor revisions to the LPH Secondary Plan were identified to reflect the latest layout and design of the proposed development.

D. THE AMENDMENT

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

- 1) The London Plan Map 1 – Place Types is amended by redesignating a portion of the London Psychiatric Hospital Secondary Plan area from FROM Transit Village and Green Space Place Types to Transit Village and Green Space Place Types as indicated on the attached Schedule “1”;
- 2) The London Plan Map 3 – Street Classifications is amended by modifying the Neighbourhood Connectors within the London Psychiatric Hospital Secondary Plan area as indicated on the attached Schedule “2”;
- 3) The London Plan Map 4 – Active Mobility Network is amended by modifying the Cycling and Walking Routes within the London Psychiatric Hospital Secondary Plan area as indicated on the attached Schedule “3”;
- 4) London Psychiatric Hospital Secondary Plan Section 3.2 – Framework of Heights is amended by deleting Table 1 - Summary of Minimum and Maximum Permitted Heights by Designation and its notes and replacing them with:

Designation	Policy Area	Minimum Height (storeys or m)	Maximum Height (storeys)
Transit Oriented Corridor	1A	3 storeys or 9m	32
	1B	3 storeys or 9m	30
	2A	3 storeys or 9m	20
	2B	3 storeys or 9m	25
Village Core	n/a	2 storeys or 8m	See Section 3.3
Residential Area	1A	2 storeys or 8m	See Section 3.5.1
	1B	3 storeys or 9m	20
	2	2 storeys or 8m	6

Notes:

1 – The heights shown on this table will not necessarily be permitted on all sites within the relevant designations of this Secondary Plan.

2 – The Maximum height may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the criteria specified in the policies for the designation have been met.

3 – Transit Oriented Policy Areas 3 & 4, and Residential Policy Area 3 are not currently subject to this table. Appropriate minimum and maximum heights should be considered and added to this table through a future amendment to this secondary plan.

- 5) London Psychiatric Hospital Secondary Plan Section 3.3 – Village Core Designation iv) is amended by deleting b) and replacing it with the following:
 - b) The maximum permitted heights shall be up to 8 storeys on the western half and 4 storeys on the eastern half of the designation; and the minimum permitted heights shall be 2 storeys

or 8 metres, as identified in Schedule 4 and Table 1 of this Plan. The proposed development will provide a transition between the heritage area surrounding the Infirmary building and the higher-rise built form along Highbury Avenue North.

- 6) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity i) Intent is amended by adding the following:

The Transit-Oriented Corridor Policy Area 1 – Highest Intensity is further divided into two sub areas, as shown on Schedule 3 of this Plan:

- a) Policy Area 1A: lands located at the southeast corner of Highbury Avenue North and Oxford Street East
- b) Policy Area 1B: lands located on the south side of Oxford Street East close to the northern extension to the Treed Allée, and on the east side of Highbury Avenue North located to the south of the heritage designated Horse Barn.

- 7) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity iii) Built Form and Intensity is amended by deleting a) in its entirety and replacing it with the following:

a) The maximum and minimum heights the maximum permitted heights within Policy Area 1 are as shown on Schedule 4 and Table 1 of this Plan:

- 1. Within the Transit-Oriented Corridor Policy Area 1A the maximum permitted heights shall be 32 storeys, and the minimum permitted heights shall be 3 storeys; and
- 2. Within the Transit-Oriented Corridor Policy Area 1B the maximum permitted heights shall be 30 storeys, and the minimum permitted heights shall be 3 storeys.

- 8) London Psychiatric Hospital Secondary Plan Section 3.4.1 – Transit-Oriented Corridor Policy Area 1 – Highest Intensity iii) b) is amended by deleting “Heights exceeding 15 storeys, up to 22 storeys” with “Within the Transit-Oriented Corridor Policy Area 1A, heights up to 32 storeys; and within Policy Area 1B, heights up to 30 storeys”;

- 9) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise i) Intent b) is amended by deleting “lands to the north of the main Highbury Avenue North entrance, as well as the”;

- 10) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise iii) Built Form and Intensity a) is amended by replacing “8 storeys” with “20 storeys” in (1) and replacing “12 storeys” with “25 storeys” in (2)

- 11) London Psychiatric Hospital Secondary Plan Section 3.4.2 – Transit-Oriented Corridor Policy Area 2 – High Rise iii) Built Form and Intensity b) is amended by replacing: “heights exceeding 8 storeys up to 12 storeys; and within Policy Area 2B, heights exceeding 12 storeys up to 16 storeys” with “heights up to 20 storeys; and within Policy Area 2B, heights up to 25 storeys”.

- 12) London Psychiatric Hospital Secondary Plan Section 3.5.1 – Residential Policy Area 1 – North Residential Neighbourhood iii) Built Form and Intensity is amended by:
- a. deleting a) in its entirety and replacing it with:

The maximum permitted and minimum permitted heights within Policy Area 1, as shown on Schedule 4 and Table 1 of this Plan, shall be:

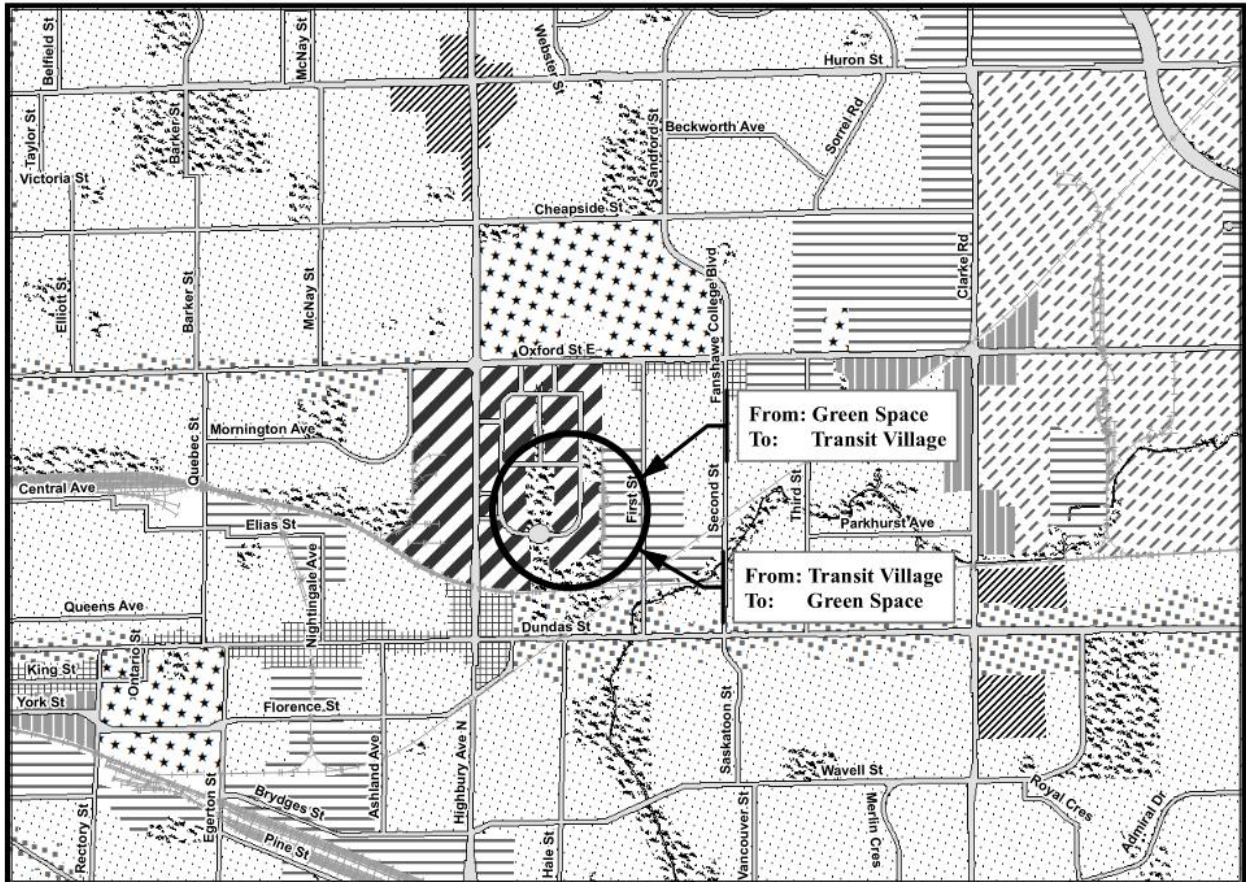
 - 1. Within the Residential Policy Area 1A the maximum permitted heights shall be 4 storeys on lands within 80 metres of the Treed Allée along Street C or 8 storeys on all other lands, and the minimum permitted heights shall be 2 storeys; and
 - 2. Within the residential Policy Area 1B the maximum permitted heights shall be 20 storeys, and the minimum permitted heights shall be 3 storeys
 - b. amending b) to delete “exceeding 8 storeys” and replace “12 storeys” with “20 storeys”.
- 13) London Psychiatric Hospital Secondary Plan Section 3.5.2 – Residential Policy Area 2 – South Neighbourhood iii) Built Form and Intensity is amended by:
- a. deleting a) in its entirety and replacing it with:

The maximum permitted heights shall be 6 storeys and minimum permitted heights shall be 2 storeys within Policy Area 2 as shown on Schedule 4 and Table 1 of this Plan.:
 - b. amending b) to delete “exceeding 4 storeys”.
- 14) London Psychiatric Hospital Secondary Plan Schedule 1 – Community Structure Plan is amended by modifying the street network, modifying the Active Transportation Connection, and redesignating a portion of the subject lands from Lowrise-Midrise and Open Space to Lowrise-Midrise and Open Space as indicated on the attached Schedule “4”;
- 15) London Psychiatric Hospital Secondary Plan Schedule 2 – Character Areas is amended by modifying the street network; and redesignating a portion of the subject lands from Residential and Open Space to Residential and Open Space as indicated on the attached Schedule “5”;
- 16) London Psychiatric Hospital Secondary Plan Schedule 3 – Sub Area Designations is amended by:
- a. modifying the street network;
 - b. redesignating the sub area designations for Blocks 6 and 27 from Residential Policy Area 1A and Open Space Policy Area 1 to Residential Policy Area 2 and Open Space Policy Area 1;
 - c. redesignating the sub area designations for Block 16 from Transit-Oriented Corridor Policy Area 1 to Transit-Oriented Corridor Policy Area 1A.
 - d. redesignating the sub area designations for Blocks 13-15, and 17 from Transit-Oriented Corridor Policy Area 1 to Transit-Oriented Corridor Policy Area 1B;

- e. redesignating the sub area designations for Blocks 17 and 18 from Transit-Oriented Corridor Policy Areas 2B to Transit-Oriented Corridor Policy Areas 1B & 2A;
- as indicated on the attached Schedule “6”;
- 17) London Psychiatric Hospital Secondary Plan Schedule 4 – Building Height Plan is amended by:
- a. modifying the street network;
 - b. replacing all references to Standard Maximum Height indicated on Schedule 4 for each Sub Area Designation with the Maximum Height;
 - c. redesignating Block 7 from 2-4 Storeys and Open Space TO 2-6 Storeys and Open Space;
 - d. redesignating Block 16 from 3-22 Storeys to 3-32 Storeys;
 - e. redesignating Blocks 13-15 & 17 from 3-16 and 3-22 Storeys to 3-30 Storeys;
 - f. redesignating Block 12 from 3-16 Storeys to 3-25 Storeys;
 - g. redesignating Blocks 18 & 19 from 3-12 and 3-16 Storeys to 3-20 Storeys;
 - h. redesignating the western portions of Blocks 10 and 11 from 2-4 Storeys to 2-8 Storeys;
 - i. redesignating Block 1, the western portion of Block 3, the eastern portion of block 4 from 2-4 Storeys to 2-8 Storeys;
- as indicated on the attached Schedule “7”;
- 18) London Psychiatric Hospital Secondary Plan Schedule 5 – Street Hierarchy Plan is amended by modifying the Neighbourhood Streets and Neighbourhood Connectors as indicated on the attached Schedule “8”;
- 19) London Psychiatric Hospital Secondary Plan Schedule 6 – Pedestrian and Cycling Network is amended by modifying the street network; renaming Buffered Bike Lane as In-Boulevard Bike Lane, and modifying the In-Boulevard Bike Lane and Multi-Use Pathway as indicated on the attached Schedule “9”;
- 20) London Psychiatric Hospital Secondary Plan Schedule 7 – Cultural Heritage Framework is amended by modifying the street and block fabric as indicated on the attached Schedule “10”;
- 21) London Psychiatric Hospital Secondary Plan Schedule 8 – Urban Design Priorities is amended by modifying the Priority View Terminus, street and block fabric as indicated on the attached Schedule “11”; and
- 22) London Psychiatric Hospital Secondary Plan Schedule 9 – Potential Noise and Vibration Impact Area is amended by modifying the street network; and redesignating a portion of the subject lands from Residential and Open Space TO Residential and Open Space as indicated on the attached Schedule “12”.

Schedule "1"

AMENDMENT NO:



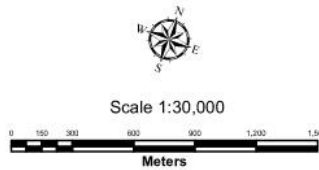
Legend

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

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

**SCHEDULE 1
TO**
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9735

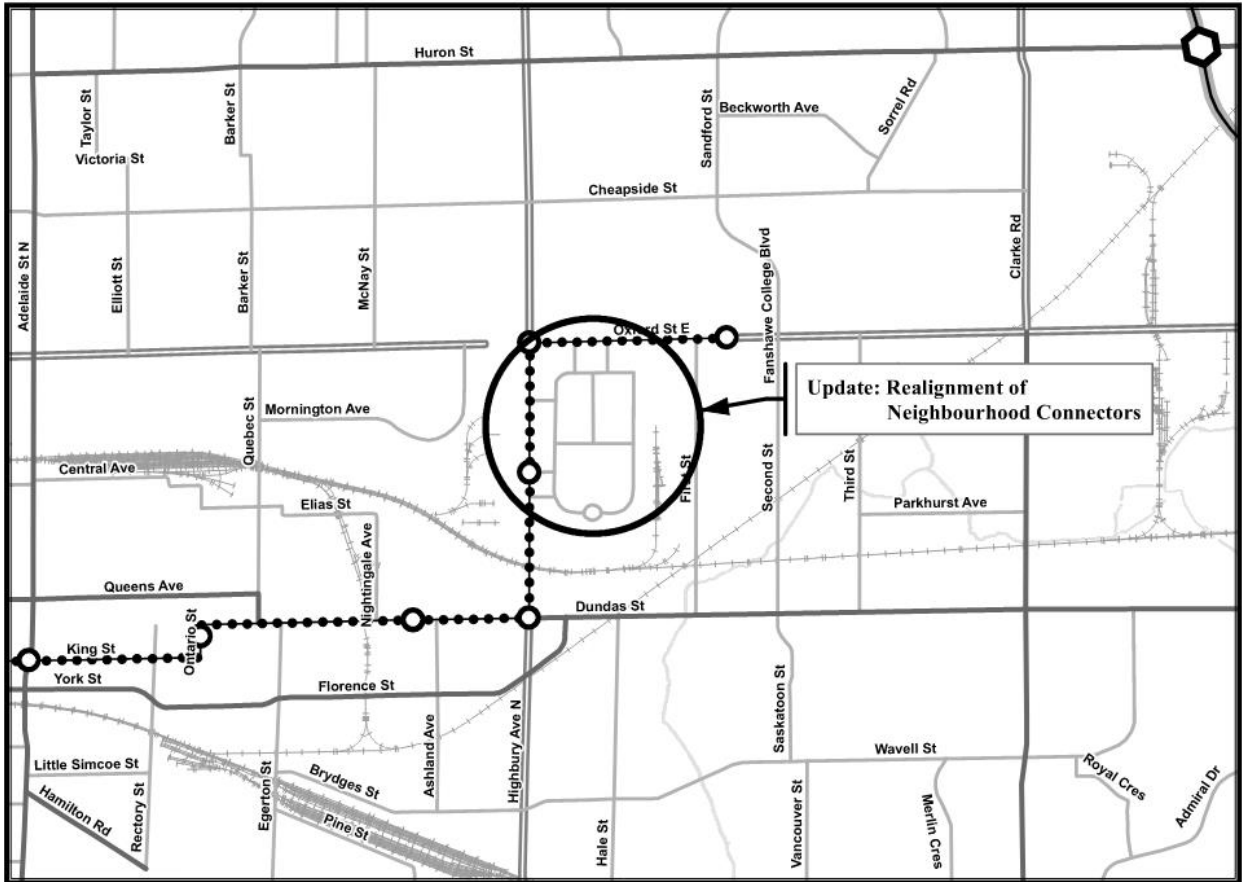
PLANNER: MC

TECHNICIAN: RC

DATE: 6/18/2024

Schedule "2"

AMENDMENT NO:



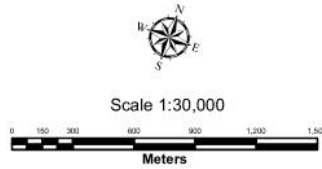
Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

SCHEDULE 2
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9735

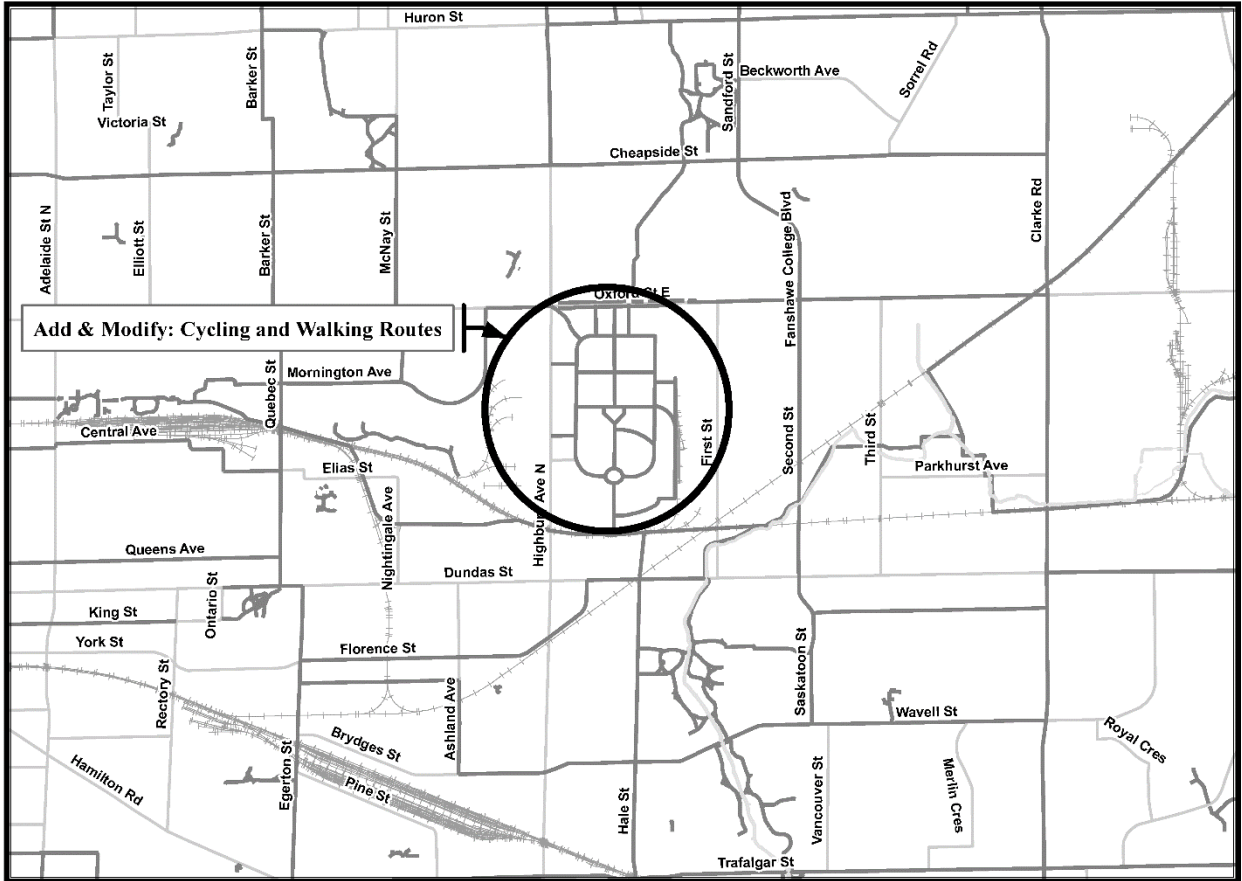
PLANNER: MC

TECHNICIAN: RC



DATE: 6/19/2024

Schedule "3"


AMENDMENT NO:




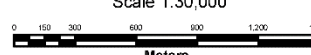
ACTIVE MOBILITY NETWORK

-  Thames Valley Parkway
-  Cycling and Walking Routes

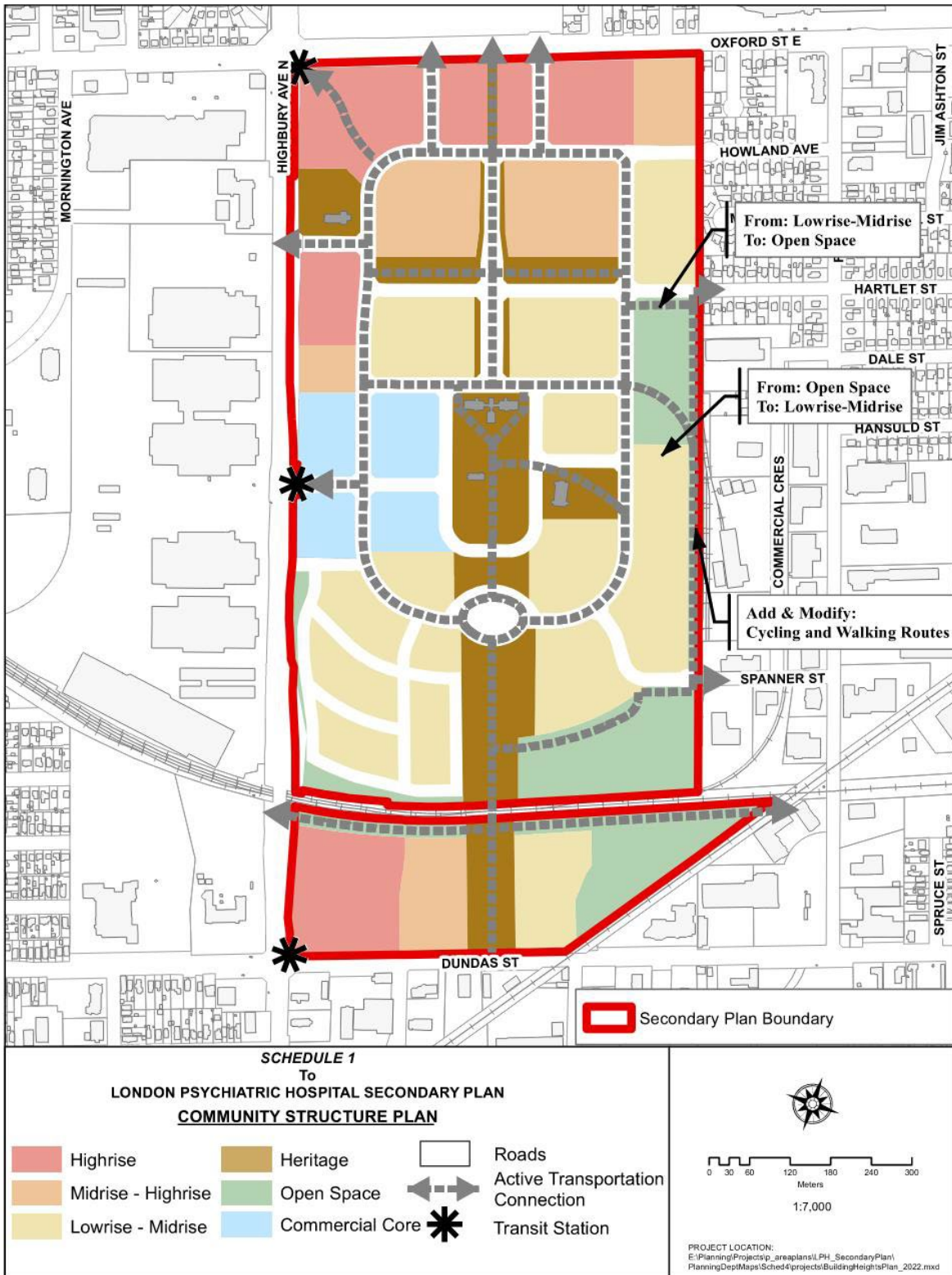
Base Map Features

-  Railways
-  Water
-  Streets (see Map 3)

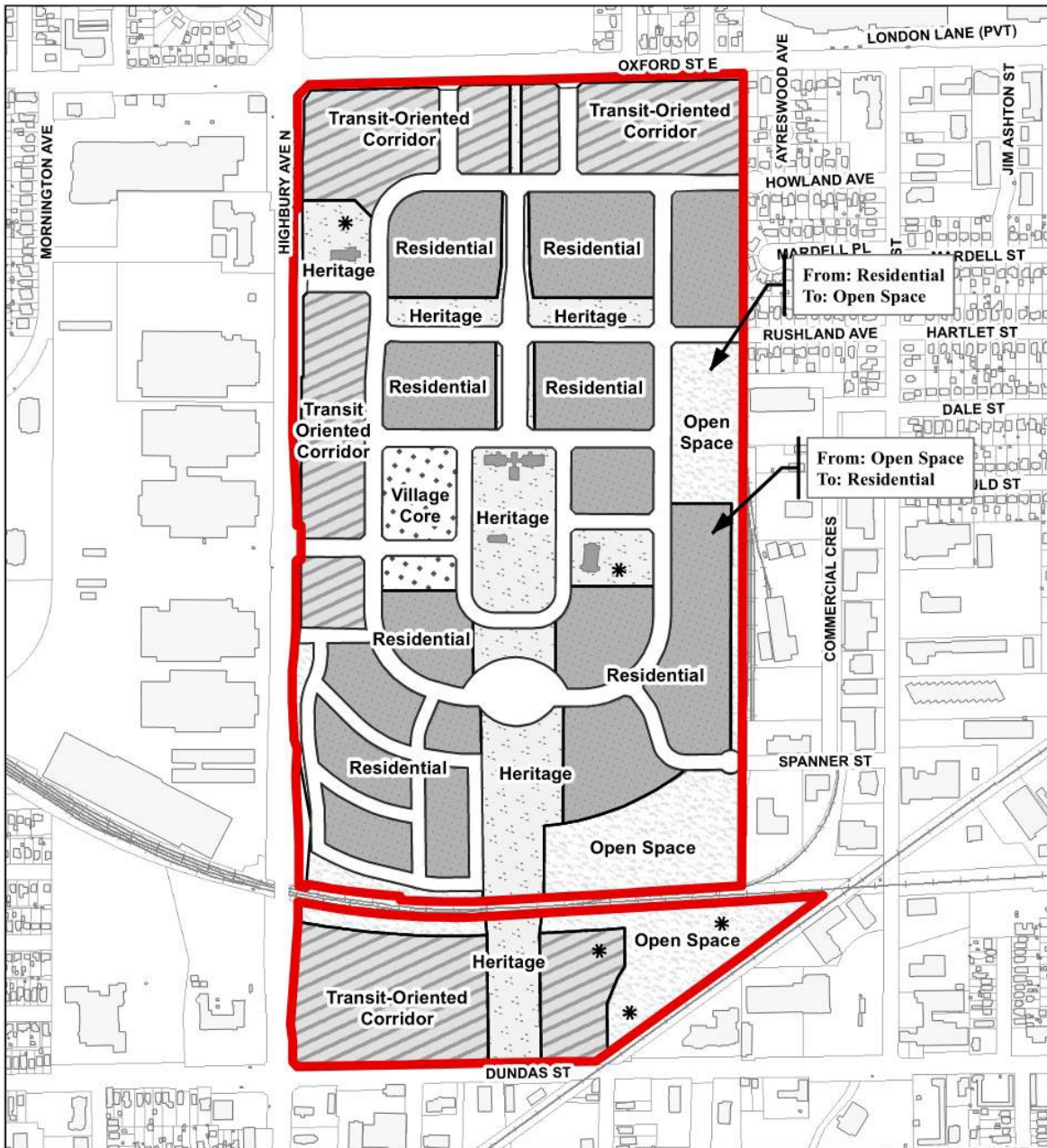
This is an excerpt from the Planning Division's working consolidation of Map 4 - Active Mobility Network of the London Plan, with added notations.

<p style="text-align: center;">SCHEDULE 3 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p style="text-align: center;">  Scale 1:30,000  Meters </p>	<p>FILE NUMBER: O-9735</p> <p>PLANNER: MC</p> <p>TECHNICIAN: RC</p> <p>DATE: 6/25/2024</p>
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Schedule "4"









Schedule "5"





SCHEDULE 2
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

 Secondary Plan Boundary

CHARACTER AREA LAND USE DESIGNATIONS

 Heritage	 Residential	 Village Core
 Open Space	 Transit-Oriented Corridor	 Potential Community Gardens

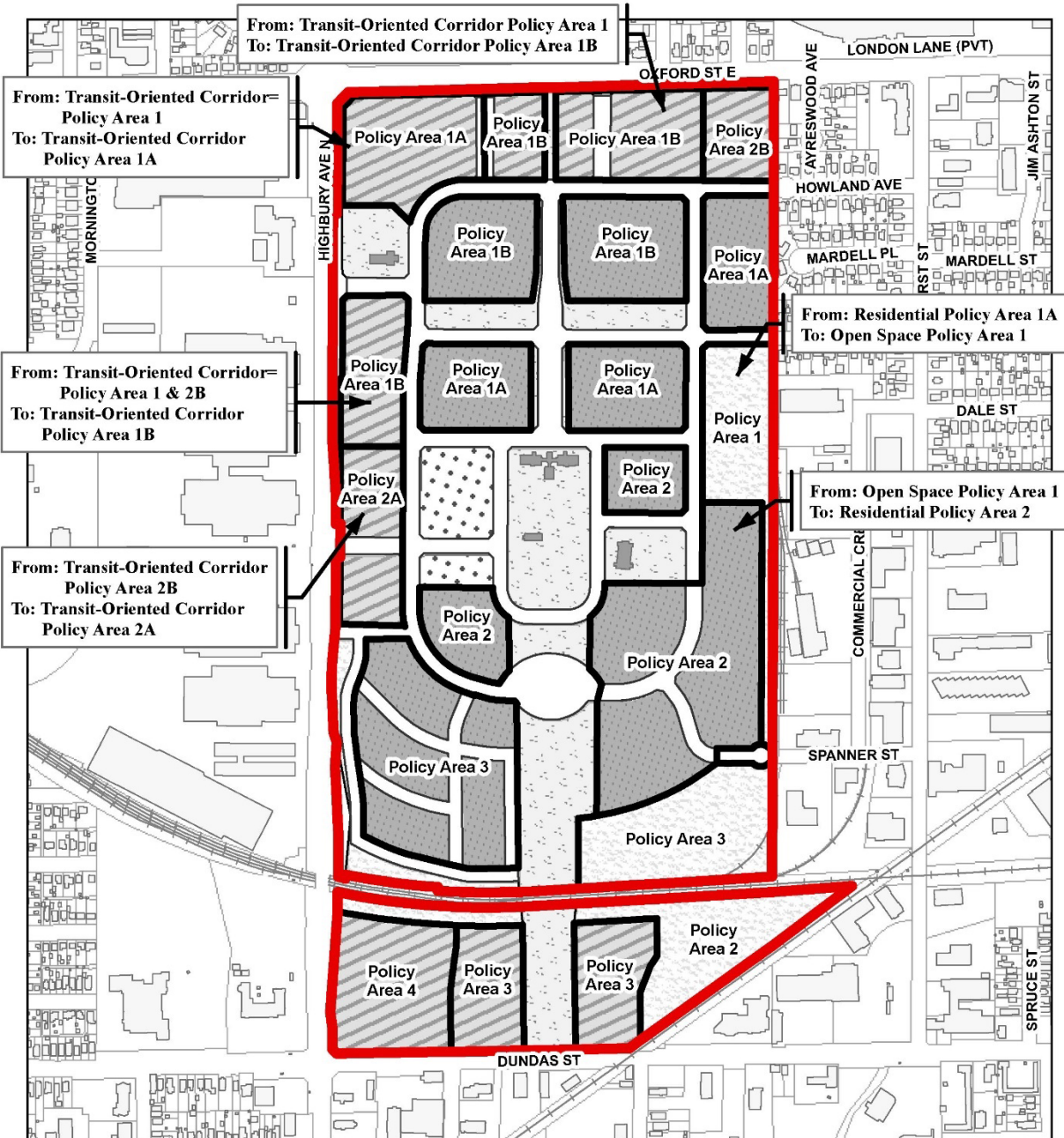




 1:7,000

PROJECT LOCATION:
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PlanningDept\Maps\Sched2\projects\CharacterAreas_B&W.mxd

Schedule "6"



SCHEDULE 3
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

Secondary Plan Boundary

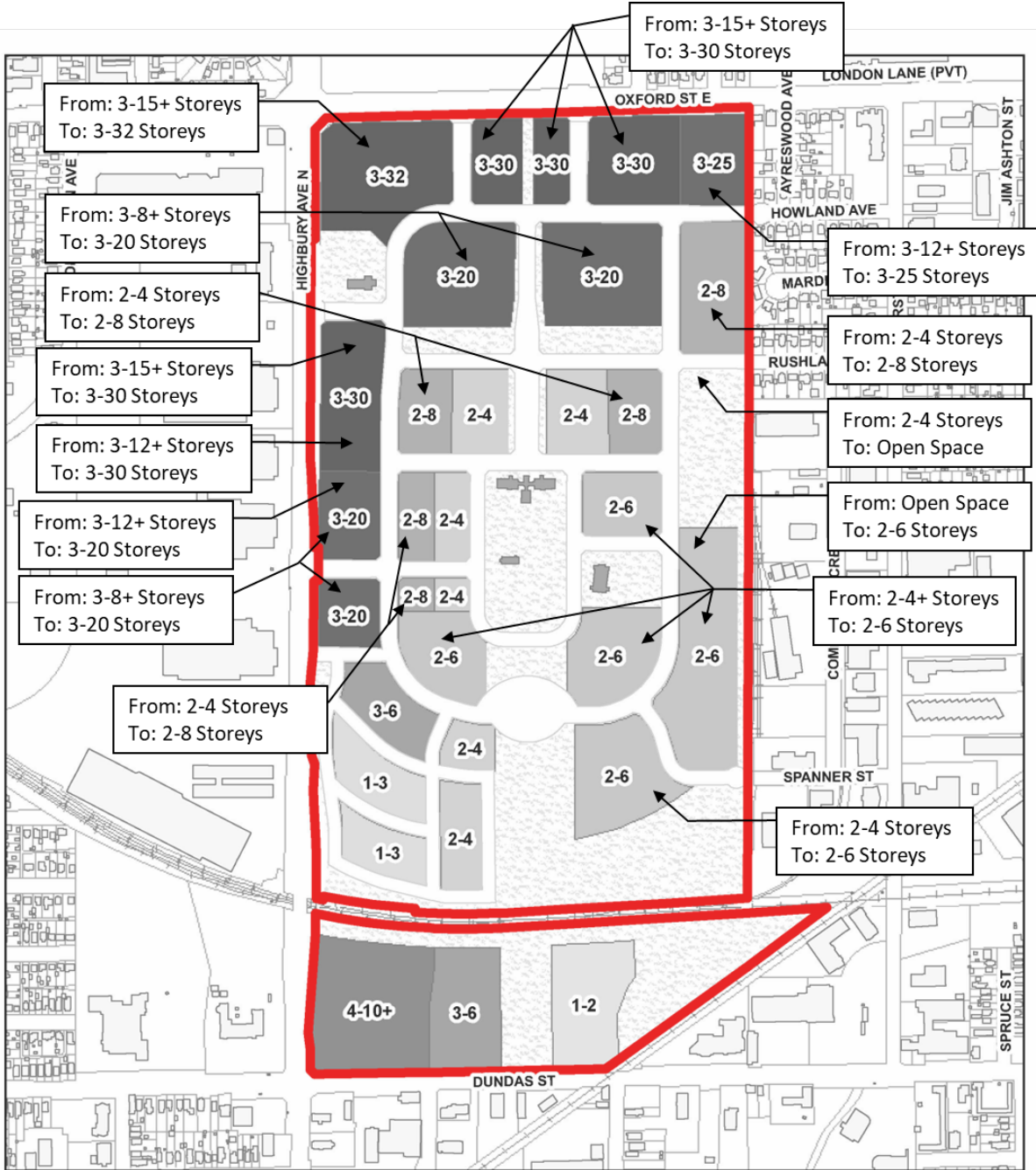
SUB AREA DESIGNATIONS

Policy Area Boundary	Open Space	Transit-Oriented Corridor
Heritage	Residential	Village Core

0 30 60 120 180 240 300
Meters
1:7,000

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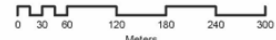
Schedule "7"



SCHEDULE 4
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
BUILDING HEIGHT PLAN
Minimum-Maximum Height (Storeys)

1-2	2-4	2-8	4-10+	3-20
1-3	2-6	3-6	3-15	3-32

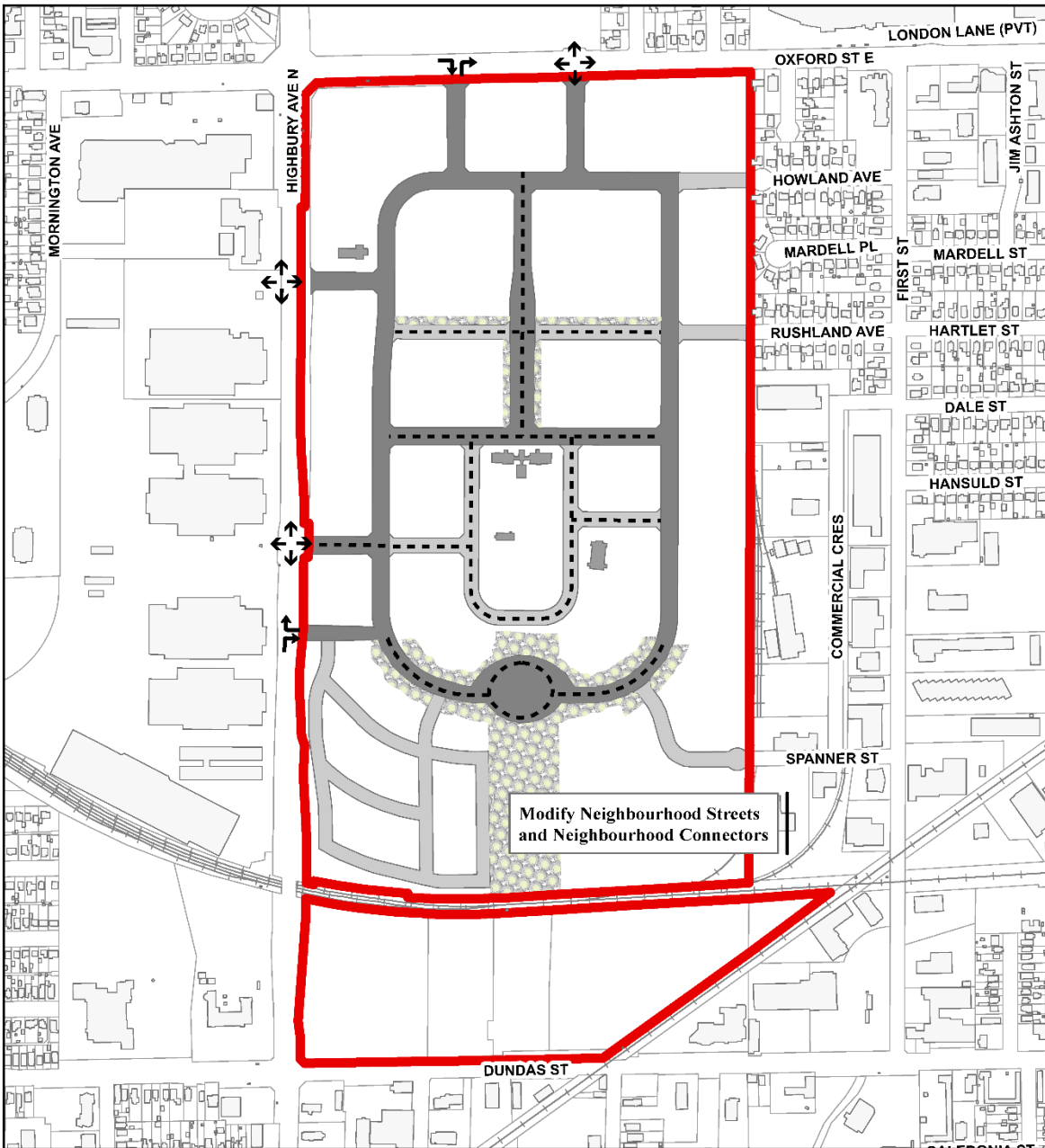
On blocks with a '+', development may be permitted above the heights shown on this plan, up to the Upper Maximum Height identified on Table 1 in accordance with the policies for each designation in the Plan








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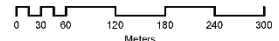
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Schedule "8"



SCHEDULE 5
 To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
STREET HIERARCHY PLAN

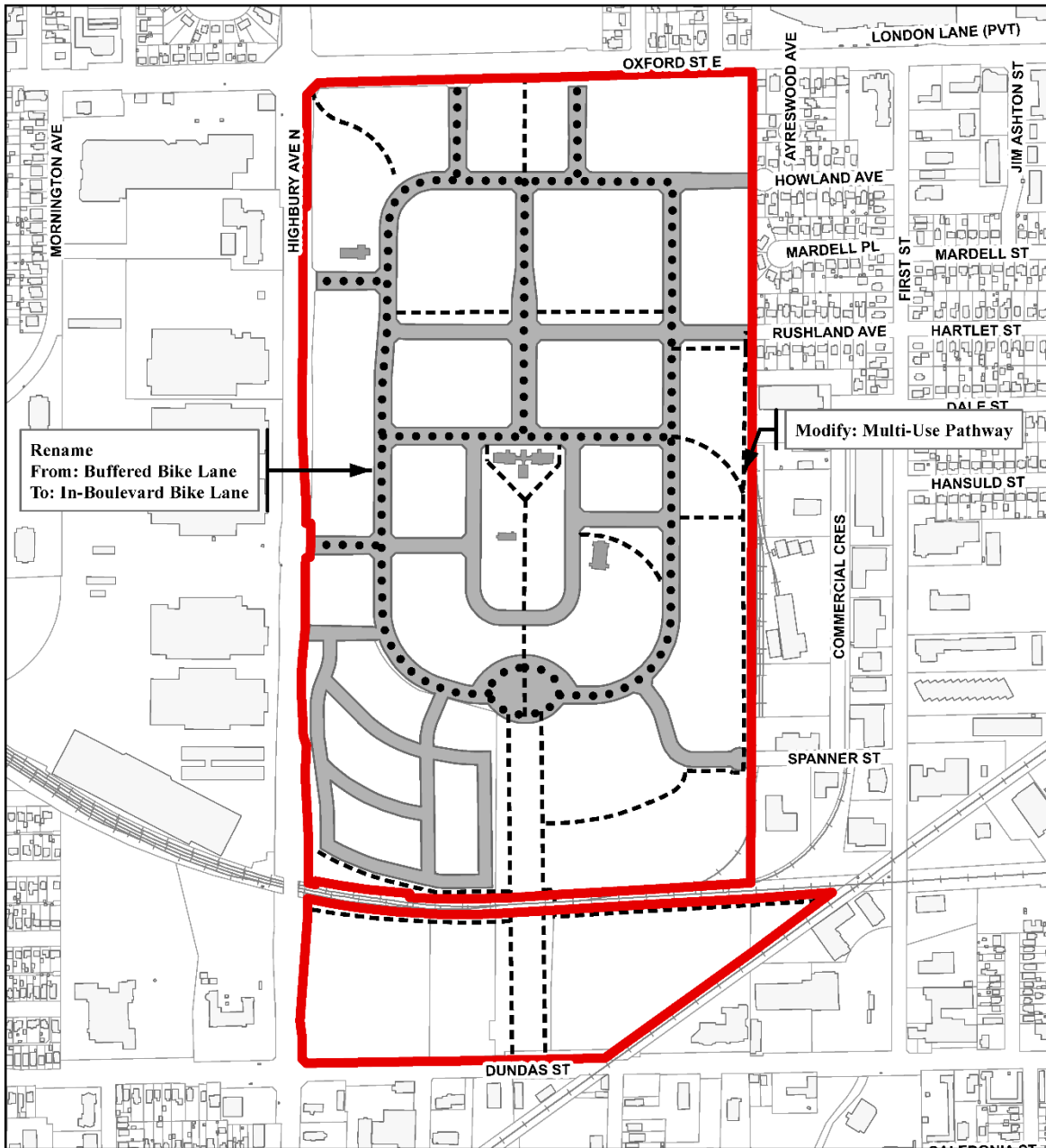
-  Neighbourhood Connector
-  Neighbourhood Street
-  Priority Tree Retention Area
-  Enhanced Design Street
-  Permitted Turning Movements





1:7,000

PROJECT LOCATION:
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Schedule "9"



SCHEDULE 6
 To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
PEDESTRIAN AND CYCLING NETWORK

 In-Boulevard Bike Lane  Multi-use Pathway

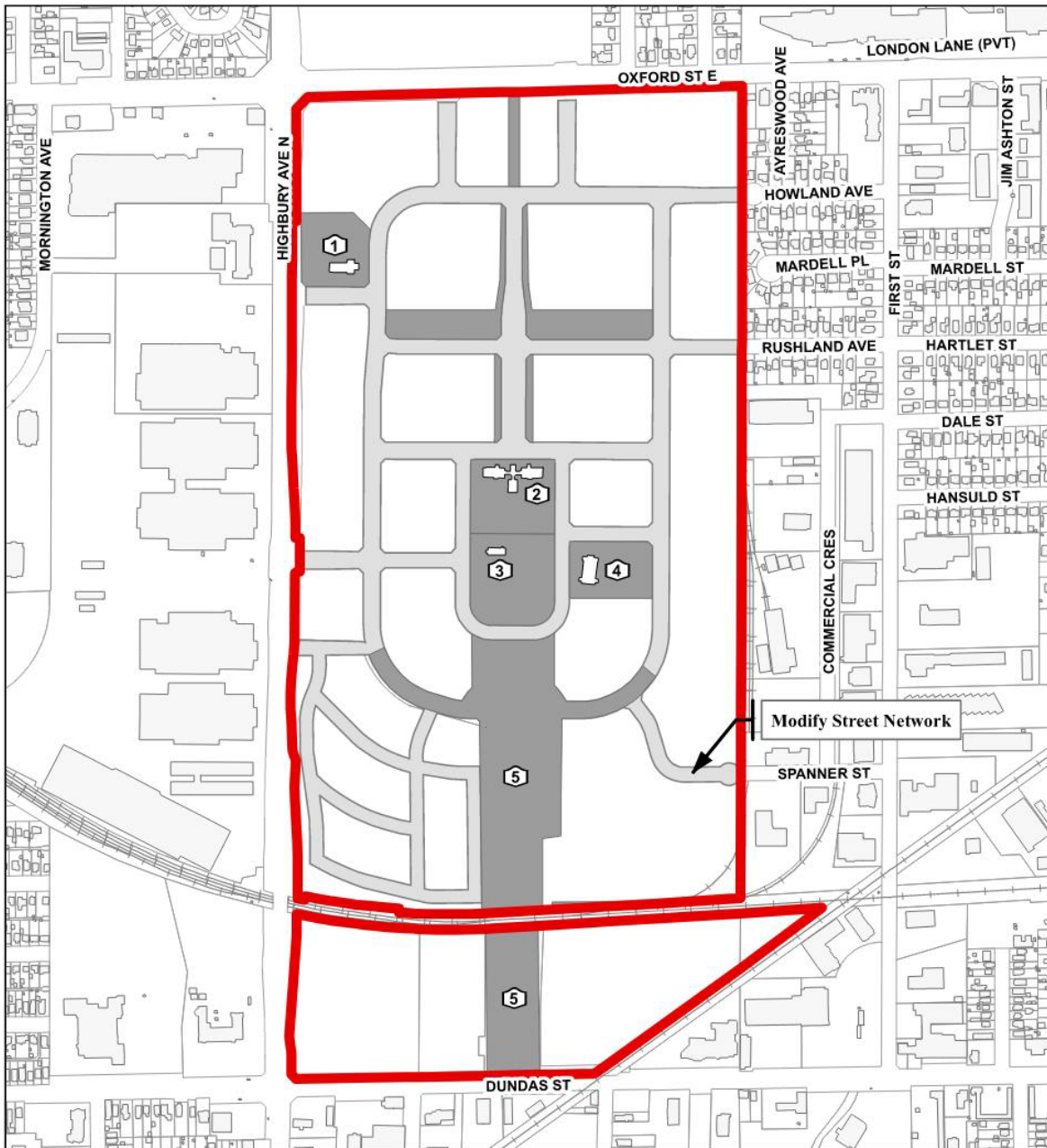


0 30 60 120 180 240 300
 Meters

1:7,000

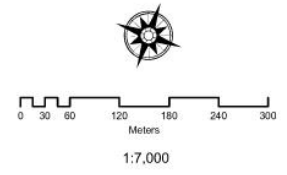
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Schedule "10"



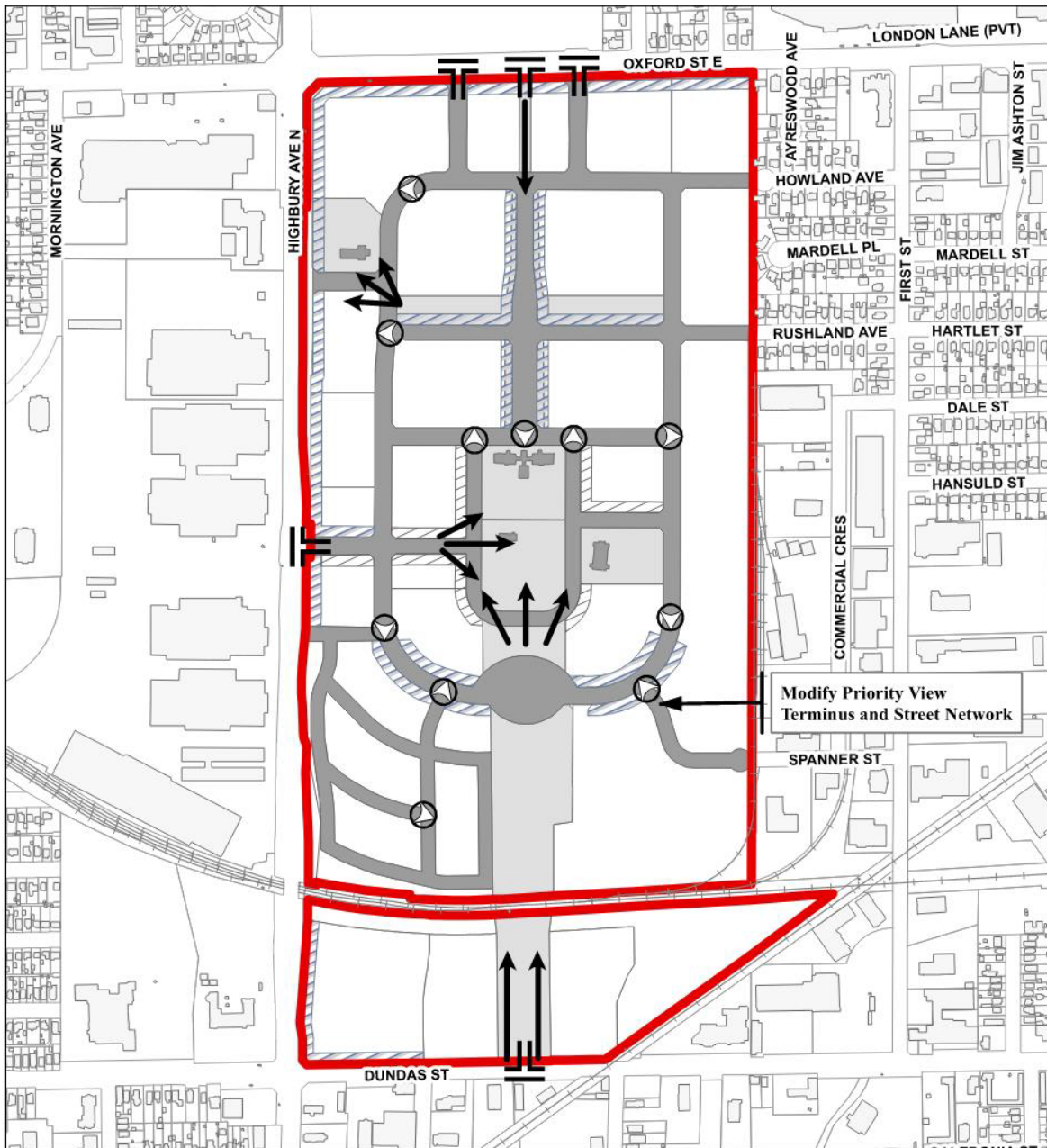
SCHEDULE 7
 To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
CULTURAL HERITAGE FRAMEWORK

- | | | | |
|---|---------------------|--|--|
| ① | Horse Stable | <i>Buildings
to be
Conserved</i> | Significant Cultural Heritage
Landscape to be Conserved |
| ② | Infirmary Building | | |
| ③ | Chapel of Hope | | |
| ④ | Recreation Hall | | |
| ⑤ | Central Treed Allée | | |



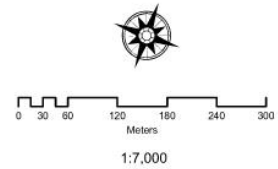
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Schedule "11"



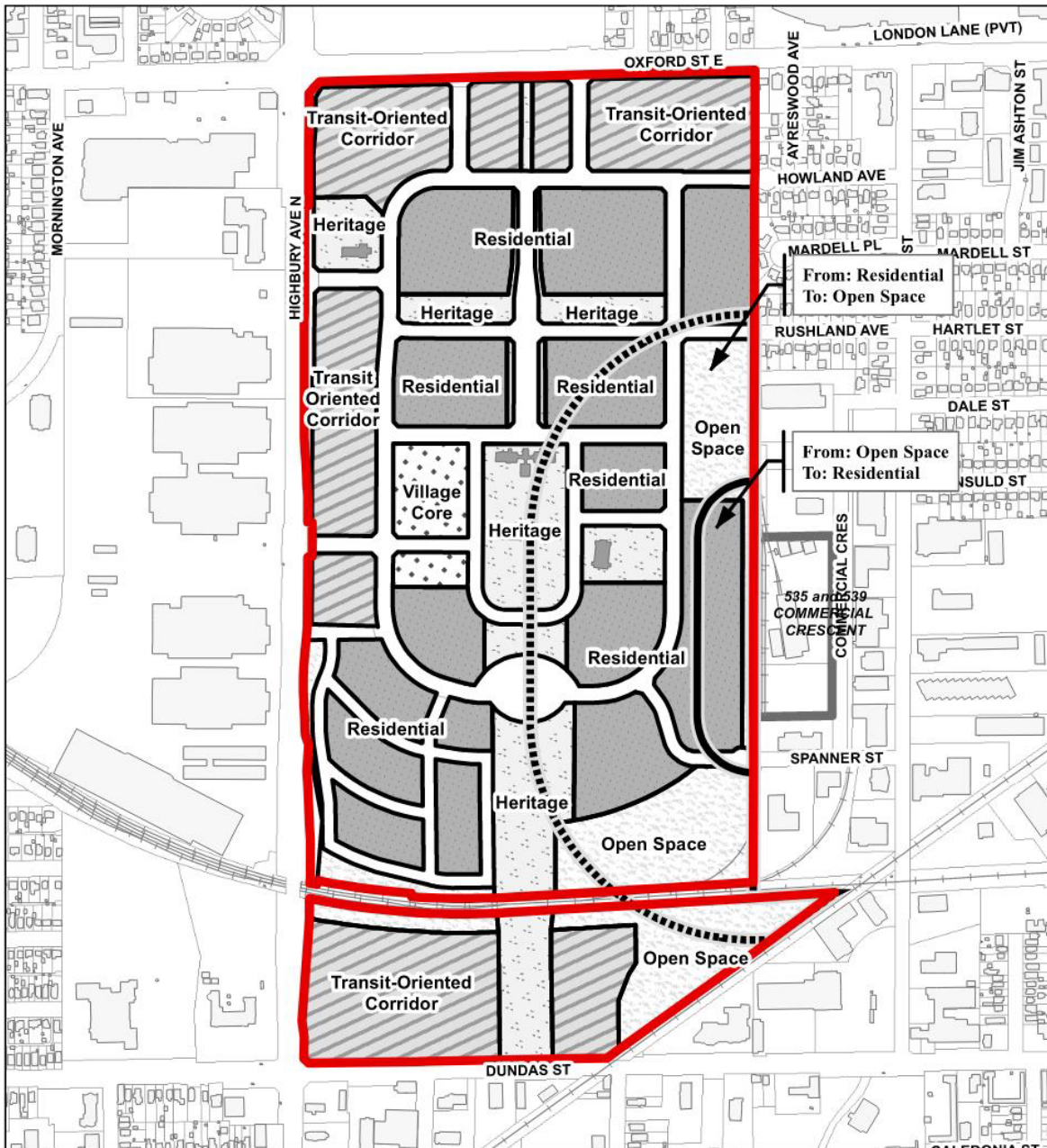
SCHEDULE 8
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
URBAN DESIGN PRIORITIES

- | | | | |
|---|----------------------------|---|-----------------------|
|  | Restricted Driveway Access |  | Significant Vista |
|  | Limited Driveway Access |  | Gateway |
|  | Priority View Terminus |  | Possible Future Roads |





PROJECT LOCATION:
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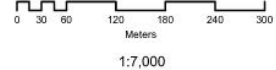
Schedule "12"



SCHEDULE 9
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN
POTENTIAL NOISE AND VIBRATION IMPACT AREA

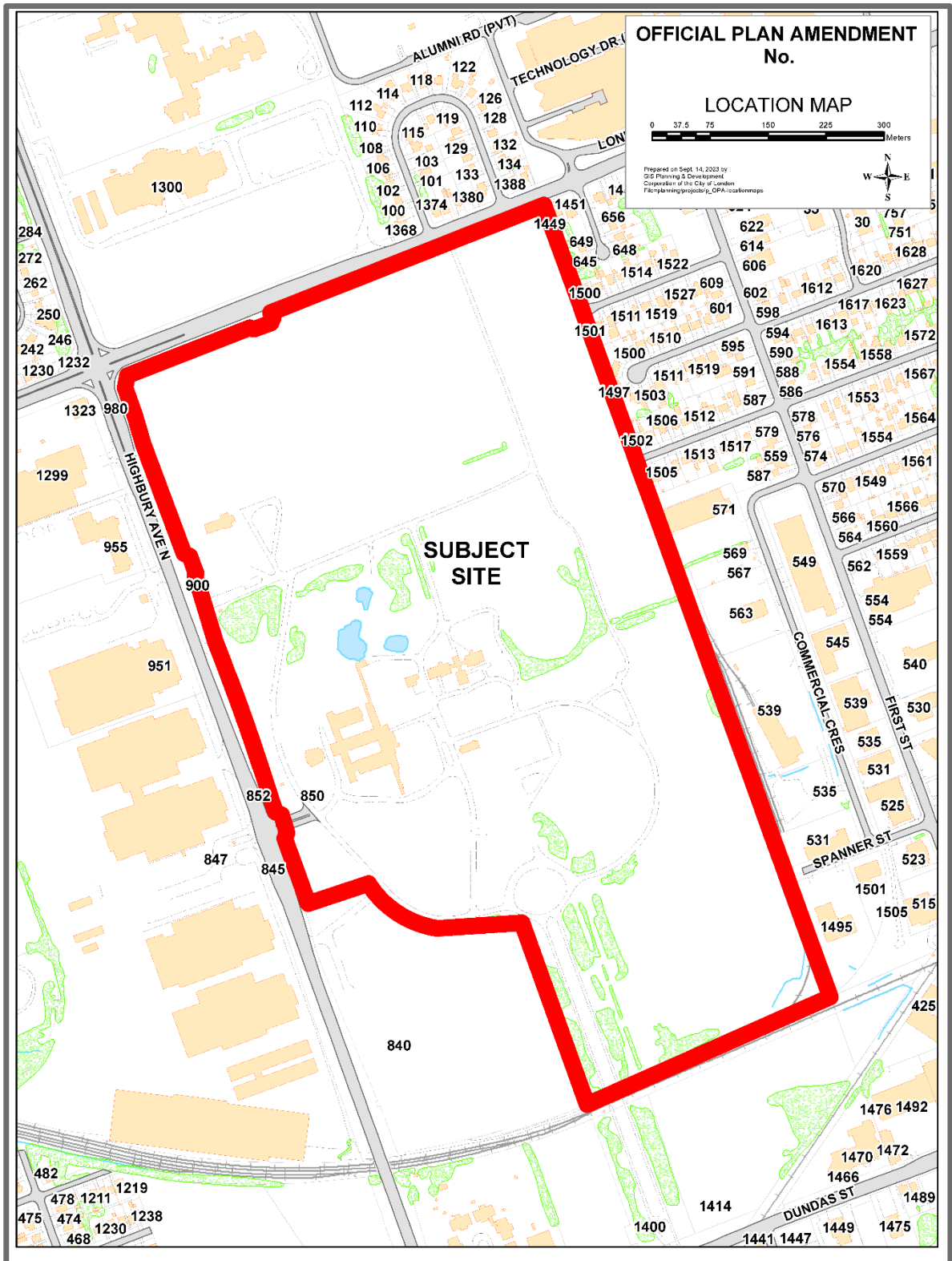
-  75 Metre Area of Influence for Vibration
-  300 Metre Area of Influence for Noise

NOTE: Residential and other sensitive landuses subject to feasibility analysis in accordance with Section 4.3 of the Secondary Plan



PROJECT LOCATION:
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Schedule "13"



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 850 Highbury Avenue North.

WHEREAS Old Oak Properties Inc. has applied to rezone an area of land located at 850 Highbury Avenue North (Concession 1, Part Lot 8 Registered Plan No. 33R20053 Parts 1 to 40), 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;

NOW 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 850 Highbury Avenue North, as shown on the attached map, **FROM** a Regional Facility (RF) Zone **TO** a Residential Special Provision R9 (R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98 Zone, Holding Residential Special Provision R9 (h-80•R9-7(***)•H82 Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(****)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-*•R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R9/Neighbourhood Facility (h-80•h-*•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-*•R5-7(**)/R9-7(****)•H66) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D150•H28) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(*)•D125•H22) Zone, Holding Residential Special Provision R5/R8 (h-80•h-*•R5-7(*)/R8-4(**)•D125) Zone, Holding Residential Special Provision R8 (h-80•h-*•R8-4(***)•D150) Zone, Business District Commercial / Community Facility / Heritage (BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-*•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-*•OS1/NF1) Zone, Open Space (OS1) Zone, and Urban Reserve (UR1) Zone;
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions to the R5-7 Zone Variations:

R5-7(*) 850 Highbury Avenue North (Residential - Policy Areas 1A & 2)

a) Regulations:

- i) Front and Interior Side Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Density Units Per Hectare (Minimum) 30
- iv) Density Units Per Hectare (Maximum) 75

R5-7(**) 850 Highbury Avenue North (Residential - Policy Area 1B)

a) Regulations:

- i) Front and Interior Side Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres

- iii) Density Units Per Hectare (Minimum) 45
- iv) Density Units Per Hectare (Maximum) 75

3. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions to the R8-4 Zone Variations:

R8-4(*) 850 Highbury Avenue North (Residential - Policy Areas 1A & 2)

a) Regulations:

- i) Front, Side and Rear Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Height (Maximum) See Zone Map
- iv) Density Units Per Hectare (Minimum) 30
- v) Density Units Per Hectare (Maximum) See Zone Map

R8-4(**) 850 Highbury Avenue North (Residential - Policy Area 1A)

a) Regulations:

- i) Front, Side and Rear Yard Depth (Minimum) 4.5 metres (14.7 feet)
- ii) Height (Minimum) The lesser of 2-storeys or 8.0 metres
- iii) Height (Maximum) 15.0 metres (49 feet), or a maximum height of 30.0 metres (99 feet) for the portion of buildings located more than 80 metres (263 feet) from the Treed Allée along Street C
- iv) Density Units Per Hectare (Minimum) 30
- v) Density Units Per Hectare (Maximum) See Zone Map

R8-4(***) 850 Highbury Avenue North (Village Core Policy Area)

a) Permitted Uses

- i) Apartment buildings;
- ii) Handicapped persons apartment buildings;
- iii) Lodging house class 2;
- iv) Stacked townhousing;
- v) Senior citizens apartment buildings;
- vi) Emergency care establishments;
- vii) Apartment buildings, handicapped persons apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, and emergency care establishments with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;

- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;

- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Front and Exterior Side Yard Depth (Minimum) 2.0 metres (6.6 feet)
- ii) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet)
- iii) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- iv) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- v) Height (Minimum) The lesser of 2-storeys or 8.0 metres (26.2 feet)
- vi) Height Metres (Maximum)
 - 15.0 metres (49.2 feet), or a maximum height of 30.0 metres (98.4 feet) for the portion of buildings located more than 60 metres (197 feet) from a Heritage (HER) Zone.
- vii) Density Units Per Hectare (Minimum) 30
- viii) Density Units Per Hectare (Maximum) 150
- ix) Amenity Area (Minimum)
 - 6.0 square metres (64.6 square feet) per residential unit

c) Front Lot Line: The main entrance to the former London Psychiatric Hospital lands, Street 'B', shall be deemed to be the front lot line.

d) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.

e) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.

f) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
- ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
- iii) is located within the front portion of the ground floor; and,
- iv) is accessible via the front of the building.

4. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions to the R9-7 Zone Variations:

R9-7(*) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 1A)

a) Permitted Uses

i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;

- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

i) Office Gross Floor Area (Maximum)

5,000 square metres (53,820 square feet)

ii) Floor Area Ratio (Maximum)	5.25
iii) Front and Exterior Side Yard Depth (Minimum)	1.0 metres (3.3 feet)
iv) Rear Yard Depth (Minimum)	3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
v) Interior Side Yard Depth (Minimum)	3.0 metres (9.8 feet)
vi) First Storey Height (Minimum)	4.0 metres (13.1 feet)
vii) Height (Minimum)	The lesser of 3-storeys or 9.0 metres (29.5 feet)
viii) Height (Maximum)	105 metres (345 feet)
ix) Density Units Per Hectare (Minimum)	45 units per hectare (18.2 units per acre)
x) Density Units Per Hectare (Maximum)	None
xi) Landscaped Open Space (Minimum)	30%
xii) Coverage (Maximum)	60%
xiii) Amenity Area (Minimum)	6.0 square metres (64.6 square feet) per residential unit

c) Front Lot Line: Oxford Street East shall be deemed to be the front lot line.

d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.

e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.

f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.

g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;

ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;

iii) is located within the front portion of the ground floor; and,

iv) is accessible via the front of the building.

R9-7(**) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 1B)

a) Permitted Uses

i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or

Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;

- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum) 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 4.0
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 98 metres (321.5 feet)
- ix) Density Units Per Hectare (Minimum) 45 units per hectare (18.2 units per acre)
- x) Density Units Per Hectare (Maximum) None
- xi) Landscaped Open Space (Minimum) 30%
- xii) Coverage (Maximum) 60%

- xiii) Amenity Area (Minimum)
6.0 square metres (64.6 square feet) per residential unit
- c) Front Lot Line: The Rapid Transit Boulevard (Highbury Avenue North or Oxford Street East) shall be deemed to be the front lot line.
- d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
- e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
- f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
- g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
 - i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.

R9-7(***) 850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 2B)

a) Permitted Uses

- i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;
 - b. Art galleries;
 - c. Artisan workshop
 - d. Assembly halls;
 - e. Bake shops;
 - f. Boutique;
 - g. Brewing on premises establishment;
 - h. Catalogue stores;
 - i. Cinemas;
 - j. Commercial recreation establishments;
 - k. Commercial schools;

- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;

- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum)
 - 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 3.5
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum)
 - 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet)
where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 82 metres (269 feet)
- ix) Density Units Per Hectare (Minimum)
 - 45 units per hectare (18.2 units per acre)
- x) Density Units Per Hectare (Maximum) None
- xi) Landscaped Open Space (Minimum) 30%
- xii) Coverage (Maximum) 60%
- xiii) Amenity Area (Minimum)
 - 6.0 square metres (64.6 square feet) per residential unit

c) Front Lot Line: Oxford Street East shall be deemed to be the front lot line.

d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.

e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.

f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.

g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
- ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
- iii) is located within the front portion of the ground floor; and,

iv) is accessible via the front of the building.

R9-7(****)850 Highbury Avenue North (Transit Oriented Corridor - Policy Area 2A)

a) Permitted Uses

i) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:

- a. Animal clinics;
- b. Art galleries;
- c. Artisan workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;

- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;
- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Office Gross Floor Area (Maximum) 5,000 square metres (53,820 square feet)
- ii) Floor Area Ratio (Maximum) 3.0
- iii) Front and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iv) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet), or 1.0 metres (3.3 feet) where the rear lot line abuts a public street.
- v) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- vi) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vii) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- viii) Height (Maximum) 66 metres (217 feet)

- ix) Density Units Per Hectare (Minimum)
 - 45 units per hectare (18.2 units per acre)
 - x) Density Units Per Hectare (Maximum) None
 - xi) Landscaped Open Space (Minimum) 30%
 - xii) Coverage (Maximum) 60%
 - xiii) Amenity Area (Minimum)
 - 6.0 square metres (64.6 square feet) per residential unit
- c) Front Lot Line: Highbury Avenue North shall be deemed to be the front lot line.
- d) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
- e) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
- f) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
- g) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
- i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.

R9-7(*****) 850 Highbury Avenue North (Residential - Policy Area 1B)

a) Permitted Uses

- i) Apartment buildings;
- ii) Handicapped persons apartment buildings;
- iii) Lodging house class 2;
- iv) Stacked townhousing;
- v) Senior citizens apartment buildings;
- vi) Continuum-of-care facilities
- vii) Apartment buildings, group home type 2, handicapped persons apartment buildings, lodging house class 2, senior citizen apartment buildings, and continuum-of-care facilities with dwelling units restricted to the rear portion of the ground floor, the exterior side portion of the ground floor with frontage on a Neighbourhood Connector or Neighbourhood Street, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - a. Animal clinics;

- b. Art galleries;
- c. Artisan Workshop
- d. Assembly halls;
- e. Bake shops;
- f. Boutique;
- g. Brewing on premises establishment;
- h. Catalogue stores;
- i. Cinemas;
- j. Commercial recreation establishments;
- k. Commercial schools;
- l. Convenience service establishments;
- m. Convenience stores;
- n. Craft brewery;
- o. Day care centres;
- p. Delicatessens;
- q. Dry cleaning and laundry depots;
- r. Duplicating shops;
- s. Film processing depots;
- t. Financial institutions;
- u. Florist shops;
- v. Funeral homes;
- w. Gift shops;
- x. Grocery stores;
- y. Hair dressing establishments;
- z. Hotels;
- aa. Institutions;
- bb. Laboratories;
- cc. Laundromats;
- dd. Libraries;
- ee. Liquor, beer and wine stores;
- ff. Medical/dental offices;
- gg. Museums;
- hh. Offices;

- ii. Personal service establishments;
- jj. Place of entertainment;
- kk. Private clubs;
- ll. Private schools;
- mm. Repair and rental establishments;
- nn. Restaurants, outdoor patio;
- oo. Restaurants;
- pp. Retail stores;
- qq. Service and repair establishments;
- rr. Studios;
- ss. Supermarkets;
- tt. Taverns;
- uu. Theatres;
- vv. Video rental establishments.

b) Regulations:

- i) Floor Area Ratio (Maximum) 3.0
- ii) Front and Exterior Side Yard Depth (Minimum) 2.0 metres (6.6 feet)
- iii) Rear Yard Depth (Minimum) 3.0 metres (9.8 feet)
- iv) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
- v) First Storey Height (Minimum) 4.0 metres (13.1 feet)
- vi) Height (Minimum) The lesser of 3-storeys or 9.0 metres (29.5 feet)
- vii) Height (Maximum) 66 metres (217 feet)
- viii) Density Units Per Hectare (Minimum) 45 units per hectare (18.2 units per acre)
- ix) Density Units Per Hectare (Maximum) None
- x) Amenity Area (Minimum): 6.0 square metres (64.6 square feet) per residential unit

- c) Floor Area Ratio: For the purposes of calculating the Floor Area Ratio, the Floor Area shall not include area used for parking or loading within the main building.
 - d) Location of Parking: Surface parking is not permitted in the front and exterior side yard. Ground-floor structured parking is not permitted adjacent to a public right-of-way.
 - e) Drive Through Facilities: Drive-through facilities, either as a main or accessory use, are not permitted.
 - f) Required Ground Floor Uses for Artisan Workshop and Craft Brewery: Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:
 - i) is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;
 - ii) is a minimum of 10% of the gross floor area (GFA) of the main building or unit;
 - iii) is located within the front portion of the ground floor; and,
 - iv) is accessible via the front of the building.
5. Section Number 3.8 of the Zones and Zone Symbols is amended by adding the following Holding Zone Provision:
- h-*) Purpose: To ensure there are no land use conflicts between the proposed sensitive land uses and arterial roads, rail lines, and/or existing land uses, the "h-*)" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.
6. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

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

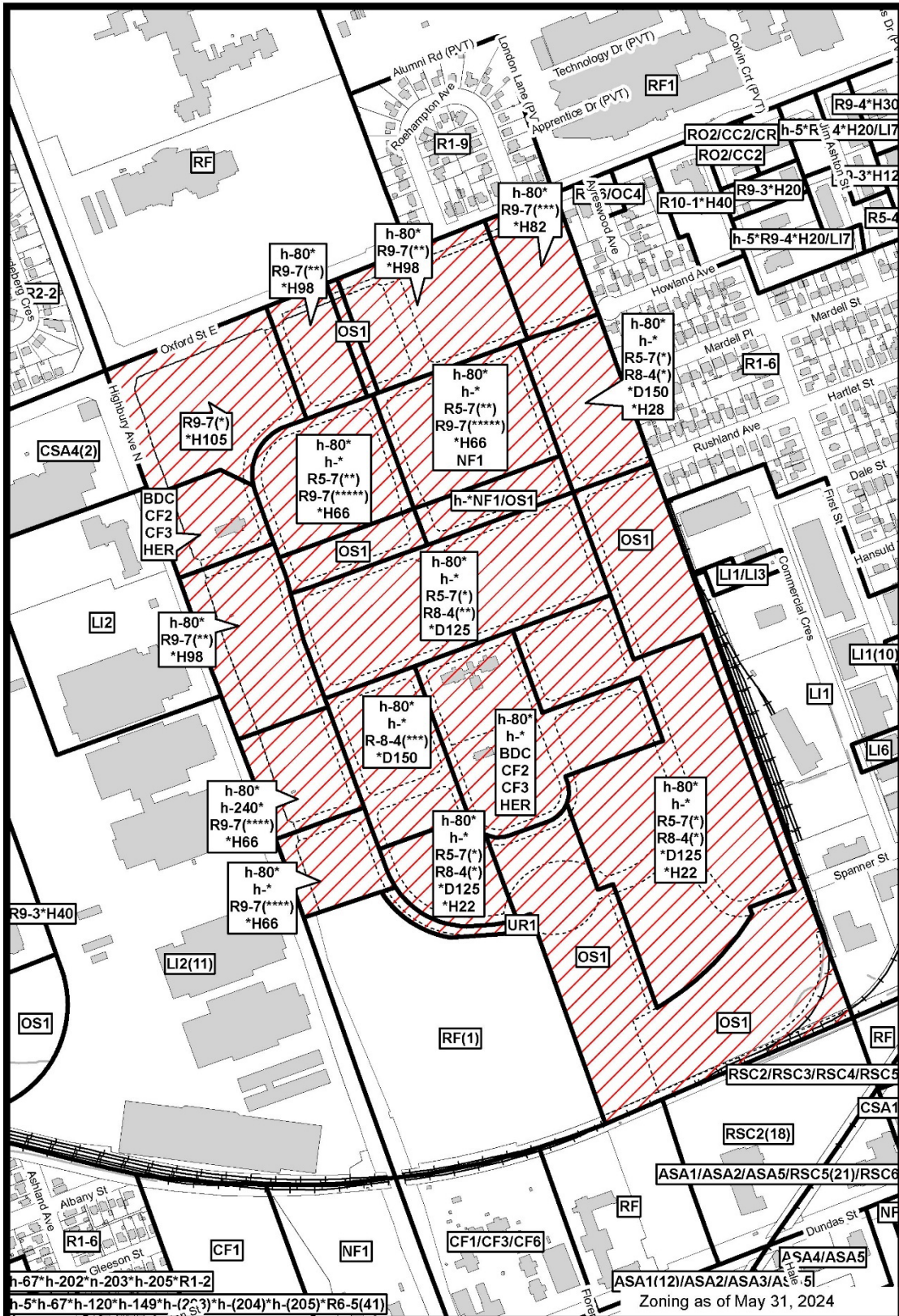
PASSED in Open Council on October 15, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 15, 2024
Second Reading – October 15, 2024
Third Reading – October 15, 2024

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



<p>File Number: Z-9577 Planner: MC Date Prepared: 2024/09/16 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:6,000</p> <p>0 30 60 120 180 240 Meters</p> 
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Appendix C – Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant, former Hospital, Heritage Buildings and Landscapes
Frontage	700m on Highbury Avenue North (2,297 feet) 600m on Oxford Street East (1,969 feet) 20m on each of Howland Avenue, Rushland Avenue, and Spanner Street (65.6 feet)
Depth	Irregular
Area	57.2 Hectares (141.4 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	John Paul II Catholic Secondary School, low density residential, Fanshawe College
East	low density residential, 14 storey residential apartment building, light industrial, rail spur
South	CP railway, Salvation Army London Village (Child Care Centre, Respite Centre, Alzheimer's Centre), London Lawn Bowling Association, vacant lands
West	office and light industrial uses, Canada Post London Processing centre and Administration building, Oxbury Centre retail plaza

Proximity to Nearest Amenities

Major Intersection	Highbury Avenue North & Oxford Street East, adjacent
Dedicated cycling infrastructure	Oxford Street East, adjacent
London Transit stop	Highbury Avenue North, Oxford Street East, adjacent
Public open space	Flanders Park, 400 metres Kiwanis Park - North, 1 kilometre
Commercial area/use	Oxbury Centre retail plaza, adjacent
Food store	Food Basics, adjacent
Primary school	Forest City Public School, 715 metres Blessed Sacrament Catholic School, 735 metres
Community/recreation amenity	North London Optimist Community Centre, 830 metres East Lions Community Centre, 1.8 kilometres Stronach Community Centre, 1.8 kilometres

B. Planning Information and Request (May 21, 2024 Circulation)

Current Planning Information

Current Place Type	Transit Village, Green Space
Current Special Policies	London Psychiatric Hospital Secondary Plan
Current Zoning	Regional Facility (RF) Zone

Requested Designation and Zone

Requested Place Type	Transit Village, Green Space
Requested Special Policies	No change
Requested Zoning	Holding Residential R5/R9 Special Provision (h- [*] h- ^{**} h- ^{***} R5-7(^{**})/R9-7(^{****})) Zone; Holding Residential R5/R8 Special Provision (h- [*] h- ^{***} R5-7([*])/R8-4([*])D100)) Zone; Holding Residential R5/R9 Special Provision (h- [*] h- ^{**} h- ^{***} R5-7(^{***})/R9-7(^{*****})) Zone; Holding Residential R5/R9 Special Provision (h- [*] h- ^{**} h- ^{***} h- ^{****} R5-7(^{***})/R9-7(^{*****})) Zone; Holding Residential R8 Special Provision (h- [*] h- ^{**} h- ^{***} R8-4(^{**})D100)) Zone; Holding Residential R9 Special Provision (h- [*] h- ^{**} R9-7(^{**})D250) Zone; Holding Residential R9 Special Provision (h- [*] h- ^{**} R9-7([*])D320) Zone; Holding Residential R9 Special Provision (h- [*] h- ^{**} R9-7([*])D300) Zone; Holding Residential R9 Special Provision (h- [*] h- ^{**} R9-7(^{***})D250) Zone; Holding Residential R9 Special Provision (h- [*] h- ^{**} h- ^{***} R9-7(^{***})D250) Zone; and Holding Residential R9 Special Provision (h- [*] h- ^{**} h- ^{***} R9-7(^{***})D250) Zone; Business District Commercial, Community Facility CF2 and CF3, and Heritage (BDC/CF2/CF3/HER) Zone; Holding Business District Commercial / Community Facility CF2 and CF3 / Heritage (h- ^{***} BDC/CF2/CF3/HER) Zone; Holding Residential R5/R9 / Neighbourhood Facility NF1 (h- [*] h- ^{**} h- ^{***} R5-7(^{**})/R9-7(^{****})/NF1) Zone; Holding Neighbourhood Facility NF1 / Open Space OS1 (h- [*] h- ^{***} NF1/OS1) Zone; and, Open Space OS1 (OS1) Zones

Requested Special Provisions (Block 16, h-80• h-(*)•R9-7(*)•D320•H92)

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Parking Areas	n/a	Notwithstanding Section 4.19 (4), a parking area shall be located no closer than 1.5m from the east lot line.
Front Lot Line	n/a	Notwithstanding anything to the contrary, Oxford Street East shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Blocks 13-15, h-(*)•h-()-R9-7(*)•D300)**

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Front Lot Line	n/a	Notwithstanding anything to the contrary, Oxford Street East shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Block 17, h-(*)•h-()*R9-7(*)•D300)**

Regulation	Required (R9-7)	Proposed (R9-7(*))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	3.0m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	3.0m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	3.0m
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 22-storeys or 75.0m
Density (uph maximum)	150	
Front Lot Line	n/a	Notwithstanding anything to the contrary, Highbury Avenue shall be deemed to be the front lot line.
Balcony Encroachment	n/a	Notwithstanding Section 4.27, balconies on an apartment building may be permitted to encroach up to 1.5 metres into the required front and exterior side yard.

Requested Special Provisions (Blocks 12, 17 & 18, h-(*)•h-()-R9-7(**)-D250)**

Regulation	Required (R9-7)	Proposed (R9-7(**))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 16-storeys or 54.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 18, h-(*)•h-()-R9-7(***)-D250)**

Regulation	Required (R9-7)	Proposed (R9-7(***))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard	8.0 metres (arterial) or 6.0 metres (other), plus 1.0	4.5m

Depth (minimum)	metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 19, h-(*)•h-()*h-(***)•R9-7(***)•D250)**

Regulation	Required (R9-7)	Proposed (R9-7(***))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Regulations for Additional Permitted Uses	n/a	Buildings located directly adjacent to Oxford Street East and Highbury Avenue North, shall include active uses such as commercial/retail, office uses, and indoor lobbies and amenity areas on those portions of the ground floor that are oriented towards Oxford Street East and Highbury Avenue North.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Rear Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet)	4.5m
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m

Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
Density (uph maximum)	150	

Requested Special Provisions (Block 2, h-(*)•h-()*h-(***)•R5-7(**)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m
Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m

Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)		45 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Block 26, h-(*)•h-()*h-(***)•R5-7(**)/R9-7(****)/NF1)**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 3-storeys or 9.0m

Height (maximum)	See zone map	The lesser of 12-storeys or 42.0m
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Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)		45 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Block 5, h-(*)•h-()*h-(***)•R5-7(***)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	See zone map	The lesser of 6-storeys or 22.0m
Density (minimum)	n/a	25 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	25 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 6-9, h-(*)•h-()*h-(***)•h-(****)*R5-7(***)/R9-7(****))**

Regulation	Required (R9-7)	Proposed (R9-7(****))
Front & Exterior Side Yard Depth (minimum)	8.0 metres (arterial) or 6.0 metres (other), plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m

Height (maximum)	See zone map	The lesser of 6-storeys or 22.0m
Density (minimum)	n/a	25 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(**))
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	25 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 1, 3 & 4, h-(*)•h-()*R5-7(*)/R8-4(*)•D100)**

Regulation	Required (R8-4)	Proposed (R8-4(*)
Front & Exterior Side Yard Depth (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	13 metres	The lesser of 4-storeys or 15.0m
Density (minimum)	n/a	30 units per hectare.

Regulation	Required (R5-7)	Proposed (R5-7(*)
Front & Exterior Side Yard Depth (minimum)	6.0 metres	4.5m
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Density (minimum)	n/a	30 units per hectare.
Density (maximum)	60 units per hectare.	75 units per hectare.

Requested Special Provisions (Blocks 10 & 11, h-(*)•h-()*h-(**)*R8-4(**)*D100)**

Regulation	Required (R8-4)	Proposed (R8-4(**))
Additional Permitted Uses	n/a	The permitted uses of the BDC Zone variation shall be permitted within a mixed-use Apartment Building. The maximum gross floor area for these additional permitted uses shall be in accordance with applicable regulations in Section 25.3 of Zoning By-law Z.-1.
Front & Exterior Side Yard	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main	4.5m

Depth (minimum)	building height or fraction thereof above the first 3.0 metres (9.8 feet)	
Height (Minimum)	n/a	The lesser of 2-storeys or 8.0m
Height (maximum)	13 metres	The lesser of 4-storeys or 15.0m
Density (minimum)	n/a	30 units per hectare.

C. Development Proposal Summary

Development Overview

A high density, mixed-use, Transit Oriented Corridor is planned along the frontage of Highbury Avenue North and Oxford Street East. The highest density and heights are planned at the intersection of Highbury Avenue North and Oxford Street East, with heights transitioning down slightly to the east and south.

A Village Core is planned to act as a focal point for the proposed redevelopment and link the southern rapid transit station to the central heritage campus, including the heritage designated Infirmary Building, Chapel, Recreation Hall and Treed Allée. This area is intended to be medium density in height with active commercial uses on the ground floor that serves the needs of the local community.

A primarily residential area is planned to surround the central heritage campus to the north, east and south. To the north medium and high density residential uses are planned to transition towards the Transit Oriented Corridor located along Oxford Street East. To the east and south medium density residential uses are planned to be integrated with the cultural heritage buildings and landscapes.

Proposal Statistics – Draft Plan of Subdivision (including Block 16)

Land use	Mixed Use Residential, Commercial, Institutional and Recreational
Form	Apartment Buildings, Mixed-use within Apartment Buildings, Townhouses, Stacked Townhouses, Heritage Buildings
Height	Mid-Rise (4-8 storeys, or 15-30m) High-Rise (20-32 storeys, or 66-105m)
Residential units	Approximately 8,400
Density	Approximately 150 Units per hectare
Gross floor area	unknown
Building coverage	unknown
Landscape open space	unknown
Functional amenity space	unknown
New use being added to the local community	Yes

Proposal Statistics based on Zoning – Block 16 (unit count is included above)

Land use	Mixed Use Residential & Commercial,
Form	Apartment Buildings with ground floor Commercial Uses
Height	32 Storeys, or 105 Metres
Residential units	Approximately 1,550
Density	Approximately 615 Units per hectare
Gross floor area	170,906 Metres ²
Building coverage	55%

Landscape open space	39%
Functional amenity space	unknown
New use being added to the local community	Yes

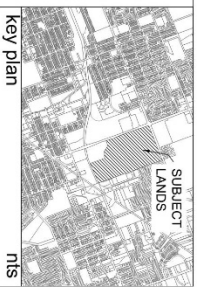
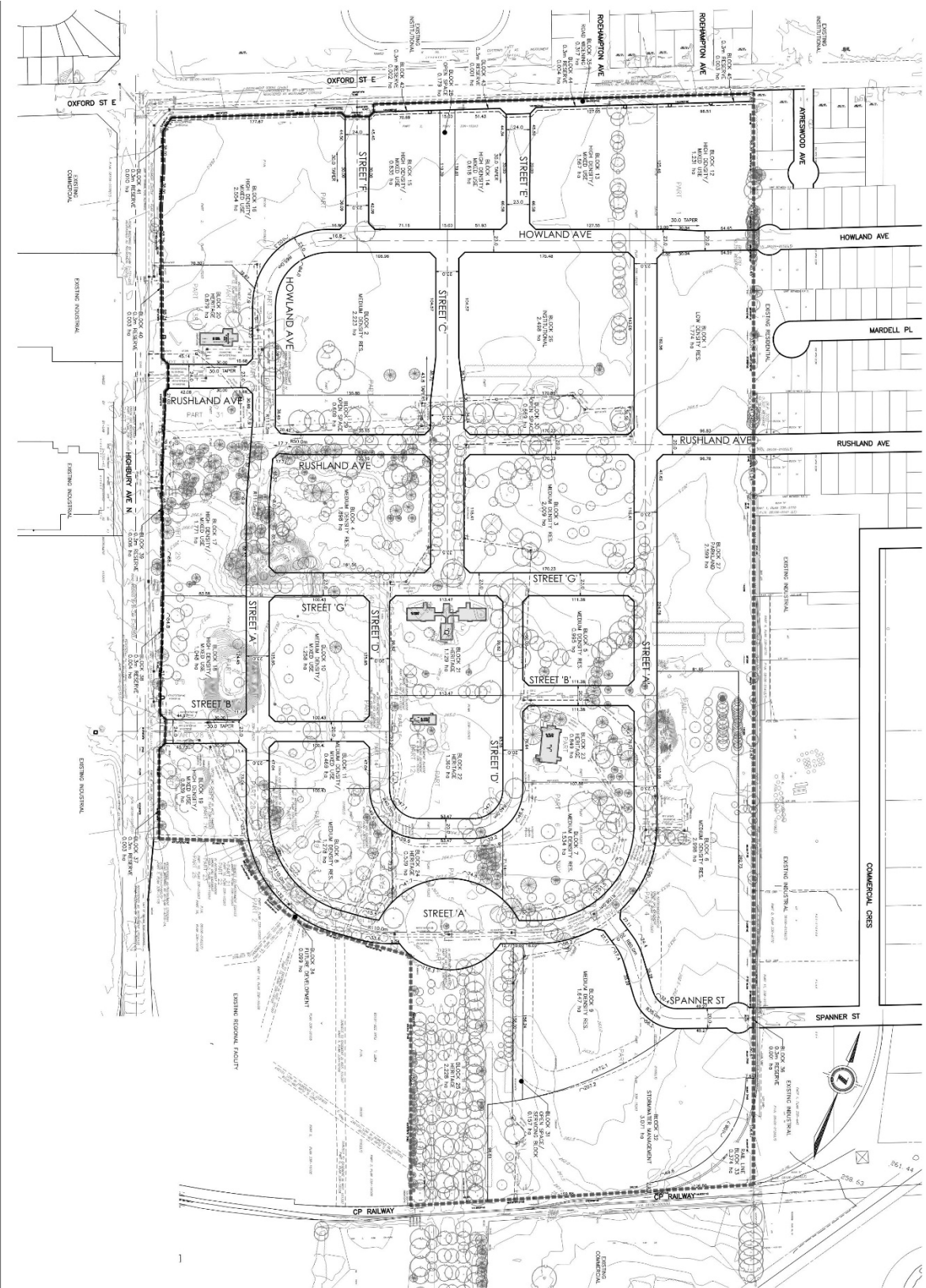
Mobility – Block 16 (Based on April 2024 Conceptual Plan with 22 Storey Apartments)

Parking spaces	0 underground, 606 structured, 189 surface
Vehicle parking ratio	0.93 Spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	Short Term: 72 Long Term: 519
Secured bike parking ratio	0.65
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	NA

Environmental Impact – Draft Plan of Subdivision

Tree removals	TBD
Tree plantings	TBD
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	Yes
Green building features	Unknown

Proposed Draft Plan of Subdivision



DRAFT PLAN OF SUBDIVISION
of
LONDON CON 1 PT LOT 8
338-20053 PARTS 1 TO 40 AND
338-19935 PARTS 1 TO 8
CITY OF LONDON
COUNTY OF MIDDLESEX

ON THE PROPOSED PLAN OF THE PLAN IN SHOWN
THE PLAN CONSENTS TO THE PLAN IN SHOWN

THE REGISTER CERTIFY THAT THE REQUIREMENTS OF THE LAND
TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE
APPLICABLE ACTS AND REGULATIONS ARE FULLY MET.

INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT

PROPOSED LAND USES AND AREAS

LAND USE	AREA IN HECTARES	%
RESIDENTIAL (BLOCK 1)	1,452.00	15.28
RESIDENTIAL (BLOCK 2)	1,727.00	18.48
RESIDENTIAL (BLOCK 3)	1,727.00	18.48
RESIDENTIAL (BLOCK 4)	1,727.00	18.48
RESIDENTIAL (BLOCK 5)	1,727.00	18.48
RESIDENTIAL (BLOCK 6)	1,727.00	18.48
RESIDENTIAL (BLOCK 7)	1,727.00	18.48
RESIDENTIAL (BLOCK 8)	1,727.00	18.48
RESIDENTIAL (BLOCK 9)	1,727.00	18.48
RESIDENTIAL (BLOCK 10)	1,727.00	18.48
RESIDENTIAL (BLOCK 11)	1,727.00	18.48
RESIDENTIAL (BLOCK 12)	1,727.00	18.48
RESIDENTIAL (BLOCK 13)	1,727.00	18.48
RESIDENTIAL (BLOCK 14)	1,727.00	18.48
RESIDENTIAL (BLOCK 15)	1,727.00	18.48
RESIDENTIAL (BLOCK 16)	1,727.00	18.48
RESIDENTIAL (BLOCK 17)	1,727.00	18.48
RESIDENTIAL (BLOCK 18)	1,727.00	18.48
RESIDENTIAL (BLOCK 19)	1,727.00	18.48
RESIDENTIAL (BLOCK 20)	1,727.00	18.48
RESIDENTIAL (BLOCK 21)	1,727.00	18.48
RESIDENTIAL (BLOCK 22)	1,727.00	18.48
RESIDENTIAL (BLOCK 23)	1,727.00	18.48
RESIDENTIAL (BLOCK 24)	1,727.00	18.48
RESIDENTIAL (BLOCK 25)	1,727.00	18.48
RESIDENTIAL (BLOCK 26)	1,727.00	18.48
RESIDENTIAL (BLOCK 27)	1,727.00	18.48
RESIDENTIAL (BLOCK 28)	1,727.00	18.48
RESIDENTIAL (BLOCK 29)	1,727.00	18.48
RESIDENTIAL (BLOCK 30)	1,727.00	18.48
RESIDENTIAL (BLOCK 31)	1,727.00	18.48
RESIDENTIAL (BLOCK 32)	1,727.00	18.48
RESIDENTIAL (BLOCK 33)	1,727.00	18.48
RESIDENTIAL (BLOCK 34)	1,727.00	18.48
RESIDENTIAL (BLOCK 35)	1,727.00	18.48
RESIDENTIAL (BLOCK 36)	1,727.00	18.48
RESIDENTIAL (BLOCK 37)	1,727.00	18.48
RESIDENTIAL (BLOCK 38)	1,727.00	18.48
RESIDENTIAL (BLOCK 39)	1,727.00	18.48
RESIDENTIAL (BLOCK 40)	1,727.00	18.48
RESIDENTIAL (BLOCK 41)	1,727.00	18.48
RESIDENTIAL (BLOCK 42)	1,727.00	18.48
RESIDENTIAL (BLOCK 43)	1,727.00	18.48
RESIDENTIAL (BLOCK 44)	1,727.00	18.48
RESIDENTIAL (BLOCK 45)	1,727.00	18.48
RESIDENTIAL (BLOCK 46)	1,727.00	18.48
RESIDENTIAL (BLOCK 47)	1,727.00	18.48
RESIDENTIAL (BLOCK 48)	1,727.00	18.48
RESIDENTIAL (BLOCK 49)	1,727.00	18.48
RESIDENTIAL (BLOCK 50)	1,727.00	18.48
RESIDENTIAL (BLOCK 51)	1,727.00	18.48
RESIDENTIAL (BLOCK 52)	1,727.00	18.48
RESIDENTIAL (BLOCK 53)	1,727.00	18.48
RESIDENTIAL (BLOCK 54)	1,727.00	18.48
RESIDENTIAL (BLOCK 55)	1,727.00	18.48
RESIDENTIAL (BLOCK 56)	1,727.00	18.48
RESIDENTIAL (BLOCK 57)	1,727.00	18.48
RESIDENTIAL (BLOCK 58)	1,727.00	18.48
RESIDENTIAL (BLOCK 59)	1,727.00	18.48
RESIDENTIAL (BLOCK 60)	1,727.00	18.48
RESIDENTIAL (BLOCK 61)	1,727.00	18.48
RESIDENTIAL (BLOCK 62)	1,727.00	18.48
RESIDENTIAL (BLOCK 63)	1,727.00	18.48
RESIDENTIAL (BLOCK 64)	1,727.00	18.48
RESIDENTIAL (BLOCK 65)	1,727.00	18.48
RESIDENTIAL (BLOCK 66)	1,727.00	18.48
RESIDENTIAL (BLOCK 67)	1,727.00	18.48
RESIDENTIAL (BLOCK 68)	1,727.00	18.48
RESIDENTIAL (BLOCK 69)	1,727.00	18.48
RESIDENTIAL (BLOCK 70)	1,727.00	18.48
RESIDENTIAL (BLOCK 71)	1,727.00	18.48
RESIDENTIAL (BLOCK 72)	1,727.00	18.48
RESIDENTIAL (BLOCK 73)	1,727.00	18.48
RESIDENTIAL (BLOCK 74)	1,727.00	18.48
RESIDENTIAL (BLOCK 75)	1,727.00	18.48
RESIDENTIAL (BLOCK 76)	1,727.00	18.48
RESIDENTIAL (BLOCK 77)	1,727.00	18.48
RESIDENTIAL (BLOCK 78)	1,727.00	18.48
RESIDENTIAL (BLOCK 79)	1,727.00	18.48
RESIDENTIAL (BLOCK 80)	1,727.00	18.48
RESIDENTIAL (BLOCK 81)	1,727.00	18.48
RESIDENTIAL (BLOCK 82)	1,727.00	18.48
RESIDENTIAL (BLOCK 83)	1,727.00	18.48
RESIDENTIAL (BLOCK 84)	1,727.00	18.48
RESIDENTIAL (BLOCK 85)	1,727.00	18.48
RESIDENTIAL (BLOCK 86)	1,727.00	18.48
RESIDENTIAL (BLOCK 87)	1,727.00	18.48
RESIDENTIAL (BLOCK 88)	1,727.00	18.48
RESIDENTIAL (BLOCK 89)	1,727.00	18.48
RESIDENTIAL (BLOCK 90)	1,727.00	18.48
RESIDENTIAL (BLOCK 91)	1,727.00	18.48
RESIDENTIAL (BLOCK 92)	1,727.00	18.48
RESIDENTIAL (BLOCK 93)	1,727.00	18.48
RESIDENTIAL (BLOCK 94)	1,727.00	18.48
RESIDENTIAL (BLOCK 95)	1,727.00	18.48
RESIDENTIAL (BLOCK 96)	1,727.00	18.48
RESIDENTIAL (BLOCK 97)	1,727.00	18.48
RESIDENTIAL (BLOCK 98)	1,727.00	18.48
RESIDENTIAL (BLOCK 99)	1,727.00	18.48
RESIDENTIAL (BLOCK 100)	1,727.00	18.48

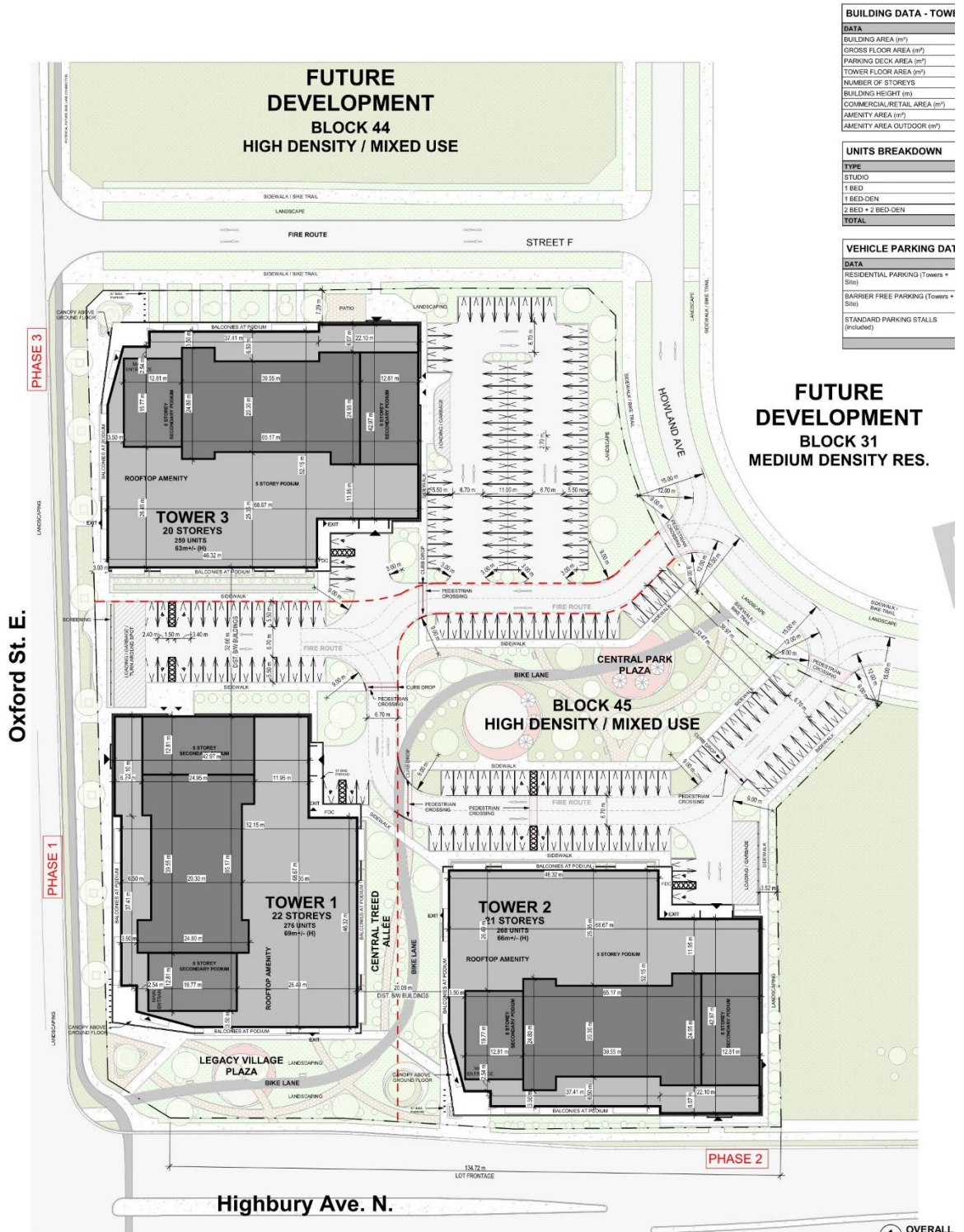
DATE: SEPTEMBER 2023 SCALE: 1:1,700

development
engineering
CONSULTING CIVIL ENGINEERS

PROJECT NO. DEL19-009

Conceptual Site Plan – Block 16

The information on this site plan is for informational purposes only. It is not intended to be used as a basis for any legal action. The information on this site plan is for informational purposes only. It is not intended to be used as a basis for any legal action. The information on this site plan is for informational purposes only. It is not intended to be used as a basis for any legal action.



BUILDING DATA - TOWER	
DATA	
BUILDING AREA (m ²)	
GROSS FLOOR AREA (m ²)	
PARKING DECK AREA (m ²)	
TOWER FLOOR AREA (m ²)	
NUMBER OF STOREYS	
BUILDING HEIGHT (m)	
COMMERCIAL/RETAIL AREA (m ²)	
AMENITY AREA (m ²)	
AMENITY AREA OUTDOOR (m ²)	
UNITS BREAKDOWN	
TYPE	
STUDIO	
1 BED	
1 BED-DEN	
2 BED + 2 BED-DEN	
TOTAL	
VEHICLE PARKING DATA	
DATA	
RESIDENTIAL PARKING (Towers + Site)	
BARRIER FREE PARKING (Towers + Site)	
STANDARD PARKING STALLS (Included)	

Conceptual Renderings – Block 16



Highway & Oxford Site Plan, FThaha.net









Appendix E – Public Engagement

Public Liaison: On March 10, 2021, Notice of Application was sent to 110 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 11. A “Planning Application” sign was also placed on the site. On April 22, 2022, a Notice of Revised Application related to the associated Official Plan Amendment was sent to 115 property owners and residents in the surrounding area. On January 19, 2023, a Notice of Revised Application for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. On May 21, 2024, a Notice of Revised Application and Notice of Public Meeting for the Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Application and Revised Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on May 30, 2024. On July 11, 2024, a Notice of Public Meeting Cancellation was published to defer the public meeting to a later date and allow time for the applicant to amend the proposed applications.

On July 23, 2024, Notices of Planning Application, Revised Planning Application and Public Meeting for a new Official Plan Amendment and revised Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Application and Revised Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on July 22, 2024. On August 29, 2024, a Notice of Public Meeting Cancellation was published to defer the public meeting to a later date and allow time for the applicant to amend the proposed applications.

On September 9, 2024, a Notice of Revised Planning Application and Public Meeting for revised Official Plan Amendment, Zoning By-Law Amendment and Draft Plan of Subdivision was sent to 115 property owners and residents in the surrounding area. Notice of Public Meeting was also published in the Public Notices and Bidding Opportunities section of The Londoner on September 12, 2024.

Responses: Responses from 7 members of the public were received to-date.

Nature of the Liaison: The purpose and effect of these applications would be the creation of a mixed-use plan of subdivision.

The applicant has submitted a revised Draft Plan of Subdivision (39T-21503), Zoning By-Law Amendment (Z-9577) and Official Plan Amendment (O-9766). The original Notice of Application for these and the associated Combined Official Plan & Zoning By-Law Amendment (OZ-9324) was published in the Londoner on March 11, 2021. A

notice of revised application for the Draft Plan of Subdivision and Zoning By-Law Amendment was published in the Londoner on May 30, 2024. The applicant has now submitted another revision to their applications:

1. No changes are proposed to the previous circulated Draft Plan of Subdivision consisting of one (1) low density residential block, eight (8) medium residential density blocks, two (2) medium density residential/mixed use blocks, eight (8) high density residential/mixed use blocks, six (6) heritage blocks, one (1) institutional block, one (1) parkland block, four (4) open space / servicing blocks, one (1) stormwater management block, one (1) rail line block, one (1) future develop block one, one (1) road widening, served by the extension of Rushland Avenue, Howland Avenue, Spanner Street, and seven (7) new streets (Streets A through G).
2. Possible Amendment to Zoning By-law Z.-1 To change the zoning from a Regional Facility (RF) Zone to Holding Residential Special Provision R9 (h-80•R9-7(*)•H105) Zone, Holding Residential Special Provision R9 (h-80•R9-7(**)•H98) Zone, Holding Residential Special Provision R9 (h-80•h-240•R9-7(***)•H66) Zone, Holding Residential Special Provision R9 (h-80•h-•R9-7(***)•H66) Zone, Holding Residential Special Provision R5/R9 / Neighbourhood Facility (h-80•h-•R5-7(**)/R9-7(****)•H66/NF1) Zone, Holding Residential Special Provision R5/R9 (h-80•h-•R5-7(**)/R9-7(****)•H46) Zone, Holding Residential Special Provision R5/R8 (h-80•h-•R5-7(*)/R8-4(*) Zone, Holding Residential Special Provision R8 (h-80•h-•R8-4(*)•D150•H22) Zone, Holding Residential Special Provision R8 (h-80•h-•R8-4(**)•D100•H15) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•BDC/CF2/CF3/HER) Zone, Holding Business District Commercial / Community Facility / Heritage (h-80•h-•BDC/CF2/CF3/HER) Zone, Holding Neighbourhood Facility/Open Space (h-•OS1/NF1) Zone, and Open Space (OS1) Zone.

Key revisions to the previously circulated applications include:

- Key changes to the previously circulated proposed zoning include increasing the maximum permitted heights from 42m (12 storeys), 54m (16 storeys), and 75m (22 storeys) to 66m (20 storeys), 98m (30 storeys) and 105m (32 storeys) on blocks fronting Highbury Avenue North and Oxford.
- The maximum permitted densities on these blocks are also proposed to be increased from 250, 300, and 320 units per hectare and converted into Maximum Floor Area Ratios (FAR) of 5.25, 3.6 and 3.0 square metres of gross floor area per square metres of lot size.
- Blocks 12, 18 and 19 are proposed to have maximum heights of 66 metres or 20 storeys where 25 storeys was previous proposed, and Blocks 2 and 26 are proposed to have maximum heights of 66 metres or 20 storeys where 42 metres or 12 storeys were previously contemplated.
- Block 1 and the eastern portion of Block 3 are proposed to be rezoned to permit up to 8 storeys, and the western portion of Block 4 is proposed to be rezoned to permit up to 12 storeys.
- The previously proposed R9-7 special provision zone requested for medium density residential blocks in the southeast portion of the plan, has been replaced with an R8-4 special provision zone with similar height and density special provisions.
- A new holding provision h-• is proposed by the applicant which would require further study and implementation of noise and vibration mitigation measure before development on the impacted blocks to the satisfaction of the City.

- No changes are proposed to the revised Draft Plan of Subdivision previously circulated on May 30, 2024.

The City is also considering the following zoning by-law amendments:

- Alternative residential zones which reflect the long-term development vision of the subject lands;
- Special Provisions in zoning to implement the urban design requirements and considerations of the London Psychiatric Hospital Secondary Plan; and
- Adding holding provisions for the following: land use compatibility, urban design, water looping, municipal services, emergency communications, and phasing.

A new revised application for an Official Plan Amendment has also been submitted (File: O-9766) to amend the London Plan and London Psychiatric Hospital Secondary Plan to permit the heights proposed in the revised Zoning By-Law Amendment.

The revised Official Plan Amendment (O-9766) to update the London Plan and London Psychiatric Hospital Secondary Plan would permit

- a maximum height of 32 storeys at the corner of Oxford Street East and Highbury Avenue North,
- a maximum height 20 or 30 storeys for other blocks that are immediately adjacent to Oxford Street East and Highbury Avenue North,
- a maximum height of 20 storeys within the Residential Policy Area 1B,
- a maximum height of 8 storeys on the northeast portion of the Residential Policy Area 1A,
- a maximum height of 12 storeys on the western portion of the Residential Policy Area 1A, and
- a maximum height of 8 storeys on the western portion of the Village Core.

The City will also consider possible amendments to the Secondary Plan to provide flexibility in the design of public streets and bicycle routes, update the schedules of the Secondary Plan to reflect revisions to the proposed road network and block fabric, and other minor amendments to the plan to be consistent with the revised proposed Draft Plan of Subdivision for the subject lands (39T-21503).

File: 39T-21503/Z-9577/O-9766 Planner: M. Clark & A. Curtis (City Hall)

A. Public Comments – Notice of Application – March 10, 2021

Kevin Eby - July 9, 2021 – Email

Mr. Corby

Please find attached comments provided on behalf of JDA Investments Inc. relating to the proposed redevelopment of the former London Psychiatric Hospital lands. Feel free to contact me at your convenience if you require any clarification of the information provided.

I look forward to hopefully discussing these matters with you in the near future.

Kevin Eby

Eby GMPS

I have been retained by JDA Investments Inc. (JDA), the owner of lands known municipally as 535 and 539 Commercial Crescent in the City of London. The purpose of this retainer is to review the proposed redevelopment of the London Psychiatric Hospital (LPH) lands as anticipated through the joint Official Plan Amendment (OPA) / Zoning By-law Amendment Applications (City File No: OZ-9328) and Draft Plan of Subdivision Application (City File No. 39T-21503) submitted by Old Oak Properties (the Applicant) in relation to the JDA lands. JDA has also retained an acoustical consultant to assist in this review.

Key to consideration of planning applications is the need to ensure compatibility of any proposed development with surrounding land uses. As it relates to the redevelopment of the former LPH lands, this means, among other things, ensuring residential uses within the areas of influence of the long-standing industrial operations at 535 and 539 Commercial Crescent are only permitted if noise and vibration associated with these operations are appropriately assessed and addressed in a manner that will not unduly impact the industrial operations on these properties. Operations on these properties include the delivery, processing and redistribution of raw materials by truck and rail.

Although JDA's interest in these applications is primarily focused on protecting the industrial operations on the land it owns, the long-term viability of the industrial area containing the JDA lands is also at risk and needs to be included in any assessment process. Industrial areas, particularly those with access to rail sidings, need to be protected from encroachment by sensitive uses. Such areas are extremely difficult, if not impossible, to replace once compromised.

Applicable Policy

LPH Secondary Plan Policy 20.4.4.3 Noise/Land Use Compatibility ii) Noise from Industrial Uses speaks specifically to the need to ensure compatibility of any sensitive uses, including new residential uses, on the former LPH lands with the industrial operations at 535 and 539 Commercial Crescent, stating:

To mitigate the potential for noise conflicts between the proposed community and the industrial area east of the LPH lands, the Secondary Plan's Land Use Schedule identifies an 'Open Space' area adjacent to the abutting industrial lands. The Open Space designation acts, in part, as a noise mitigation measure. Any residential development that is contemplated in proximity to this industrial area shall have regard for the Ministry of Environment (MOE) Land use Compatibility Guidelines. To address potential noise impacts from the adjacent industrial area, the following additional policies apply:

a. On lands within a 300m area of influence measured the west property line of 535 and 539 Commercial Crescent, and in the presence of a Class II Class III industrial use at 539 Commercial Crescent and the associated use of the railway siding at 535 Commercial Crescent, sensitive land uses shall be prohibited unless a "Feasibility Analysis" which meets Ministry of Environment guidelines has been completed and the development proposal meets all of the recommendations of the analysis for setbacks and mitigation. At a minimum the "Feasibility Analysis" shall address the issues of point source and/or fugitive noise emissions for the entire 300 m area of influence, and ground borne vibration within 75 metres of the west property line of 535 and 539 Commercial Crescent. Sensitive land uses may include any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. Such uses include, but are not limited to residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses. For draft plans of subdivision, and draft plans of condominium, the Feasibility Analysis shall be requested and submitted as part of a complete application.

b. Where, as a result of the completion of a Feasibility Analysis, there are irreconcilable noise and vibration incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Should that occur policies in Section 20.4.4.3 (ii) will no longer apply.

c. Reduction of the 300 metre area of influence will be supported only through the submissions of a study which addresses the entire area of influence and all study methodology, conclusions and recommendations are acceptable to the City of London.

d. Noise studies, where required, will form part of a complete application and any recommendations from those studies shall be implemented. [emphasis added]

LPH Secondary Plan Policy 20.4.4.3 Noise/Land Use Compatibility, i) Rail Noise addresses the issue of noise associated with rail transportation, stating:

...Rail noise shall be addressed subject to policies of the Official Plan as well as the following: ...

d) Prior to final approval, planning applications will require completion of noise studies to confirm compliance with provincial regulations. A noise study shall be required as part of a complete application. [emphasis added]

Policy Analysis

Policy 20.4.4.3 ii) a) creates conditions within the areas of influence (identified on LPH Secondary Plan Schedule 9) that must be satisfied before the designations established on Schedules 2 through 4 of the LPH Secondary Plan can be implemented. If these conditions cannot be satisfied, Policy 20.4.4.3 ii) b) requires that "development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use [at 535 and 539 Commercial Crescent] ceases to exist." [emphasis added].

As a result, the current designations applicable to lands within the areas of influence are conditional designations, as the acceptability of and permission for the establishment of sensitive uses within these areas (the principle of development) has yet to be established given the continued existence of the industrial operations at 535 and 539 Commercial Crescent. The mechanism for establishing the principle of development for sensitive uses within the areas of influence as provided for in the LPH Secondary Plan is through the submission of a "Feasibility Analysis" demonstrating there are no "irreconcilable noise and vibration incompatibilities" with the industrial operations.

The existence of these conditional designations in the LPH Secondary Plan significantly complicates the current planning process as it is impossible, with any reasonable certainty, to determine the type, quantum, location and form of development within the areas of influence until such time as the "Feasibility Analysis" is submitted and approved. This is complicated further by the LPH Secondary Plan requiring the "Feasibility Analysis" to be submitted "as part of a complete application" for a draft plan of subdivision applicable to the lands.

This policy framework has the potential to operate in a way that is functionally flawed.

A plan of subdivision is a mechanism provided through the Planning Act to subdivide land into parcels. It is not a process through which the principle of development is established, or specific use of land is determined. That is the purpose of the Official Plan and Zoning By-law.

Further, the submission of the Feasibility Analysis and noise studies are required to inform the resolution of fundamental land use planning questions within the areas of influence and the remainder of the former LPH lands, the combination of which are intended to be comprehensively planned and developed. These questions include:

- location and geometry of roadways;
- location and required capacity of infrastructure;
- location of areas of open space;
- the type, quantum, location and form of land uses to be permitted; and
- the principle of development of sensitive land uses within the 70 m (vibration) and 300 m (noise) areas of influence identified in Policy 20.4.4.3 ii) a) and Schedule 9 of the LPH Secondary Plan.

The vast majority of these fundamental land use planning questions are Official Plan or Zoning By-law issues, and as a result, the information derived from the "Feasibility Analysis" is required to inform any decisions relating to OPA applications or amendments to the Zoning By-law affecting mapping or policies applicable both within and potentially outside the areas of influence. It is also required to inform any decisions regarding the future use of lands in the areas of influence should "irreconcilable noise and vibration incompatibilities" between the industrial operations and sensitive uses be determined to exist.

The noise component of the "Feasibility Analysis" will also help inform determination of any noise mitigation measures required outside of the area of influence established in the Official Plan, as provincial guidelines require consideration of noise impacts from Class III industrial facilities up to 1,000 metres away.

It is well-worth noting that my client's predecessor (under the name Ravago Company) previously raised the issue of the appropriateness of these conditional designations during the processing of the LPH Secondary Plan in 2011.

Proposed Process

As confirmed by our recent email exchanges, the applicant has yet to submit a "Feasibility Analysis" as required by Policy 20.4.4.3 ii) a). Likewise, no noise studies (which would typically form a component of a "Feasibility Analysis") were submitted as required by Policies 20.4.4.3 i) d) and ii) d). Given the submission of the "Feasibility Analysis" and noise studies are specifically required by policies in the LPH Secondary Plan "as part of a complete application", the submission of these studies concurrent with the associated applications is a matter of Official Plan conformity and cannot be waived or postponed through the pre-consultation process. Any such action would require the prior approval of an OPA

eliminating the requirement. As a result, it is unclear on what basis staff accepted the applications as "complete".

Notwithstanding these requirements in the Official Plan, the Zelinka Priamo Final Proposal and Planning Justification Report (Zelinka Priamo Justification Report) submitted in support of the applications, fails to address (or even reference) the requirement for the "Feasibility Analysis" required by Policy 20.4.4.3 ii) a).

In fact, the only reference to either noise or vibration in the Zelinka Priamo Justification Report is in Section 16.2, which reads:

It is expected that a noise assessment report will be required for those blocks located closest to adjacent arterial roads (Highbury Avenue North and Oxford Street East) as well as the CP Rail corridor and existing industrial properties. The noise assessments will be completed upon approval of concept plans during the Site Plan Approval process since more accurate information will be required regarding building orientation and site grading. The noise assessments will determine the level of noise pollution stemming from the movement of traffic along Highbury Avenue North, Oxford Street East and the CP Rail corridor as well as stationary noise from the industrial properties, and will indicate possible options for their abatement. [emphasis added]

Delay in the submission of noise assessments to the site plan approval process would completely exempt single-detached development from any review of noise issues. Zelinka Priamo's Justification Report effectively acknowledges this, as it notes in Section 3 m) that the proposed single-detached lots are "not subject to site plan approval". Based on the Zelinka Priamo Justification Report, it appears the Applicants consultant has a fundamental misunderstanding of the policy framework under which these applications must be considered.

Based on previous discussions, it would now appear that the City has requested submission of the "Feasibility Analysis" and is proposing to consider the OPA application separately prior to consideration being given to the implementing draft plan of subdivision and amendment to the Zoning By-law. I understand part of the purpose of addressing the OPA ahead of the other applications is that the quantum of development proposed by the applications may not be supportable based on the availability of servicing capacity to the site. I certainly support this process, as this information is required to properly inform the processing of the draft plan of subdivision and amendment to the Zoning By-law.

However, I also understand that the City is being encouraged by the Applicant not to require submission of the "Feasibility Analysis" until after consideration of the OPA application. In the absence of the "Feasibility Analysis" there is no means of determining whether sensitive uses, including residential uses, will be permitted on what appears to be approximately one third of the former LPH lands (those lands located within the areas of influence).

If the purpose of processing the OPA ahead of the draft plan of subdivision and amendment to the Zoning By-law is to determine where, what and how much development should be permitted on the former LPH lands, can such decisions be transparently and effectively made if there is no understanding as to the potential impacts of adjacent industries on sensitive land uses as required by provincial guidelines and policies in the LPH Secondary Plan? It also leaves the City guessing as to the appropriate location of land uses, sizing of infrastructure and configurations of roads on the lands outside the areas of influence, as these lands ultimately need to interface with the lands on which planning decisions can't be made prior to the completion of the "Feasibility Analysis".

Summary

The submission of the "Feasibility Analysis" and noise studies was a mandatory requirement of a complete application. This information is required to answer some of the most fundamental land use planning questions arising from the proposed redevelopment of the LPH lands. This is exactly why the requirements for complete applications were established. I would note that although the policy in the LPH Secondary Plan requires the submission of the "Feasibility Analysis" concurrent with submission of the draft plan of subdivision, Section 19.16 of the applicable 1989 Official Plan would have authorized the City to require its submission as part of a complete OPA application as well.

In the absence of the "Feasibility Analysis" neither the City nor JDA have enough information to provide properly informed comments on the OPA application. If the submission of the "Feasibility Analysis" is delayed until after consideration of the OPA application, the potential exists that the existence of any "irreconcilable noise and vibration incompatibilities" determined through that process would trigger the need for a subsequent OPA application to remedy the situation. This would be a completely unnecessary and avoidable outcome that would both jeopardize the overall comprehensive planning being undertaken for the former LPH lands, but also unnecessarily encumber JDA with the need to respond to yet another planning process.

It is my opinion that the "Feasibility Analysis" and the required noise studies need to be completed and JDA given a reasonable opportunity to respond prior to consideration of the OPA application.

Thank you for the opportunity to provide comments. I look forward to the opportunity to discuss this with you further. Could you please provide me with any future memorandums, reports and/or notices of meetings relating to the Applications.

Kevin Eby, RPP

John Vareka - March 9, 2022 – Email

I've rode my bike through the area a few times and its such an amazing space with so much cool potential for the city/area. I'm really hoping it won't all become single family homes (some early free press articles mentioned a large number of them which is why i had wanted to ask) - i've been watching a lot of this persons videos (link is to the 'missing middle' topic) but he has introduced many interesting topics to me:
<https://www.youtube.com/watch?v=CCOdQsZa15o>

Thanks again, John

B. Public Comments – Notice of Revised Application – April 22, 2022

Kevin Eby – May 6, 2022 – Email

Mr. Crorby

Please find attached comments prepared on behalf of JDA Investments regarding the Old Oak Properties proposed redevelopment of the former LPH lands.

Feel free to contact me at your convenience if you wish to discuss. It would be appreciated if you could keep me informed as to the timing of your reports going forward.

Kevin Eby, RPP, PLE

Eby GMPS

Dear Mr. Corby

I have been retained by JDA Investments Inc. (JDA) to assist in the review of the impacts of the proposed redevelopment of the London Psychiatric Hospital (LPH) lands (Applications 39T-21503/OZ-9328 - Old Oak Properties) on lands owned by JDA located at 535 and 539 Commercial Crescent in the City of London. In particular, I have been tasked with reviewing any issues related to land use compatibility

between the proposed residential development and the long-standing industrial operations that take place on the JDA property and are facilitated by a decades-old rail spur.

I have now had the opportunity to review the noise and vibration issues associated with the resubmission of planning studies relating to the redevelopment of the former LPH lands with JDA's noise consultant and offer the following comments for your consideration. In reviewing the proposed official plan amendment, I would note that the provisions of Section 4.3 reducing the area of exclusion of residential uses from the JDA lands only applies when a feasibility study is submitted and "all study methodology, conclusions and recommendations are acceptable to the City of London". The comments provided herein are based on City's staff confirming the Noise Study meets this condition.

Introductory Note Regarding Numbering of Lots and Blocks

There is inconsistent numbering of the lots and blocks on the draft plan of subdivision and some of the accompanying documents. For example, the parkland block directly adjacent to the JDA property is labeled on the draft plan of subdivision as Block 145 and

on the preliminary phasing figure for the OPA as Block 146. Any references to lots and blocks in this letter refer to the numbering on the draft plan of subdivision. However, I suggest the materials be revised to ensure congruity and to avoid inadvertent errors in any planning instruments or agreements that rely on those materials.

Context

Key to consideration of planning applications is the need to establish compatibility with surrounding land uses. In the case of the redevelopment of the former LPH lands, this means ensuring noise and vibration issues associated with the industrial operations at 535 and 539 Commercial Crescent are appropriately addressed to avoid undue limitations on that long-standing industrial use. Operations on these properties include the delivery, processing (sorting) and redistribution of raw materials by truck and rail.

Many of the concerns expressed in our previous comments have been addressed through the submission of the Former London Psychiatric Hospital (LPH) Lands Subdivision Noise and Vibration Impact Study by RWDI - March 28, 2022 (Noise Study). The completion of this Noise Study provides the information and noise mitigation measures within the LPH lands necessary to allow the planning process for these lands to proceed with the necessary degree of certainty for all parties through the official plan amendment stage.

While there are some additional issues remaining to be addressed through the zoning by-law amendment, plan of subdivision and site plan processes, subject to any updates to the Noise Study (including the one referenced below regarding impulse noise) and appropriately securing and implementing the recommendations of the Noise Study, JDA no longer has a concern with the principle of development for the proposed uses being established through the official plan amendment process. As the proposed development moves through the planning process, the concepts for noise mitigation, including the use of Class 4, may need to be expanded and/or modified to address changes to the regulatory environment should they occur.

Technical Concern with the Noise Study

One technical concern noted with the Noise Study is that it does not appear to have addressed impulse noise along the spur lines in the area. It is unclear whether this would affect the overall recommendations but can be addressed through an update to the Noise Study prior to approval of the zoning by-law amendment and plan of subdivision. Such updates are discussed further below.

Vibration

There appear to be no concerns related to vibration.

Use of a Class 4 Designation

One of the key recommendations of the Noise Study is the establishment of a Class 4 designation for specific lots and blocks in the proposed development. JDA agrees with the use of a Class 4 designation provided it being established in a manner that is easily identifiable to purchasers and future residents of these lots and blocks. Redevelopment of these lands through the use a Class 4 designation creates an on-going relationship between future purchasers / residents of the affected lots and blocks and any industrial use located on the JDA lands that those future purchasers / residents will have no ability to alter in the future. This needs to be clearly understood up front.

I recommend the Class 4 designation be approved by Council and included on one of the Official Plan schedules being incorporated into the London Plan through the OPA. The Class 4 status of the lands should also be incorporated into the future zoning amendment implementing the changes to the official plan being considered at this time.

Need for Exemption Under the City of London Sound By-Law

There does not appear to be an exemption established City of London Sound By-law applicable to sound levels otherwise regulated by the By-law but permitted within a Class 4 designation. Prior to proceeding with the approval of the zoning by-law and plan of subdivision for the LPH lands, a general exemption (or an exemption specific to the LPH lands) for noise levels otherwise permitted within a Class 4 designation must be established in the Sound By-law. Otherwise, the intended relief granted by the Class 4 designation will have little efficacy and create unnecessary risk for industrial operations.

Requirement to Enter into Agreement Pursuant to the Industrial and Mining Lands Compensation Act

The future conditions of draft approval of the plan of subdivision should include a requirement that the owner of the LPH lands enter into an Industrial and Mining Lands Compensation Act Agreement registered on title to ensure future protection of the industrial operations on the IDA Lands.

The requirement for this agreement, as well as the amendment to the City of London Sound By-law referenced above, should be secured through Holding provisions applicable to any lands to which the Class 4 designation applies. If any changes to the supporting London Plan policies are required to permit the use of Holding for this purpose, such changes should be made through the official plan amendment.

Updates to the Noise Study

Given the staging of the planning process, both in terms of when applications will be going forward for approval and the extended period over which the development will occur, updates to the Noise Study should be required as part of each subsequent stage of the planning process to ensure the most up to date information regarding the redevelopment proposal and the industrial operations is available for consideration as regulations in the zoning by-law, conditions of draft approval, and requirements of site plan approval are established or released. The requirements for an incremental review of the Noise Study should also be incorporated appropriately in the London Plan through the proposed official plan amendment.

Holding Provisions

While not applicable at this stage in the process, I would highlight the important role that the future residential building on Block 148 and the required berm along the spur line play in mitigation of noise from industrial uses located on JDA lands on other lots and blocks throughout the proposed plan of subdivision. Construction of the residential building on Block 148 and the required berm along the spur line need to be completed before any lots and blocks that would otherwise be affected by unacceptable noise levels be allowed to proceed. Any zoning of the affected properties should be subject to Holding provisions requiring the construction of the residential building on Block 148 to the specifications in the Noise Study and the required berm along the spur line before development on the affected lots and

blocks is permitted. This requirement for Holding provisions should similarly be identified and secured through the proposed official plan amendment.

Conditions of Draft Approval of the Plan of Subdivision / Zoning By-law Regulations

It is our understanding that only the approval of the official plan amendment is being considered at this time and that opportunities for further review and comment will be available to JDA throughout the remainder of the planning process. We look forward to working cooperatively with applicant and the City of London throughout these additional processes to ensure the concerns of all parties are adequately addressed in as expeditious a manner as possible.

Please feel free to contact me at your convenience if you wish to discuss any of the issues raised herein. As you proceed to finalize your report, I would also be willing / appreciate the opportunity to review with you any measures proposed to address the

issues raised to ensure no last-minute surprises occur that may inadvertently slow down the process.

Kevin Eby, RPP, PLE

William Pol – May 16, 2022 – Email

Hello Mike,

Please find attached the submission on behalf of Taurus Stamping 515 First Street regarding noise, vibration and safety of sensitive land uses for 850 Highbury Avenue.

A representative will be making a presentation at the public meeting.

Please forward any decisions or further notices to Pol Associates Inc.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Pol Associates Inc. has reviewed the notice dated April 14, 2022 regarding proposed Official Plan and Zoning By-law amendments for the above noted lands. We are retained by Taurus Stampings Inc. at 515 First Street London regarding the above noted file. Taurus Stampings Inc. has been in operation for more than 100 years contributing to the industrial success of the City. They make an important contribution to the economy by making and supplying parts to various local industries. There is an extensive industrial employment area east of the subject lands with a variety of important industrial facilities. We are requesting the land use planning justification and mitigation measures the City and the Developer are proposing to ensure the location of sensitive land uses less than 1000 m from the property limit will not negatively impact the next 100 years of operation at this location.

Taurus Stampings Inc. is a Class III industrial use creating vibration, and noise emissions as part of its normal operation. It has capacity to operate 24 hours per day seven days per week. The property is located approximately 165 m east of the nearest proposed single detached dwellings and a shorter distance to the nearest open space area proposed for 850 Highbury Avenue and as shown on the schedules. These sensitive land uses may be impacted by emissions from the plant. In April 2021, Taurus Stamping requested information from your office regarding this application and has not received a response for the studies and mitigation measures.

London Plan policies NOISE, VIBRATION AND SAFETY Sensitive Land Uses Near Noise Generators, Vibration Generation and Safety concerns Policy 1766 – 1771 set out the requirements for approving sensitive land uses near Class III industrial uses. We are requesting the necessary studies be completed in advance of any approval to ensure there is no noise, vibration or safety impact on the proposed sensitive land uses.

Prior to approval of sensitive land uses within 1000m of Taurus Stampings Inc. we are requesting documentation by a qualified independent consultant confirming that sensitive land uses may be located within the area of influence without impact from nearby industrial land uses. We are concerned that encroachment of sensitive land uses may limit the future operation of the stamping plant, 24 hours per day 7 days per week operating with open doors and emitting noise and vibration. We look forward to reviewing any studies completed by qualified consultants.

A representative of Pol Associates Inc. will be making a presentation at the public meeting May 30, 2022 on behalf of Taurus Stamping 515 First Street. PLEASE include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

C. Public Comments – Notice of Revised Application – January 19, 2023

D. Public Comments – Notice of Revised Application & Notice of Public Participation Meeting – May 21, 2024

William Pol - May 31, 2024 - Email

Hello Michael,

Please accept the attached comments on behalf of Taurus Stampings Inc. regarding the notice of Subdivision.

Please provide me with all future notices for this application.

Contact me should you have any questions.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Pol Associates Inc. has reviewed the notice dated May 21, 2024, regarding proposed Official Plan, Zoning By-law amendments and Draft Plan of Subdivision for the above noted lands. We are retained by Taurus Stampings Inc. at 515 First Street London regarding the above noted file. Taurus Stampings Inc. has been in operation for more than 100 years contributing to the industrial success of London. They make an important contribution to the economy by producing and supplying parts to various local industries. A variety of important industrial facilities operate abutting and in proximity to the Draft Plan of Subdivision.

The Provincial Policy Statement 2020 specifically addresses Land Use Compatibility in Policy 1.2.6. The City SHALL minimize and mitigate any potential adverse effects from odour, noise and other contaminants (including vibration) And to ensure the long term operational and economic viability of major facilities (industrial facilities) in accordance with provincial guidelines, standards and procedures. All decisions of Council shall be consistent with the PPS 2020.

London Plan policies NOISE, VIBRATION AND SAFETY Sensitive Land Uses Near Noise Generators, Vibration Generation and Safety concerns Policy 1766 – 1771 set out the requirements for approving sensitive land uses near Class III industrial uses. We have received and reviewed the report from the applicant as discussed below.

Taurus Stampings Inc. is a Class III industrial use creating potential odour, vibration, and noise emissions as part of its normal operation. It has capacity to operate 24 hours per day seven days per week. The property at 515 First Street is located approximately 165 m east of the nearest proposed Multi-Family Medium Density Residential development and a shorter distance to the nearest open space area proposed for 850 Highbury Avenue and as shown on the Draft Plan. These sensitive land uses may be subject to adverse effects from plant emissions. Attached is a sketch showing the location of Taurus Stampings Inc. on the draft subdivision and the proximity to sensitive land uses.

We have reviewed the Noise and Vibration report of October 2022. The report does not specifically address the potential impact of Taurus Stampings Inc. There is no discussion regarding the potential vibration impact of Taurus Stampings Inc. There are limited recommendations regarding possible mitigation measures through specific building construction techniques and warning clauses at the time of site plan approval. Approval of the subdivision at this time assumes these mitigation measures will be sufficient to ensure no adverse effect. At this time, we are not satisfied the specific industrial impacts of Taurus Stampings have been adequately addressed. The Noise and Vibration Study should be updated to specifically address the likely impacts of Taurus Stampings Inc. to ensure existing and future operation of this important industrial facility is not compromised due to the proximity of sensitive land uses.

A representative of Pol Associates Inc. may be making a presentation at the public meeting July 16, 2024 on behalf of Taurus Stampings Inc. 515 First Street. Please include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

William Pol - June 5, 2024 - Email

Hello Michael,

Thank you for your e-mail.

I have attached a letter requesting amendments to the holding provision to better protect my client from potential conflicts.

Please contact me should you have any questions.

Regards,

William Pol, MCIP, RPP

Pol Associates Inc.

Dear Mr. Clark,

RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties

Thank you for your e-mail message June 4, 2024. Please accept the following comments on the proposed holding provisions. Pol Associates Inc. has reviewed the draft zoning and holding provisions applicable to the Draft Plan of Subdivision. While I appreciate your comments that preliminary noise and vibration studies have been undertaken, there is no specific reference to my client's property at 515 First Street and it does not include reference to potential odour impacts.

There is a significant risk of conflict between established Light Industrial (LI1) zoning and the proposed Residential R5-7(***) / Residential R9(***) in proximity to my clients lands, which allows six storey apartment buildings, townhouses and stacked townhouses within the influence area of a Class III industrial land use. I am requesting that [REDACTED] be specifically noted in the Holding provision for these lands and that Council adopt these provisions to protect the future long-term use of the site for industrial purposes. Secondly, the clause be amended by adding odour as a potential adverse impact on sensitive land uses. The requested revisions are shown below in bold non-italic lettering.

h-(***) Purpose: The development of sensitive land uses is prohibited until such time as a detailed Noise, ~~and/or~~ Noise/Vibration **and/or Noise/Vibration/Odour** Study is completed in relation to the **Class II and Class III industrial use uses** located at 535 and 539 Commercial Crescent **and 515 First Street** which meets the applicable Provincial Guidelines, and it is demonstrated that provincial guidelines can be met with respect to the development of sensitive uses and any required mitigation measures are implemented prior to removal of the h-(***) . If there are irreconcilable noise, and vibration and odour incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Permitted Interim Uses: Non-sensitive uses. Proposed to be applied to: Blocks 1-11, 19, 21-23, 26 & 30

A representative of Pol Associates Inc. may be making a presentation at the public meeting July 16, 2024, on behalf of Taurus Stampings Inc. 515 First Street. Please include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions regarding the requested revisions.

Sincerely,

William Pol, MCIP, RPP

Principal Planner

Pol Associates Inc.

E. Public Comments – Notice of Revised Application & Notice of Public Participation Meeting – July 23, 2024

Anita Cook, The Salvation Army – August 9, 2024

The Salvation Army

Territorial Headquarters

Canada and Bermuda

Property Department

August 9, 2024

City of London

Development Services, City of London

300 Dufferin Ave, 6th Floor

London, ON P.O. Box 5035

N6A 4L5

Attention: Michael Clark, mclark@london.ca

Re: 850 Highbury Avenue North, City of London: File: 39T-21503 / Z-9577 / 0-9735

Dear Mr. Clark:

The Salvation Army owns the abutting lands to the south of the subject redevelopment, at 1340 Dundas Street, the corner of Dundas Street and Highbury Avenue North.

The Salvation Army (TSA) – London Village has been in operation, offering multiple programs serving the City of London and the community, in various forms, for 60+ years. Currently, the Village is comprised of five main program areas:

- 24/7 Respite programs for children and adults identified as having Autism Spectrum Disorder (ASD) and/or developmental disabilities (supports 16 people at a time)
- A 132-space childcare centre
- Day programs for children with ASD supporting over 25 people
- day program for adults with cognitive issues (e.g., dementia) that supports 50 people per day
- A gym and other spaces utilized by not just The Salvation Army, but the community at large

The individuals we support, by virtue of their needs, present some unique challenges, as does our property.

To date, The Salvation Army has not had the opportunity for a comprehensive review of the redevelopment, but, in the interim, with such a complex redevelopment, there are drainage and infrastructure matters that, on first glance, may be impactful to the regular operation of The Salvation Army programs. In particular, as The Salvation Army is at a lower elevation from the redevelopment, and given that the Village has tunnels between buildings that have electrical, telecommunications, fire suppression system and water and sewer, plans for drainage/water management are particularly of interest.

We would ask for a detailed engineering report to review that would allow us to develop a better sense as to the risk to our property, if any, and to use as a basis of work with the developer to ensure that a final plan is reflective of the needs of our property and The Salvation Army as a whole.

For further discussion, we would appreciate contacting the writer at the earliest opportunity.

Regards,

Anita Cook

Senior Director, Real Estate Development

Jacob Perez – August 13, 2024 – Email

Good morning, Ryan.

I own the properties at 535 and 539 Commercial Crescent London, ON. N5V 1Z2 through my companies JDA Investments Inc. and Clarence Realty Inc. respectively.

JDA also owns Clarence Realty Inc. so all communications are done through JDA.

I first approached the Ontario Realty Corporation on February 14, 2006 when It was first announced of the plans for the LPH as you can see from the letter below.

In March of 2011, I hired ZELINKA PRIAMO LTD as a consultant regarding new developments at the Psychiatric Hospital area plan.

On March 9, 2011, he sent a letter to the Planning and Development Department of the city of London on behalf of my tenant while I was working there as well as they purchased my business, outlining the type of business we were in and the risk to our business from this development.

On April 7, 2021, I retained a land Development Lawyer Aaron Platt of Davies Howe Law Firm in Toronto to represent me regarding the development in this area.

Later, he moved to Loopstra Nixon law Firm and continued to represent me.

On April 21, 2021, I hired Kevin Eby of EBY Growth Management Planning Services Ltd. To consult.

On September 9, 2021, I hired Consulting Engineers Jade Acoustics Inc. to consult me as well.

Through Kevin Eby my consultants and I reached out to the city Planning Department with numerous letters, phone calls and meetings to discuss the perilous situation JDA is in because of the proposed development in the hospital grounds.

As of November 29, 2023, I spent \$138,063.28 on all these consultants until we were finally told that no decision will be made in the foreseeable future. At that time, I ended my engagement with them.

My business is small. I spent money on consultants when I should have been spending it on equipment to run the business that my son operates on these premisses since April 2022.

I cannot afford to rehire these expensive consultants any more as whatever money we have, we spend on growing up the business that he runs, NEXGEN POLYMERS INC. whether we install new silos or machinery.

The business does make noise. We cannot avoid it. We used to operate at night but we no longer do. We used to operate on the weekend but we no longer do, and may do so only in emergency.

I have been operating this and similar business like this since 1991 and hope my son can continue to operate his business there for many more years.

He employes people directly and hires more staff as the business grows. He employes via third party people like electricians, millwrights, truck drivers, scale people and more.

As an operating company, there is always a need for specialised people coming in and helping in their way for the smooth and efficient operation of this company.

My fear is that when new tenants come into this area, especially on a high rise with 30 stories high building and look at our plant and hear some noise, the city will get complaints about us.

I think the developer must take mitigating measures to protect his new tenants and us as he comes to an existing situation.

I would like to see new tenants understand there is some noise in this area and sign a waiver to that effect.

Thank you.

Jacob Peretz

President.

JDA Investments Inc.

ZELINKA PRIAMO LTD A Professional Planning Practice

City of London

Planning and Development Department 204-206 Dundas Street

London, ON N6A 4L9 Attention: Barb Debbert

Re:

London Psychiatric Hospital Area Plan OUR FILE: RAV/LON/11-01

We write on behalf of Ravago Company.

The Muehlstein Canada division of Ravago Company operates an industry at 539 and 535 Commercial Crescent, within the industrial area immediately east of the London Psychiatric Hospital (LPH) lands.

Previously under the name Novell Polymers Inc., the company has operated at this site since 1991.

The company receives bulk shipments of a wide variety of plastics in solid pelletized form from Canadian and international sources, mostly by rail. It stores and mixes the pellets in towers for a wide range of plastics manufacturing applications, then ships the mixtures by bulk transport trucks or rail.

Because the plastics remain in pelletized form throughout the process at this site, there are no emissions of fumes or odours emanating from the site. However, the operation is a source of noise and vibration: the shunting of rail cars; the outdoor loading and unloading of train cars and trucks; the transfer and mixing of plastics.

With respect to the noise of the rail siding: this facility of Ravago is one of the largest freight customers of CP Rail in London. In fact, the facility was first built by CP Rail, itself, as a rail terminal building. Ravago's facility now has the capacity for up to 42 rail cars. Shunting activities can occur anytime, six days per week.

Ravago uses vacuum and blowers to load and unload rail cars and trucks, and to transfer pellets among the storage bins and mixing towers. Outdoor electric motors operate anytime 24 hours a day, seven days a week to blend pellet mixtures in the mixing towers. The height of the mixing towers is an additional factor in noise dispersion.

Based on the MOE D-6 Guideline document, the Ravago operation, including the integrated rail siding, would be classified as a Class II Industrial Facility since it is a large-scale facility with outside storage and processing, large production volumes and continuous movement of products during daily operations. It has frequent outputs of potential major annoyance, with a high probability of noise and vibration emissions.

It is our understanding that no noise and vibration study has been undertaken to determine the need for separating distances and/or other mitigating measures between the existing industrial use and any proposed sensitive land use.

Mr. Peretz of Ravago has attended all public sessions relating to the re-use of the LPH lands, and has consistently pointed out the importance of protecting the existing industry from encroachment by residential uses.

We ask that the proposed Area Plan proposal not be dealt with until adequate information has been provided through noise and vibration studies to enable a proper assessment of Guideline D-6 compliance and the identification of appropriate mitigation measures.

Thank you for this opportunity to comment.

We enclose copies of letters submitted in 2010 by Ravago Canada and in 2006 by Novell Polymers Inc. relating to these concerns.

Yours very truly, ZELINKA PRIAMO LTD.

Richard Zelinka, MES, MCIP, RPP Principal Planner

RZ/ld

CC: J. Peretz, Ravago

Attachments

August 5, 2010

MHBC Planning Limited

630 Colborne Street, Suite 202 London, On, N6B 2V2

ATTN: Carol Wiebe

Public Meeting chi ice 29, 2a1 Secondary Plan

Dear Carol.

In response to your questionnaire, I would like to express some comments as to what could affect the operation of our company at 539 Commercial Crescent, London.

Ravago Canada and previously Novell Polymers have been operating at this facility since 1991. Our property borders the east side of the LPH.

This facility provides employment to 12 people directly and many more indirectly like engineers, electricians, construction contractors and workers, drivers, railroad employees, accountants, lawyers and suppliers of the various products that make this plant working efficiently.

As it is in an industrial zone the plant makes some noise considering the train engines coming in and out of this property. Being a busy plant, they can spend several hours at a time shunting rail cars. We also have big electric motors located outside the building, between the building and the LPH eastern fence. These motors can work all day and night.

Our concern is that if you have residential construction too close to our facility, the new tenants may one day complain about noise coming out of our place.

There was a great deal of money already spent on this facility and moving it to a different location will be prohibitive as we rely exclusively on rail service.

We would like to see a wide buffer zone between us and the proposed new homes. Also, planting some trees in between can help reduce a possible disturbance to the new inhabitants.

Please take our concerns into your considerations as we would like to continue operating this facility and have happy neighbors.

Yours truly Jacob Peretz

Ravago Canada Co. General manager

539 Commercial Crescent

London, Ontario N5V 1Z2

RAVAGO CANADA CO.

180 Attwell Drive, Suite 260, Toronto, Ontario CANADA M9W 6A9 Phone:
416.977.5456 • Fax: 416.977.7095

February 14, 2006

Ontario Realty Corporation 1st floor, Ferguson Block 7 Wellesley St. W.

Toronto, Ontario M7A 2G3

Attn: Yvonne Sneyd Administrative Assistant

Re: London Psychiatric Hospital Lands

Dear Madam

I am very disturbed with the proposed development of the LPH lands as they are presented by Strategic Solutions in their preliminary Development Concepts for the LPH Lands.

Novell Polymers is in an industrial area, at 539 Commercial Crescent, bordering on the east side of the LPH.

There is a certain amount of noise coming out of the operation. We have no problems with our neighbors because we are located in a low area. However, if you decide to build just west of our location, buyers will complain once they move into their homes.

Novell has been in this location since 1991. We have created multiple new jobs in the city, we pay our taxes on time, and we have also invested millions of dollars at this site. Novell Polymers is in the process of expansion (again) right now as we add storage capacity in our facility. This will increase our business, thus creating more new jobs.

Having residential homes so close to our site will only create friction between the new homeowners and Novell.

Novell has already inquired about purchasing a strip of land that runs south to north on the east side of the LPH property and adjacent to Novell's property.

We would like to add rail capacity, as our business is growing, and the railroads are our lifeline.

Our business CANNOT be relocated to please potential new homeowners.

Yours truly,

Novell Polymers Inc.

Jacob Peretz

President

Robert Leyland – August 21, 2024 – Email

Planner M. Clark and A. Curtis

Good Morning,

While I have great concerns with the corner of my city becoming congested such as Oxford and Wonderland, I do have another concern. Our peaceful, older area has limited green spaces compared to many areas in the city. Many of my neighbours chose

the area for the larger backyards which provide a place of peace and solitude. The space also provides a great opportunity to entertain and provide solitude for neighbours, friends and family. The space also allows for an opportunity to grow and provide food for our family's needs and share with others.

Regarding the plan for the former hospital grounds, I have yet to understand where the green space will be for this new project (this project is larger than the town I grew up in.) Is there a plan in place to connect this new town with the parks and bike paths south of Dundas? My thought is it would not only add value to the new town, it would make better use of Kiwanis Park and the existing bike/walkway paths that already exist. see the maps below. Has there been a thought to adding a walkway (overpass) to provide safe travel for individuals and families over the railway tracks and Dundas Street to connect the people to this large and lovely green space? It also could connect people to the community gardens as there is space in the park to add to what is already there.

Thank you for your consideration,

Robert Leyland

Appendix F – Internal and Agency Comments

A. Internal Comments – Notice of Application – March 10, 2021

Parks Planning & Design – March 29, 2021

The Parks Planning & Design Section have not received a response to IPR comments provided July 2020. Specifically, why additional open space blocks (165 & 166) were added to the northern portion of this development (in contrast to what was proposed in the secondary plan), and what their ultimate purpose will be.

While the PP&D Section could support Blocks 165 & 166 being dedicated (1:1) as park, we would not support them if they come at the expense of higher priority park land along the CP rail corridor and between the CP Corridor and Dundas Street, as per the Secondary Plan. It should also be noted that no funding exists within the current DC bylaw to support installation of amenities within these Open Space blocks. If the developer wishes these blocks to be an amenity for the community, ideally, they budget to provide the amenities too.

In absence of the required parkland dedication strategy as outlined in the Secondary Plan and consistent with past comments, Parkland dedication has not yet been provided for this site. To support this development and to help the City secure parkland consistent with the Secondary Plan, the Parks Planning & Design Section recommend the following:

- Parkland dedication, consistent with the regulations of the Planning Act, shall be fulfilled through a combination of land dedication and cash-in-lieu of parkland.
- The required dedication based on the submitted plan and proposed zoning, and the 1/300 unit calculation is 6.12 Ha of tableland. This excludes any dedication that may result from future uses of the heritage buildings. To satisfy the known dedication requirement, Parks Planning & Design Section will accept:
 - Park Block 163 as per the Plan. We understand that a strip along the eastern limit of the park is a non-buildable set-back due to adjacent industrial uses. However, as we can likely utilize these lands for full park use, 1:1 dedication is appropriate for the whole park.
 - Block 164 (and Block 165 & 166, subject to above), all at table land (1:1) rates.
 - Non-developable heritage protected open space blocks 167 and 169 at 1:16 rates (rather than 1:27), as they can provide some recreational value
 - Lot 111 and part of lot 112 for open space access at 1:1, as per notes listed below.
 - No credit will be given for block 168 as these are left-over lands that serve no park function. Please remove those from future plans. Perhaps incorporate that into the road allowance to help protect existing trees.

Any/all outstanding balance of parkland dedication shall be provided as cash-in-lieu and shall be calculated consistent with rates shown in Bylaw CP-9 for the type of unit being built. Further clarification and exact numbers will need to be determined through the subdivision process.

Prior to receiving the Heritage Blocks (167 and 169), the applicant shall carry out a tree hazard survey to the City's satisfaction and implement the recommended work to ensure that dedicated lands are safe for public use.

We note that the overall intent of the Secondary Plan was to retain the tree-lined curved driveways on the site. As proposed and assuming standard road cross-sections, we

anticipate that most trees would be removed. We strongly recommend a detailed review of these trees and the proposed road layout and adopt alternative road cross-sections to protect desirable trees, all with input from the City of London Forestry Department.

Within the neighbourhood, linked pathways must extend through the storm water management block as well. Access to this isolated area and pathway needs to be provided along Street H – via lot 111 and by trimming the back 10m of lot 112 to make the corner safe for public use. Coordination of this system is required early in the process.

The City is also interested in discussions about the existing soccer fields and potential use until the lands develop.

While external to the current draft plan of subdivision, the Secondary Plan also identifies an open space block running parallel with the CP rail corridor (west of driveway, south of CP) and we are interested in acquiring the N-S open space corridor along existing non-developable heritage treed driveway south of the CP corridor as well. These lands would be accepted at 1:16, consistent with Bylaw CP-9 and the Secondary Plan. The City would be interested in acquiring those park blocks as part of this development application if the proponent is willing. This would reduce their cash in lieu payment and would allow the City to complete park infrastructure sooner – benefitting the proponent and area residents within this growth zone.

Staff are willing to meet with the applicant and Development Services to decide how best to proceed and how best to support this development progressing.

Urban Design – April 26, 2021

Mike,

Urban Design staff have reviewed the proposed Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments application for above noted address and provide the following comments:

- The applicant is contemplating several major changes to the London Psychiatric Hospital Lands Secondary Plan, and as such, should prepare illustrations showing their proposed changes and the differences between the following Schedules and their proposed schedules, as well as rationale for the changes:
 - Community Structure Plan (Schedule 1).
 - Character Area Land Use Designations (Schedule 2).
 - Sub Area Designations (Schedule 3).
 - Building Height Plan (Schedule 4).
 - Street Hierarchy Plan (Schedule 5).
 - Pedestrian and Cycling Network (Schedule 6) and.
 - Urban Design Priorities (Schedule 8).
- The urban design priorities plan (Schedule 8) identifies the existing views, vistas, and gateways that are present on this site. Provide an analysis on how the modified design takes these priorities into account and how they are being preserved.

General comments:

- Provide for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads and adjacent neighbourhoods:
 - Rushland Avenue should continue through the site and connect directly through to Highbury Avenue, as opposed to ending at 'Street A and jogging to the North.
 - Provide sidewalks on both sides of the streets to allow for safe and accessible pedestrian access throughout the neighbourhood.
 - Explore opportunities to provide more connections throughout the site, as the current configuration results in very large block sizes.
- Appropriately size any corner lots and provide enhanced facades on any street-flanking elevations. Also provide variety of lot sizes to add diversity of built forms.
- Avoid rear-lotting units adjacent to park and open space blocks. Any open space or park blocks with adjacent low density lots should be bounded by window streets, or have units directly fronting onto the open space block.
- Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade.

Zoning comments:

- Ensure the proposed zoning for each block implements the policies of The London Plan. This may include, but is not limited to setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.
- Include either a holding provision or special provision in the zoning for all mixed use and medium / high density blocks to ensure orientation to the street, parks or open spaces.

Provide a conceptual site plan for each of the proposed Mixed Use, High Density and Medium Density Blocks. Considerations for the design of these blocks include:

- Mixed-use, high density and medium density blocks should be oriented to the highest order street (particularly Oxford Street and Highbury Avenue).
- Buildings on corner blocks should be located and massed toward their respective intersections.
- Locate the majority of parking underground with minimal surface parking for accessibility & drop-off functions.
- Ensure all surface parking areas, loading, back-of-house areas, etc. are located away from the street frontage, behind the building.
- High density buildings should be designed with a distinctive base, middle and top with an appropriately sized podium and step-backs above the 4th or 5th storey to create a more comfortable public realm along the street.
- Any ground floor commercial units should be designed with a 'store front' appearance, including increased ground floor height, a high level of transparent glazing, double-doors, canopies, awnings, signage, etc.
- Include active ground floor uses along street facing elevations in order to active the street edge. This could include uses such as: the principle building entrance, lobbies, common amenity areas, and street-oriented units.
- For any ground floor street facing residential, include individual ground floor unit entrances with related courtyards or "front porches" with access directly to the

City sidewalk along the street frontage they face in order to active the street edge. Raise units slightly above ground level for privacy and to reduce the impact of vehicle headlights shining into the units.

- If any blocks require a Bonus Zone, prepare a full set of dimensioned elevations for all sides of the proposed building(s) with materials and colours labelled.
- Further comments may follow upon receipt of the concept plans or elevations.

Landscape Architect – May 5, 2021

Minor clerical point: on Subdivision Application Form and on OPA and ZA Application Significant Features checklist, the applicant does not acknowledge significant landscape, vistas, significant built heritage resources and Cultural Heritage Landscapes

A parkland dedication strategy is to be provided. Many issues with tree retention and management could be resolved if parkland dedication was calculated for the entire site and incorporated the designated historic landscape elements. The management of the trees and landscape elements in the easement would be transferred to the City. Also, if open space area was included in road allowances, many large specimen trees could be retained.

A tree management and planting strategy is to be provided to guide the conservation and long-term management of landscape elements within the historic easement. Maintaining the integrity of the significant cultural heritage landscape must be a priority. It should be noted that to alter the historical easement in anyway: trenches, tree removals, etc. will require the consent of the Ontario Heritage Trust as a condition of the easement agreement. The plan must incorporate invasive species management.

The LPH Scoped OHT Tree Assessment prepared by RKLA, January 2021, uses a tree rating system [non-standard in arboriculture practice] based on location, species composition, and relationship to existing features. This system requires further elaboration. IE what is meant by location? The report assesses trees but does not provide guidelines for management.

Preservation of trees outside of easements.

- The 20.4 Draft Secondary Plan OPA states that a new transportation system will create a strong sense of place. In creating the new transportation system many of the site's existing unique placemaking features, one could say unique provincially -old circulation patterns, views and trees, will be removed. The proposed road alignment and standard engineering practices will necessitate the removal of a significant number of trees from the site contrary to the intent of the Secondary Plan.

As stated in the SP, explore alternative road design to protect and retain large trees. Alternatively, if there is excess open space or park space dedications, these areas could be incorporated into the road allowance to keep trees..

Please be advised of London Plan Policy 399.4b: Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in implementation of this policy.

Stormwater Engineering – May 3, 2021

The Stormwater Engineering Division staff have no objection to this application to amend the Official Plan but is recommending that the Developer negotiate any required easements across the CP rail line lands from Spanner Street as part of this OPA in order for the City to construct the SWM facility. This easement will be for the construction access since this site has very limited access due to heritage features.

For the benefit of the project and concurrently with comments to the 2020 IPR provided by SWED, please let the applicant and his consulting engineer know about the following requirements and issues:

1. As part of the complete submission package after the OPA is complete, please include the following:
 - a. Geotechnical Report;
 - b. Completion of a preliminary water balance for the proposed development, including identifying any incorporated LIDs to manage stormwater flows; and
 - c. Hydrogeological Report.
2. It is noted that the following SWM issues shall be addressed and reflected in the face of the revised draft plan and in all other supporting documentation (i.e., FPR):
 - a. SWM Block (Block 170 in the attached OPA notice of application) should not include the CP Rail spur line lands or the remnant parcel on the south side of the spur line as these lands will not be utilized by the proposed SWM facility. The SWM Block should be adjusted to remove these lands and should also include an appropriately sized spill containment channel along the north side of the spur line adjacent to the SWM Block. The sizing of the containment channel shall be in accordance with CP Rail requirements,
 - b. A dedicated overland flow route block shall be provided to the proposed main cell of the proposed SWM facility from the internal proposed street(s) within the draft plan to accommodate the proposed overland flows from the subdivision. This dedicated block corridor can be a multi-use corridor for both the overland flow route and the maintenance/pathway access route to the SWM facility block. The width of the dedicated block will have to accommodate the above noted functions and all to the satisfaction of the City Engineer,
 - c. The SWM block shall be provided to the City through the normal processes and shall not be encumbered by any natural heritage features at the time the City takes ownership of the Block,
3. Once the final Draft Plan is established further evaluation will be required, likely at the detailed design stage, which may include but may not necessarily be limited to the following:
 - a. Details and discussions regarding LID considerations proposed for the development.
 - b. discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations.
 - c. Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering).
 - d. Development of appropriate short-term and long-term monitoring plans (if applicable).
 - e. Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

Comments for information required for Secondary Plan/OPA Amendment

A previous secondary plan for this site was previously completed by the province of Ontario. The overall population density for this secondary plan which included the site bounded by Dundas Street on the south, Highbury Avenue on the west, Oxford St. on the north and the rail spur line on the east side, was approximately 4000 people.

Neither the Core Area Water Servicing Study and the 2019 DC studies identified significant water infrastructure needs necessary to service this area. However both of these studies utilized the population projections identified from the Psychiatric Hospital Secondary Plan.

It is anticipated that the significant intensification proposed as compared to the previously approved Secondary Plan has the potential to have impacts on a larger portion of the City's water distribution system, and this will need to be reviewed.

It is proposed that the applicant and their engineer should meet to further scope a study to do an appropriate technical review of the water distribution system and it's ability to meet the needs posed by the intensification identified. It is anticipated that there will need to be modelling study carried out of the full City System using the City's Infoworks Model to identify whether the water distribution system can meet the demands now proposed or whether improvements will be required.

Comments for requirements for Draft Plan Submission

Water supply for this area is available from the low level water supply system.

Currently there is an existing 400mm watermain on Highbury Avenue N and an existing 300 mm watermain on Oxford Street adjacent to the site. There are existing 150mm watermains on Howland Ave. and Rushland Ave. and these streets will be extended to connect with the street layout of this site

A modelling study will need to be completed prior to the Official Plan Amendment to determine if there are any distribution system improvements required to service this site at the current proposed density.

Section 9.1 of the FPR Existing Services Overview identifies that "the subject site is currently serviced by an extensive private watermain network that is connected to the existing municipal watermain on Highbury Avenue North and includes premise isolation. At this stage, inconsideration of the new ROW alignments, grade changes and infrastructure age, it is unlikely any of the onsite watermain will be able to be maintained in service for the new subdivision development." The City of London would like to confirm that it will be a requirement that new watermain that is to be assumed as municipal watermain will be new watermain constructed at the correct depth and size and within the ROW at an appropriate location. The existing private watermain has not been commissioned or maintained in accordance with municipal standards. No consideration will be given to commissioning any of the existing private watermain for municipal use.

11.2 Projected Water Demands – it should be noted that the Max Day Peaking Factor (CoL DSRM) is 3.5.

The developer shall consider the servicing of the future development block which is currently 840 Highbury Avenue (or the Former DND site) to Street A within the plan.

Design Studies for the internal water distribution system modelling will need to be undertaken and submitted at the time of subdivision application. Previous hydraulic analysis undertaken for the previous secondary plan which were at a lower density than proposed and which modelled connections to the Watermains on Dundas Street, Oxford

Street, Highbury Avenue, Howland Avenue, Rushland Avenue and Spanner Street are not valid for the currently proposed draft plan and subdivision plan.

There is a potential Watermain Oversizing claim of \$82,500 for 1500m of 300mm watermain through the site. Any oversizing claims will be based on hydraulic modelling and a demonstrated need to oversize watermain for the benefit of lands outside of the plan.

Phasing - it is indicated that lands within the Phase 1 area will have service connections made to Highbury Avenue. (See Figure Number 9 Proposed Water Servicing Strategy and Figure Number 11 Proposed Service Phasing Strategy). It is noted that the municipal watermain on Highbury Avenue is located on the west side of the road, and would require service cuts along the full width of this arterial roadway for all service connections made. It is required that Water Servicing for the Phase 1 area be made to the internal watermain to be constructed for the subdivision through Street A and Howland Avenue, and that one municipal watermain connection be made to Highbury Avenue.

Transportation Planning & Design – May 13, 2021

Please note that we will need the Transportation Impact Assessment (TIA) submission in order to provide a proper review and comments for the LPH lands..

Additionally the ROW- Right of Way lanes design should be as per Complete Streets guidelines specifications.

RT comments:

- Highbury Avenue North and Oxford Street East are Rapid Transit (RT) Corridors. Construction of these RT Corridors are tentatively planned for 2022-2024.
- With the implementation of RT on Highbury Ave and Oxford Street E, a raised concrete median will be constructed along the centre of the road. This median will restrict turning movements at driveways and unsignalized intersections to right-in/right-out only. For this property, two new signalized intersections are proposed at (Highbury Ave adjacent to the Canada Post access and at Oxford Street E across JP11 Secondary School access).
- The preliminary engineering design of the RT system in the area of this property is outlined in the attached EPR Drawings NE08 to NE11.

For internal to be coordinated with TP&D:

- A maximum of 7m of Oxford Street E is required for RT based on 30% drawings
- A maximum of 13m of Highbury Ave is required for RT based on 30% drawings
- Ultimately, if Transportation is taking the maximum 24m width from CL, then this would cover the RT requirements.

London Advisory Committee on Heritage – April 22, 2021

1. THAT the following recommendations of the 850 Highbury Ave (London Psychiatric Hospital Lands) Working Group be accepted by LACH, it being noted that:
 - A. Sufficient information has not been received as part of the application in order to appropriately assess the impacts of the proposed applications on the significant heritage resources on this property. With respect to the HIA provided, LACH notes the following:

- i. The HIA should be prepared by a qualified heritage professional.
 - ii. The HIA should include an assessment of impacts to identified heritage resources of the proposed development, among other content as identified in Info Sheet #5 provided by the Ministry of Heritage, Sport, Tourism and Culture Industries. The HIA provided with the application does not speak to the impacts of the proposed development or proposed policy changes on the cultural heritage resources on the site.
2. LACH is supportive of maintaining the overall land use concept identified within the proposal, which is generally consistent with that in the London Psychiatric Hospital Secondary Plan (LPHSP). This includes the proposed low density residential in the core area with concentration of higher densities along adjacent arterial roadways (the 'bowl' concept) and the revisions to the road and pedestrian networks, which appear to support the protection and enhancement of the cultural heritage resources.
3. LACH emphasizes the need to consider the built heritage resources as landmarks within the cultural heritage landscape, and that the assessment of impacts must address the cultural heritage landscape including views and vistas as described through the appropriate governing documents.
4. LACH acknowledges the differences or 'inconsistencies' between elements of the Heritage Conservation Easement, designating by-law L.S.P.-3321-208, and the LPHSP as identified within the HIA, but notes that these documents each have different forms and functions, and do not necessarily conflict (save for mapping discrepancies). Where these differences or 'inconsistencies' are identified, the more detailed description and assessment should apply.
5. LACH does not support many of the proposed changes to heritage policies within the LPHSP which serve to reduce protection of the heritage resources and introduce greater uncertainty. We note that sufficient rationale or justification for these revisions to heritage policies have not been provided within the Final Proposal Report or HIA. Examples include but are not limited to:
 - A. LPHSP 20.4.1.4 – “Retain as much of the identified cultural and heritage resources of the area as *possible feasible*.”
 - B. LPHSP 20.4.1.5.II.a) – “provide forand mixed-use buildings *where possible*.”
 - C. LPHSP 20.4.2.2 – “Development proposed through planning applications... will need not only to consider the significant heritage buildings, but also the unique cultural heritage landscape *where possible*.”
 - D. LPHSP 20.4.3.5.2.III. d) “Built form adjacent to the Treed Allee within the Heritage Area ~~shall~~ *should be encouraged* to oriented towards the Allee in applicable locations.”
 - E. LPHSP 20.4.4.10 - “shall” to “should”
6. LACH requests clarification from City Heritage and Planning staff on the next steps with respect to this development application, including how the impacts to built heritage resources and the cultural heritage landscape will be assessed and addressed as the planning and design phases progress. For example, can/will an HIA be required for subsequent zoning bylaw amendment applications and/or site plan applications? LACH respectfully requests that these assessments be provided to LACH for review and comment.
7. LACH respectfully requests to be consulted early on any proposed changes to the designating bylaw or heritage conservation easement and would welcome a delegation from the proponent to present on heritage matters on the property.

8. LACH requests information from City Staff and/or the proponent on the current physical conditions of the heritage structures on the site.

Heritage – May 19, 2021

See heritage planning comments re: 39T-21503 / OZ-9328 - 850 Highbury Avenue North

- The heritage impact assessment (HIA) is insufficient as submitted. It essentially constitutes a review and commentary of select heritage documents governing the property with the purpose of identifying inconsistencies in policies/content among these documents; this is not the purpose of an HIA.
- Note that the review of the LPH Secondary Plan alongside the heritage easement agreement (HEA) and designating by-law is incorrectly positioned. Secondary Plans are undertaken to provide for comprehensive assessment and planning purposes; it is a detailed master plan (w/policy direction) for a specific area of the city. Designating by-laws and in some circumstances, aspects of HEAs, are more targeted to identifying and describing significant cultural heritage features/attributes. Generally, the intent of the HIA is to describe what's being proposed, identify impacts on heritage attributes, and recommend mitigation approaches. Longer-term conservation measures can be addressed through a Conservation Plan (which may or may not be a separate document). The submitted HIA did not achieve the expected intent.
- Heritage planning does recognize that some heritage matters were discussed in the PJR, but suggest that they be extracted from this report and framed within the intent of an HIA.

Recommend the following:

- That the heritage consultant work closely with the City's heritage planner to better define the scope of a resubmitted HIA; this should include a Conservation Plan as a component, or as separate report.
- Note that the City had initial discussions with Meaghan Rivard (Stantec) and Heather Garrett (Zelinka Priamo) – when the proposal was submitted for pre-consultation – regarding the preparation of a Strategic Conservation Plan (SCP) to better navigate heritage requirements for the site. The City is recommending that this course of action be taken as part of the OP/ZBA approval process.

Please note that I am unable to essentially provide meaningful comments on what was submitted because it does not meet the expected form and content of a heritage impact assessment.

Sewer Engineering – May 27, 2021

SED comments as requested for a Secondary Plan/OPA amendment are as follows;

In reference to a previously completed secondary plan in 2011 and its updates – the original Plan as applied was for the area on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CPR spur line and comprised of approximately 77 hectares. The contemplated populations and densities were 3 times less than what is currently being proposed.

The proposed LPH lands under this current review are bounded by Oxford Street to the north, Highbury Ave to the west, and existing developments to the east and north of the Rail line. (approx. 58.1Ha)

There is an existing 600mm diameter sanitary sewer on Dundas Street and a 450mm to 600mm diameter sanitary sewer (which is acting as a combined sewer) on Highbury Ave that meet at the intersection of Dundas at Highbury and flows south along Highbury via a 750mm sanitary sewer and ultimately to the Vauxhall Wastewater Treatment Plant (WWTP).

Albeit the CASS study shows the LPH lands it did not address it in any detail and since the downstream sanitary sewers are not in the study area and were not assessed. The East London Servicing Study (ELSS) also does not explicitly speak to expected increases above ordinary population growth within the entire Vauxhall Sewershed. It is noted there are substantial wet weather flows and combined sewers in the Vauxhall sewershed which may constrain the collection system which is under continued review. And while it is acknowledged Vauxhall Waste Water Treatment plant (WWT) is expected to have some upgrade/expansions with tentative timing in 2024; It is further noted that there is only 6.0 MLD remaining operating capacity at the Vauxhall Plant that is expected to serve the entire Vauxhall sanitary sewershed.

As part of a possible OP amendment or as part of a complete application SED offers the following comments:

1. The densities and population proposed in this recent FPR exceed the City of London design specifications and are also 3x greater than previously submitted servicing feasibility investigations. This would place a significant strain on the City's growth servicing and wastewater treatment capacity projections, and these densities would displace extensive planning efforts that have already been developed and implemented by WasteWater Operations.
2. The Applicant is to confirm how their objectives, population and densities are in keeping with the Secondary Plan, and provide guidelines that will help better establish timing and sources of growth dollars that may need to go towards downstream upgrades and plant expansions beyond what has been identified in current development charges and growth studies. Separate and focused planning studies are recommended in order to fully understand the impact of the proposed doubling of approved capacity in this area.
3. Reuse of the existing internal sewers and infrastructure is not considered feasible, and based on the age and relatively unknown condition of the existing private 525mm sewer which parallels the Treed Allee. As noted in the FPR this sewer is a source of i&i and it will likely need to be replaced with adequate maintenance access if it is to be assumed by the City;
4. Provide detail or resolution relating to Railway (CPR) crossings;
5. It is expected all sanitary connections and access will be to future internal sewers and roads as part of a future plan of subdivision.
6. Provide a phasing plan and timing for the full proposed development and provide the Applicant's expectations regarding collection system upgrades and plant expansions.
7. The status of the existing 250mm diameter sewer at the southwest corner of the site is still unclear and whether it can be properly abandoned and removed as a possible source of I&I ;
8. Enhanced I&I measures are encouraged to mitigate flows within the proposed development.

SED is expecting an open dialogue regarding wet weather flows in this sewershed, as well as, WWT plant capacity and timing of possible upgrades

Planning and Development – June 4, 2021

We have reviewed the proposed Official Plan Amendment and provide the following comments (these comments do not relate to the Plan of Subdivision Application or Zoning by-law Amendment application):

Proposed Change in Language

Staff is not supportive of the proposed changes in language in regard to changing words like “shall” and “will” to “should”, “encourage” and “where possible” along with other variations of this type of change. The original language has been used to ensure that the details of the secondary plan can be achieved. The existing language provides sufficient flexibility when implanting the plan while ensuring the policies are implemented in a manner that help achieve the vision of the plan. The proposed changes in language would fundamentally undermine the goals and vision of the plan.

Built Form and Intensity

Staff understands the desire to use the Transit Village policies of The London Plan to justify increases in height and density within the LPH Secondary Plan. Given that this is the basis for some of the proposed changes, Staff feel that the built form and intensity policies of the Transit Corridors Policy Areas of the LPH Secondary Plan should be more in keeping with the intent of the Transit Village policies. The Transit Corridor policies should look at adopting a similar policy context as The London Plan (The LP). The proposed heights should not exceed permissions of the Transit Village and bonusing for greater heights (up to 22-storeys) will default to the policies of The LP. The draft Masonville Secondary Plan provides some insight as to how this can be achieved.

Density within the Plan

Staff are willing to increase base densities within the Residential Area and Village core however, large increases in density should be reviewed on a site-specific basis and bonusing or inclusionary zoning (in the future) will be used to ensure appropriate facilities, services and matters are being provided for these increases in density. Staff is not supportive of the proposed densities being permitted as-of-right.

Northern Portion of Allee/Pedestrian Corridor

Staff are concerned with the proposed road network which extends the Allee to the north out to Oxford Street and its departure from the intent of the plan. Additional discussion will be required to come to an agreement as to how this corridor can be established while meeting the intent of the plan. Consideration to removing a Street “C” between Rushland Ave and Howland Ave and providing an open space corridor could help resolve Staff’s concern.

Stand Alone Commercial uses will not be permitted.

The inclusion of stand-alone commercial uses defeats the intent and vision of the secondary plan. An effort was made to ensure that the site develops as a mixed-use residential community. Staff is not supportive of removing language which would lead to the development of stand along commercial uses within the Village Core of Transit Corridor.

Near Campus Neighbourhood concerns

The proposed amendments remove any reference to policies which were in place to help curb near campus neighbourhood issues. If the subject site was not part of a Secondary Plan, it would have been included within the Near Campus Neighbourhood (NCN) area and subject to the full range of NCN policies. Staff have identified policies which should remain regarding near campus neighbourhood issues.

South Residential (SE corner)

Staff is not supportive of the proposed road configuration for the lands located between the Allee, Stormwater Management block and Industrial lands to the east. This is a significant departure from the secondary plan and contradicts specific policies of the plan. It also creates concerns regarding the proposed proximity of rear yards to industrial uses as well as the rear lots onto Allee. A noise study and feasibility analysis have not been completed to justify the proposed lotting pattern and land use in closer proximity to the industrial lands.

Reconsideration should be given to maintaining a window street along the edge of the Allee, SWM pond and open space corridor. Staff are open to providing cluster housing within an individual block as opposed to single detached dwellings in order to create this window street.

Additional consideration should be given to widening the park corridor along the easterly edge to help establish an appropriate buffer from the existing industrial uses.

Village Core

Staff have concerns about the reduction of size and removal of policies in regard to the Village Core. The LPH Secondary Plan refers to this area as the “Heart” of the community and even suggest that the development of this area should be prioritized regarding development phasing for the entire lands in order to establish the vision for the Community. The Village Core should be reintroduced at the main entrance at Highbury Ave N.

Additional comments are included within the red-lined LPH Secondary Plan document that was submitted with the application.

B. External Comments – Notice of Application – March 10, 2021

Bell Canada – March 10, 2021

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Canada Post – March 10, 2021

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post:

1. include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - a. that the home/business mail delivery will be from a designated Centralized Mail Box.
 - b. that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
2. the owner further agrees to:
 - a. work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - b. install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - c. identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - d. determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
3. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, please update our office so that we may determine any impact on mail service.

Canada Post appreciates the opportunity to comment on the above noted application and looks forward to working with you in the future.

Conseil Scolaire Viamonde – March 11, 2021

The Conseil scolaire Viamonde may have concerns with potential shadow impacts of the proposed development at 850 Highbury Avenue North and would request a shadow study with a future development application. Aside from that, the Conseil scolaire Viamonde has no comment regarding the planning application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendment (39T-21503 / OZ-9328).

CP Rail – March 15, 2021

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company.

CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. Those guidelines are found at the following website address:

<http://www.proximityissues.ca/>

The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change.

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Enbridge Gas Inc. – March 10, 2021

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s (operating as Union Gas) request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

Hydro One – April 3, 2021

The underground circuits appear to be on the other side of Oxford street East. Can I send a no comment or would you like me to prepare a subdivision - BI58 – no uses letter for this request?

London Hydro – March 23, 2021

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

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

C. External Comments – Circulation to School Boards – December 21, 2021

Thames Valley District School Board – January 19-20, 2022

TVDSB would like to request an 8 acre school block within the Draft Plan, and NF1 zoning on the school block to permit a school.

In addition, the proposed development is located within the attendance area for FD Roosevelt PS. Given then capacity of this school, TVDSB requests that the following clause be included as a condition of Draft Plan Approval for the proposed development:

“The Owner shall inform all Purchasers of residential lots by including a condition in all Purchase and Sale and/or Lease Agreements stating that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education, therefore the subject community may be designated as a "Holding Zone" by the Thames Valley District School Board and pupils may be assigned to existing schools as deemed necessary by the Board.”

The Board regularly reviews accommodation conditions across all elementary and secondary schools and will provide updated comments as necessary. Thanks for keeping us informed about this application. Please let us know if you would like to have a further discussion about any of the comments provided above.

Our preference would be a corner lot. We would be looking for the full 8 acres to be able to accommodate parking and any potential future expansions.

Conseil Scolaire Viamonde – January 25, 2022

Thank you for contacting the Conseil scolaire Viamonde regarding a potential school site for the plan of subdivision located on the former London Psychiatric Hospital.

The Conseil scolaire Viamonde currently has an elementary school located just south-west of this location (1260 Dundas St) which still has capacity and can be expanded with portable classrooms, if needed. The Board therefore does not have a need for a new school site within the plan area.

Thames Valley District School Board – March 8-9, 2022

The layout and configuration of the block will work — we’re just digging into the wording of the easement and will advise of any questions or comments shortly.

One of the considerations for us is the need to establish a fenced yard for outdoor amenity and play space. Is there any opportunity to do so within the location of the heritage easement? Could you also please confirm the land area that the easement covers as part of the proposed school block?

Please assume 600 students and staff for the purposes of the analysis. Regarding the easement, we’d appreciate some confirmation from the Trust regarding what they’d permit in the way of a school yard in this area — no need for formal approvals, but general parameters regarding what they’d consider to be acceptable please. Happy to connect on a call to review.

D. Internal Comments – Notice of Revised Application – April 4, 2022

London Advisory Committee on Heritage – April 14, 2022

London Advisory Committee on Heritage (LACH) is satisfied with the research and conclusions of the Legacy Village Heritage Impact Assessment (HIA), dated January 31, 2022, from Stantec Consulting Ltd., with respect to the property located at 850

Highbury Avenue North and supports the format of a more detailed HIA that conserves the Cultural Heritage Resources and Cultural Heritage Landscapes (buildings and surroundings on the property);

Water Engineering – April 22, 2022

With regards to the Revised Application for 850 Highbury Ave North, Water Engineering has the following comments and revisions:

With respect to the Secondary Plan/OPA Amendment, the water servicing report submitted is acceptable for the purpose of proceeding with the OPA Amendment. It is not sufficient to meet draft plan requirements, and further comments are provided below in that regard.

With respect to Draft Plan Submission and Zoning, the applicant will be required to update the previously submitted FPR (2021) to address the comments which were provided previously in 2021. No submission of water servicing that addressed draft plan requirements was made with the most recent submission.

As identified previously, it is a requirement for the blocks which are identified to be part of Phase 1A and Phase 1B to be connected to the municipal watermain which will be located internal to the subdivision on Street 'A'/Howland Avenue. It will be permitted to make 2 connections to the municipal watermain on Highbury Avenue and to the Municipal Watermain on Oxford Street.

The owner shall provide a water servicing report as part of the design studies submission which identifies the size of the watermains for the subdivision and the size of the connections to Highbury Avenue and to Oxford Street.

It is requested that the owner modify the extend of watermain constructed as part of the Phase 1A/1B works to include internal connections to both watermain connections to Highbury Avenue and to both watermain connections to Oxford Street to facilitate coordination with the BRT construction works. It is noted that the easterly road connection to Oxford Street (Street 'E') is identified within phase 3 of the proposed subdivision.

The current timing for the BRT works which will be constructed by the City of London are – Highbury Avenue from Oxford to the DND lands 2023, Oxford Street from Highbury Ave to Second Street in 2024. The owner and their consultants are also requested and required to coordinate with the City of London Design teams to provide the design information with respect to the size and the location of the watermain connections to be made as part of the BRT work to this site. Anticipated timeframes for the information requirements for the Highbury Connections would be October 2022 and the anticipated timeframe for information requirements will be October 2023.

Previous comments for Draft Plan Submission provided in 2021 are listed below and modified as necessary.

- Currently there is an existing 400mm watermain on Highbury Avenue N and an existing 300 mm watermain on Oxford Street adjacent to the site. The City of London plans to upgrade the 300mm watermain on Oxford Street fronting the site to a 400mm watermain. There are existing 150mm watermains on Howland Ave. and Rushland Ave. and these streets will be extended to connect with the street layout of this site
- Section 9.1 of the FPR Existing Services Overview identifies that “the subject site is currently serviced by an extensive private watermain network that is connected to the existing municipal watermain on Highbury Avenue North and includes premise isolation. At this stage, inconsideration of the new ROW alignments, grade changes and infrastructure age, it is unlikely any of the onsite watermain will be able to be maintained in service for the new subdivision

development.” The City of London would like to confirm that it will be a requirement that new watermain that is to be assumed as municipal watermain will be new watermain constructed at the correct depth and size and within the ROW at an appropriate location. The existing private watermain has not been commissioned or maintained in accordance with municipal standards. No consideration will be given to commissioning any of the existing private watermain for municipal use.

- 11.2 Projected Water Demands – it should be noted that the Max Day Peaking Factor (CoL DSRM) is 3.5.
- The developer shall consider the water servicing of the future development block which is currently 840 Highbury Avenue (or the Former DND site) to Street A within the water servicing plan to be submitted.
- Design Studies for the internal water distribution system modelling will need to be undertaken and submitted at the time of subdivision application. Previous hydraulic analysis undertaken for the previous secondary plan which were at a lower density than proposed and which modelled connections to the Watermains on Dundas Street, Oxford Street, Highbury Avenue, Howland Avenue, Rushland Avenue and Spanner Street are not valid for the currently proposed draft plan and subdivision plan.
- There is a potential Watermain Oversizing claim of \$82,500 for 1500m of 300mm watermain through the site. Any oversizing claims will be based on hydraulic modelling and a demonstrated need to oversize watermain for the benefit of lands outside of the plan.

Phasing

- it is indicated that lands within the Phase 1 area will have service connections made to Highbury Avenue. (See Figure Number 9 Proposed Water Servicing Strategy and Figure Number 11 Proposed Service Phasing Strategy). It is noted that the municipal watermain on Highbury Avenue is located on the west side of the road, and would require service cuts along the full width of this arterial roadway for all service connections made. It is required that Water Servicing for the Phase 1 area be made to the internal watermain to be constructed for the subdivision through Street A and Howland Avenue, and that one municipal watermain connection be made to Highbury Avenue.

Parks Planning and Design – April 22, 2022

PP&D has reviewed the revised draft plan of subdivision for the purpose of the proposed Official Plan amendments. PP&D will provide full comments and conditions for the draft plan of subdivision approval and zoning by-law amendment in the future.

The proposed revision shows Open Space blocks 145, 146, 147, 148 and 149. (btw there are two block 148's the OS in the middle and a MDR on the east).

Parkland dedication has not yet been provided for this site. Parkland dedication, consistent with the regulations of the Planning Act, shall be fulfilled through a combination of land dedication and cash-in-lieu of parkland. Complete Parkland Dedication will be provided in the future with complete PP&D comments for draft subdivision approval and zoning by-law amendments. The form of compensation for the park blocks will need to be confirmed.

Previously PP&D supported taking all of Block 145 (formerly Block 162) including the 15m buffer corridor at a table land rate of 1:1 as the 15m corridor could accommodate a City pathway.

The required noise and vibration study now recommends that a 3.5m high berm be installed in the 15m buffer. 2:1 slopes would be required to fit the berm in the 15m corridor. The berm could not be landscaped and maintained operationally and would be required to be naturalized. This would not permit a City pathway to be constructed in the 15m buffer. A clear, flat corridor of 15m from the base of the berm is required to accommodate a City pathway. The lands required for the berm would not be considered at table land rate of 1:1 and could be considered at a constrained rate of 1:16. The reduced 1:16 rate would include all the land required to accommodate the berm in the park block area of Block 145 (balance of park block taken at 1:1). As a condition of subdivision approval the owner's Landscape Architect will be required to provide drawings to show amenities that meet the requirements of a neighbourhood park.

Also, an open space block was removed from the north side of Rushland Avenue east of Street C. It has been replaced with institutional Block 144. It shows on the attached amendment schedules as an open space block. My understanding is that the open space blocks on the north side of Rushland Ave east and west of Street C are to protect existing mature trees (blocks 165 and 166 on previous plan). You may wish to consider removing the Open Space designation from Block 144.

Sewer Engineering – April 28, 2022

As requested see SED comments on the recently revised official plan amendment (OPA) submission. This is to be read in conjunction with our previous OPA/FPR comments provided on 5/27/2021 ;

Based on the secondary plan and its updates – the original Plan as applied was for the area on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CPR spur line and comprised of approximately 77 hectares at much lower populations and densities than what is currently being proposed.

This current revised OPA as proposed for the LPH lands is bounded by Oxford Street to the north, Highbury Ave to the west, and existing developments to the east and north of the Rail line. (approx. 58.1Ha)

There is an existing 600mm diameter sanitary sewer on Dundas Street and a 450mm to 600mm diameter sanitary sewer (which is acting as a combined sewer) on Highbury Ave that meet at the intersection of Dundas at Highbury and flows south along Highbury via a 750mm sanitary sewer and ultimately to the Vauxhall Wastewater Treatment Plant (WWTP).

Based on this recent OP amendment and as part of a complete application and a future revised FPR, SED offers the following comments:

1. The densities and population proposed exceed the City of London design specifications and will place a significant strain on the City's growth servicing and wastewater treatment capacity projections, and could displace extensive planning efforts that have already been developed and implemented by WasteWater Operations. Notwithstanding, we also recognize high level discussions between the Applicants consulting engineer - Development Engineering, SED and WWTO on July 28, 2021 where it was expressed that the overall population would be reduced from the proposed IPR numbers and also included a request to be allowed to direct some flow from their Phase 1 to the Highbury Ave sewer. Based on the revised OPA and attached preliminary phasing figure a maximum population of 3300 is being proposed to Highbury Ave and the entire area of this OPA will result in a total population for the entire LPH lands of 10,000 to 11,000.
2. Based on the attached heritage impact assessment it showed a proposed storm and sanitary sewer alignment including 2 options. The replacement and alignment options proposed indicate a sanitary sewer which parallels the Treed

Allee and will require further discussion and details provided as part of the FPR including sizing, gradient, depth, horizontal separation from the proposed large diameter storm sewer and adequate easement widths and maintenance access. And the FPR will need to provide added detail at the CP rail crossing and beyond to the ultimate connection to the 600mm diameter sanitary sewer on Dundas St. Provide all details and resolution related to Railway (CPR) crossings;

3. It is expected all sanitary connections and access will be to future new internal sewers and roads as part of a future plan of subdivision.
4. The Preliminary Phasing figure while sufficient to describe proposed phasing and timing could stand to be revised to be clearer with respect to proposed populations and areas and cumulative populations and should be compared against standard design specifications for density and population. It seems that areas and proposed populations in the charts do not match any known standards. Additionally, it could be simplified to show the maximum population and area being proposed to their respective municipal sewer.
5. The status of the existing 250mm diameter sewer at the southwest corner of the site was mentioned which will likely need to be further addressed at the FPR stage to ensure proper abandonment and removal as a possible source of I&I ;
6. Enhanced I&I measures are encouraged to mitigate flows within the proposed development.
7. SED recognizes as part of the Secondary Plan, the lands along Dundas St south of the CP tracks and bisected by the Treed Allee also known as 1414 Dundas St currently owned by this Applicant, was not included as part of this revised OPA. Although it is expected this will be a future phase of development, however, noting the projected increases in densities over design specs being sought on the LPH lands and noting servicing alignments and routing will go through this land it would have been helpful to have also included this area as it would be more comprehensive.

SED' expectation going forward is that the details can all be worked out as part of the revised final proposal report/design studies.

SED is expecting an open dialogue regarding wet weather flows in this sewershed, as well as, WWT plant capacity and timing of possible upgrades

Ecology – April 28, 2022

Just confirming that there are no ecology comments/study requirements.

Stormwater Engineering – April 28, 2022

Stormwater Engineering Division staff provide the following comments to the applicant in response to the circulated OPA. The following comments are anticipated to be addressed through the Draft Plan and zoning amendment process.

1. The London Psychiatric Hospital Lands Stormwater Servicing Class Environmental Assessment (Stantec, 2011) has expired and will be updated through the City's detailed design of the SWM pond. This update will require medium density blocks to provide on-site PPS controls. The EA update may impact the sizing of the SWM block which may impact the layout of Street H and surrounding lots (e.g., Lots 98 to 102 and 116 to 119).
2. The CP Rail spur line and the associated spill containment ditch (see picture below) will not be included in the SWM Block conveyed to the City and will remain in private ownership. The face of the draft plan and associated supporting

documentation should be revised/updated as part of a future Draft Plan of Subdivision application.

3. The applicant is to identify easements across the CP rail line lands from Spanner Street as part of this OPA in order for the City to construct the SWM facility. These easements will be for the construction access since this site has very limited access due to heritage features. The provision of these easements will be a requirement of the Draft Plan.
4. The geotechnical report shall include discussions and recommendations of the potential contaminated soil within the SWM block.
5. It is noted that phase 1A and phase 1B as indicated in the attached preliminary phasing figure will likely be developed before the LPH SWM facility being constructed and operational. These phases will require the design and construction of on-site SWM controls and interim quantity controls for major flows before discharging to Highbury Avenue as well as coordination with the City's Rapid Transit project. The development of phase 2 and 3 will be subject to the LPH SWM facility being constructed and operational.
6. As part of the complete draft plan submission package, the applicant should include the following:
 - a. A revised/updated FPR;
 - b. Updated/revised Geotechnical Report;
 - c. Updated/revised Hydrogeological Report including a preliminary water balance strategy for the proposed development. Updated report should include laboratory results of soil and groundwater analytical testing, to confirm the environmental status of the Site.
7. Once the final Draft Plan is established further evaluation will be required, likely at the detailed design stage, which may include but not necessarily be limited to the following:
 - a. Details and discussions regarding LID considerations proposed for the development to address infiltration and water balance requirements;
 - b. Discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations;
 - c. Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering);
 - d. Development of appropriate short-term and long-term monitoring plans (if applicable);
 - e. Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

Urban Design – May 9, 2022

Urban Design staff have reviewed the proposed London Psychiatry Hospital(LPH) Secondary Plan Text Amendments Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments application for above noted address and provide the following comments:

The applicant is commended for incorporating majority of the requested text amendment including additional urban design policies and pending schedules as part of the secondary plan amendment. However, there are still certain areas and polices that need to be revised/incorporated based on previous staff comments both in the secondary plan and draft plan of subdivision. The following comments/issues should be addressed and updated in the secondary plan policies and schedules and draft-plan of subdivision as part of the Official plan and Zoning By-Law Amendment Application.

General comments:

- Provide for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads and adjacent neighbourhoods:
 - Rushland Avenue should continue through the site and connect directly through to Highbury Avenue, as opposed to ending at 'Street A and jogging to the North.
 - Align 'Street G' to be close to the infirmary building to allow for both Eastward and Westward views into the heritage building and also allows for a developable street-oriented low/mid-rise block further north as opposed to the proposed single family detached units.
 - Redesign the 'Street H' in the South Residential block in such a way that the block provides orientation to the Treed Alle along East , Open space block(SWM block) in the south and an optimum developable Mid-rise block along East.
- The approach to include significant amount of low-rise uses is contrary to the London Plan Policies and the Transit Village Place Type. Single family detached units shall not be generally permitted in the secondary plan area.
 - Replace the proposed single family detached units with other compact low-rise forms such as townhouses, stacked townhouses, back to back townhouses or stacked back to back townhouse units, or smaller apartment buildings.
 - If there is a desire to still include single family detached units, consider only the following locations
 - Adjacent areas of existing single family residential lots along North Eastern boundary between Rushland Avenue and Holland Avenue
 - Adjacent areas of the proposed Open Space/ SWM location and the treed Alle along the South East portion of the LPH lands.
- Avoid rear-lotting units adjacent to park and open space blocks. Any open space or park blocks with adjacent low density lots should be bounded by window streets, or have units directly fronting onto the open space block.
 - The South Residential Block should be oriented to the Treed Alle and the Open Space block(SWM block) by either orienting the units along the open space with walkway connections or through a window street along the Treed Alle and the Open Space block
- No Standalone- commercial buildings shall be permitted in the secondary plan area, especially within the Village Core. The buildings should be designed as low/mid-rise mixed use buildings with commercial/non-residential uses at grade and residential units above to essentially function as a live/work unit and thus contributing to the vibrancy and main street character of the Village Core.

- The High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the podium, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.
- Appropriately size any corner lots and provide enhanced facades on any street-flanking elevations. Also provide variety of lot sizes to add diversity of built forms.
- Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade.

Zoning comments:

- Ensure the proposed zoning for each block implements the policies of The London Plan. This may include, but is not limited to heights setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.
 - Ensure that the heights proposed are generally in line with the London Plan Place Type policies standard height permissions for each place type and proposed zoning. A minimum of two stories in height is required for any buildings within the secondary Plan Area
 - The proposed range from 1 storey for single family detached units are not permitted.
 - The heights of the high density blocks within the Transit Village range from 3-22. The standard height of 15 storeys will be given as maximum and access to additional height up to 22 storeys will be commensurate with the provision of exceptional urban design, public benefit opportunities including but not limited to affordable housing, landscape amenity areas etc.
 - The height should also transition within the block as it interfaces with varying hierarchy of street and land uses according to the Urban design policies of the secondary plan.
- Include either a holding provision or special provision in the zoning for all mixed use and medium / high density blocks to ensure orientation to the street, parks or open spaces.
- Ensure that the proposed Zoning for the 'School block' requires the design of the school campus to be contemplated in an urban, transit focused context requiring less paved areas for parking and driveways and lean towards denser built form with landscaped open spaces including play grounds and amenity areas.

Provide a conceptual site plan for each of the proposed Mixed Use, High Density and Medium Density Blocks.

E. External Comments – Notice of Revised Application – April 4, 2022

Bell Canada – April 4, 2022

Thank you for your circulation on 39T-21503 / OZ-9324 - Notice of REVISED Application - 850 Highbury Avenue North - Old Oaks Properties (WARD 3) - Planner: Michael Clark. Your email has been received and relayed to Bell staff for review. The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure. Bell Canada also appreciates the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments/input be required on the information included in the circulation. Bell Canada kindly requests to always be circulated on any future materials related to this development project or

infrastructure/policy initiative. Please note that Bell Canada does not generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Enbridge Gas Inc. – April 4, 2022

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

London Hydro – April 5, 2022

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.

Upper Thames River Conservation Authority – April 7, 2022

The Upper Thames River Conservation Authority (UTRCA) has reviewed these applications with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard and natural heritage policies contained in the Provincial Policy Statement (2020, PPS).

CONSERVATION AUTHORITIES ACT

As shown on the enclosed mapping, the lands located to the south of the railway line [outlined in purple], beyond the limits of the currently proposed plan of subdivision [outlined in red] are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the Conservation Authorities Act. The regulation limit is comprised of a wetland feature and the surrounding area of interference. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA.

RECOMMENDATION

Given that the lands which are the subject of this application, are not regulated, the UTRCA has no objections or Section 28 permit requirements. In the future, when the balance of the lands which include a regulated wetland and the surrounding area of interference move through the planning process, the necessary approvals will need to be obtained from the Conservation Authority.

Hydro One – April 22, 2022

We are in receipt of your Draft Plan of Subdivision Application, 39T-21503 dated April 4, 2022. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

Ontario Heritage Trust – May 4, 2022

We have reviewed the Heritage Conservation Easement Agreement, the legal description of the property and obtained the associated reference plan the easement refers to, all of which confirm that the land/trees surrounding the roads are protected by the easement agreement. Unfortunately, from what I understand of my predecessors notes on the matter, the secondary plan does not entirely align with the easement agreement, and some roads were adjusted due to municipal standards for infrastructure. The intent of the easement as you mentioned is to retain as much of the existing landscape features as possible, when lot lines were drafted this was taken into consideration, I suspect municipal constraints and the secondary plan required more space than the HCEA allotted. I believe this is where we see those discrepancies, between what should and is protected by the HCEA and recent development plans.

I have attached the reference plan in question for your review, and the legal description of the property from the easement agreement. Perhaps if this plan is overlaid with the official plan and zoning by-law amendment it would provide sufficient information for the defined boundaries of the protected easement lands.

Please let me know if the attached documentation is sufficient, if not we can discuss a formal survey. In the meantime, I will confirm whether that is something the Trust oversees.

F. Internal Comments – Notice of Revised Application – January 19, 2023

Subdivision engineering – April 25, 2023

Please find attached comments from the Stormwater Engineering Division (Hydrogeology) and the Water Engineering Division to be forwarded to the Owner with regards to this draft plan application.

Zoning By-law Amendment

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

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

4. holding provision is implemented until the sanitary sewer outlet is constructed and operational.
5. holding provision on Block 61 until it can be combined with lands to the south of this plan to create a developable block.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

1. Red-line draft plan to remove Block 60 and Lots 7 to 18 to eliminate private road and make one large block
2. Add 0.3 metre reserves along frontages of Oxford Street East and Highbury Avenue North
3. Add 0.3m reserves along portions of Street “A”, Street “B”, Street “C”, and Rushland Ave consistent and in keeping with Schedule 8 of the London Psychiatric Hospital Secondary Plan
4. Add 6 m x 6 m daylighting triangles at all intersections internal and external to the draft plan
5. Red-line plan to reflect a Stormwater Management Block 59 layout that excludes the Canadian Pacific Rail spur line and the associated spill containment ditch to create separate blocks, all to the satisfaction of the City’s Stormwater Engineering division.
6. Revise the centreline radii of Howland Avenue (northwest corner of the plan).
7. Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
8. The following intersections are to be aligned in accordance with the requirements specified below:
 - a. Street E with the entrance to 1300 Oxford Street East
 - b. Rushland Avenue with the entrance to 951 Highbury Avenue North
 - c. Street B with the entrance to 847 Highbury Avenue North
9. Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
10. Provide 10 metre tangents on Street ‘A’/Rushland Avenue/Howland Avenue and Street ‘H’ at Street ‘A’.
11. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

Road Allowance	S/L Radius
20.0 m	9.0 m

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

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

Heritage – April 24, 2023

1.0 Context

The former London Psychiatric Hospital lands located at 850 Highbury Avenue North is designated pursuant to Part IV of the Ontario Heritage Act by By-law No. L.S.P-3321-208. In addition, the Ontario Heritage Trust holds a Heritage Easement Agreement on the property. The lands are the subject of a proposed redevelopment including a Zoning By-law Amendment and Draft Plan of Subdivision.

2.0 Heritage Impact Assessment

This memo is to confirm that heritage planning staff have reviewed the following and find the report's analysis, conclusions, and recommendations to be sufficient to fulfill the Heritage Impact Assessment requirements for 39T-21503 & Z-9577:

- Stantec, Legacy Village Heritage Impact Assessment – 850 Highbury Avenue North, London, ON, November 16, 2022.

The purpose of the Heritage Impact Assessment is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process.

3.0 Impact Assessment

The Heritage Impact Assessment assessed the potential impacts of the of the proposed development to the heritage attributes identified in the heritage designated by-law, the heritage features included within the Heritage Easement Agreement, as well as the relevant sections and policies of the London Psychiatric Hospital Secondary Plan. The impact assessment identified:

“...potential for direct and indirect impacts related to the site plan, land use changes, and the stormwater and sanitary trunk sewer upgrades. Direct impacts are anticipated with the Street A and C, and Ring Road changes, including tree removals and Ring Road layout alterations. No direct impacts were anticipated for any of the heritage features. Indirect impacts are anticipated for the Horse Stable and Horse Stable Zone. With proposed adjacent high and medium density residential/mixed-use blocks the Horse Stable will be isolated from the other heritage features and its former open space environment. This adjacent development also has the potential to impact views to the Horse Stable from the north. The demolition and construction activities related to the proposed site plan has the potential for land disturbances related to vibration impacts. Construction of the proposed development may involve heavy vehicles on-site to grade, excavate, or pour foundations, which may result in vibrations that have potential to affect historic concrete and masonry foundations of the adjacent buildings or cultural heritage significant trees. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the buildings and trees. A review of City specified LPHSP sections determined that the proposed amendments will have no impacts on the heritage and cultural heritage landscape features.”

4.0 Mitigation and Recommendations

The Heritage Impact Assessment identified mitigation measures as appropriate in order to mitigate the potential direct and indirect adverse impacts of the proposed development.

The mitigation recommendations are included within Section 7 of the Heritage Impact Assessment and are listed below in an abbreviated form:

- Site Plan Controls

- Protective measures to ensure that the Horse Stable, Chapel of Hope, Infirmary and Recreational Hall are not indirectly impacted as a result of construction-related activities. Physical protective measures to include temporary fencing, and potentially stabilization.
- Vibration Assessment
 - Vibration monitoring to occur for demolition and construction activities within 50 metres of the Infirmary, Chapel of Hope, Recreation Hall, and Horse Stable.
- Design Guidelines
 - To mitigate impacts of the Ring Road layout changes, east of the circular drive and Allee, the layout of the existing curving road be maintained as a pedestrian walkway within heritage Block 52 adjacent to the Recreational Hall.
 - To mitigate the impacts of the tree removals for the alignment and construction of Street C, Street C to be lined with trees between the medium density and residential Blocks 32 and 33. Tree replacements should be suitable hardy cultivars.
- Commemoration Plan
 - A commemoration plan should be prepared for the property. In particular to mitigate the direct and indirect impacts within the Horse Stable Zone and Allee and Ring Road Zone.
- Tree Monitoring
 - Installation of tree preservation fencing around any Value rating 'A' and 'B' trees as per the LPH Lands, London, Ontario, Scoped OHT Tree Assessment (Ron Koudys Landscape Architecture Inc. 2021).
 - Tree protecting fencing should be monitored on a regular basis during construction.
- Tree Replacement
 - For tree to be directly impacted by tree removal, the trees should be replaced with the same species, if possible, or sympathetic species of 100-millimetre sapling diameter calibre stock.
- Adherence to Strategic Conservation Plan

The Strategic Conservation Plan (SCP) prepared for the site should be the overall guiding document for the conservation of heritage and cultural heritage landscape features.

Heritage staff are supportive of the mitigation recommendations included within the Heritage Impact Assessment. The mitigation recommendations should be implemented throughout the Focused Design Studies and shown in the engineered drawings where applicable.

5.0 Strategic Conservation Plan (SCP)

Staff previously provided review comments on a draft of the Strategic Conservation Plan prepared by Stantec for as a requirement of the Heritage Easement Agreement with the Ontario Heritage Trust. The City received a revised Strategic Conservation Plan titled:

- Stantec, Legacy Village Strategic Conservation Plan – 850 Highbury Avenue North, London, ON, November 16, 2022.

It is understood that the Ontario Heritage Trust is currently reviewing the Strategic Conservation Plan. It is also understood that further revisions to the Strategic Conservation Plan may be required by the Ontario Heritage Trust in response to the change in the existing conditions of the existing buildings on the property as a result of fire damage. The City should be circulated on any further revisions for approval.

6.0 Closure

Staff are satisfied with the completion of the Heritage Impact Assessment prepared for this Zoning By-law Amendment, and Draft Plan of Subdivision. Staff look forward to continuing to work with the applicant and the Ontario Heritage Trust towards implementing a Strategic Conservation Plan.

Please let me know if you have any questions or concerns.

Landscape Architecture

The Secondary Plan shall be used as the basis for the review of planning applications. The goals, objectives, policies, and maps of The London Plan are applied to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail. All planning applications shall be consistent with the policies of the Secondary Plan. Maintaining the integrity of the significant cultural heritage landscape will be a priority in the review of all planning applications.

The owner shall conserve all of the following landscapes:

1. Treed Allée;
2. Open greenspace extending from the Allée to the Infirmary Building;
3. Buffer to the north, south and west of the Stable of sufficient size to retain the building's agricultural setting;
4. Manicured lawns with specimen trees adjacent to the Infirmary Building, Chapel and Recreation Hall;
5. Where possible, priority trees to be conserved include the ring of trees which surround the traffic circle, the row of trees which line the southern edge of the historic ring road, the two parallel rows of trees that extend northward from the rear of the Infirmary and the rows of trees which line both sides of the road that extends east-west through the site, south of the Horse Stable.

The Owner shall prepare a Tree Preservation Plan to identify trees to be retained and removed, as well as measures to protect individual species during construction and grading activities against inadvertent damage and to calculate tree replacement requirements. The tree preservation plan and tree protection measures must be completed in accordance with City of London Design Specifications and Requirements Manual, Chapter 12 Tree Planting and Protection Guidelines Section 12.2.2 <https://www.roadauthority.com/Standards> include:

The owner shall retain existing trees where they flank street alignments unless retention of specific trees is not feasible due to future development locations or grading requirements.

The owner shall adopt alternative road design standards along streets lined by existing trees. New streets and utilities shall be planned to minimize excavation or filling within the root zones of the major vegetation features.

The owner shall only prune or remove key specimen trees within the cultural heritage landscape that are dead, diseased or hazardous or where retention of specific trees is not feasible due to future development locations or grading requirements.

The owner shall not grade and construct within the critical root zone of any key specimen trees identified in the Tree Preservation Plan for retention within the cultural heritage landscape. Critical Root Zone is defined in the City's Design Specifications and Requirements Manual: Chapter 12- Tree Planting and Protection Guidelines as an area defined by a measured circle around a living tree that is deemed to contain the portion of tree roots that are essential for a tree's structural integrity and capability to remain alive and upright. For mature trees, this is typically understood to be a minimum of three times the DBH [diameter at breast height, 1.4m]

The owner shall be required to prepare a woodland management plan for development adjacent to the Treed Allée identifying removals, pruning, replacement trees and strategic replanting/management].

The owner shall make provision for street trees and an appropriate planting environment along all streets within this plan. This includes adequate soil volumes as specified in City's Design Specifications and Requirements Manual: Chapter 12- Tree Planting and Protection Guidelines- 12.2.3.1 Soil Volume Requirements.

The owner shall replace trees consistent with the London Plan and the Heritage Easement Agreement:

1. The policies of the London Plan 339_4b (one replacement tree for every ten cm of diameter) shall apply to all areas of the Secondary Plan outside of the Heritage Easements and Zones shown in Strategic Conservation Plan.
2. Within the Heritage Easements and Zones shown in Strategic Conservation Plan replacement rate of two trees for every ten cm of diameter shall be applied.

All new development on the west and east sides of the Treed Allée shall be set back a minimum of 5 metres from the limit of the root zone (drip line).

Surface parking, should be discouraged between the building line and the property line adjacent to the cultural heritage landscape area.

Parks Planning and Design

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

- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application.
- The Official Plan requires neighbourhood parks to be flat and well drained in order to accommodate recreational activities. However, in certain situations Council may accept parkland dedication that contains significant vegetation and topography. The Official Plan notes that these lands will be accepted at a reduced or constrained rate. By-law CP-25 establishes and implements these rates as follows:
 - Land - for park purposes - conveyance – Hazard, Open Space and Constrained Land
The Corporation retains the right not to accept the conveyance of land that is considered not suitable or required for park and recreation purposes including but not limited to the size of the parcel, hazard lands, wet lands, hydro lands, easements or other encumbrances that would restrict the Corporation's use of the land. Where the Corporation does not request the Owner to convey table land, the Corporation may in lieu accept constrained land at the following ratios:

1. Hazard land - 45 hectares of hazard land for every 1 hectare of table land.
2. Open space or other constrained lands - 30 hectares of open space or constrained lands for every 1 hectare of table land.

- The table below summarizes the parkland information as per the submitted plan of subdivision.

Total Land Dedication Required: (5% of the land 58.12ha) 2.906ha

	Ha	CP-25 rate	Total dedication (ha)
Park Block 56	2.595	1:1	2.595
Park Block 57	0.181	1:1	0.181
Subtotal			2.776
Open Space Block 53	0.539	30:1	0.018
Open Space Block 54	2.282	30:1	0.076
Parkland Provided			2.87
Under dedication			0.036

- Parkland dedication for Block 58 would be taken as (1:1) as a park 0.608ha, the City will not acquire this Block at the expense of using the required parkland dedication to acquire the higher priority parkland Blocks, 53, 54, 56, and 57. It should also be noted that no funding exists within the current DC bylaw to support installation of amenities within Block 58. If the developer wishes the block to be an amenity for the community, it will be provided at the cost of the developer.
- The non-developable heritage protected open space blocks 53 and 54 will be taken at the open space constrained land 1:30 rates per CP-25 By-law, as they are not programable spaces but may provide some recreational value.
- Stormwater management Block 59, Institutional Block 55 and Heritage Block 51 are not park blocks and will not be acquired using required parkland dedication.
- The Alee south of the CP rail corridor is included in the registered heritage designation for the former London Psychiatric Hospital lands and the use of the over dedication of parkland may be considered to acquire these lands at the reduced constrained land rate of 1:30.?

G. Internal Comments – Notice of Revised Application – May 21, 2024

Subdivision Engineering – June 6, 2024

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

Zoning By-law Amendment

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

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. holding provision is implemented until the regional stormwater management pond and stormwater servicing is constructed and operational.
4. holding provision is implemented until the sanitary sewer outlet is constructed and operational.
5. holding provision on Block 34 until it can be combined with lands to the south of this plan to create a developable block.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

1. Add 0.3m reserves along portions of Street "A", Street "B", Street "C", and Rushland Ave consistent and in keeping with Schedule 8 of the London Psychiatric Hospital Secondary Plan
2. Confirm 6 m x 6 m daylighting triangles at all intersections internal and external to the draft plan
3. Red-line plan to reflect a Stormwater Management Block 32 layout that excludes the Canadian Pacific Rail spur line and the associated spill containment ditch to create separate blocks, all to the satisfaction of the City's Stormwater Engineering division.
4. Revise the centreline radii of Howland Avenue (northwest corner of the plan), if necessary.
5. Ensure all geotechnical issues and all required (structural, maintenance and erosion) setbacks related to slope stability for lands within this plan, to the satisfaction and specifications of the City.
6. The following intersections are to be aligned in accordance with the requirements specified below:
 - a. Street E with the entrance to 1300 Oxford Street East
 - b. Rushland Avenue with the entrance to 951 Highbury Avenue North
 - c. Street B with the entrance to 847 Highbury Avenue North
7. Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
8. Ensure 10 metre tangents on Street 'A'/Rushland Avenue/Howland Avenue and Spanner Street at Street 'A' are provided.
9. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

Road Allowance	S/L Radius
20.0 m	9.0 m

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

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

Ecology – May 29, 2024

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements

Urban Design – 31, 2024

Please find below the Urban Design comments for the Official Plan Amendment and revised Draft Plan of Subdivision and Zoning By-Law Amendment at 850 Highbury Avenue North (39T-21503, Z-9577 & O-9735):

Urban Design is generally supportive of the revised Draft Plan of Subdivision and acknowledges the following changes:

- Realigning of the future extension of Spanner Street to allow for an improved connection to Street 'A'
- Replacing single-detached lots with low density development in Block 1 and providing an improved transition from the high-density development in Block 12 to the north

Matters for Zoning

Urban Design is generally supportive of the requested site-specific zoning and special provisions for setbacks and heights, provided the proposed development comply with the 'Urban Design Policies and Guidelines' (LPHSP 5.0) and 'Built Form and Intensity' policies of the London Psychiatric Hospital Secondary Plan (LPHSP).

Direction to Site Plan

- All development within the Secondary Plan area shall be consistent with the applicable Urban Design Policies and Guidelines of the London Psychiatric Hospital Secondary Plan. LPHSP 5.0
- Any development exceeding the Standard Maximum Height outlined in Table 1 of the London Psychiatric Hospital Secondary Plan (LPHSP) shall meet the criteria outlined in the applicable LPHSP designation for the site
- As part of Complete Application, the requirement of an Urban Design Brief may be identified in the Record of Consultation

Emergency Communications – May 30 – June 5, 2024

Do you by chance know how tall the proposed high density buildings will be?

I manage the radio infrastructure and our backhaul runs on a point to point microwave system, so if the buildings are at the max 22 stories, they'll block the signal.

From the height and density chart you sent looks like we're ok, as it's parkland and a 16 story building that interest the two black lines

Maximum Possible Heights

If my calculations are right, the line of sight is at 75.59m so 22 stories, but that's assuming nothing is on the roof and tight. I would want to have our microwave vendor have their engineers run a path loss study to be sure for anything that close.

H. External Comments – Notice of Revised Application – May 21, 2024

Bell Canada – May 21, 2024

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at circulations@wsp.com on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks:

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

CN Rail – May 22, 2024

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is within 300 metres of CN's Main Line. CN has concerns of developing/densifying residential uses in proximity to railway operations. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. The Guidelines for New Development in proximity to Railway Operations reinforce the safety and well-being of any existing and future occupants of the area. Please refer to the Guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities. CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

- The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

- The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN will review the noise and vibration report that has been produced on 31 October 2022 and will follow with further comments after the review is complete.

We request that CN rail and the proximity@cn.ca email be circulated on any and all public notices and notice of decisions with respect to this and future land use planning applications with respect to the subject site.

Enbridge Gas Inc. – May 22, 2024

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Enbridge the necessary easements and/or agreements required by Enbridge for the provision of gas services for this project, in a form satisfactory to Enbridge.

Imperial Oil – May 28, 2024

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

I. Internal Comments – Notice of Revised Application – July 23, 2024

Subdivision Engineering – August 1, 2024

P&D (engineering) have no concerns with the proposed zoning revisions and don't see any need to revise draft plan conditions.

Sewer Engineering – August 1, 2024

Sewer Engineering (SED) has the following comments with respect to the rezoning Z-9577, 09766

The proposed rezoning is increasing densities on most of the HD blocks Fronting Oxford and Highbury from the previously accepted 2021 Final proposal Report (FPR) document. The requested proposed densities are now 350-560 units/per Ha on blocks fronting Highbury and Oxford. This is significantly higher than the previous densities. SED is requesting a holding provision be placed on the lands until such time that we are satisfied the proposal will not have an adverse affect on the sanitary system. An updated FPR will need to be submitted by the Developrs Engineer to justify the increased densities proposed.

The 2021 FPR has the following for population and density:

Development Area (ha) 58.1 Estimated Population = 13,111Qpeople (L/s) = 109.0l/s
Qinfiltration = 5.8l/s Qtotal (L/s) = 114.8l/s. These numbers need to be updated with a revised updated FPR to reflect the increased densities proposed with this rezoning.

The future BRT on Highbury is proposing a new upsized 600mm sanitary sewer at 0.33% to be installed with a future Phase of the BRT. This pipe will have a capacity of 352.73l/s The Consultant should investigate weather this proposed sewer can accommodate the requested increase in densities requested with this application.

Sewer Engineering – September 4, 2024

Reworded SED Rezoning comments in light of development Engineering's design studies updated sanitary report submission

SED does not have concerns with capacity and is not requesting a holding provision. The sanitary outlet for the property is to 600mm sanitary sewer on Highbury Avenue currently being installed as part of the East Link BRT. This sanitary sewer has capacity for the increased densities requested in this rezoning.

Emergency Communications – August 1-6, 2024

The LOS goes straight through the centre of the [Block 18]. The max height that would not impede line of sight would be 50m (the hop is at 60m), so 15 stories.

If the developer wants to exceed the max height, we do have precedence as well as are working on a Council policy to address this.

Urban Design – August 7, 2024

Please find below the revised Urban Design comments for the Official Plan Amendment and revised Draft Plan of Subdivision and Zoning By-Law Amendment at 850 Highbury Avenue North (39T-21503, Z-9577 & O-9766):

The proposed development is located in Transit Village Place Type at the intersection of two Rapid Transit Boulevards and is subject to the London Psychiatric Hospital Lands Secondary Plan policies which contemplates a maximum height of 15 to 22 storeys and a gradual transition in heights to 12+ and 8+ storeys along Oxford Street East and Highbury Avenue North respectively.

Considering the proposed development is within the potential maximum heights recommended for the 'Transit Village' Place Type in the future 'Heights Framework Review', Urban Design may generally support incorporation of the TSA4 zone to Block (12-19) and allowing a maximum height of 30 storeys along the Rapid Transit Boulevards. However, to align with the planned vision of the Secondary Plan and demonstrate fit and compatibility with the site and the surrounding context, Staff would recommend directing greatest heights of 30 storeys to the north-west corner at the intersection of Oxford Street East and Highbury Avenue North and providing a gradual transition in heights to a maximum of 24 storeys to the east along Oxford Street East and to a maximum of 16 storeys to the south along Highbury Avenue North. The height should also transition within the blocks as it interfaces with varying hierarchy of streets and land uses according to the Urban design policies of the Secondary Plan.

LPHSP_5.1.ii),_3.3.iv)b),_3.5.1.iii)g), TLP 298

Matters for Zoning

1. Provide a minimum front yard setback and exterior side yard setbacks of 1.0m from the ultimate right-of-way of Oxford Street East, Highbury Avenue North and Street 'E' and Street 'F' to encourage street-orientation while avoiding encroachment of footings and canopies. LPHSP 5.1.ii).b),_c), TLP 259, 286, 288
2. Provide a maximum front yard setback and exterior side yard setbacks of 3.5m from the ultimate right-of-way of Oxford Street East, Highbury Avenue North and Street 'E' and Street 'F' to allow incorporation of patios, forecourts, landscaping etc. that spills into the setback and activates the public realm along the Rapid Transit Boulevards. LPHSP 5.1.ii).b),_c)
3. Provide a minimum front yard and exterior side yard setback of 4.5 metres for all block from Streets A-D, G, Howland Avenue, Rushland Avenue and Spanner Street. LPHSP 5.1.ii).b),_c)
4. Surface parking is not permitted in the front and exterior side yard
5. Structured parking is not permitted in the podium along a public street frontage. Wrap the podium with active uses, such as retail and/or residential units
6. Provide a maximum of 8 horizontally attached townhouse units to ensure adequate breaks in the street wall. LPHSP 5.4.iii)
7. Avoid a garage-dominated streetscape by limiting the width and protrusion of the garages beyond the front façade. LPHSP 5.4.ii)
8. For any mid-rise buildings (i.e. 5-8 storeys), incorporate a minimum step-back of 3m at the podium (3rd, 4th or 5th storey, proportional to the street type and consistent with adjacent existing context). LPHSP 5.3.ii)

9. Design the buildings to fit within a 45-degree angular plane starting at 7m above grade from the east property line of the Neighbourhoods Place Type to allow for an appropriate transition to the low-density residential uses. LPHSP 5.1.ii).k)
10. Provide a minimum first storey height of 4.5m for all high-rise buildings
11. For any high-rise buildings (i.e. above 8 storeys), incorporate a minimum step-back of 5m at the podium (3rd, 4th or 5th storey, proportional to the street type and consistent with adjacent existing context). LPHSP 5.2.ii). TLP 292
12. Provide a maximum tower floor plate of 1000 square metres and a length to width ratio not exceeding 1:1.5. LPHSP 5.2.iv), TLP 293
13. Provide a minimum distance of 25m between the tower portions of all high-rise buildings. LPHSP 5.2.vii)
14. Provide a minimum rear and interior side yard setback of 12.5m for any portion of the buildings above the 8th storey. LPHSP 5.2.viii). TLP 298
15. Provide a maximum building height for each block
16. Provide a minimum amenity area per residential unit

Direction to Site Plan

- Site plan related comments may be provided once detailed design proposals are submitted through the Site Plan approval process
- As part of 'Complete Application Requirements', an Urban Design Brief may be identified in the Record of Consultation

Stormwater Engineering – August 7, 2024

The revised draft plan layout is consistent with the circulation from May 2024. SWED does not have any additional comments from what was sent in May 2024.

Heritage – August 7, 2024

Heritage is concerned about the increase in heights along Highbury Avenue North. We recognize that the greatest heights and densities are appropriate along the periphery of the property, however, some of the heights have nearly doubled which may result in some challenging transitions between the new high-rises and the existing heritage resources. Specific to Highbury Avenue North, the horse stable is protected by both the heritage-designating by-law and the Heritage Easement Agreement with the Ontario Heritage Trust and is now proposed to be located between two blocks with heights of 30-storeys. In addition, Blocks 18 and 19 have nearly doubled in height. These heights will make transitioning to the heritage resources challenging. Heritage recommends that gradual transitions in heights be considered moving south along Highbury Avenue North for better compatibility with the existing heritage resources. An effective transition from Blocks 16-19 could include a gradual transitions from 30 storeys down to 16 storeys.

With the increase in heights we'll also want to ensure that mitigative design strategies identified within the LPH Secondary Plan such as podiums, setbacks, and stepbacks are implemented for each of these blocks. The podium and stepbacks will be increasingly important in mitigating height impacts on adjacent heritage resources.

Ecology – August 6, 2024

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major Issues Identified

- None

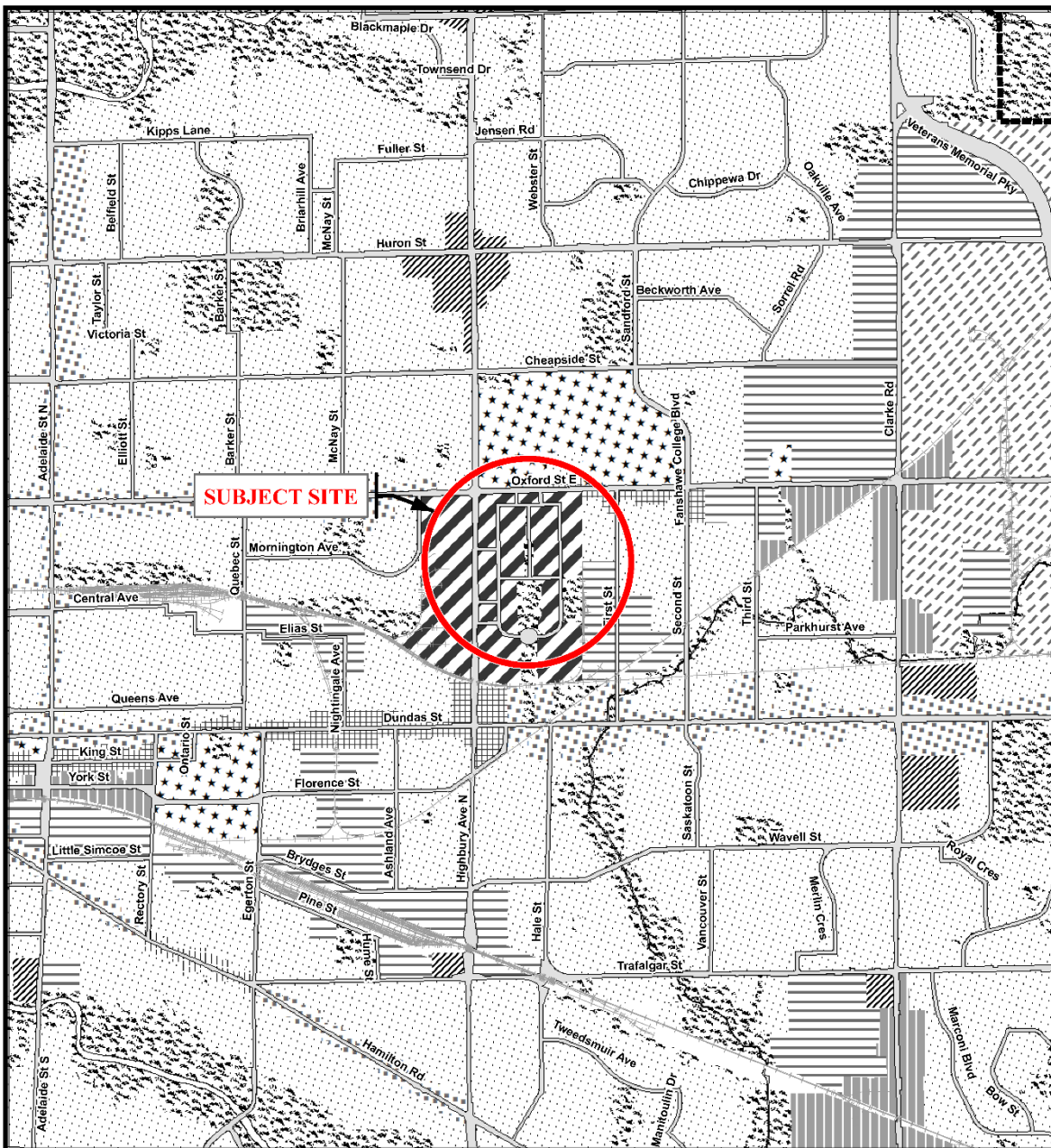
Ecology – Complete Application Requirements

- None

Stormwater Engineering – September 16, 2024

As no changes are proposed to the Draft Plan of Subdivision, SWED staff have no new or revised SWM comments or conditions to this application.

Appendix G – Relevant Background

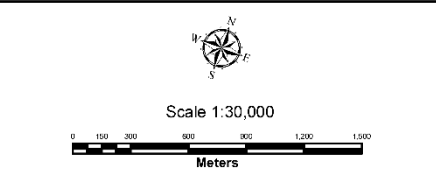


Legend

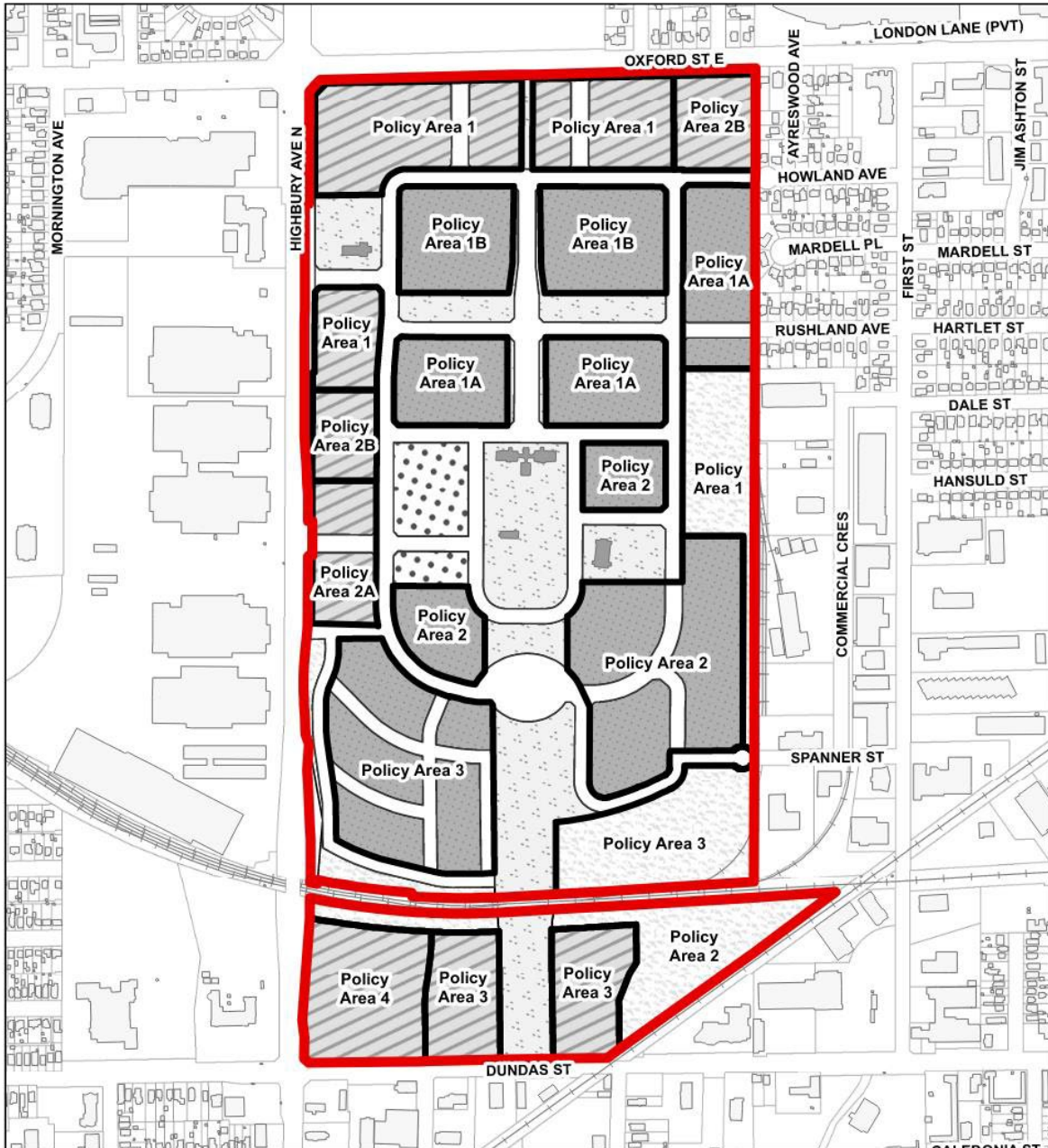
- Downtown
- Transit Village
- Shopping Area
- Rapid Transit Corridor
- Urban Corridor
- Main Street
- Neighbourhood
- Future Community Growth
- Heavy Industrial
- Light Industrial
- Future Industrial Growth
- Commercial Industrial
- Institutional
- Green Space
- Environmental Review
- Farmland
- Rural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

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: O-9735
Planner: MC
Technician: RC
Date: 2024/6/25

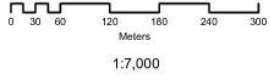


SCHEDULE 3
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

 Secondary Plan Boundary

SUB AREA DESIGNATIONS

-  Policy Area Boundary
-  Open Space
-  Transit-Oriented Corridor
-  Heritage
-  Residential
-  Village Core



1:7,000

PROJECT LOCATION:
E:\Planning\Projects\p_areaplans\LPH_SecondaryPlan\PlanningDept\Maps\Sched3\projects\SubAreaDesignations_B&W.mxd

