

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** George Kotsifas, P. Eng  
Managing Director, Development & Compliance Services &  
Chief Building Official

**Subject:** St. James Development Corp.  
112 St. James Street

**Public Participation Meeting on: May 13, 2019**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions **BE TAKEN** with respect to the application of St. James Development Corp. relating to the property located at 112 St. James Street:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of a 112 unit apartment building; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

## Executive Summary

### Summary of Request

The development for consideration is a thirteen (13) storey 112 unit apartment building on the northwest corner of Talbot Street and St. James Street. The site is to be developed with municipal services and vehicular access from Talbot Street. The development proposal is subject to a public site plan meeting in accordance with the Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines, being a Council approved guideline document contained in The London Plan and 1989 Official Plan.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to report to the Approval Authority any issues or concerns raised at the public meeting with respect to the application for the Site Plan Approval.

### Rationale of Recommended Action

1. The proposed Site Plan is consistent with the Provincial Policy Statement, which directs development to designated growth areas and that development be adjacent to existing development.
2. The proposed Site Plan conforms to the policies of the Neighbourhoods Place Type and all other applicable policies of The London Plan.
3. The proposed Site Plan is in conformity with the policies of the Medium Density Residential designation of the Official Plan (1989) and will implement an appropriate form of residential intensification for the site.
4. The proposed Site Plan conforms to the regulations of the Z.-1 Zoning By-law.
5. The proposed Site Plan meets the requirements of the Site Plan Control By-law.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject lands are located at the northwest corner of Talbot Street and St. James Street. Talbot Street and St. James Street are both classified as Neighbourhood Connector streets in The London Plan, and as Secondary Collector corridors in the 1989 Official Plan. Currently the site is vacant with a variety of existing mature trees densely located around the perimeter of the property. The subject lands are not regulated by the UTRCA, and a Section 28 permit is not required for the development.

The lands uses surrounding the subject lands are comprised of the following: to the west of the subject site is Gibbons Park and the Thames River, to the north and northeast are apartment buildings, the lands to the east are undeveloped, and to the south of the site there is an established residential development in the form of single family dwellings.

The vacant lands to the east are subject to an approved 2012 Site Plan Control Application. The approval of the application permits the development of two (2) - three (3) storey unit apartment buildings with 36 units in each building. To date, the Owner of the identified lands has not initiated construction of the approved development. The existing apartment buildings to the north are 13 storeys and 7 storeys in height.

#### 1.2 Current Planning Information (See Appendix 'D')

- 1989 Official Plan Designation – Multi-Family Medium Density Residential
- The London Plan Place Type – Neighbourhoods Place Types
- Existing Zoning – Residential R9 (R9-4 \* H45 Zone), with a maximum height of 45 metres

#### 1.3 Site Characteristics

- Current Land Use – Undeveloped
- Frontage – 74.5m
- Depth – 83.2m
- Area – 6001.5m<sup>2</sup>
- Shape – Irregular

#### 1.4 Surrounding Land Uses






- North – Apartment and single detached dwellings
- North East- Apartment
- East – Undeveloped. Further east - single detached dwellings and St. Joseph's Hospital
- South – Single detached dwellings
- West – Open Space (Gibbons Park) and Thames River

#### 1.5 Intensification

- The proposed apartment is located inside the Primary Transit Area as identified in Figure 4.23 of the Zoning By-law.

1.6 Location Map



Location Map		Legend	
Project Title:	SPA18-140		Subject Site
Description:	112 St. James Street		Parks
Created By:	Ania Serrano		Assessment Parcels
Date:	3/5/2019		Buildings
Scale:	1:2000		Address Numbers

Corporation of the City of London

## 2.0 Description of Proposal

### 2.1 Development Proposal

The development for consideration is a thirteen (13) storey 112 unit apartment building on the northwest corner of Talbot Street and St. James Street. Access to the site will align with the centreline of Talbot Street, with the access leading to the main entrance of the apartment and parking areas. Seven (7) surface parking spaces (including accessible) are provided at grade, with the remaining 151 vehicular parking spaces provided in an underground parking area. The top deck of the underground parking area is at grade and treated with sod to create a continuous, visual green space from surface view. The main entrance to the apartment is located at the south east corner of the building. The podium of the apartment stands one storey in height and is setback 7 metres from the south property line, 18.0 metres from the west property line, 7.2m from the north property line, and between 18.0-21.0 metres from the easterly property lines. The main tower, a total of twelve (12) storeys in height, is setback from the edge of the podium approximately three (3) metres to nine (9) metres. Materials identified on the proposed elevations include thin brick on pre-cast panels, stone banding, concrete, and clear glazed windows.

The proposed development does not encroach into the erosion hazard to the west. The Upper Thames River Conservation Authority have expressed no objection to the development as it is marginally located within their regulated area.

Detailed plans of the development are contained in Appendix 'A' of this report.

## 3.0 Relevant Background

### 3.1 Planning History

#### *Application for Consent*

In October 2011, an Application for Consent to Sever (file B.054/11) was received by the City of London for 1 and 9 Grosvenor Street; 291, 295 and 301 St. George Street; 120 and 124 St. James Street. The request was to sever 0.4 hectare parcel for the purpose of future apartment buildings, and to retain 4.33 hectares for an existing high density residential development. The City of London Consent Authority issued a Provisional Consent Decision granting approval of the request subject to 13 conditions. Conditions of the Provisional Decision included the requirement for easement agreements to be registered on title of the subject lands for water servicing, access, and right-of-way, parkland dedication, as well as the preparation of urban design guidelines for this site. The condition relating to urban design is as follows:

- 7. An urban design guideline document will be submitted for the severed and retained parcels, to address those matters identified in Policy 3.2.3.5 of the Official Plan. The guideline document shall be submitted to the City Planner who will subsequently bring it forward for adoption by Municipal Council as a guideline document under Section 19.2 of the Official Plan to guide the review of all future site plan applications for these lands.*

#### *Grosvenor Gate Urban Design Guidelines*

The urban design guidelines were submitted to the City in 2012. The Guidelines provide direction for future developments in the area of the subject lands, bounded by St. George Street on the east, St. James Street on the south, the Thames River on the west, and Grosvenor Street on the north. The urban design guidelines provided framework on design matters related to Character and Image, Servicing, Site Design, Building Design, and Landscape Design.

In November 2012, an Official Plan amendment (file O-8102) was initiated by the City of London to include Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines as a Guideline document in accordance with Section 19.2.2 of the London Official Plan.

#### *Minor Variance*

September 2012, Minor Variance Application (file A.106/12) was received by the City of London. The requests for minor variance were to increase height to 14 metres whereas 13 metres is the maximum, a reduced side yard setback of 5 metres whereas 7m is required, and to request reduced interior side yard setback of 1.8m whereas 6 metres is required.

October 29, 2012 the application was heard before Committee and the requested variances were granted subject to the following conditions:

1. A maximum of three bedrooms per unit in all buildings; and
2. The development complies to the satisfaction of the City Planner, with Neighbourhood Compatibility Guidelines cited in the Neighbourhood Character Statement and Compatibility Guidelines recommended by the City Planner for Council in the November 5<sup>th</sup>, 2012 report to the Planning and Environment Committee.

#### *Urban Design Peer Review Panel*

On December 19, 2018, the applicant presented the design proposal before the Urban Design Peer Review Panel (UDPRP). Members of the panel provided comments relating to the building, pedestrian circulation, vehicular circulation, and see attached response to the comments from UDPRP in Appendix 'C'.

#### *Site Plan Control Application*

In March 2019, the subject application of this report, being a Site Plan Control Application (file SPA18-140), was received by the City of London. Conditional approval was granted, subject to the applicant satisfying the requirements of the City (including the requirement of this public site plan meeting). Further submissions are required to address comments provided from the first submission review, and any comments directed to staff as part of the public meeting.

#### *Zoning By-law and Official Plan By-law Amendment Application*

In December 2018, corresponding Official Plan Amendment and Zoning By-law Amendment Applications (File OZ-9012) were received by the City of London for a rectangular portion of land on 124 St. James Street, located to the west of the subject lands. The intent of the applications is to allow the identified lands at the southwest portion of 124 St. James Street to be developed in conjunction with the development of the subject lands at 112 St. James Street. The effect of this amendment (and future severance application) will facilitate increased density, and for vehicular access to be fully on the subject lands. The corresponding application (OZ-9012) is under review and will be scheduled to be held before the Planning and Environment Committee at a future date.

The current proposal for Site Plan Control does not contemplate additional units as part of the amendment application (OZ-9012). Should it be approved an amendment to the current site plan would be required to include additional units and area. No exterior changes to the site are expected as a result of the amendment.

### 3.2 Community Engagement (see more detail in Appendix B)

#### *Site Plan Control*

##### Notice of Application

On March 14, 2019, Notice of Application was sent to property owners and tenants within 120 metres of the site area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of the Londoner on March 14, 2019.

##### Notice of Public Meeting

On April 23, 2019, Notice of Public Meeting was sent to property owners and tenants within 120 metres of the site area. Notice was also published in the Public Notices and Bidding Opportunities section of the Londoner on Thursday April 25<sup>th</sup>, 2019.

At the time of the preparation of this report, there was a total of:

- 2 written responses

#### **Summary of Comments:**

- Concerns with details relating to the Zoning By-law and Official Plan amendment applications prior to the submission of the site plan application.
- Request for a copy of the memo from the Urban Design Peer Review Panel (UDPRP).
- Concerns with traffic on Talbot Street, and requested that a Transportation Impact Assessment Study be submitted by the Applicant for review by the City.

##### Response to Public Concern

An email providing clarification about the timing of the site plan application in relation to the Zoning By-law amendment application was provided to the resident. Additionally, the comments from the UDPRP were also provided.

With respect to traffic concerns, a meeting with City Staff members and members of the community was held on March 7, 2019 at City Hall. Following the meeting an e-mail was provided to residents from City staff indicating that the development would not necessitate the need for a Traffic Impact Analysis (TIA). The expected trip generation for the use was not in excess of volume that is required to warrant such a study.

Refer to Appendix 'B' for detailed comments and responses.

### 3.3 Community Meeting April 16, 2019

On April 16, 2019, the applicant hosted a proponent lead community meeting at King's College. The purpose of the meeting was to provide the community with information with respect to both of the active applications. Thirteen members of the community attended the community meeting. The applicant provided a presentation on the 112 unit apartment application and answered questions relating to the development proposal. Questions from the community were specific to traffic, timing of construction, garbage and recycling methods, and the types of residential units.

### 3.4 Policy Context

#### Provincial Policy Statement, 2014 (PPS)

The PPS encourages intensification and redevelopment where it can be accommodated, which takes into account the existing building stock and the suitability of existing or planned infrastructure (1.1.3 PPS). The proposal will develop an under-utilized site that

has full access to municipal services within an existing residential neighbourhood. Land use within settlement areas shall be based on densities that efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities that are planned or available and support active transportation (1.1.3.2.a) & 1.4.3.d)). The proposal efficiently utilizes public services within an existing residential neighbourhood. Further, the proposed development will assist in achieving an established intensification target for built up areas, consistent with the goals of Municipal Council and in accordance with the PPS (1.1.3.5).

### The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies and maps under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) are not in force and effect and are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan encourages “inward and upward” growth in existing built-up areas. Residential intensification is supported by infill development of vacant and underutilized lots through redevelopment at a higher density than currently exists on developed lands (Policy 80.4\_ & 6\_ ). A target minimum of 45% for all new residential development will occur within the Built-Area Boundary (\*Policy 81\_). Intensification, such as that provided by the proposed development, assists the City in meeting its intensification targets.

City Design policies on site layout are supportive of the proposed development. The development abuts a park and provides access to promote connectivity and safe movement in the neighbourhood (\*Policy 255\_). The proposed development is in line with the design policies of The London Plan.

While the Neighbourhoods Place Type does not contemplate the use of apartment buildings, the proposed development is being proposed as part of the existing zone on the lands to permit such a use. The use is viewed as non-conforming to The London Plan Place Type: however, contemplated through the zone on the lands.

### Official Plan (1989)

The subject lands are designated Multi-Family, Medium Density Residential and permit the use of low-rise apartment buildings. The designation permits a maximum of 75 units per hectare, while the zone on the lands permit 150 units per hectare. The applicant is utilizing a landscape bonus of up to 25% additional units per hectare to achieve a density of 187 units per hectare. Much like the policies of The London Plan, the use and intensity is viewed as being non-conforming: however, permitted through zoning. Section 19.5.1 contemplates uses which do not conform to the Official Plan, but are permitted through Zoning, and provides criteria which may be considered by Council. The criteria include the provision for Health and Safety, compatibility with surrounding uses, and that the use does not detract from the long term intent of the Plan. It is the opinion of staff that the proposed development maintains the intent of these policies through the design and layout, and that it is in keeping with the Grosvenor Gate design guidelines.

### Z.-1 Zoning By-law

The subject lands are zoned Residential R9 (R9 \* H45), and permits apartment buildings with a maximum height of 45 metres and density of 150 units per hectare. The R9 zone permits a density bonus which states that for every 70.0 square metres (753.0 square feet) of exterior common open space provided at grade in excess of the landscaped open space required by the By-law, the density of the residential development may be increased by three units. In this case the applicant is proposing an apartment building at 44.6 metres in height, and a density of 187 units per hectare (as part of the density bonus of the R9 zone). Setback, coverage, parking, and area regulations of the By-law are being met. The proposed development meets the requirements of the Z.-1 Zoning By-



law.

## 4.0 Key Issues and Considerations

### 4.1 Use

As noted, the development of an apartment building is not necessarily contemplated through the permissions of the Place Type: however, the Zoning on the lands prevail to permit the use. The use is viewed as non-conforming to the policies. Notwithstanding this, it is important to utilize key goals of The London Plan, where possible to ensure that overall objectives are being maintained. The Neighbourhoods Place Type strives for attractive streetscapes, buildings, and public spaces, to create strong neighbourhood character with a sense of identity, diversity in housing choices allowing for affordability and giving people opportunity to remain in neighbourhoods as they age, safe, comfortable convenient and attractive alternatives for mobility, and parks, pathways, and recreational opportunities that strengthen the community and serve as connectors and gathering spaces (\*Policy 916\_). The Site Plan Control application proposes 112 residential unit apartment which compliments the existing apartments in the area and does not conflict with the design guidelines for the area.

### 4.2 Intensity

The Site Plan Control application proposes a 112 units, for a total density of 187 units per hectare, which is the maximum permitted within the zoning for the lands. The intensity will not conflict with what was previously established through consultation and engagement with the surrounding community as part of the formulation and approval of the urban design guidelines.

### 4.3 Form

Under the Neighbourhood Place Type within The London Plan, new residential development should provide for frontage onto streets, and create both vibrant and recreational spaces (\*Policy 919 and 920 –). Ground floor units to the west about the Thames River and Gibbons Park serving as a linkage to open space. Direct pedestrian walkways from each ground floor unit will be provided and connection to City sidewalk are provided to address the policies of The London Plan.

### 4.4 Traffic and Access

The site is located with frontage and access on Talbot Street. The proposed access is required to be aligned with the existing centre line of Talbot Street. As noted previously, traffic volumes in the area are of concern to residents within the community. The proposed development does not trigger the requirement for a Traffic Impact Analysis (TIA) due to lower than required trip generation. However, as part of the application, City staff are requesting that stop signs be placed at the east and west side of intersection of the access, on St. James Street. The recommended traffic calming measure would permit free flow of traffic northbound on Talbot either into the site or to the east on St. James Street, and out of the site.

Outside of the development process there are tools available for the residents to explore to further study and address traffic in the area. One such tool includes traffic calming measures to reduce the speeds on the nearby streets and to discourage cut-through traffic. The process will need to follow the Traffic Calming Practices & Procedures. If a street is qualified for traffic calming measures, majority support will be needed from the residents. This process has been articulated to the residents at the March 2019 meeting.



#### **4.5 Landscaping**

The subject lands are located within a Tree Protection Area, with a number of existing trees located on site. The intent, as recommended by staff, is to preserve as many trees possible while also recognizing that the lands are zoned for development and that some trees internal to the site are to be removed for the construction of the apartment building. The removal of identified trees and the addition of new trees will be addressed in accordance with Section 9 of the Site Plan Control By-law.

An updated tree preservation plan is required as part of second submission confirming the existing tree species, sizes, quantities, and condition. Based on the tree preservation plan, the appropriateness of tree removal and tree compensation will be determined. The proposed landscape plan maintain as many existing trees and propose native size species to compliment the development.

The top deck of the parking structure will remain at grade and treated with sod to create a continuous green space. The top deck serves as an outdoor amenity space to the residential units (\*Policy 295\_).

#### **4.6 Response to the Grosvenor Gate Urban Design Guidelines**

The Grosvenor Gate Urban Design Guidelines provide three (3) areas of focus for new development on the lands: Site Design, Building Design, and Landscaping.

With respect to site design, the proposed development is located primarily along an unopened portion of St. James Street, leading to the Gibbons Park. While the building has presence along the unopened road allowance (as an extension of the St. James streetscape) the applicant is also proposing the protection of as many of the perimeter trees as possible. It is important to note that the street edge is not defined by hard surface parking areas, but rather building and landscaping.

The primary entrance to the site is located along the St. James frontage to further promote walkability and street orientation. Pedestrian connections are also proposed in two locations along the St. James Street street frontage to provide connectivity to the park and surrounding community.

With respect to building design, the applicant is encouraged to explore the reduction of the floor plate; however, it is recognized that efforts were made to ensure that the massing has variation and articulation to create interest along the streetscape. The proposed development is in keeping with the height of the abutting apartment building to the north and does not conflict with the goals to provide a gradual transition to the east. The previously approved apartment building to the east (not yet constructed) is three (3) storeys in height and provides the transition between the existing residential development and the proposed 13 storey apartment building, the subject of this application. The applicant is proposing masonry materials (brick and stone) for the building face to ensure that the design of the building is in keeping with the character of the surrounding neighbourhood and streetscape.

The landscaping of the site will be done in accordance with the Site Plan Control By-law, and will also be sensitive to the design guidelines. Staff encourage native plantings, noting sensitivity to the nearby park. Staff are supportive of landscaping as a means to provide a buffer or screen from building elements such as foundation faces and utility features.

#### **4.7 Outstanding Site Plan Comments**

First submission site plan control comments were provided to the applicant in March 2019. The comments request that the applicant:

- finalize the tree inventory plan in accordance with Section 9 of the Site Plan Control By-law,
- provide internal garbage storage locations,

- revise the access location to be at the centreline of Talbot Street,
- provide pedestrian connection to the City sidewalk,
- consider of the reduction in the tower floor plate to reduce massing size, and
- address outstanding engineering and servicing comments.

It is noted that the applicant has provided staff with updated site plan and landscape plans demonstrating how some of the above noted matters have been addressed. These plans are expected as part of a formal second submission. For reference purposes, the identified plans have incorporated as part of this report in Appendix 'A'.

More information and details are available in Appendix 'C' of this report.

<b>5.0 Conclusion</b>
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The proposed Site Plan is consistent with the Provincial Policy Statement, has regard to The London Plan, and is in conformity with the City of London Official Plan, 1989. The application has been reviewed in accordance with the Z.-1 Zoning By-law, and, as proposed, complies with the regulations of the By-law. The proposed Site Plan and elevations will result in development that will not conflict with the character of the area, and is in compliance with the Site Plan Control By-law.

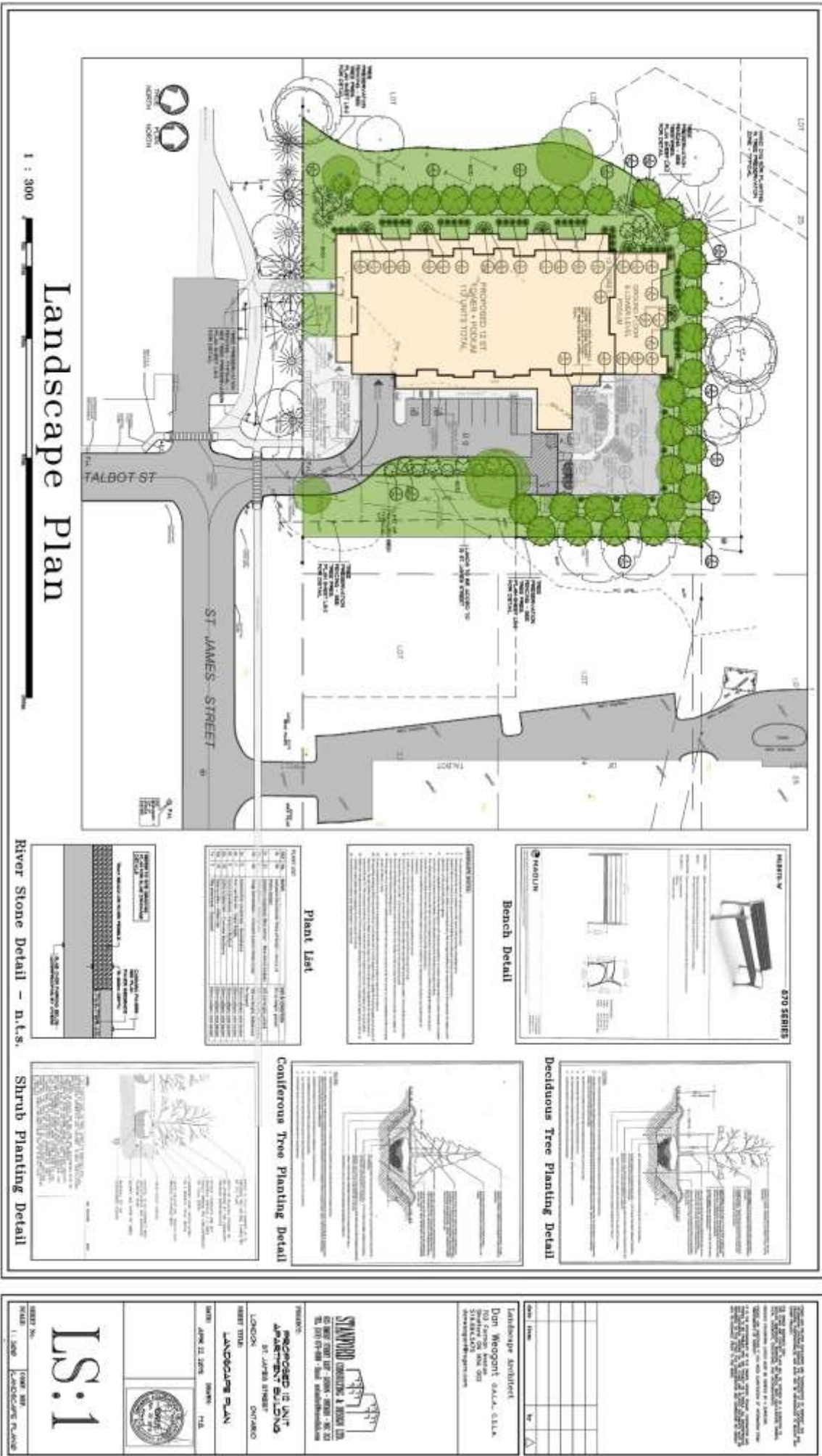
<b>Prepared by:</b>	<b>Vanessa Santos, Site Development Planner Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.Eng. Managing Director, Development and Compliance Services &amp; Chief Building Official</b>
The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

May 6, 2019  
VS/vs

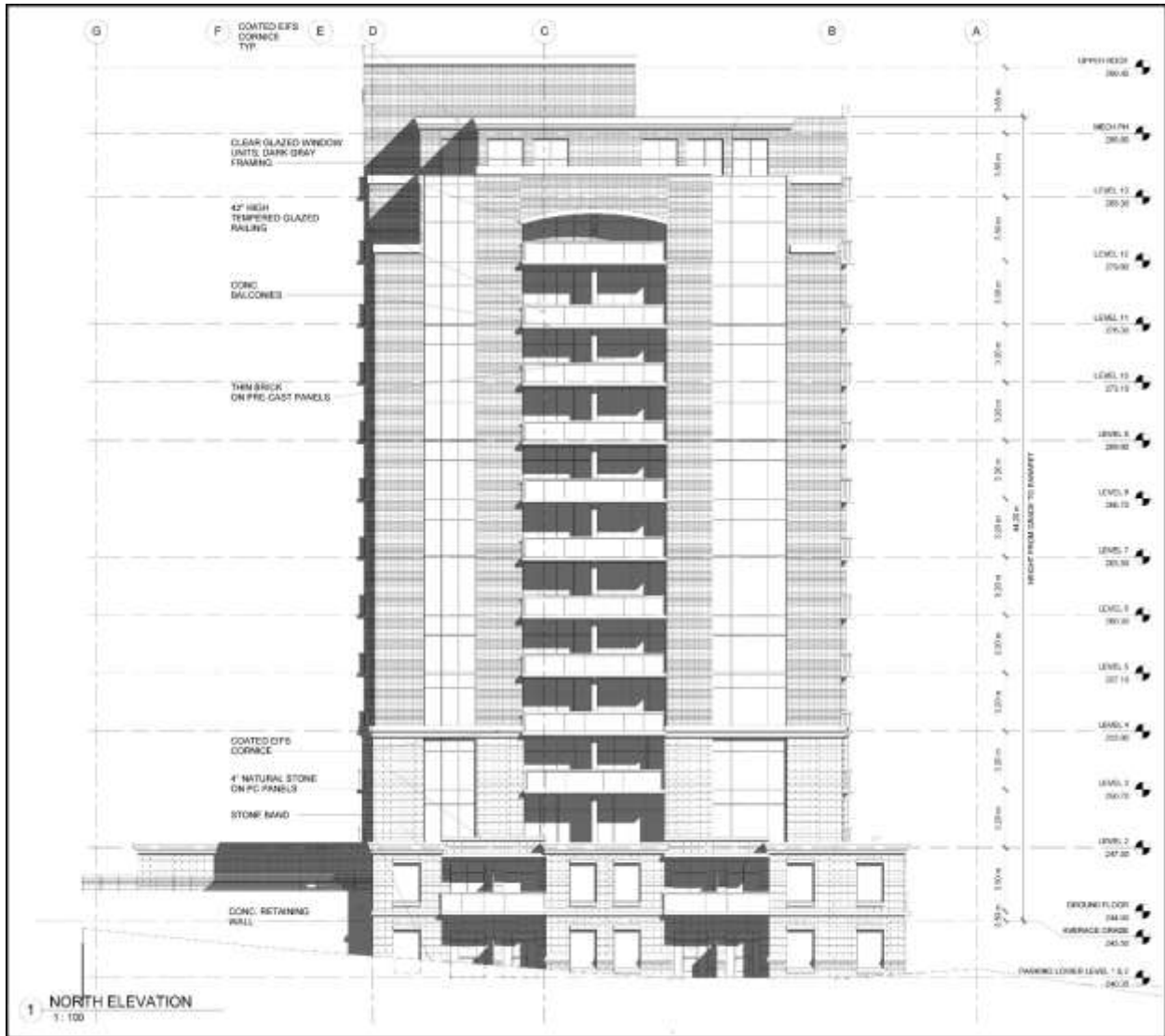
CC: Heather McNeely, Manager, Development Services (Site Plan)  
Michael Pease, Manager, Development Services - Planning  
Michael Tomazincic, Manager, Current Planning



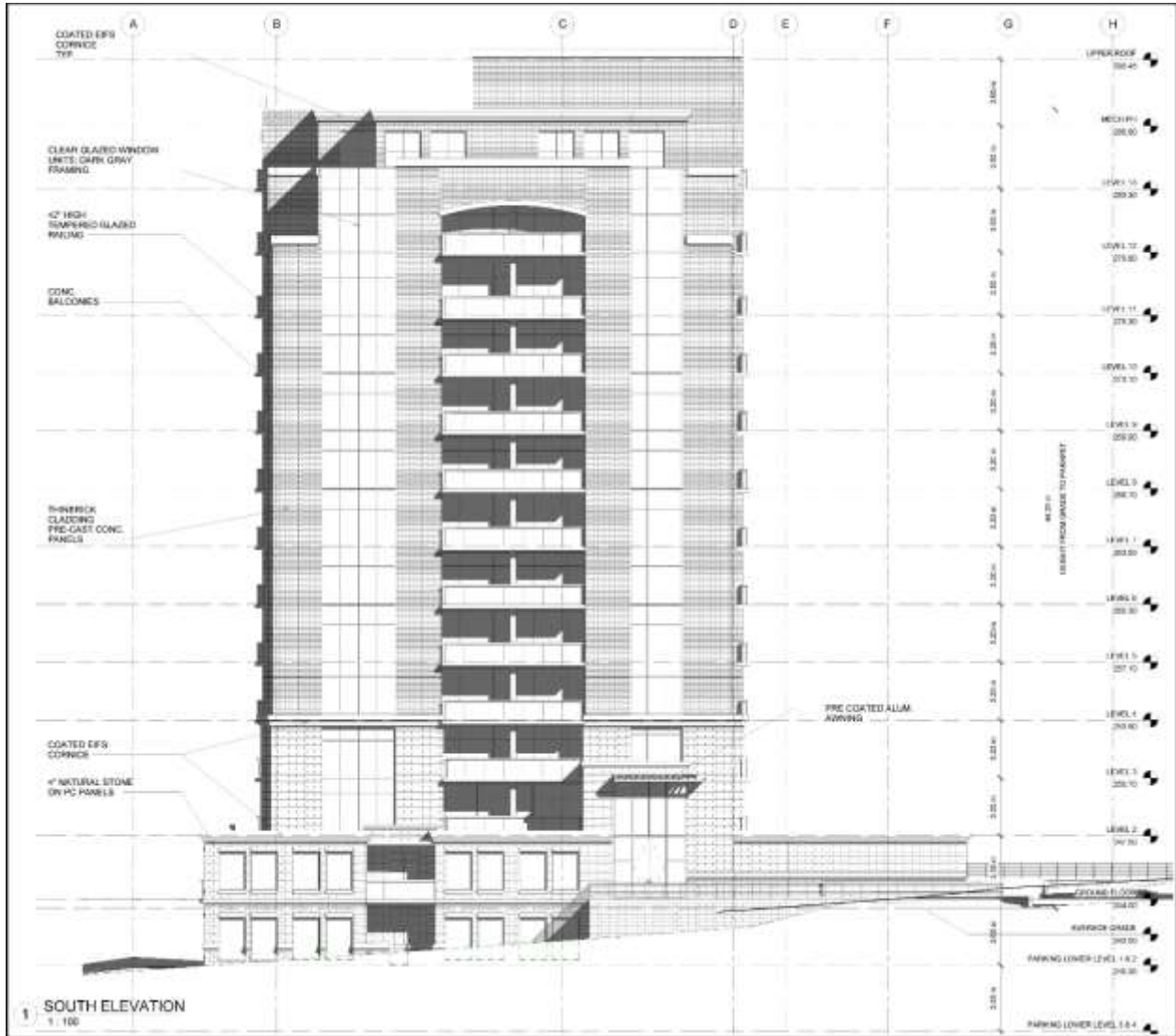
Landscape Plan



North Elevation

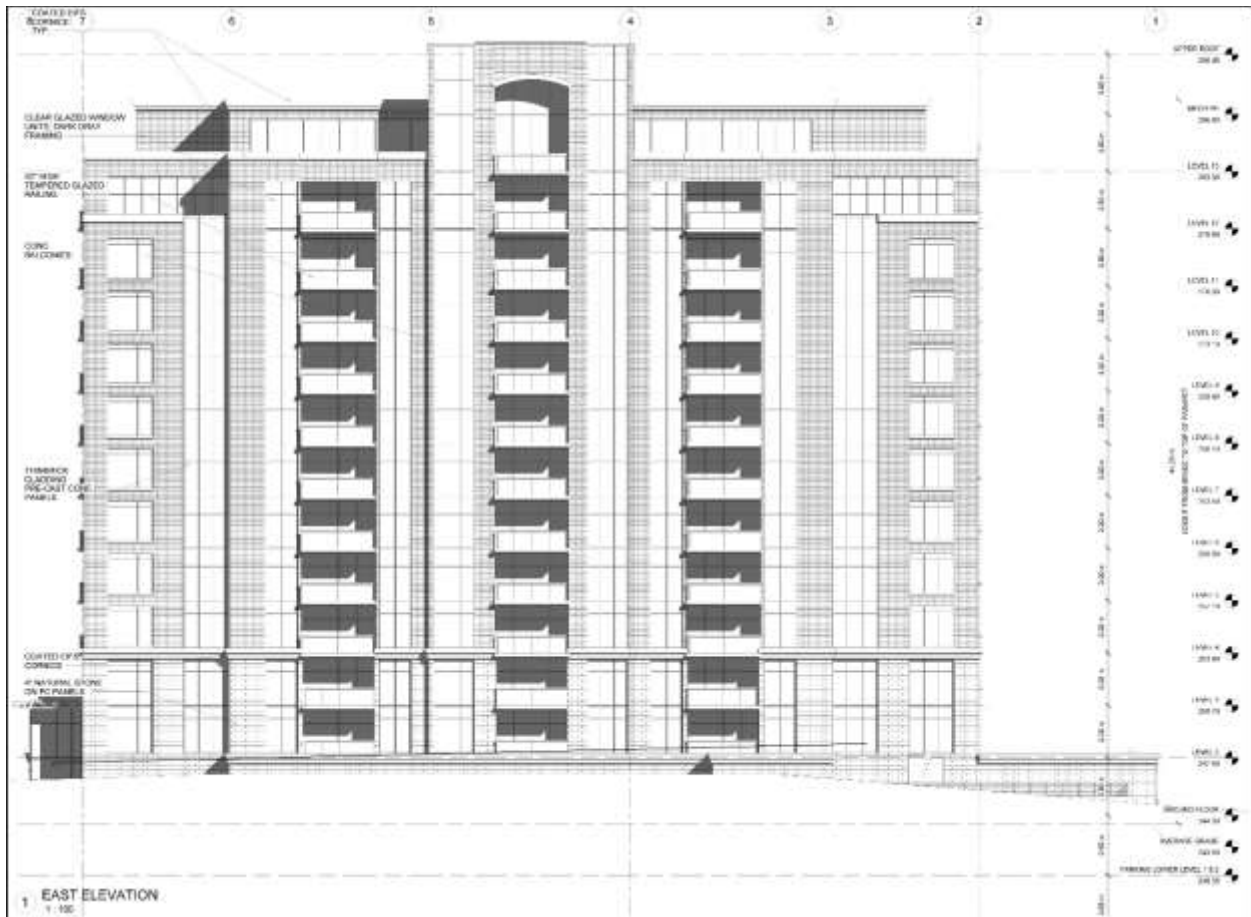


South Elevation





East Elevation





West Elevation



**Appendix B – Public Engagement**

Good morning Ken,

Please find responses to your questions in the same order below:

1. An incomplete site plan application submission was made late in December however it was not accepted to be reviewed by Development Services. When a complete site plan application is received, it will be accepted for review and a notice of application will be sent to the public (via mail to residents within 120m of the subject site, online web posting, and published in the Londoner).
2. Attached is the UDPRP memo (posted online) sent to the applicant.
3. There will be a public site plan meeting held before the Planning and Environmental Committee. The public meeting will be scheduled after the applicant submits second submission which by they have had opportunity to address first submission site plan application comments. A notice of public site plan meeting will be released when the public meeting is scheduled.
4. The City encourages the applicant to engage the community as much as possible by hosting a community meeting during the application process, however this is not a requirement under the Planning Act and the City cannot require this.
5. a) The lands are zoned to permit the apartment building use.  
b) Sometimes (and recently) there are provisions for affordable housing based on bonus zoning. In this case the lands are not bonus zoned and affordable housing was not included as a requirement of the zoning permissions for the lands. As part of the City's review of the application, the apartment building use cannot be assessed based on tenure type.  
c) The Urban Design Policy will be reviewed as part of the site plan application which includes the Grosvenor Gate Design Guidelines.

Feel free to contact myself or my manager Michael Pease with further questions.

Thank you,  
Vanessa

**Sent:** Monday, January 21, 2019 10:31 AM  
**To:** Smolarek, Jerzy <[jsmolare@London.ca](mailto:jsmolare@London.ca)>; Santos, Vanessa <[vsantos@london.ca](mailto:vsantos@london.ca)>  
**Cc:** Yeoman, Paul <[pyeoman@london.ca](mailto:pyeoman@london.ca)>; [REDACTED]  
**Subject:** 112 St. James Street

Good Morning

I understand that pursuant to the submission of an Urban Design Brief to the December 19, 2018 Urban Design Peer Review Panel regarding a proposed development at 112 St. James Street a Site Plan Application has been submitted by Zelinka Priamo Ltd., on behalf of St. James Development Corporation, regarding this development.

I would appreciate it if you could confirm and/or respond to the following:

1. If my understanding is correct, what is the file number assigned to this project by Development & Compliance Services?
2. Can you forward a copy of the UDPRP Chair's communication summarizing the EDPRP's comments with respect to the proposed development? – this should have been received within 10 business days of the UDPRP meeting noted above.
3. The projected time line for issuance of public meeting notices.
4. Have you suggested or recommended that the developer and/or consultant conduct any preliminary meetings with the local neighbourhood association regarding their proposed development?
5. What will the City's position be on this development proposal regarding the Provincial Policy Statement, 2014 with respect to:
  - a. intensification
  - b. consideration of the housing needs of all residents (affordable housing?)
  - c. encouraging a sense of place by promoting a well-designed built form

Please note that I am making this request as a resident located near this proposed development, however, you should be aware that I am also President of the St. George Grosvenor Neighbourhood Association and that any and all information I receive will be shared with the Executive Committee of the Association.

I thank you in advance for your attention to the above and look forward to hearing from you by Friday, January 25, 2019.

Ken Owen



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Hi Ken,

City staff use the Trip Generation Manual published by the Institute of Transportation Engineers in order to determine the trips generated by a development. This is the first screening exercise in order to identify the extent of an impact that a development may have on the surrounding area network. As noted below, the proposed residential development for 112 St. James Street is expected to generate much lower than 100 trips during the peak hour, which is one of the criteria that trigger a traffic study. Staff also take into consideration existing roadway capacity and adjacent arterials and public transit. There have been many similar size developments in the past that staff didn't require TIAs to be conducted.

With respect to close proximity to public transit, the number of trips are reduced by a percentage equivalent to the transit mode share. For example, based on the results from the 2016 household travel survey, the overall daily transit mode share is approximately 8%, however this percentage could be higher or lower depending on the transit ridership on each corridor within the city. With respect to the subject development, the number of trips used in the traffic analysis would be reduced by at least 8%. Richmond St has much more transit mode share, so the remaining vehicular trips would be minimal. As part of the site plan process staff have asked to align the development driveway to Talbot Street center line and for future "Stop" signs to be installed in conjunction with construction facing east on St. James Street and facing west/opposing the park access, as per Traffic Signal and Street Lighting through City By-laws. The all-way stop at this intersection will also be evaluated once the development is fully occupied and trip pattern in the area becomes stable.

Thanks  
Maged



**Maged Elmadhoon, M.Eng., P.Eng.**  
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**From:** Ken Owen redacted  
**Sent:** Monday, March 18, 2019 12:02 PM  
**To:** Elmadhoon, Maged <[melmadho@London.ca](mailto:melmadho@London.ca)>  
**Cc:** Squire, Phil <[psquire@london.ca](mailto:psquire@london.ca)>; redacted; Debbert, Barb <[bdebbert@London.ca](mailto:bdebbert@London.ca)>; Santos, Vanessa <[vsantos@london.ca](mailto:vsantos@london.ca)>; Tomazincic, Michael <[mtomazin@London.ca](mailto:mtomazin@London.ca)>; Ridley, Mark <[MRIDLEY@London.ca](mailto:MRIDLEY@London.ca)>; Giesen, Andrew <[agiesen@london.ca](mailto:agiesen@london.ca)>  
**Subject:** [EXTERNAL] RE: meeting follow up - re neighbourhood traffic

Mr. Elmadhoon,

Thank you for your prompt response to our concerns.

A review of your comments has generated a number of questions to which I hope you will be able to respond.

1. Can you share with us what “different tools” were engaged in lieu of a TIA to support the inclusion of the applicant’s following statement in their Planning Justification Report?: *“Comments received from City staff state that they do not have a concern regarding traffic impacts, and a Traffic Impact Study is not required”*
2. Can you identify which, if any, other developments were used as comparators to determine that a TIA is not required for this development?
3. Was proximity to the proposed BRT north corridor a consideration in determining the number of peak hour trips and if so how much weight did this carry when measured against current public transit options?
4. Aligning the proposed driveway with Talbot Street will in effect create a 4 way intersection at this juncture with St. James Street. If the current through traffic right of way is maintained, access to public parking located on St. James west of Talbot and the driveway to 837 Talbot Street, ingress/egress traffic associated with the proposed development and pedestrian/cycle traffic accessing the Thames Valley Trail will be compromised with the creation of additional hazardous safety conditions at this intersection. What traffic control measures will be implemented at this intersection to prevent dangerous traffic manoeuvres and maintain the safety of pedestrians?

I understand that the CSDM may be directed primarily at new subdivisions and major rehabilitation projects, however, I believe that some of its key objectives such as reducing traffic congestion and supporting the character of London’s neighbourhoods should not be abandoned when considering any improvements the intersection referred to above.

Ken Owen

On behalf of St. George Grosvenor Neighbourhood Association.

**From:** Elmadhoon, Maged [<mailto:melmadho@London.ca>]

**Sent:** March 11, 2019 10:36 AM

**To:** [REDACTED]

**Cc:** Squire, Phil; REDACTED; Debbert, Barb; Santos, Vanessa; Tomazincic, Michael; Ridley, Mark; Giesen, Andrew

**Subject:** FW: meeting follow up - re neighbourhood traffic

Dear Mr. Owen,

Thank you for your email below and for the valuable input from the St. George Grosvenor Neighbourhood Association with respect to concerns related to development and traffic in the area. My apology for not making it to the meeting last week due to sickness and thanks to Mark Ridley for attending.

City staff understand your concerns and they will be considered as part of the subject development and any other development in the area. I am happy to offer the following response to your questions in the attached document:

- - The City's Transportation Impact Assessment Guidelines document is a tool that City staff and engineering consultants use in order to determine the need and process for a traffic study. The City has the expertise to identify the extent of the impact of any development and consider mitigation measures through different tools even if a TIA was not conducted.
- - The criteria identified in the TIA are not the only factors used to make a decision for the need of a TIA, experience based on other developments and location of a development near a public transit corridor, also influence the decision.
- - The proposed residential development for 112 St. James Street is expected to generate 59 trips in the afternoon peak hour period and 34 trips in the morning peak hour period. These are not all private auto trips. A percentage of these trips will be walking and taking public transit during the peak hour periods. The number of trips generated by the subject developments are considered low and will have minimum impact on surrounding road network.
- - The area road network consisting of local, collector, and arterial streets are at or below their traffic volume capacity and will be able to accommodate the traffic generated from this development and other potential developments in the surrounding areas. For example, Richmond Street north of Oxford Street has daily traffic volume of approx.. 28,000 vehicles per day. The capacity of a 4-lane arterial is 36,000 vehicles per day. In comparison, Wonderland Road, also a 4-lane arterial carries 45,000 vehicles per day along few sections.
- - Both Talbot Street and St. James Street in the vicinity of this development are classified as Secondary Collectors In Schedule "C" of the City's Official Plan. The function of these roads is to serve through traffic and provide access to adjacent properties. These streets are expected to carry higher volumes of traffic than local streets.
- - Parking and vehicle trip generation are two distinct items, parking spaces do not transfer to vehicle trips In the peak hour.
- - Transportation staff have asked the applicant to align the proposed driveway opposite to Talbot Street and in order to provide clear sight lines for vehicles.
- - Our collision history records show that there were 20 collisions occurred within the subject area since January 1, 2014. Most of the collisions were property damage and no serious injuries. Our records do not show any road safety issues in the area.
- - With respect to Complete Streets Design Manual, this document is considered when a new subdivision is submitted or when an existing streets is reconstructed.

Moving forward, Talbot Street and St. James Street and other adjacent road network will be designed as per Complete Streets if rehabilitation and major utilities or service replacement are required.

Finally, traffic calming is another tool that can be utilized in order to mainly reduce the speeds on the streets and to discourage cut-through traffic. The residents may want traffic calming measures implemented along their streets, however the process will

need to follow the Traffic Calming Practices & Procedures. If a streets is qualified for traffic calming measures, majority support will be needed from the residents.

Please do not hesitate to call me if you have any question.

Best regards

Maged



**Maged Elmadhoon, M.Eng., P.Eng.**  
Traffic & Transportation Engineer  
Transportation Planning & Design Division  
City of London

300 Dufferin Ave. N6A 4L9

P: 519-661-CITY (2489) x 4934 | Cell: 226.448.9058 | Fax: 519.661.4734

[melmadho@london.ca](mailto:melmadho@london.ca) | [www.london.ca](http://www.london.ca)

**From:** Ken Owen

**Sent:** Friday, March 08, 2019 11:12 AM

**To:** Ridley, Mark <[MRIDLEY@London.ca](mailto:MRIDLEY@London.ca)>

**Cc:** Squire, Phil <[psquire@london.ca](mailto:psquire@london.ca)>; Debbert, Barb <[bdebbert@London.ca](mailto:bdebbert@London.ca)>; Santos, Vanessa <[vsantos@london.ca](mailto:vsantos@london.ca)>; Tomazincic, Michael <[mtomazin@London.ca](mailto:mtomazin@London.ca)>

**Subject:** meeting follow up - re neighbourhood traffic

Good morning Mark.

Thanks for stepping in at the last minute to represent the TP&D Division yesterdays meeting.

The St. George Grosvenor Neighbourhood Association has, for many years, raised concerns regarding the negative impact upon our residential community of traffic diverting from arterial corridors onto our neighbourhood streets.

The opportunity to discuss these concerns, particularly in regard to the most recent development proposal in our neighbourhood (112 St. James Street), was most welcome, however, I believe I failed to advance them in an appropriate manner. As agreed I am forwarding the attached document containing our notations and questions related to this issue.

From side discussions with Planning staff at the meeting it appeared evident that the approval processes associated with Site Plan Approvals and Zoning By-law Amendments for these two elements applicable to the 112 St. James Street development will be conducted independently and ignorantly of each other. If this is the case, I believe it is a flawed process inconsistent with sound planning principles. Although I will take this up as an issue with the responsible areas I have taken the liberty of copying Staff in the Development Services – Site Plans Division and Development Services – Current Planning Division in this email.

If you have any questions or require clarification please feel to contact me via email – [REDACTED] or telephone [REDACTED].

We look forward to your response.

Ken Owen

President, St. George Grosvenor Neighbourhood Association (SGGNA)



**Appendix C: Agency/Departmental Comments**



300 Dufferin Avenue  
P.O. Box 5035  
London, ON  
N6A 4L9

c/o Harry Froussios  
St. James Development Corp  
237 Appin Rd  
Glencoe, ON  
N0L 1M0

March 28, 2019

**Re: Site Plan Control Approval for 112 St. James Street London ON – File Number SPA18-140**

The City's appointed officers have the following comments regarding your above Application for Site Plan Control Approval. The Applicant is to provide a response to all City comments and submit it with their next Site Plan Control Approval submission:

Please see enclosed: Memos from the: UTRCA, Canada Post, London Hydro; draft Zoning Referral Record; OBC Checklist; and Engineering Redline drawings.

<b>General Comments:</b>
<ol style="list-style-type: none"><li>1. Realignment of access is needed; see transportation comments below.</li><li>2. Confirm the details of the rezoning; the additional land may change the access and parking alignment.</li><li>3. This area is located within a Tree Protection Area; no trees are to be removed prior to site plan approval or with a separate tree removal. The tree inventory report/ plan (in accordance with Section 13 of the Site Plan Control By-law) is still outstanding, please include as part of next submission.</li><li>4. Details of the community meeting received.</li><li>5. Provide a photometric plan with next submission.</li><li>6. Consensual tree removal fees to be confirmed.</li><li>7. Parkland dedication required prior to issuance of permit.</li><li>8. Submit details of the access &amp; servicing easement.</li><li>9. The development agreement of this site plan will be registered over both parcels (including the 124 St. James St. to the east) to accommodate the access.</li></ol>
<b>Response:</b>
<ol style="list-style-type: none"><li>1.</li></ol>

<b>Site Plan Comments:</b>
<ol style="list-style-type: none"><li>1. Internal location of long term bicycle storage to be confirmed on the site plan/ lower level parking plans and site data table.</li></ol>
<b>Response:</b>
<ol style="list-style-type: none"><li>1.</li></ol>

<b>Landscape Comments:</b>
<ol style="list-style-type: none"><li>1. Clearly indicate which trees are to be removed and are to be preserved on the tree preservation plan (LS:2)</li><li>2. Landscape comments will be confirmed after the inventory is completed and submitted.</li><li>3. Include a walkway between the City sidewalk along St. James to the principle building entrance in order to provide a safe and convenient pedestrian connection.</li></ol>
<b>Response:</b>
<ol style="list-style-type: none"><li>1.</li></ol>

<b>Building Design Comments:</b>
<ol style="list-style-type: none"><li>1. The previous design submitted through Site Plan Consultation included a relatively square floor plate while the latest submission includes a rectangular floor plate which creates a slab like building massing. Explore opportunities to reduce the tower floor plate in order to reduce</li></ol>



massing of the building and subsequent shadow impacts on surrounding properties including the Thames Valley Corridor.

- 
- 2. Provide further information on the proposed materials including the brick cladding, and provide locations of spandrel glazing.

**Response:**

- 1.

**Engineering Comments:**

*General*

1. Show easement limits (including existing access easement) over proposed development lands, as well as external lands shown.
2. Include revised access concept with next submission. Drawings are to be coordinated with rezoning of the rectangular parcel to the east.

*Transportation*

1. If access remains as shown, Align driveway to Talbot Street center line.
2. Future stop sign to be installed in conjunction with construction facing East on St. James Street, opposing the park access, as per Traffic Signal and Street Lighting through City By-laws.

•  
*Servicing*

1. As currently shown all minor flows from the driveway and front parking area are shown to sheet flow over the TVP to Talbot Street. Revise to capture minor flows and prevent slipping conditions.
2. Provide lockable lid for proposed sanitary sewer maintenance hole within the park lands.

*Grading*

1. Structural drawings are required for retaining walls above 1.0m in height. Ensure the wall and its footings are located entirely on private lands.

**Response:**

Should you have any questions regarding your request for site plan approval please contact myself at 519-661-2489 x 4847 or vsantos@london.ca.

Yours truly,

Vanessa Santos  
Site Development Planner

Response to the UDPRP Comments



February 22, 2019

Vanessa Santos  
Site Development Planner  
Development Services  
City of London  
300 Dufferin Avenue  
London, ON  
N6A 4L9

Dear Ms. Santos:

**Re: Application for Site Plan Approval  
St. James Development Corp.  
112 St. James Street  
London, ON**  
**City File: SPC 18-174**  
**Our File: STA/LON/18-02**

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On behalf of St. James Development Corp., we are pleased to provide the following responses to the Urban Design Peer Review Panel (UDPRP) Memo, which contains comments on the proposed development subsequent to the UDPRP meeting held on December 19, 2018.

UDPRP Comment #1:

- *The Panel recognizes the importance of this property and the proposed site development as a terminating view from both St. James and Talbot Streets. It is important that the site design and built form address this view-shed as further discussed in comments below*

Response:

Acknowledged.

UDPRP Comment #2:

- *At the meeting, the proponent indicated that they are planning on proceeding with an Official Plan and Zoning bylaw amendment to "square off" the property. The Panel is of the opinion that this is an important step in resolving site organization, particularly with respect to pedestrian and vehicular access to the street as well as to accommodate the recommended changes to the ground floor identified below.*

Response:

The Official Plan and Zoning By-law Amendment applications are currently being processed by the City; however, it is important to note that the location and size of the building, and the majority of all other site components are unaffected by the proposed amendments.

UDPRP Comment #3:

- *The Panel does not support the current organization of the ground floor and access / circulation through the site - with loading, garbage and garage doors and a dead-end driveway as the primary view into the site from the street. The front door should be the focal point at the view terminus, directly accessible and visible from the public street, and creating a connection of this property to the neighbourhood. The Panel also questions the functionality of the driveway relative to turn-arounds and does not support its location in front of the building. The Panel recommends that the "east-west" driveway be eliminated and that "back of house" activities (access to the underground garage, loading, etc.) be located at the northern portion of the ground floor, at the end of "north-south" driveway, out of view from the public realm and minimizing potential conflict with pedestrians and vehicles.*

Response:

The dead-end driveway extending to the south west corner of the property, has been eliminated. The eastern surface parking and driveway have been kept serving as a link to the garage entrance. The garage entrance has been relocated to the east side while the garbage door has been deleted and replaced with an exterior waste collection area. The front door has been moved to a more prominent 2 storey focal point in the southeastern corner marked with a canopy, creating a more strengthened public street view.

UDPRP Comment #4:

- *The southeast portion of the building is one of the most important elements of the building, yet it is one of the least developed with significant expanses of blank wall and servicing garages. The southeast portion of the building should be modified to create the primary pedestrian entrance to the building and should also include active uses (e.g., townhouses, indoor amenity spaces).*

Response:

Due to the importance of the southeast portion of the building as stated above, access and circulation have been completely re-considered. The new concept shows a pedestrian link to the building at the south. Two story townhouses with the new concept wrap around the north and west sides of building and continue to the south side to better relate to the surrounding context.

UDPRP Comment #5:

- *The scale, massing, and expression of the building in this area should address the surrounding residential context through wrapping the podium around front facade. This could also include shifting the tower to the north to shifting massing back from the street to better address the neighbourhood character. This could include integrating two storey townhouses on the south side of the building, where they will better relate to the surrounding context.*

Response:

The scale, massing and expression of the building have been modified. The tower has been set back which is creating a more prominent podium.

UDPRP Comment #6:

- *It is important that the relationship of site along its front with the trail be resolved. Some plans show an at-grade pedestrian connection, while others demonstrate a significant retaining wall interfacing with the public realm. A retaining wall along the south portion of the proposed development is not an appropriate design solution and should be revised in accordance with the recommendations noted above.*

Response:

The large retaining wall on the south side has been significantly cut down by the absence of the drive way and presence of the townhouses.

UDPRP Comment #7:

- *Tree protection is an important element to be considered in integrating this project into its neighbourhood context and establishing a pedestrian connection.*

Response:

Tree preservation has been maximized to the greatest extent possible in order to allow for the proposed development, as shown on the Tree Preservation Plan. A significant amount and wide variety of new plantings are proposed to enhance both the proposed development and the streetscape.

UDPRP Comment #8:

- *The Panel has a preference for a taller, slender tower on this site per London Plan policy 293.*

Response:

A slender tower on the south street view side has been provided with the new concept improving the overall public view from the walkway. It should also be noted

that a goal of the proposed development is to maximize the permissions (i.e. height, density) granted in accordance with the existing zoning for the subject lands.

UDPRP Comment #9:

- *In addition to the comments above, the building design should be refined to address:*
  - *Scale / context of project in site - including proposed townhouse development to the east*
  - *Base of building relative to the Thames Valley walkway, podium and response to height (e.g. rhythm of townhouses, and fenestration),*
  - *Orient additional townhouses to face the park (instead of north),*
  - *Stone cladding on the bottom of the tower seems poorly proportioned, and "shortens" the building,*
  - *Placement of windows should be reconsidered to narrow the extent of solid wall in between windows which will increase the visual verticality,*
  - *Cornices should be explored further for scale, projection, placement, and necessity,*
  - *the Panel questions the arched windows at the top in context with rest of design,*
  - *Location of east wall of mechanical penthouse and its glazing,*
  - *Balconies on east side give a wide appearance— redesign to contribute to the vertical massing*

Response:

The building design addresses the scale of cornices in relationship with the building masses. The continuous spans of the balconies giving a wide appearance have been treated by providing shorter spanning balconies interrupted rhythmically.

Visual verticality of building has been improved by reconsidering the extent of solid wall in between windows. The new concept adds significantly more glazing to the facades in the form of vertical window walls.

UDPRP Comment #10:

- *A pedestrian access from the building to the parkway trail should be provided for residents to access this important community amenity.*

Response:

A pedestrian access has been provided from the south side of the building to the existing sidewalk along St. James Street that provides direct access to the abutting park.

UDPRP Comment #11:

- *From a site plan submission perspective, the following should be addressed:*



February 22, 2019

- The urban design brief should include the shadow analysis as well as a 3D rendering at street level in context with the existing neighbourhood and proposed townhouse project to visualize its integration with the neighbourhood, particularly from terminating street views.
- Landscape plan is illegible with existing and proposed trees included with proposed site plan. A cohesive landscape design should demonstrate how existing trees are protected and proposed landscape design integrates this important project into its context with the community and adjacent trail system/parkland.
- All plans should be coordinated.

Response:

The Urban Design Brief has been updated to the new drawings and also includes the Shadow Study.

A separate Landscape Plan and Tree Preservation Plan are provided for better clarity.

All plans have been coordinated.

We trust that the above and attached information is complete and satisfactory for your purposes and look forward to a timely approval process. Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

**ZELINKA PRIMO LTD.**



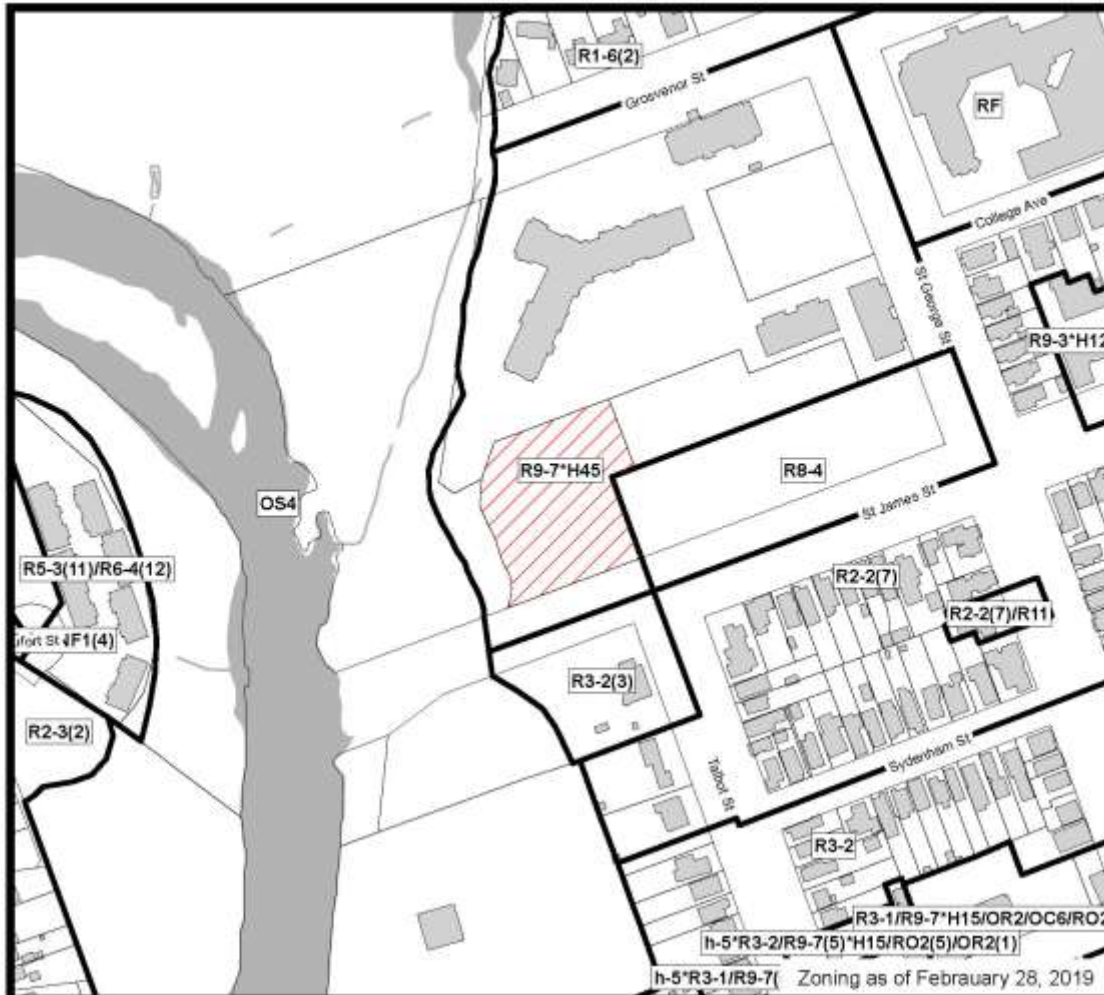
Harry Froussios, BA, MCIP, RPP  
Senior Associate

Attach.

cc: St. James Development Corp,  
Saad Khalaf – HGA Ltd.

**Appendix D – Zoning, TLP and Official Plan Map excerpts**

**Zoning Excerpt**



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

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
 BY-LAW NO. Z.-1-192740  
 SCHEDULE A**



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

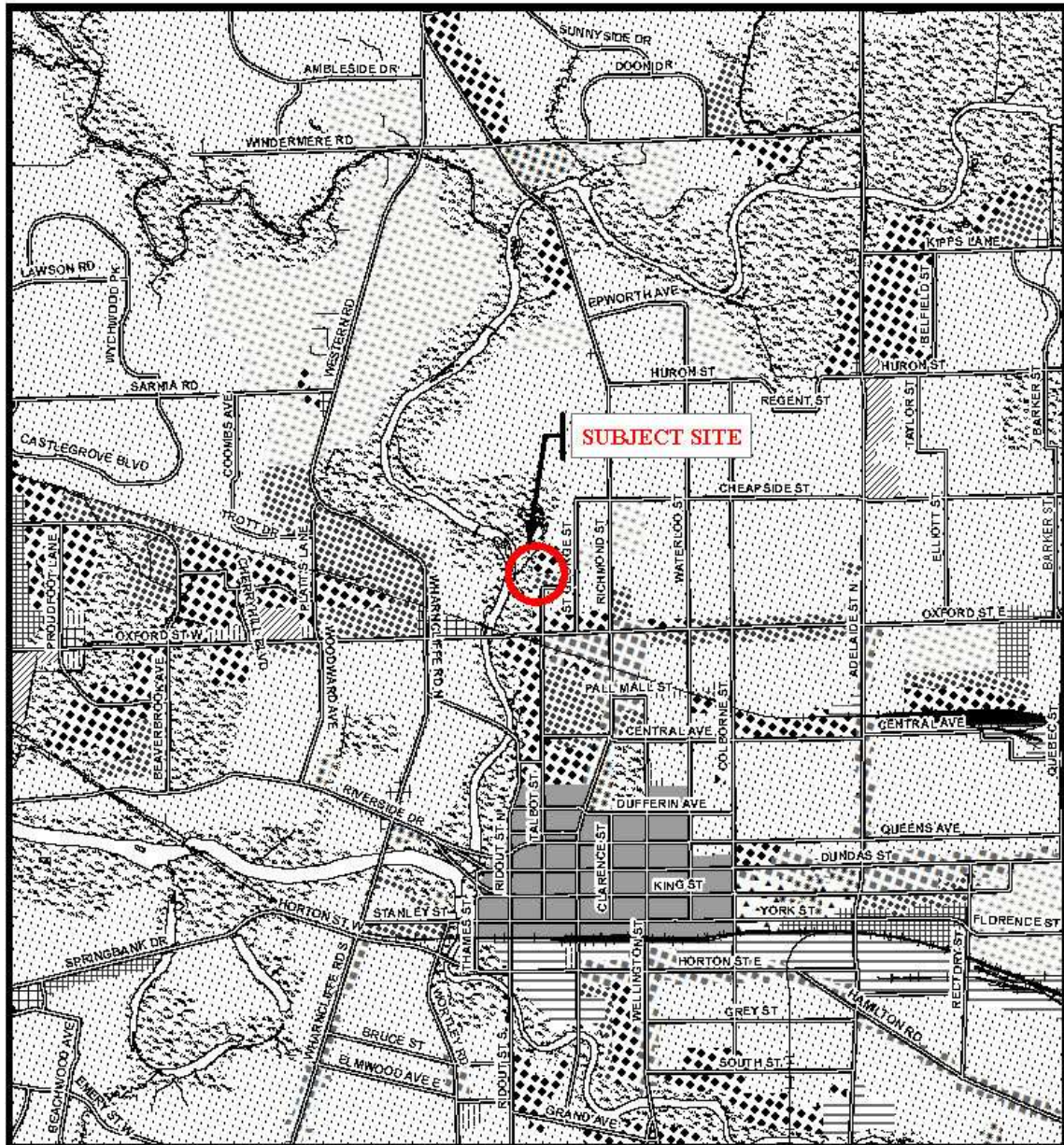
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MAP PREPARED:  
 2019/04/25 rc

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Official Plan Excerpt



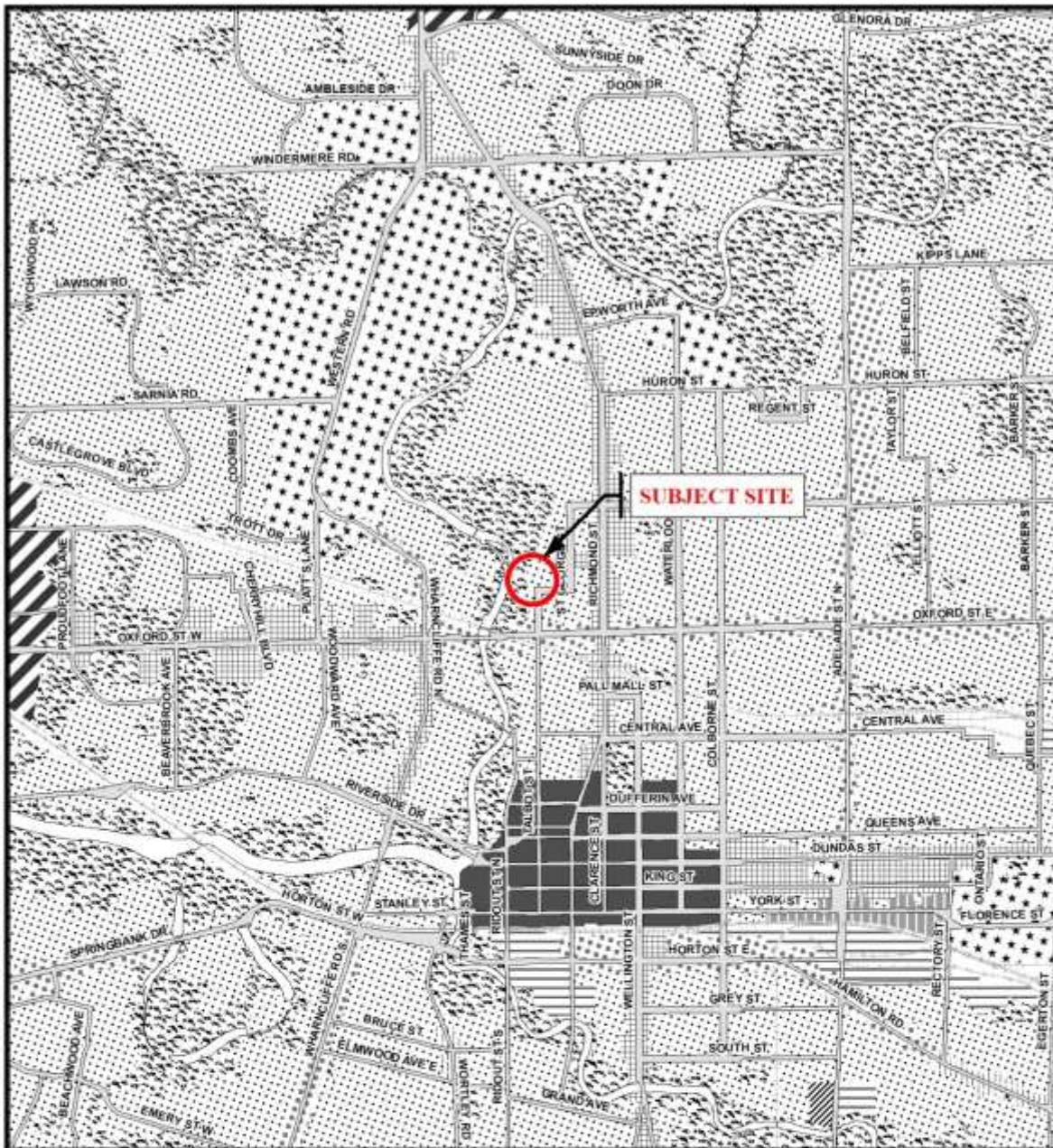
Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
NewFormat Regional Commercial Node	Office/Residential	Commercial Industrial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

<p><b>CITY OF LONDON</b>                  Planning Services /                  Development Services  <b>OFFICIAL PLAN SCHEDULE A</b>                  - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1200 1500 Meters</p>	<p><b>FILE NUMBER:</b> SPA18-140</p>
		<p><b>PLANNER:</b> VS</p> <p><b>TECHNICIAN:</b> MB</p> <p><b>DATE:</b> 2018/04/25</p>



**The London Plan**



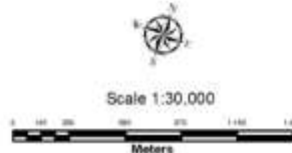
**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| 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.*

*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**  
 Planning Services /  
 Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning Services



**File Number:** SPA18-140  
**Planner:** VS  
**Technician:** RC  
**Date:** April 29, 2019