

## 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:** G.R. Investments Ltd. & Sub-Subsational Inc. c/o Dillon Consulting Ltd.  
1210-1240 Wharncliffe Road South  
File Number: Z-9778, Ward 12

**Date:** Public Participation Meeting on: October 22, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of G.R. Investments Ltd. & Sub-Subsational Inc. (c/o Dillon Consulting Ltd.) relating to the property located at 1210-1240 Wharncliffe Road South:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 5, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of a portion of the subject property **FROM** a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone, **TO** a Residential R5 Special Provision (R5-7(\_)) Zone and an Open Space (OS5) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Further refinement to the site access location and design.
  - ii) Explore opportunities to screen any parking areas exposed to the public street with enhanced all-season landscaping and incorporate significant mature trees.

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

- i) The recommended amendments are consistent with the *Provincial Planning Statement, 2024 (PPS)*;
- ii) The recommended amendments conform to The London Plan, including but not limited to Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies.
- iii) The recommended amendments conform to the Southwest Area Secondary plan, including but not limited to the North Longwoods Residential Neighbourhood policies, and
- iv) The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone a portion of the property from a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone and an Open Space (OS5) Zone.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with special provisions to permit a 3.5-storey stacked townhouse development with a

maximum density of 54 units per hectare.

Special provisions requested by the applicant and recommended by staff include: a minimum lot frontage of 13.0 metres, whereas a minimum of 30.0 metres is required; a minimum parking ratio of 0.7 vehicle parking spaces per unit, whereas a minimum parking ratio of 1.0 vehicle parking spaces per unit is required.

The recommended action will permit a 3.5 storey, **108-unit** stacked townhouse development with a maximum height of 12.0 metres.

## 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:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

*1210 Wharncliffe Road South:*

**December 9, 2002** – Information Report to Planning Committee on the North Longwoods Area Plan Review.

**May 12, 2003** – Report and Public Participation Meeting to Planning Committee on the introduction of the North Longwoods Area Plan and corresponding Official Plan Amendments (O-6424)

**June 30, 2003** – Report to Planning Committee on the introduction of the North Longwoods Area and Plan and corresponding Official Plan Amendments after referral back to Staff (O-6424)

**July 6, 2007** – Report to the London Consent Authority regarding a Consent to create an easement (B.037-07)

**September 24, 2007** – Report to the London Consent Authority regarding a Consent to create an easement (B.046-07)

*1240 Wharncliffe Road South:*

**December 9, 2002** – Information Report to Planning Committee on the North Longwoods Area Plan Review.

**May 12, 2003** – Report and Public Participation Meeting to Planning Committee on the introduction of the North Longwoods Area Plan and corresponding Official Plan Amendments (O-6424)

**June 30, 2003** – Report to Planning Committee on the introduction of the North Longwoods Area and Plan and corresponding Official Plan Amendments after referral back to Staff (O-6424)

## 1.2 Planning History

In 2003, the North Longwoods Area Plan (NLAP) was prepared for 106 hectares of land bounded by Wharncliffe Road South, Southdale Road East, White Oaks Road, and the future Bradley Avenue extension. The NLAP was created to respond to development demands in the area and re-designated the lands “Urban Reserve – Community Growth”.

The lands are also subject to the *Southwest Area Secondary Plan (SWAP)*, and more specifically the policies for the North Longwoods Residential Neighborhood. *SWAP* was approved by the Ontario Municipal Board on April 29, 2014, and is intended to provide a comprehensive land use plan, servicing requirements and servicing strategy for the lands south of Southdale Road, east of the Dingman Creek and north of the Highway 401/402 corridor.

In 2007, two Consent applications were made to establish an easement for 1210 Wharncliffe Road over the lands at 1150 and 1200 1210 Wharncliffe Road South. The Consent request B.037-07 was presented to the Committee of Adjustment on July 6, 2007, and granted on August 27, 2007.

## 1.2 Property Description and Location

The subject lands are located on the south side of Wharncliffe Road South between Bradley Avenue and Legendary Drive, in the Longwoods Planning District. The subject lands consist of two lots, 1210 Wharncliffe Road South and 1240 Wharncliffe Road South which have a combined area of approximately 5.12 hectares, frontage of 120.2 metres along Wharncliffe Road South, and depth of approximately 235.1 metres. 1210 Wharncliffe Road South contains an automobile sales and service establishment at the front of the site. 1240 Wharncliffe Road South contains a commercial building and associated surface parking, which are proposed to remain. Vehicular access is currently provided by three driveways connecting to Wharncliffe Road South.

The lands subject to this Zoning By-law Amendment form the rear-portion of the larger parcel and has a total area of approximately 1.98 hectares (4.9 acres). Following a future severance of the commercial portion of the larger subject site fronting Wharncliffe Road, access to the proposed development will be provided from Lismer Avenue, with a frontage of 13.0 metres along Lismer Avenue. The subject lands are delineated with red lines in Figure 1 below, while the larger parcel municipally addresses as 1210 & 1240 Wharncliffe Road South is delineated with black lines.

The subject lands are part of an established commercial corridor containing a mix of large-scale retail, automotive sales and service, and restaurant uses. The neighbouring property to the north contains a large furniture-retail store. Directly to the east are low-density residential uses in the form of single detached dwellings and townhouse dwellings. To the south and west is the future Richardson subdivision and future Bradley Road extension.

Wharncliffe Road South is classified as a Civic Boulevard on Map 3 – Street Classifications of The London Plan. The road segment between Bradley Avenue West and Legendary Drive has a traffic volume of approximately 13,000 vehicles per day. Wharncliffe Road South has public sidewalks on both sides of the street. A LTC bus-stop is located approximately 200 metres to the south and is serviced by transit route 12.



Figure 1- Aerial Image of 1210-1240 Wharncliffe Road S with subject parcel marked in red and larger parcel in black.

**Site Statistics:**

- Current Land Use: Commercial & Vacant
- Frontage: 120.2 metres
- Depth: 235.1 metres
- Area: 5.12 hectares
- Shape: Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

**Surrounding Land Uses:**

- North: Commercial
- East: Residential
- South: Future Residential
- West: Commercial

**Existing Planning Information:**

- The London Plan Place Type: Commercial Industrial & Neighbourhoods
- Existing Special Policies: Southwest Area Secondary Plan: Commercial & Medium Density Residential
  - Existing Zoning: Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone

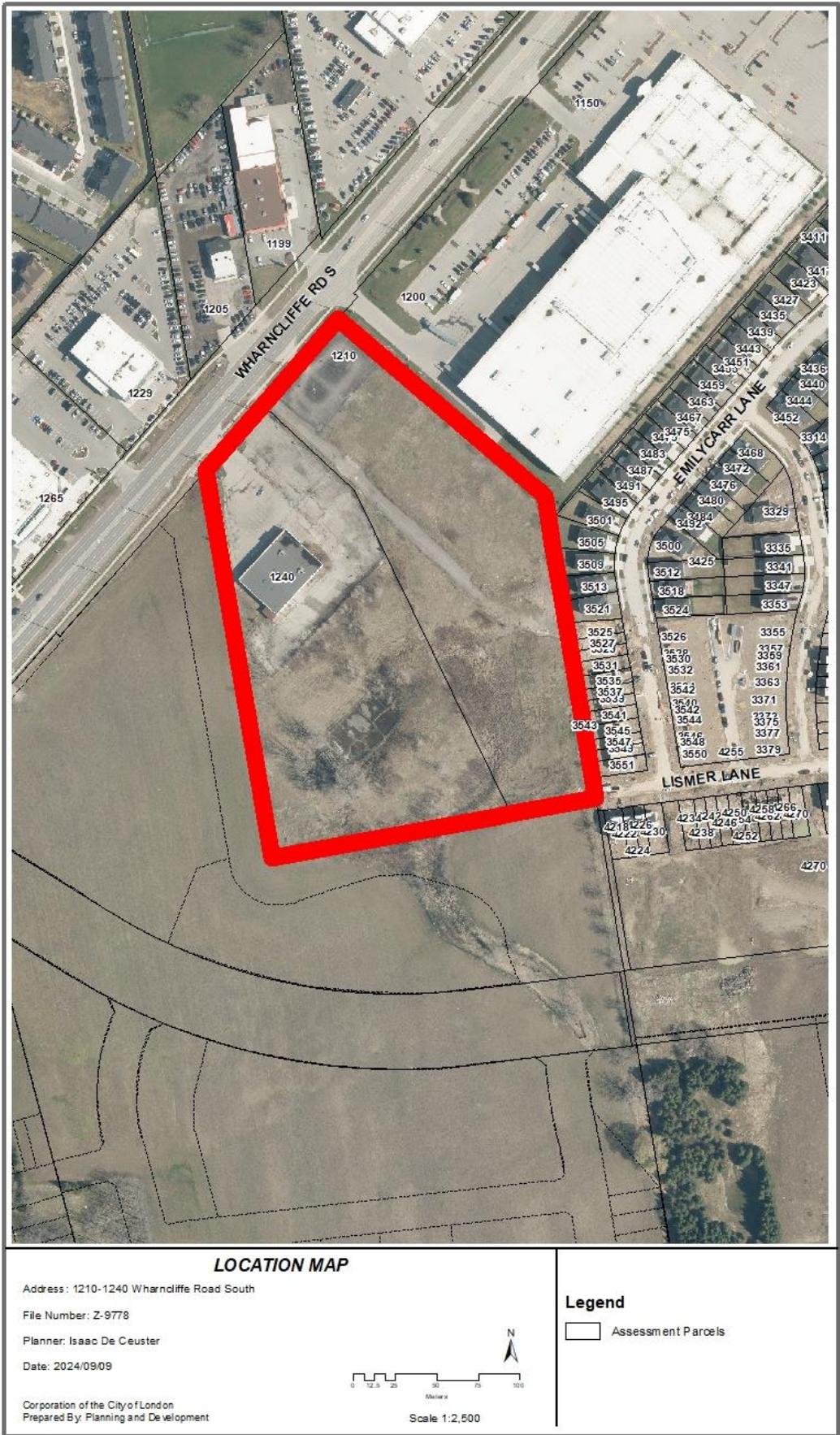


Figure 2- Aerial Photo of 1210 & 1240 Wharnclyffe Road South and surrounding lands.



Figure 3 - Streetview of 1210 Wharncliffe Road South (view looking southeast)



Figure 4 - Streetview of 1240 Wharncliffe Road South (view looking southeast)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

In August 2024, the City accepted a complete Zoning By-law amendment application to permit eleven (11) blocks of 3.5-storey stacked townhouses with a total of 108 residential units and a maximum density of 54 units per hectare. Each block contains eight (8) to twelve (12) residential units. A common outdoor amenity area is proposed on the southwest portion of the subject lands, connected to the internal sidewalk for convenient access for future residents.

The proposed development will be accessed by an extension of the cul-de-sac Lismer Lane to the east of the subject site, with a private right-of-way providing connectivity through the site. A storm water management (SWM) pond is proposed in the eastern portion of the subject lands.

The proposed development includes the following features:

- Land use: Residential
- Form: Cluster stacked townhouse
- Height: 3.5 storeys (12.0m)
- Residential units: 108 units
- Density: 54 units per hectare
- Building coverage: 18.5%
- Parking spaces: 76 surface parking spaces
- Landscape open space: 44%

The conceptual site plan is shown below as Figure 4. Building renderings and elevations are shown in Figures 5-6 below.



Figure 5 - Conceptual Site Plan (Received August 2024)



Figure 6 – Rendering Stacked Townhouse development 1210-1240 Wharncliffe Road South (Received August 2024)



Figure 7 – Front Elevation Stacked Townhouse development 1210-1240 Wharncliffe Road South (Received August 2024)

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

## 2.2 Revised Development Proposal (October 2024)

Based on comments provided by Staff, the applicant submitted a revised conceptual site plan, shown in Figure 8 below. The revised development proposal continues to comprise of eleven (11) blocks of 3.5-storey stacked townhouses with a total of 108 residential units and a maximum density of 54 units per hectare. Revisions to the proposal include:

- Removal of the turn circle at the end of Lismer Lane.
- A standard access connection to Lismer Lane (with a standard width of 6.7m) without encroachment into the OS5 lands to the south.
- Extension of the sidewalk into the site.
- Addition of a hammerhead turnaround.



Figure 8 – Revised Conceptual Site Plan (Received October 2024)

### 2.3 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone.

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

Regulation (R5-7)	Required	Proposed
Minimum Lot Frontage	30.0	13.0

### 2.4 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:

- As part of this Zoning By-law application, the wetland compensation area to be dedicated (orange area concept plan), shall be zoned Open Space (OS5) Zone.
- Remove right of way extension and turn circle (City does not require a turn circle since the dead end at Lismer is less than 45.0m).
- Provide a standard access connection to Lismer Lane (standard width of 6.7m) and ensure no encroachment into the OS5 lands to the south.
- Extend north sidewalk into site.
- Add a hammerhead turnaround within the site near the entrance to allow vehicles to turnaround without needing to drive through the site.
- If the applicant can contain the access on their property to the satisfaction of the City, then no holding provision would be required. However, if the applicant cannot satisfy this, then a holding provision regarding access will be added onto the property.

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

### 2.5 Public Engagement

On August 30, 2024, Notice of Application was sent to 65 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 19, 2024. A “Planning Application” sign was also placed on the site.

There were no responses received during the public consultation period.

### 2.6 Policy Context

#### ***The Planning Act and the Provincial Planning Statement, 2024***

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

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

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

### ***The London Plan, 2016***

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

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

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

### ***Southwest Area Secondary Plan***

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Zoning By-law amendment is consistent with it. The subject lands are designated Commercial pursuant to Schedule 13 (North Longwoods Residential Neighbourhood Land Use Designations) of the *SWAP*.

## **3.0 Financial Impact/Considerations**

### **3.1 Financial Impact**

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

## **4.0 Key Issues and Considerations**

### **4.1 Land Use**

The proposed residential use on the subject site is supported by the policies of the PPS 2024 and aligns with the vision of the Neighbourhoods Place Type by contributing to a diversity and mix of housing types, intensities, and forms (TLP 918\_2). Further, the proposed residential use aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP 59\_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP 59\_5).

The Neighbourhoods Place Type contemplates a range of residential uses, dependent upon the street classification on which the property has frontage. The portion of the subject site proposed for development fronts on a Neighbourhood Street (Lismer Lane). As set out in Table 10, the range of permitted uses along a Neighbourhood Street do not contemplate stacked townhouse developments (TLP Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

### ***Southwest Area Secondary Plan***

The subject site is located in the North Longwoods Residential Neighbourhood of SWAP, with the front portion of the subject site designated Commercial and the rear portion designated Medium Density Residential (*SWAP* Schedule 13 – North Longwoods Residential Neighbourhood Land Use Designations). Permitted uses in the Medium Density Residential designation include multiple-attached dwellings, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, and homes for the aged.

The Medium Density Residential designation permits the proposed stacked townhouse development on the rear-portion of the subject lands (SWAP, 11.1.ii) b).

As set out in The London Plan, where there is inconsistency between The London Plan and policies of the Secondary Plan, the Secondary Plan policies will prevail (TLP, 1558\_). Staff are satisfied the proposed stacked townhouse development is supported by the policies of the PPS 2024 and are a permitted use in the Medium Density Residential Designation of SWAP (11.1.ii). As the SWAP policies supersede The London Plan, staff is satisfied the recommended amendment is in conformity with the Official Plan.

## **4.2 Intensity**

The proposed residential intensity is consistent with the policies of the PPS 2024 that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (2.2.1.2), compact form (2.4.1.3.c), and an appropriate mix of housing options and densities (2.3.1.3). Table 11 of The London Plan provides a range of permitted heights in the Neighbourhoods Place Type based on street classification (TLP, Table 11 – Range of Permitted Heights in Neighbourhoods Place Type). As the portion of the subject site proposed for development fronts on a Neighbourhood Street (Lismer Lane), the minimum permitted height is 1 storey and the standard maximum height is 3 storeys.

The proposed residential intensity will facilitate an appropriate scale of development, that is compatible with the existing neighbourhood character and can be accommodated on a parcel that is of sufficient size to support their use. The redevelopment of the parcel will facilitate the efficient use of land, and is consistent with the residential intensification policies of The London Plan that encourage infill development on vacant or underutilized lots (TLP 939\_5).

### ***Southwest Area Secondary Plan***

SWAP provides that the Medium Density Residential designation in the North Longwoods Neighbourhood shall have a maximum density of 75 units per hectare and building heights shall not exceed four storeys (11.1.iii) a). As set out in The London Plan, where there is inconsistency between The London Plan and policies of the Secondary Plan, the Secondary Plan policies will prevail (TLP, 1558\_). Based on the above, the proposed 3.5-storey stacked townhouse development is supported by the policies of the PPS 2024, contemplated in the Neighbourhoods Place Type in the London Plan, and in keeping with the intensity policies for the Medium Density Residential designation of SWAP (11.1.iii).

## **4.3 Form**

The proposed built form on the subject site is supported by the policies of the PPS 2024 and is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating an appropriate form and scale of residential intensification that is compatible with the existing neighbourhood character (TLP 953\_2). Specifically, the proposed built form supports infill development of a vacant and underutilized lot, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within the surrounding context (TLP 193).

The proposed built form consists of eleven (11) blocks of 3.5-storey stacked townhouse dwellings. Block C and Blocks H to K are oriented towards the internal right-of-way, with Blocks A, B, and D to G proposed perpendicular to this driveway. As proposed, the built form directs the greatest heights either internal to the site or towards the commercial portion of the subject lands, with a transition in height towards the existing low-density residential uses to the northeast. The proposed built form and massing of the stacked townhouse blocks have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood character (TLP 953\_2).

Access to the subject lands is proposed through an extension of the cul-de-sac Lismer Lane to the east of the subject lands, with a private right-of-way providing connectivity and safe movement for pedestrians, cyclists and motorists (TLP 255\_). Additionally, an easement is proposed along the eastern property line to provide a pedestrian pathway connection from Lismer Lane to Wharncliffe Road South. Parking for the proposed stacked townhouse development will be located internally, visually screening the surface parking from the street, encouraging a pedestrian oriented streetscape.

The proposed stacked townhouse development is supported by the policies of the PPS 2024, contemplated in the Neighbourhoods Place Type, and in keeping with the City Design policies of The London Plan.

### ***Southwest Area Secondary Plan***

As set out in *SWAP*, the Urban Design policies in Section 3.9 provide that all development shall be designed in a form that is compact, pedestrian-oriented and transit friendly (3.9.1a)). Further, building densities and land uses located along transit routes are to be designed to support transit and the users of those services, which is the case for the proposed stacked townhouse development located in proximity to a public transit stop. Based on the above, the proposed stacked townhouse development is in keeping with the Urban Design policies of *SWAP* (3.9) and the built form policies of the North Longwoods Neighbourhood (11.1.iii)a)).

### **4.4 Zoning**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone. The following summarizes the special provision that has been proposed by the applicant and those that is being recommended by staff.

**Lot Frontage** – The applicant is requesting a special provision to permit a lot frontage of 13.0 metres, whereas a minimum of 30.0 metres is required for the R5-7 Zone variation. This requested reduction in lot frontage is a result of the proposed extension of Lismer Lane to the east of the subject lands. Following a future severance of the rear-portion of the subject lands, the site will have a new street frontage on Lismer Lane and no longer front onto Wharncliffe Road South. Due to the lot configuration, staff are supportive of the requested special provision for reduced lot frontage to accommodate access to the proposed stacked townhouse development.

### **4.5 Wetland Dedication**

Matrix Solutions Inc. was retained by the applicant to complete an Environment Impact Study (EIS) for the proposed residential development. The EIS identified small watercourses and a small low-functioning wetland on the subject lands, based on the London Plan development cannot occur in any wetland unless it can be compensated adequately. As a result of the proposed development, improvements to the natural environment and features can be obtained through a natural heritage compensation process. Firstly, the applicant will install a stormwater management facility on the eastern section of the subject lands to ensure that existing groundwater and baseflow conditions are preserved. Secondly, the applicant will dedicate a portion of the subject lands to the City as part of the White Oaks Complete Corridor. The White Oaks Complete Corridor will redesign a tributary channel of the White Oaks Drain to a complete corridor by integrating stormwater management, protection and enhancement of natural features and functions and establish amenity space within the future neighbourhood. As such, the existing wetland is proposed to be removed and will be compensated at a greater than 1:1 ratio with improvements to wetland habitat and surface water sequestration. The wetland compensation area will be designed to function as a natural wetland, including wildlife features (such as turtle basking logs, bat boxes, turtle nesting areas, brush piles and potential snake hibernaculum). The proposed wetland is designed to provide habitat for a wide variety of species, and the addition of adjacent meadow and forest habitat will provide multi-season opportunities

for bird and bats.

To achieve this compensation, a portion of the subject lands shall be rezoned to an Open Space (OS5) Zone as part of this Zoning By-law application. Specific details are being developed as part of the White Oaks Complete Corridor Design Project based on the City of London EMGs and with UTRCA guidance. As the current natural habitat on the subject lands is disturbed, the wetland compensation is anticipated to have an overall net benefit through enhancement of the habitat, planting of native seeds, shrubs and trees and implementation of wildlife features.

The subject lands are also within the UTRCA's mapped regulation limits due to the presence of a flooding hazard associated with watercourses known as UT-DC283 and UT-DC282, and a wetland and surrounding area. UTRCA recommends that the lands which are to be dedicated to the City for the compensation of the wetland and the watercourse be zoned with the appropriate Open Space Zone. While the technical supporting information required by UTRCA has not been provided, UTRCA is of the opinion that this issue can be addressed through the Site Plan Approval process and through the Section 28 Permit process. As such UTRCA has no objections to this application, detailed UTRCA comments are included in Appendix "D" of this report.

## **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone to a Residential R5 Special Provision (R5-7(\_)) Zone and Open Space (OS5) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and SWAP and will permit a 3.5-storey, 108-unit stacked townhouse development.

**Prepared by:** Isaac de Ceuster  
Planner, Planning Implementation

**Reviewed by:** Catherine Maton, MCIP, RPP  
Manager, Planning Implementation

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

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

Copy:  
Britt O'Hagan, Manager, Current Development  
Mike Corby, Manager, Site Plans  
Brent Lambert, Manager, Development Engineering

## Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1210 & 1240 Wharncliffe Road South.

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

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to a portion of the lands located at 1210 & 1240 Wharncliffe Road South, as shown on the attached map **FROM** a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) and an Open Space (OS5) Zone.
2. Section Number 9.4 of the R5 (R5-7(\_)) Zone is amended by adding the following Special Provisions:  
  
R5-7 (\_\_) 1210 & 1240 Wharncliffe Road South
  - a. Regulations
    - i) Lot Frontage (minimum) – 13.0m
3. 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.

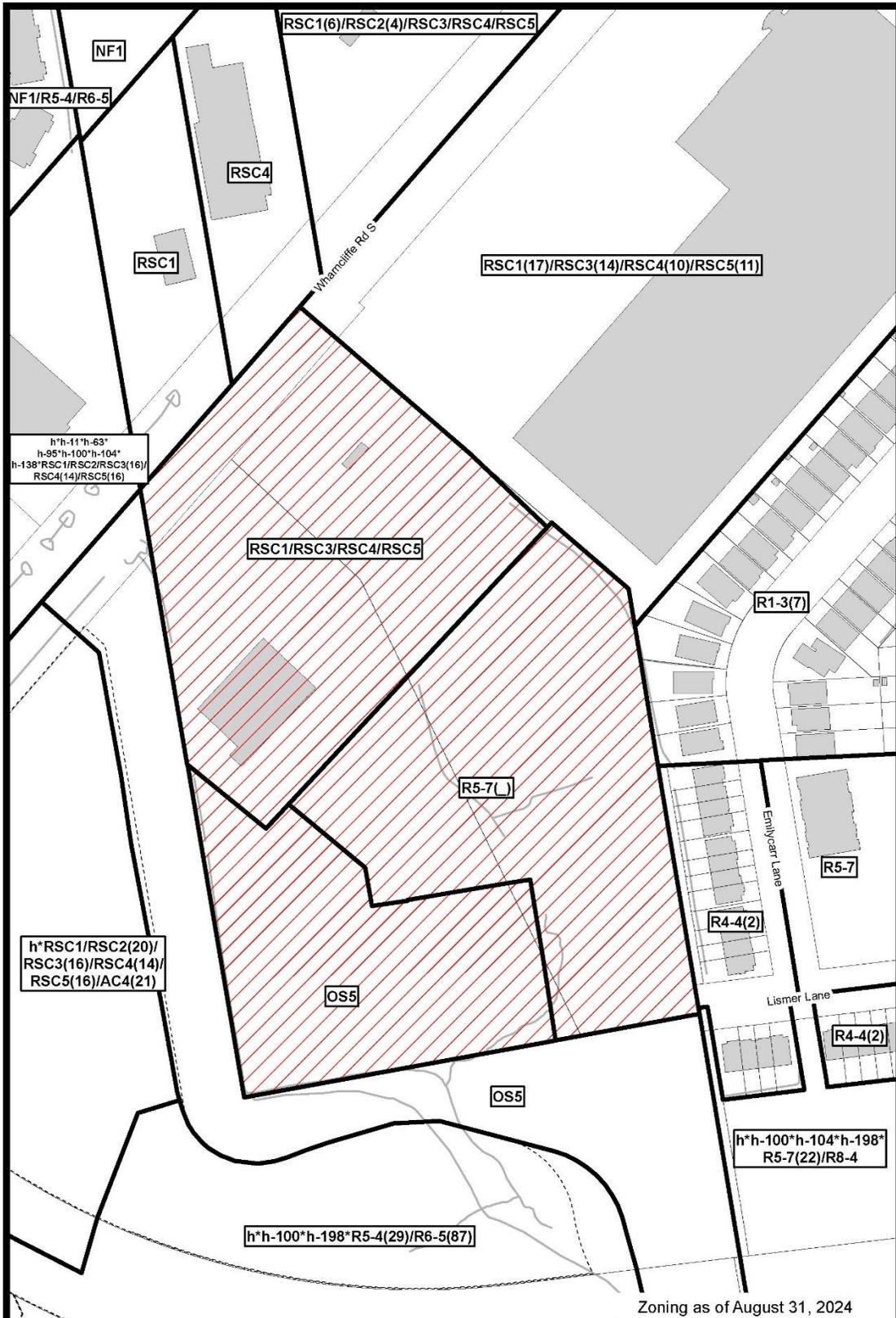
PASSED in Open Council on November 5, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – November 5, 2024  
Second Reading – November 5, 2024  
Third Reading – November 5, 2024

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



<p>File Number: Z-9778                  Planner: IDC                  Date Prepared: 2024/09/13                  Technician: JI                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 30 40 Meters </p> <p></p>
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## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Commercial & Vacant
Frontage	120.2 metres
Depth	235.1 metres
Area	5.12 hectares
Shape	Irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

#### Surrounding Land Uses

North	Commercial
East	Residential
South	Future Residential
West	Commercial

#### Proximity to Nearest Amenities

Major Intersection	Wharncliffe Road South & Legendary Drive, 350 metres
Dedicated cycling infrastructure	Bradley Avenue West, 300 metres
London Transit stop	Wharncliffe Road at Castle Rock, 250 metres
Public open space	Paul Haggis Park, 650 metres
Commercial area/use	Wharncliffe Road South, 50 metres
Food store	Loblaws Wonderland Road, 1,600 metres
Community/recreation amenity	Bostwick Community Centre, 2,700 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods & Commercial Industrial, Civic Boulevard
Current Special Policies	SWAP - North Longwoods Neighbourhood
Current Zoning	Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) Zone and Urban Reserve (UR4) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-7(_)) Zone and Open Space (OS5) Zone

#### Requested Special Provisions

Regulation (R5-7))	Required	Proposed
Lot Frontage (minimum)	30.0	13.0

## C. Development Proposal Summary

### Development Overview

The applicant is proposing the development of eleven (11) blocks of 3.5-storey stacked townhouse developments with a total of 108 residential units, 76 parking spaces and a maximum density of 54 units per hectare.

### Proposal Statistics

Land use	Residential
Form	Stacked townhouse
Height	3.5 storeys (11.5 metres)
Residential units	108
Density	54.4 units per hectare
Building coverage	18.5%
Landscape open space	44%
New use being added to the local community	Yes

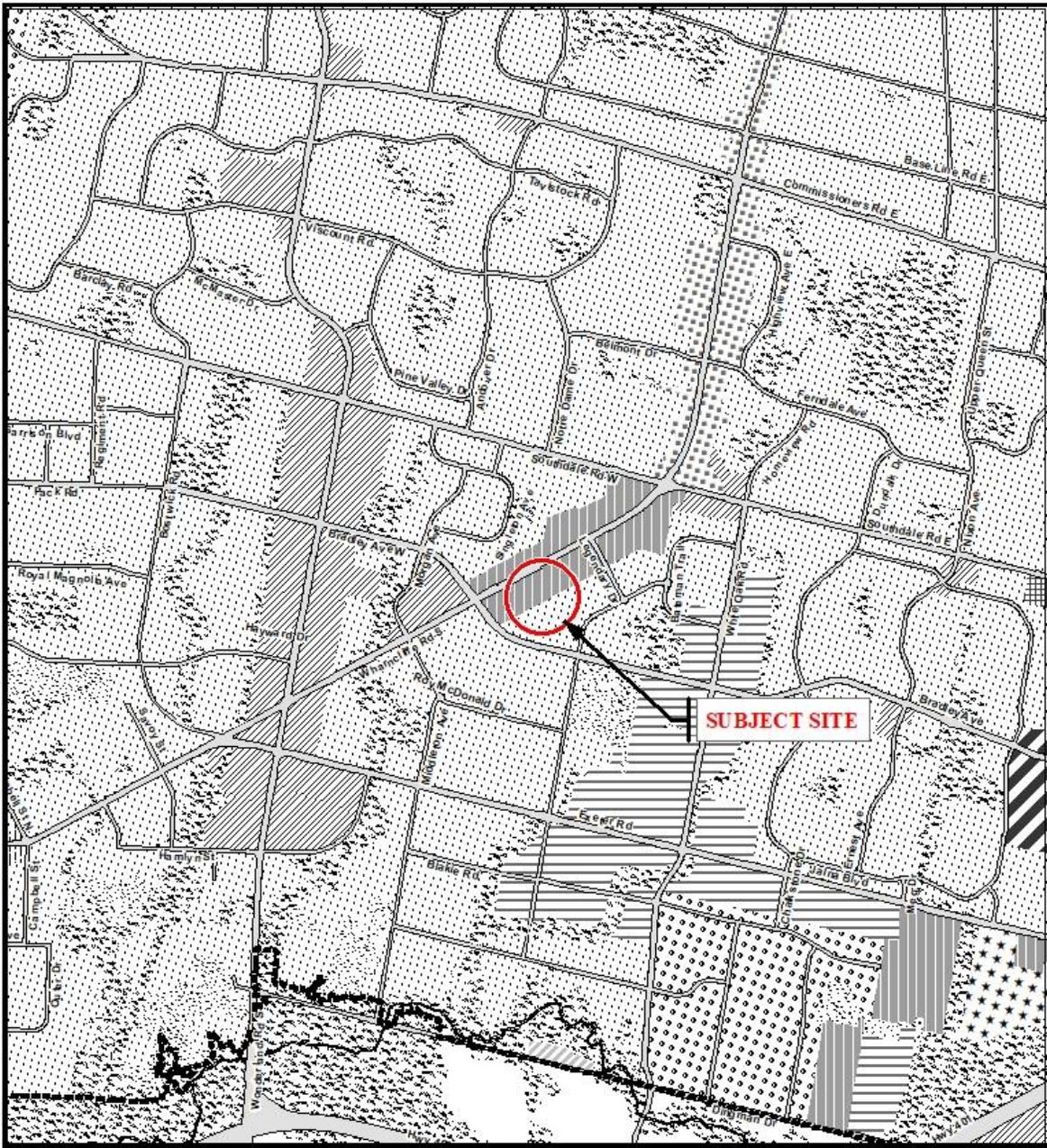
### Mobility

Parking spaces	76 surface parking spaces
Vehicle parking ratio	0.7 spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	Determined through Site Plan Approval
Secured bike parking ratio	Determined through Site Plan Approval
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

### Environment

Tree removals	Yes
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No, habitat will be compensated on a 1:1 ratio
Species at Risk Habitat loss	No, habitat will be compensated on a 1:1 ratio
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	TBD
Green building features	Unknown

# Appendix C – Additional Plans and Drawings



### Legend

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

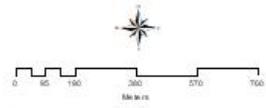
*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

<p><b>CITY OF LONDON</b> Official Plan</p> <p><b>LONDON PLAN MAP 1</b> - PLACE TYPES -</p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p><b>File Number:</b> Z-9778</p> <p><b>Planner:</b> IDC</p> <p><b>Technician:</b> JI</p> <p><b>Date:</b> 2024/09/09</p>
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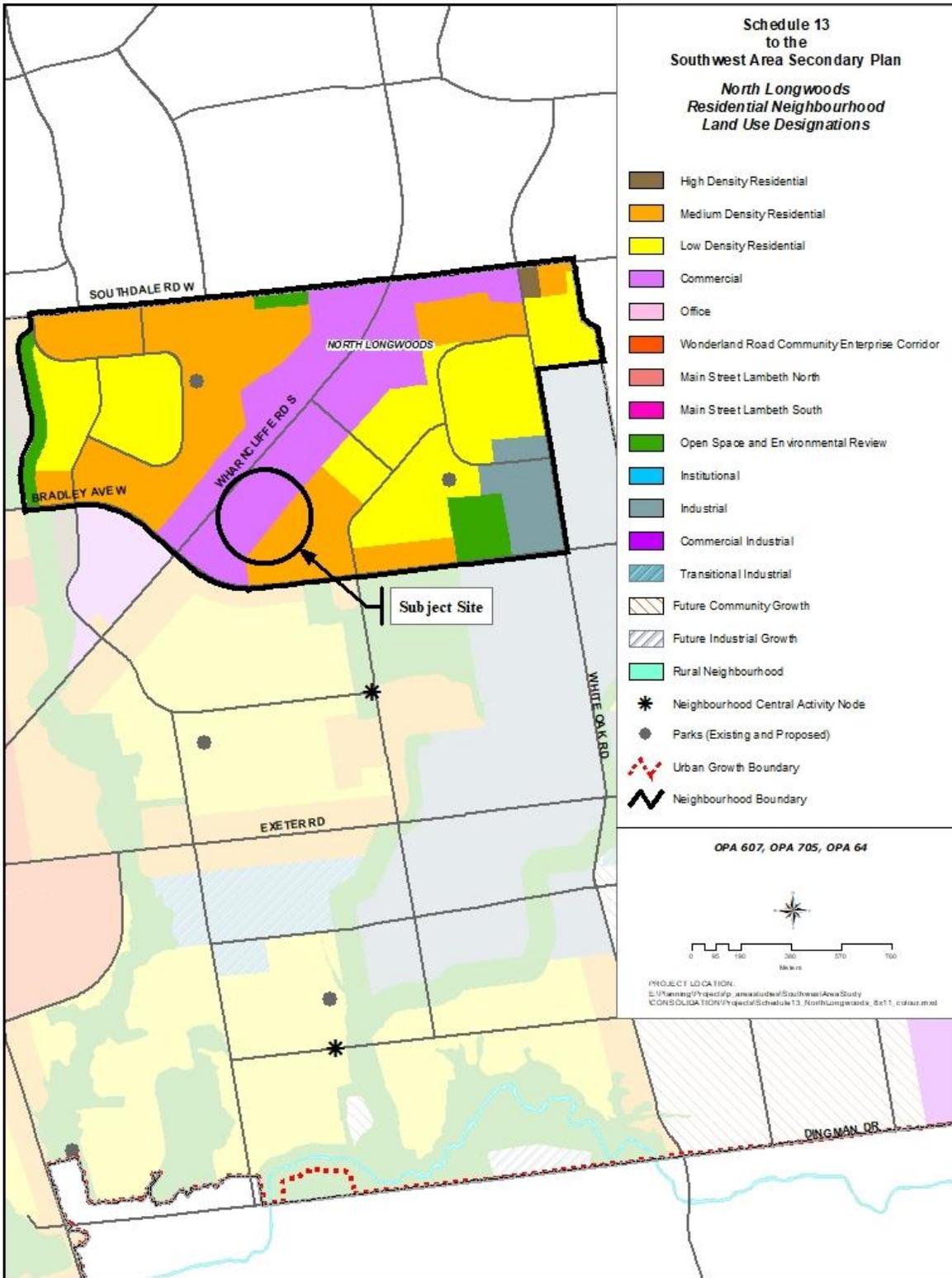
Schedule 13  
to the  
Southwest Area Secondary Plan  
*North Longwoods  
Residential Neighbourhood  
Land Use Designations*

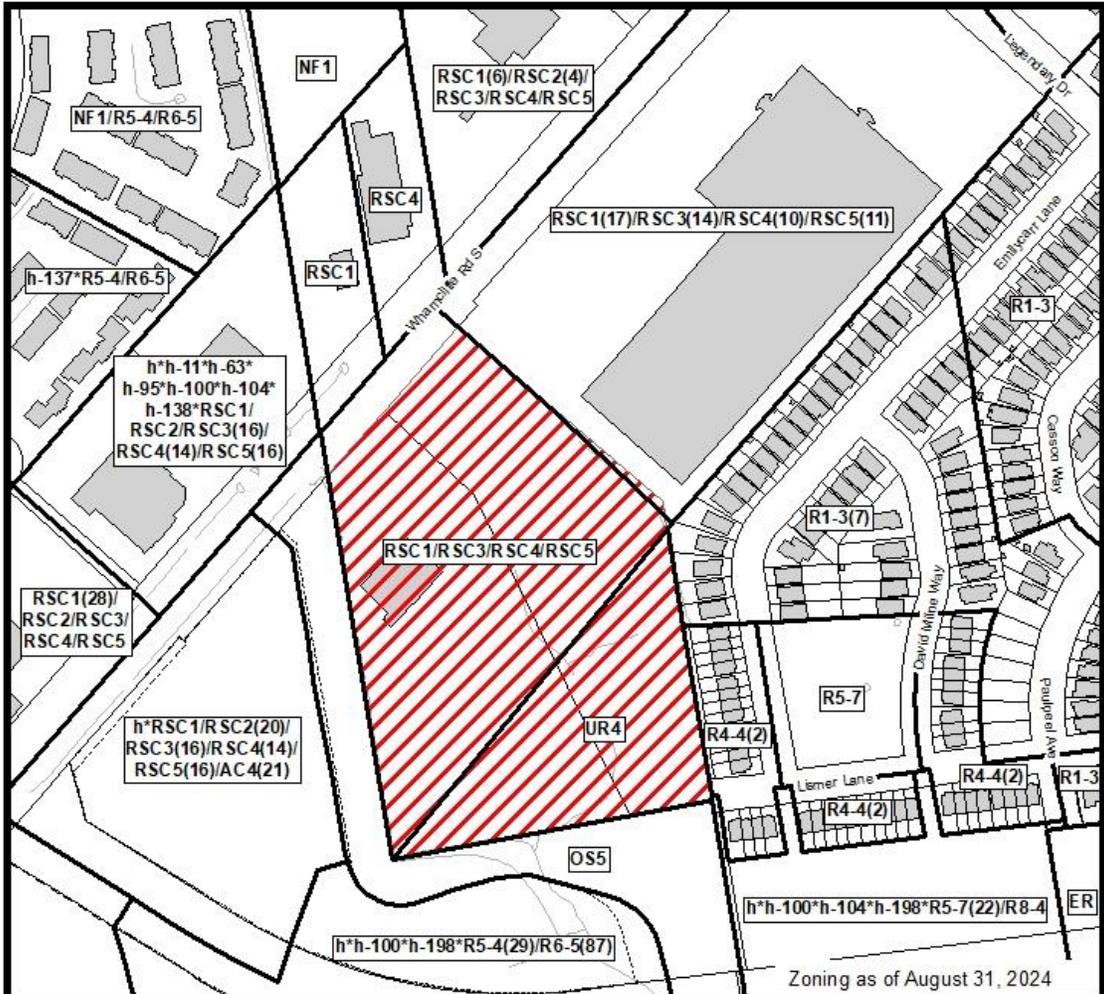
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 607, OPA 705, OPA 64



PROJECT LOCATION:  
C:\Planning\Projects\area studies\Southwest Area Study  
CONSOLIDATION\p\apsd\Schedule13\_NorthLongwoods\_bx11\_cdr.mxd





**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

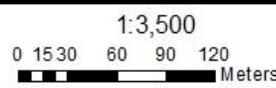
**ZONING BY-LAW NO. Z.-1 SCHEDULE A**



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

FILE NO:  
ZZ-ZZZZ CP

MAP PREPARED:  
YYYY/MM/DD CK



## Appendix D – Internal and Agency Comments

### Urban Design

#### Major Issues:

- This site is located within the Commercial Industrial and Neighbourhoods Place Types in The London Plan [TLP] and is designated Commercial and Medium Density Residential in the Southwest Area Secondary Plan [SWASP]. Urban Design is generally supportive of the proposed townhouse development and acknowledges the applicant for providing common outdoor amenity spaces throughout the site and for minimizing the amount of surface parking area provided.

#### Matters for ZBA:

- Urban Design has no concerns regarding the requested Zoning By-law Amendment.

#### Matters to be Addressed at Site Plan:

- Orient and design any end units flanking Lismer Lane to include a similar level of architectural detail as is provided on the front elevation, including wrap around porches, front entrances, size and number of windows, materials, massing and any other relevant architectural detailing [TLP Policy 291].
- Provide increased transparent glazing on side elevations of units flanking amenity spaces and drive aisles to allow for passive surveillance into common areas to reduce potential Crime Prevention Through Environmental Design (CPTED) concerns.
- Consider incorporating a mix of complementary architectural styles, materials and colours in the design of individual townhouse units to assist with wayfinding, break-up the massing and to add interest to the overall building design [TLP Policy 301].
- Provide direct and safe access to the public sidewalk on Lismer Lane by extending walkways to address any missing connections or gaps in the pedestrian network and by delineating pathways that cross drive aisles (e.g. inset concrete, painted lines) [TLP Policy 255, 268].
- Ensure buffering and screening is provided for the townhouses adjacent to the rear yards of the dwellings to the west, along Emily Carr Lane (e.g. landscaping, fencing) [TLP Policy 253].
- Ensure garbage pick-up areas, loading areas and associated facilities are located away from the public street frontage and do not detract from pedestrian connections [TLP Policy 266, SWASP Policy 20.5.3.9 iii, g].
- Provide buffering and privacy for the proposed below-grade units in the form of enhanced all-season landscaping between the parking areas and buildings [TLP Policy 278].
- Include facilities for temporary bicycle storage (bike racks) to promote active transportation [TLP Policy 280].
- Screen any parking areas exposed to the public street with enhanced all-season landscaping [TLP Policy 278, SWASP Policy 20.5.3.9 iii, g].
- The design and layout of the site should have regard for and incorporate significant mature trees [TLP Policy 210, 258].
- Consider providing at least one pedestrian connection to Wharncliffe Road South [TLP Policy 255].
- Submit a full set of dimensioned elevations for all sides of the proposed buildings as well as a fully dimensioned and labelled site plan. Further Urban Design comments may follow upon receipt of the updated drawings.

### Heritage

The City had received the Ministry's review of this report in 2022

I have reviewed and can confirm that the archaeological requirements for Z-9778 have been satisfied.

## Site Plan

Please note the following for 1210-1240 Wharncliffe Road S:

1. Major Issues
  - None.
2. Matters for OPA/ZBA
  - Special Provisions Required for lot frontage (13.0 metres whereas 30.0 metres is the minimum required).
  - The applicant noted that they need a special provision for parking reduction. In this instance, as the requested use is Stacked Townhouses, the applicant is required to provide parking at a rate of 0.5 spaces per unit. The provided 76 parking spaces (0.7 spaces per unit) meets the minimum required parking rate outlined in the Zoning By-law.
3. Matters for Site Plan
  - Provide Visitor Parking at a rate of 1 space per 10 residential units. Based on the provided unit count, 11 visitor parking spaces will be required.
  - Provide Bicycle Parking at a rate of 0.1 spaces per residential unit. Based on the provided unit count, 11 bicycle parking spaces will be required.
  - Outline the access routes for emergency vehicles including the location, width, turning radius, vertical alignment, and location of the fire route. Show the location of the fire route sign(s) on the site plan. Consider how your fire servicing route will function (Site Plan Control By-law, Section 6.7.7).
  - Clarify how waste collection and waste vehicle turnaround will function on the proposed development. Specify the proposed waste collection method, screening, storage location and collection point (Site Plan Control By-law, Section 10.3.b).
  - Identify locations for snow storage on-site (Site Plan Control By-law, Section 1.5.).
  - Show the location of the accessible parking sign(s) on the site plan.
4. Complete Application Requirements
  - Site Plan Application is required.

## Ecology

All issues related to the ZBA have been resolved through the subdivision draft plan process.

The compensation area (in orange on the proposal) is to be re-zoned as an appropriate OS following City acquisition.

Ecology has no further comments or concerns at this time.

## Landscape Architect

No comments to provide on the ZBA for 1210-1240 Wharncliffe Rd S.

## Parks Planning and Design

### Matters for Site Plan

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

## Engineering, 2<sup>nd</sup> Revised Comments

We are not acceptable to the design as shown, specifically the curb transition from the existing curb on Lismer Lane. The radius starts at an existing driveway and does not appear to be smooth. The turnaround is acceptable.

The property has approx. 12.4m frontage on Lismer Lane, which is enough space to provide an adequate design and there may be opportunity to accommodate an encroachment in the future once the SWM Complete Corridor design progresses. A holding provision will not be required, but instead provide direction to SPA regarding the design of the access.

## Engineering, Revised Comments

1. Remove right of way extension and turn circle (City does not require a turn circle since the dead end at Lismer is less than 45.0m).
2. Provide a standard access connection to Lismer Lane (standard width of 6.7m) and ensure no encroachment into the OS5 lands to the south.
3. Extend north sidewalk into site.
4. Add a hammerhead turnaround within the site near the entrance to allow vehicles to turnaround without needing to drive through the site.

## Engineering

### *Planning & Development*

- Engineering has no further comments on the above noted application and recommends approval.
- The following comments shall be addressed by the applicant at the site plan application stage.

## Matters for Site Plan

### Planning & Development

- Prior to site plan approval, the applicant shall initiate a consent application to sever and covey lands to create the proposed block.
  - It is noted that the undeveloped portion of the site is still tributary to the sanitary and storm sewers on Lismer Lane, therefore appropriate easements will need to be accommodated through the proposed development to service these lands.
  - The proposed cul-de-sac is shown on lands not owned by the applicant. This will require the applicant to either acquire a portion of these lands or obtain an access easement with the property owner.

### Wastewater

- The municipal sanitary sewer available is to the 250mm diameter sewer on Lismer Lane. City plan no. T16508-09 shows information related to the municipal sanitary sewer and stub.
- The applicant's engineer is to demonstrate how the entirety of the lands including the existing and future commercial lands (1210 & 1240 Wharncliffe Rd S) are proposed to be serviced as per the accepted sanitary area plan.

### Water

- Water for the subject lands is available via the 200mm municipal PVC watermain located on Lismer Lane which is part of the city's low-level distribution system, which has a hydraulic grade line of 301.8m.

- Water servicing shall be configured in such a way as to avoid the creation of a regulated drinking water system.
- A water servicing report and associated modeling will be required, addressing all domestic demands, fire flows, water quality and the various pressure scenarios as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual (DSRM).
- Water servicing to be in accordance with the City's stacked townhouse standards
- Further comments will be provided during the site plan application.

## Stormwater

- This site falls within the Dingman Subwatershed. As per section 6.3.2 of the Design Specifications & Requirements manual, a water balance assessment is required to examine the site's water balance conditions and propose opportunities to mitigate water balance deficits. As an objective of the Dingman EA, this new development is to achieve the water balance conditions identified from the predevelopment study. The approach for stormwater control hierarchy, and LID design, is included in the Section 6 Stormwater Management of the Design Specifications & Requirements manual. The water balance analysis may be completed as part of a Hydrogeological Assessment, a stormwater management report, or as a standalone document.
- The consultant is expected to reserve space within the site plan for an LID strategy(ies) in efforts to achieve the water balance requirement.
- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.
- As per the Dingman EA, this site is have a Permanent Private Storm System (PPS) stormwater management strategy for quality and quantity controls. If the open channel east of the site is the proposed outlet, the applicant is to demonstrate the channel has adequate capacity to safely convey post development flows to the proposed future Bradley Ave culvert with no impacts to adjacent properties. Additionally a geomorphic assessment and erosion threshold analysis for the channel, as well as any findings or recommendations of any natural heritage study are to be incorporated in the channel review where appropriate.
- The applicant is required to complete a land dedication of the channel to the City.
- The land on the south limits of the development are designated Natural Heritage Features in the London Plan. Permits and applicable studies (i.e., EIS, hydrogeological, geotechnical, water balance, etc.) may be required to support the developments overall stormwater strategy. The applicant is encouraged to coordinate with neighbouring properties to develop a cohesive stormwater strategy within these limits.
- The proposed land use of a commercial and medium density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- The site is located within the UTRCA regulated area and therefore UTRCA approval/permits may be required, including confirmation as to required setbacks.
- This site falls within the Dingman Subwatershed. As per section 6.3.2 of the Design Specifications & Requirements manual, a water balance assessment is required to examine the site's water balance conditions and propose opportunities to mitigate water balance deficits. As an objective of the Dingman EA, this new development is to achieve the water balance conditions identified from the predevelopment study. The approach for stormwater control hierarchy, and LID design, is included in the Section 6 Stormwater Management of the Design Specifications & Requirements manual. The water balance analysis may be completed as part of a Hydrogeological Assessment, a stormwater management report, or as a standalone document.

- The consultant is expected to reserve space within the site plan for an LID strategy(ies) in efforts to achieve the water balance requirement.
- The Consultant may note that implementation of infiltration or filtration measures for a volume that meets or exceeds the 25mm event as part of the water balance target would be accepted to meet Total Suspended Solids (TSS) reduction target.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to
- Include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site

## Transportation

- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.
- Ensure proposed accesses meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes.
- Provide fully dimension access as per Access Management Guidelines, radii 6.0m, width 6.7m, clear throat 6.0m min. from property line.
- Provide land dedication required for the cul-de-sac at the west end of Lismer Lane as identified in the drawing.
- The cul-de-sac will be constructed as per the Standard Contract Document drawing SR-5.0.
- Please contact Irwin Gary (airwin@london.ca) or Adam Carbone (acarbonate@london.ca) at Geomatics for more information.

## UTRCA

- Conservation Authorities Act: As shown on enclosed mapping, the subject lands are regulated by the UTRCA in accordance with Ontario Regulation 41/24, made pursuant to Section 28 of the Conservation Authorities Act. 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. Although not shown on the Regulated Areas mapping, the applicant has confirmed that there is a wetland located on the subject lands (Map 1 Existing Conditions 1210 & 1240 Wharncliffe Road South prepared by NRSI dated April 22, 2022 – enclosed). Accordingly, the regulation limit is comprised of:

- A riverine flooding hazard associated with watercourses known as UT-DC283 and UT-DC282; and
- A wetland 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.
- **Recommendation:** City planning staff has advised that they are supportive of this application for Zoning By-Law Amendment. While the technical supporting information that was required by the UTRCA as part of the complete application has not been provided, we are of the opinion that our interests can likely be addressed through the Site Plan Approval process and through our Section 28 Permit Process. As indicated, we recommend that the lands which are to be dedicated to the City for the compensation of the wetland and the watercourse be zoned with the appropriate Open Space (OS4 or OS5) Zone. **While the UTRCA has no objections to this application, we will require the following information through the various approval processes –**
- **Site Plan Approval Process:** As part of the site plan consultation/application process, the UTRCA will require the following technical information/studies –
  - Site/Concept Plan delineating the existing watercourse and wetland features on the site.
  - Environmental Impact Study and/or Wetland and Watercourse Compensation Plan – which addresses both the wetland and the watercourse (linear length will not be maintained) removal/relocation/realignment/compensation.
  - Channel Geomorphology Study to support the removal/relocation/realignment of the watercourse which is a headwater drainage feature. The analysis should address (but shall not be limited to) the impacts of the proposed works on downstream properties and also the channel conveyance capacity.
  - Stormwater Management (SWM) Report and Water Balance Analysis. The proposed SWM facility shall be designed for the 250 year regulatory storm, shall be located outside of the 250 year flood plain and the analysis and the design of the SWM facility should consider any external upstream areas which drain to the property.
  - Revised Hydrogeological Assessment and a response table indicating how the UTRCA's comments have been addressed.
- **Section 28 Permit Process:** The subject lands are regulated by the UTRCA and in accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the Conservation Authorities Act and the proponent is required to obtain the necessary permits and approvals from the Conservation Authority prior to undertaking any site alteration or development within the regulated area. The technical submissions required through the site plan process will also inform the Section 28 approval process. A Section 28 Permit shall be obtained for:
  - The proposed wetland and watercourse removal/relocation/realignment/compensation. As noted, these matters will need to be considered by the UTRCA's Hearings Committee and the proponent is encouraged to contact our Land Use Regulations Staff regarding the hearing process and submission requirements.

- The White Oaks Complete Corridor. No development shall occur within the lands regulated by the Conservation Authority prior to the completion of the Complete Corridor, and the as-built drawings have been accepted by the Conservation Authority.
- The proposed residential development. The issuance of this approval will be contingent upon the completion of the Complete Corridor and the UTRCA's acceptance of the as-built drawings. The proposed townhouse development will not be able to proceed until all of the necessary approvals have been secured and the regulated features have been compensated for.

## Appendix E – Public Engagement

On August 30, 2024, Notice of Application was sent to 65 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 19, 2024. A “Planning Application” sign was also placed on the site

There were no responses received during the public consultation period.

**Nature of Liaison:** The purpose and effect of this Zoning amendment is to permit eleven blocks of 3.5-storey stacked townhouse developments with a total of 108 residential units, and a total maximum density of 54 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Restricted Service Commercial (RSC1/RSC3/RSC4/RSC5) and Urban Reserve (UR4) zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone. Requested special provisions for lot frontage and reduced parking. The City may also contemplate alternative zoning such as a different base zone, additional permitted uses, additional special provisions and/or the use of holding provisions. File Z-9778. Planner: Isaac de Ceuster