

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Grosvenor Development Corporation
Part of 124 St. James Street

Public Participation Meeting on: July 22, 2019

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Grosvenor Development Corporation relating to the property located at 124 St. James Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend the 1989 Official Plan by changing the policies of Section 3.5.3 ii) – St. George/Grosvenor Neighbourhood – Multi-family, Medium Density Residential, to permit the use of a portion of 124 St. James Street contiguous with 112 St. James Street, having an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, for high density residential uses only in conjunction with the development of a high rise apartment building on lands described as 112 St. James Street.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend The London Plan by changing policy 1022_ – St. George/Grosvenor Neighbourhood – Medium Density Residential, to permit the use of a portion of 124 St. James Street that is contiguous with 112 St. James Street, having an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, for a high-rise, high density apartment building, only in conjunction with the development of a high rise apartment building on lands described as 112 St. James Street;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend Zoning By-law No. Z.-1, in conformity with the 1989 Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R8 (R8-4) Zone, **TO** a Residential R9 (R9-7-H45) Zone.

Executive Summary

Summary of Request

The applicant requested an amendment to the 1989 Official Plan to change the designation of part of 124 St. James Street from Multi-family, Medium Density Residential to Multi-family High Density Residential. The intent was to facilitate the future severance of a portion of 124 St. James and its consolidation with 112 St. James Street for the purpose of constructing a 13 storey, 122 unit apartment building with an associated underground parking structure. The proposed building is to be located entirely on the neighbouring lands at 112 St. James Street. The addition of part of 124 St. James Street to the larger neighbouring lands is to facilitate the direct alignment of the proposed private driveway servicing the apartment building with the terminus of Talbot Street where it meets St. James Street, and to increase the permitted number of units from 112 units to 122 units based on a density calculated on a larger parcel of land.

Upon further discussion with City Staff, the applicant agreed to a change to the text of the specific policies for the St. George/Grosvenor area instead of a mapping change from the Multi-family, Medium Density Residential designation to the Multi-family, High Density Residential designation.

The applicant did not request a change to The London Plan stating that there was a site-specific appeal on the subject lands and that The London Plan did not apply. In order to provide transparency for policy interpretation and to ensure continuity of any Council decision regarding these lands once the appeal has been dealt with and The London Plan is in force and effect, City staff also gave notice for both the 1989 Official Plan and The London Plan of a possible change to the area specific policies for the St. George/Grosvenor Neighbourhood to permit the requested use.

The applicant also requested an amendment to Zoning By-law Z.-1 to change the zoning from a Residential R8 (R8-4) Zone to a Residential R9 (R9-7·H45) Zone to match the existing zoning at 112 St. James Street.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendments to the 1989 Official Plan and The London Plan is to allow for the use of part of 124 St. James Street for high density residential uses only in conjunction with the development of a high rise apartment building on lands at 112 St. James Street within the St. George/Grosvenor Neighbourhood.

The recommended zoning will not permit a standalone apartment building on that part of 124 St. James Street that is the subject of this application, because it will not meet the zone regulations of the Residential R9 (R9-7·H45) Zone on its own. When these lands are consolidated with and developed in conjunction with 112 St. James Street, a 122 unit apartment building will be permitted.

Rationale of Recommended Action

1. The recommended Official Plan and Zoning By-law amendments are consistent with the Provincial Policy Statement, 2014.
2. The recommended 1989 Official Plan amendment will provide policies to facilitate the addition of the subject lands to a property that is already zoned for high density residential development, providing for the direct alignment of the private driveway servicing the development with the terminus of Talbot Street where it meets St. James Street, supporting Official Plan policies and City standards for the alignment of access locations on development sites. The marginal increase in the number of units to be accommodated as part of the proposed development at 112 St. James Street will not cause a cumulative impact on the ability to develop the site or on the surrounding neighbourhood. The amendment conforms to the general intent of the Official Plan.
3. The recommended amendment to The London Plan will provide policies to facilitate the addition of the subject lands to a property that is already zoned for high density residential development, providing for the direct alignment of the private driveway servicing the development with the terminus of Talbot Street where it meets St. James Street, supporting City standards for the alignment of access locations on development sites. The marginal increase in the number of units to be accommodated as part of the proposed development at 112 St. James Street will not cause a cumulative impact on the ability to develop the site or on the surrounding neighbourhood. The amendment conforms to the general intent of the in-force policies of The London Plan.
4. The recommended amendment to Zoning By-law Z.-1 will conform to the 1989 Official Plan and The London Plan as recommended to be amended and provide for seamless development of the site with an appropriate access location and safe traffic control.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site has an approximate area of 574 square metres located on the north side of St. James Street directly north of the terminus of the Talbot Street road allowance where it meets St. James Street. It is part of a larger landholding known as 124 St. James Street which extends along the entire frontage from Talbot Street to St. George Street. The subject site is currently vacant with a variety of existing mature trees. The balance of the property provides one of several private driveways and related parking that service the existing apartment buildings to the north and east.

To the immediate west of the subject site is 112 St. James Street, which is proposed to be developed in conjunction with the subject site for a 13 storey, 122 unit apartment building. Gibbons Park and the Thames River lie beyond 112 St. James Street to the west. Four apartment buildings (1 Grosvenor Street – 13 storeys; 9 Grosvenor Street – 7 storeys; and 291 and 295 St George Street – 4 storeys each) lie to the north and northeast. Lands east of St George Street include single detached dwellings, converted duplexes, a day care facility and a low-rise apartment building. To the south of the site there is an established residential area development in the form of single family dwellings, some of which have been converted to duplexes.

Talbot Street and St. James Street are both classified as Neighbourhood Connector streets in The London Plan, and as Secondary Collector roads in the 1989 Official Plan.

1.2 Current Planning Information (see more detail in Appendix F)

- Official Plan Designation – Multi-family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R8 (R8-4) Zone

1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – approximately 12.9 metres (42.3 feet)
- Area – approximately 574.1 square metres (6,180 square feet)
- Shape – rectangular

1.4 Surrounding Land Uses

- North – apartment buildings
- East – balance of lands (vacant except driveways and parking) single detached dwellings, converted duplexes, day care and apartment building
- South – single detached dwellings, converted dwellings
- West – related development site, Gibbon's Park, Thames River

1.5 Intensification (identify proposed number of units)

- The lands are within the Primary Transit Area
- The requested action will allow 10 residential units in addition to 112 units already permitted by the existing zoning at 112 St. James Street.

1.6 Appeal to the Local Planning Appeals Tribunal

- The subject site is the subject of an unresolved appeal to The London Plan on the basis of loss of previous development rights for the larger abutting landholdings including 1 & 9 Grosvenor Street; 291, 295 and 301 St. George Street, and 124 St. James Street.

1.6 Location Map

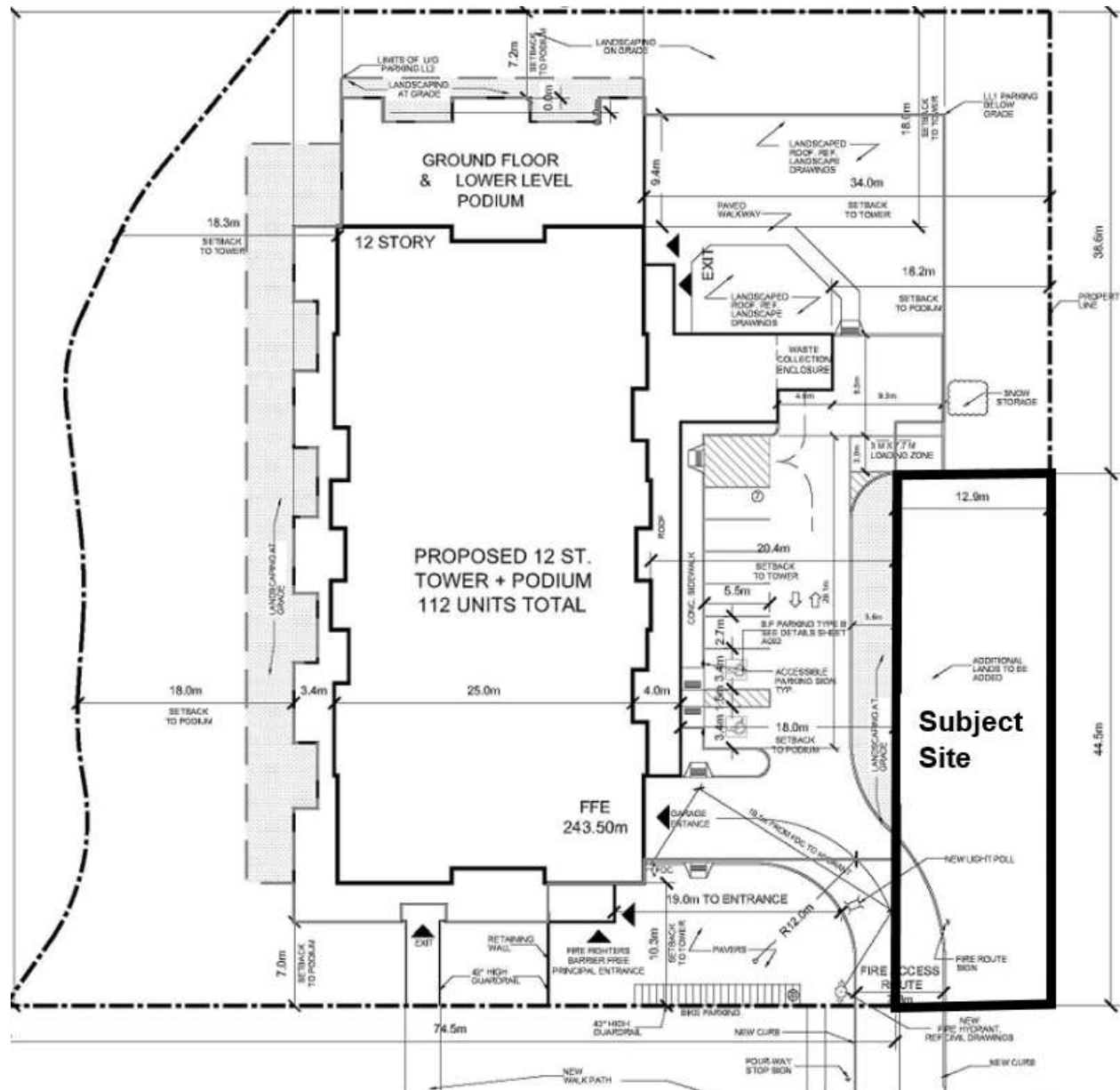


2.0 Description of Proposal

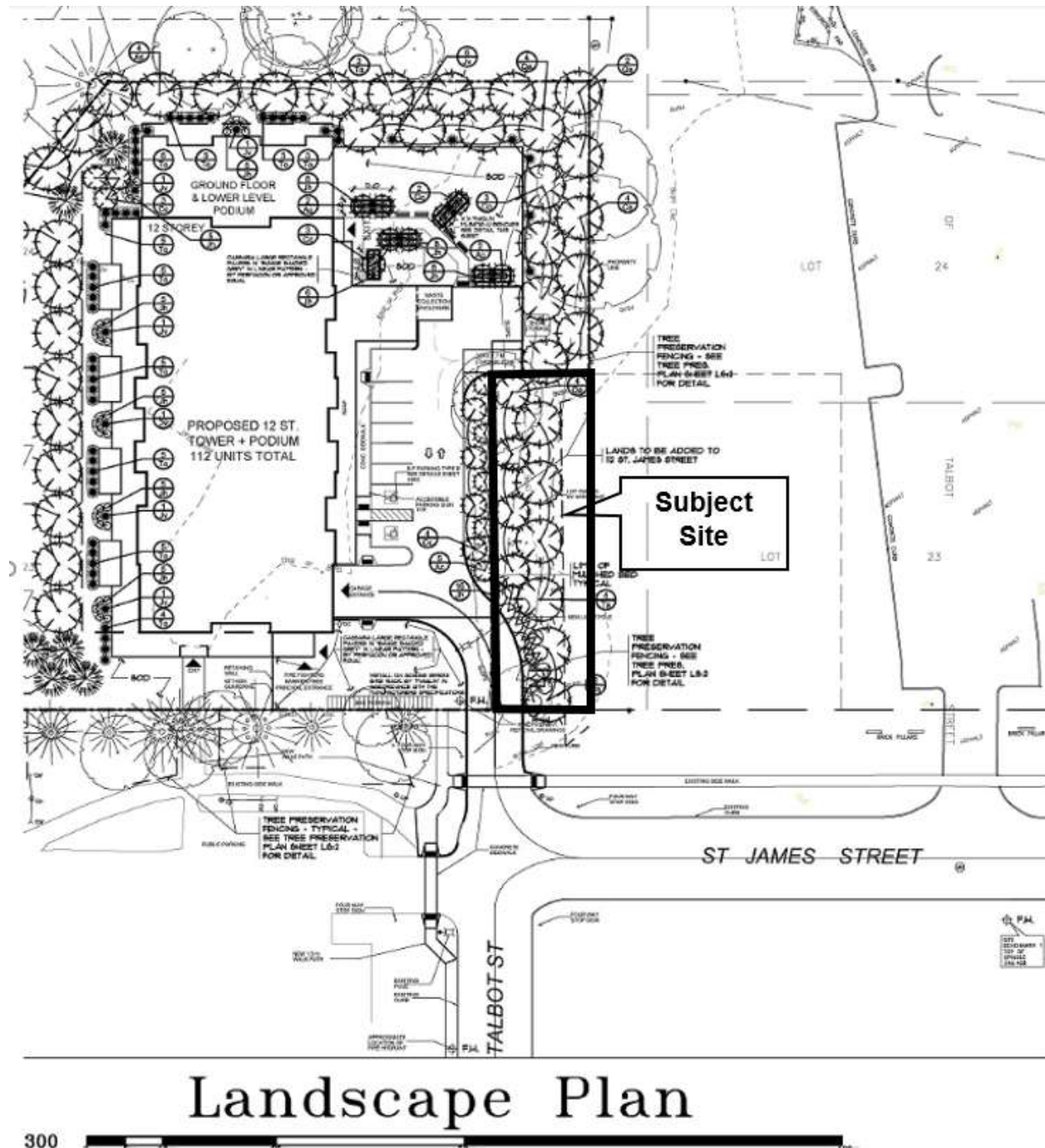
2.1 Development Proposal

The applicant intends to sever the subject site from the balance of the lands and develop it in conjunction with the neighbouring apartment development site at 112 St. James Street to the immediate west. The Official Plan and Zoning By-law amendment application under consideration is to facilitate the provision of appropriate vehicular access to the proposed apartment building, and allow for an increase in the number of residential units within the proposed 13 storey apartment building from 112 to 122 units based on the permitted density calculations for a slightly larger land area. The proposal does not include the construction of any buildings on the subject site.

Site Plan (3rd Site Plan Submission, Under Review)



Landscape Plan (3rd Site Plan Submission, Under Review)



3.0 Relevant Background

3.1 Planning History

Application for Consent and Grosvenor Gate Urban Design Guidelines – Divide existing apartment buildings from vacant lands

In October 2011, the City received an application for consent to sever (file B.054/11) for 1 and 9 Grosvenor Street; 291, 295 and 301 St. George Street; 120 and 124 St. James Street. The request was to sever a 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 requirements for the creation of easements and rights-of-way, parkland dedication and the preparation of urban design guidelines.

As a result of the condition regarding urban design guidelines, in November, 2012, Council adopted the Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines (OPA #542, file O-8102) as a Guideline document under Section 19.2.2 of the 1989 Official Plan.

Site Plan Application and Minor Variance – Lands fronting St. James Street

In September 2012, the City received a minor variance application (file A.106/12) to increase the height to 14 metres whereas 13 metres is the maximum, reduce the side yard setback to 5 metres whereas 7 metres is required, and to reduce the interior side yard setback to 1.8m whereas 6 metres is required. This application was made to support a site plan application (SP12-032350) submitted in October of 2012 for two low-rise apartment buildings fronting St. James Street in the area designated and zoned for medium density residential development.

On October 29, 2012 the minor variance 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 5th, 2012 report to the Planning and Environment Committee.

The Site Plan was approved in December, 2014. The addresses assigned to the two future buildings were 140 and 150 St. James Street while the site itself continued to be described as 124 St. James Street.

Application for Consent to Sever – Create 112 St. James Street

In 2016 a Consent to Sever application (B.019/16) was received by the City to divide what is now 112 St. James Street from 124 St. James Street and create an access easement. The easement for vehicular and pedestrian access was registered in June, 2017 and coincides with the subject site for this application to amend the Official Plan and Zoning By-law.

Application for Consent to Sever – access easements over 301 St. George Street and 124, 140 and 150 St. James Street (vacant lands) in favour of 291 and 295 St. George Street, and 1 and 9 Grosvenor Street (existing apartment building sites)

On November 28, 2018, the City received an application (B.051/18) for the creation of easements over the existing driveways and parking areas on otherwise vacant land in favour of the developed properties. Since these easements conflict with the site plan approved in 2014 for two low-rise apartment buildings fronting St. James Street, the conditions of consent require that the Owner enter into a consent agreement to be registered on title, that includes a requirement for the Owner to de-register or amend the existing development agreement to conform to the limits of the easement and the Grosvenor Gate Design Guidelines (Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines).

Site Plan Control Application – 112 St. James Street

In March 2019, the City received a Site Plan Control Application (file SPA18-140) for the proposed 13 storey, 112 unit apartment building. Conditional approval was granted, subject to the applicant satisfying the requirements of the City, including a public site plan meeting that was held on May 13, 2019. City staff are currently reviewing 3rd submission drawings which address comments provided from previous reviews, as well as comments directed to staff as part of the public meeting.

At the public site plan meeting, City staff discussed the possible increase in number of units from 112 to 122 residential units as a result of the Official Plan and Zoning By-law

amendment application that is the subject of this application (OZ-9012). The applicant has indicated that the increase in the number of units would be contained within the proposed building without exterior changes.

Zoning By-law and Official Plan By-law Amendment Application – Part of 124 St. James Street (application subject of this report)

In December 2018, the Official Plan and Zoning By-law amendment applications that are the subject of this report were received.

Consent to Sever – part of 124 St. James Street to be conveyed to 112 St. James Street

On July 5, 2019, the City received an application (B.031/19) to sever the lands that are the subject of the current Official Plan and Zoning By-law amendment and to merge them with 112 St. James Street. This application is currently under review.

3.2 Requested Amendment

1989 Official Plan

The applicant has requested to change the designation of the subject site in the 1989 Official Plan from Multi-family, Medium Density Residential to Multi-family, High Density Residential to permit low and high rise apartment buildings, apartment hotels, multiple-attached dwellings, emergency care facilities, nursing homes, rest homes, homes for the aged, and rooming and boarding houses. The City also advertised possible changes to the Policies for Specific Residential Areas to allow a high-rise, high density residential development at this location within the St. George/Grosvenor Neighbourhood. Following discussions with City staff, the applicants agreed an amendment to the Specific Policy rather than a mapping change would be appropriate. No additional notice was required as this approach was contemplated by the notices already circulated.

The London Plan

The applicant did not request a change to The London Plan as the lands are subject to a site-specific appeal and therefore the relevant policies of The London Plan did not apply. City staff advertised possible changes to the Specific Policies for the Neighbourhoods Place Type to allow a high-rise, high density apartment building at this location within the St. George/Grosvenor Neighbourhood.

Zoning By-law

The applicant requested an amendment to Zoning By-law Z.-1 to change the zoning of the property from the Residential R8 (R8-4) Zone to the Residential R9 (R9-7-H45) Zone that already applies to the neighbouring lands at 112 St. James Street. The requested zone permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities with a maximum density of 150 units per hectare and a maximum height of 45 metres (13 storeys). The minimum lot frontage is 30 metres and the minimum lot area is 1000 square metres. The applicant is using the as-of-right density bonus for the Residential R9 Zone categories that allows for the density of the residential development to increase by 3 units for every 70 square metres of exterior common open space provided at grade in excess of the landscaped open space required by the By-law.

3.3 Community Engagement (see more detail in Appendix B)

Eight (8) members of the public replied to this application. Their comments are summarized as follows:

- too much intensity in the apartment building proposal;
- proposed building is too tall;

- additional 10 units would make the proposed building bigger;
- blocked views from existing apartment building;
- shadow impacts;
- if zoning is in place for a number of years and not utilized, can it be appealed?
- increase in traffic volume during high traffic hours; a Traffic Impact Study should be required;
- possible negative traffic impacts on trail and park access to Gibbons Park;
- apartment building proposal does not fit with houses and history of the area;
- how will this development respect and impact the proposed St. George/Grosvenor Heritage Conservation District;
- destroy the beauty of the parklands;
- environmental impacts;
- consent to sever application should be submitted concurrently with the Official Plan and Zoning By-law amendment application;
- the Official Plan and Zoning By-law amendment should not be cited as a precedent to rezone the balance of the lands at 124, 140 and 150 St. James Street for high density residential use;
- the consent application (B.051/18) should be conditional on deregistering or amendment the existing site plan approval for 124, 140 and 150 St. James Street;
- the development proposal should comply with the comments provided by the Urban Design Peer Review Panel.

Most of the public comments related to the development of the lands at 112 St. James Street, which is already zoned to permit a high rise apartment building and is not the subject of this application for Official Plan and Zoning By-law amendments. These matters including building massing and design, views and shadow impacts, traffic impacts, tree preservation/replacement, and environmental impacts are being addressed through the Site Plan Approval process and were the subject of discussions at the Site Plan Public Meeting May 13, 2019. The impact of 10 additional units and concerns about precedent-setting for high rise development on the balance of 124, 140 and 150 St. James Street are addressed in Section 4.0 – Key issues and considerations of this report.

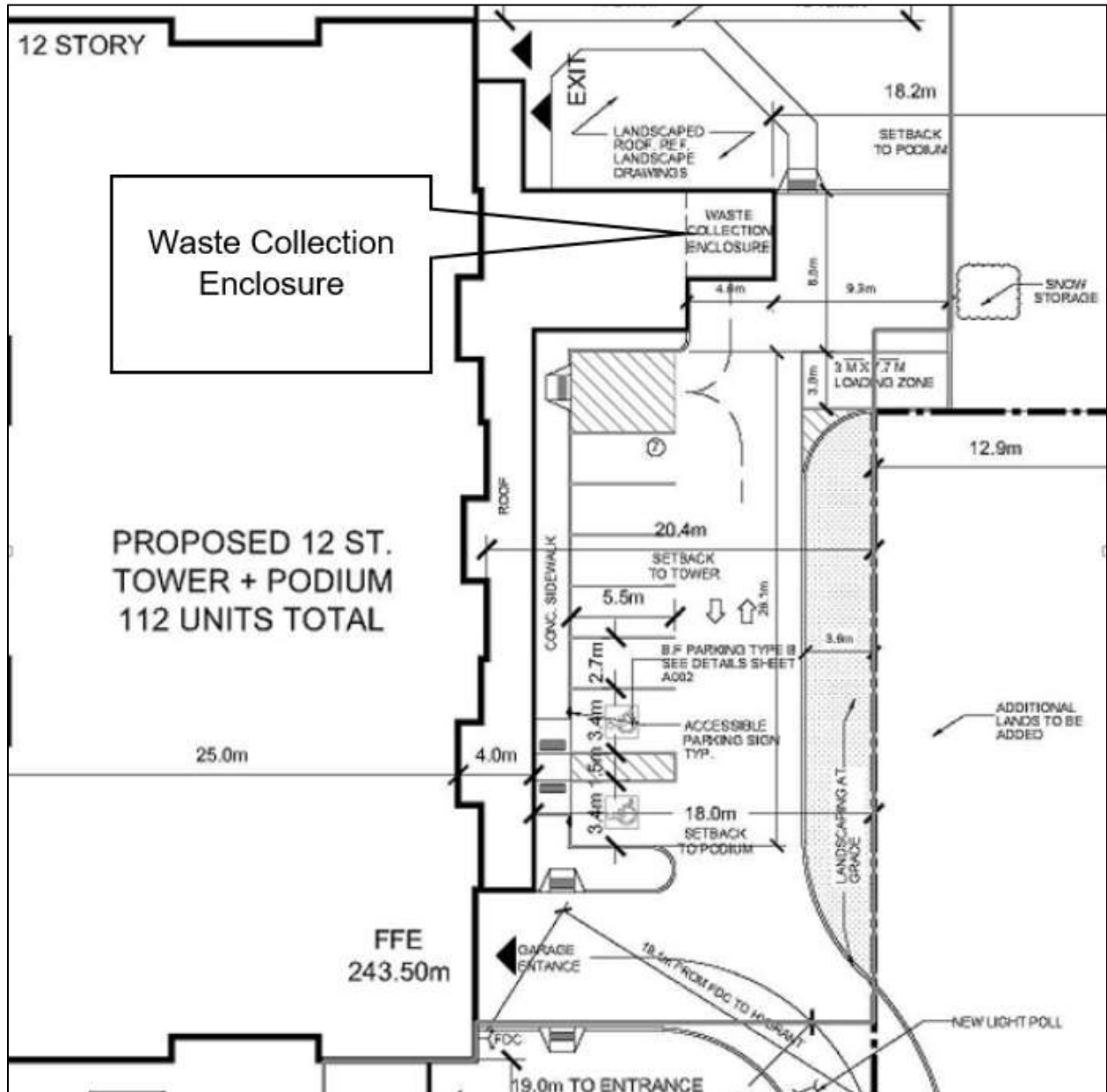
Briefly, matters that are peripheral to this application and respond to concerns raised at the site plan public meeting are addressed as follows:

- an application for consent to sever a part of 124 St. James Street for conveyance to 112 St. James Street (B.031/19) was submitted to the City on July 5, 2019 and will be reviewed in the context of this proposed OPA/ZBA.
- the consent application (B.051/18) to create easements over 124, 140 and 150 St. James Street is conditional on the registration of a consent agreement that requires the existing site plan approval for 124, 140 and 150 St. James Street to be deregistered, amended or replaced with a new plan that respects the existing access easements and conforms to the St. George/Grosvenor Design Guidelines (Grosvenor Gate Neighbourhood Character and Design Guidelines)
- the current development proposal at 112 St. James Street has no bearing on the potential designation of the Great Talbot or Gibbons Park as Heritage Conservation Districts. On January 17, 2017, Council endorsed the boundaries and directed that staff prepare Heritage Conservation District Plans for both of these potential HCD's. There is no policy basis to require a Heritage Impact Assessment to be prepared for the development of 112 St. James Street and related minor expansion of the lands to include 124 St. James Street as the property is not adjacent (contiguous) to any listed property, and is adjacent only to potential, not approved, Heritage Conservation Districts.
- traffic control at the intersection of Talbot Street, St. James Street, the driveway access into Gibbon Park and the new driveway access to future development at

112 St. James Street will consist of a four-way stop. The City will install the three stop signs on public lands and the developer will install the fourth in association with the development on private land.

- the 3rd submission drawings submitted to site plan staff provide for an indoor waste collection enclosure as illustrated below.

Location of Indoor Waster Collection Enclosure



3.4 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.

3.5 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, (PPS), 2014

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. 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 add 10 units to a site that is already planned for the construction of a high rise apartment building 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 additional 10 units will efficiently utilize public services within an existing residential neighbourhood. Further, the additional 10 units will assist in achieving an established intensification target for built up areas, 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 minimum target 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 including the additional 10 units, assists the City in meeting its intensification targets.

The London Plan provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development to strategic locations – along rapid transit corridors and within the Primary Transit Area.
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing and revitalizing our downtown, main streets and urban neighbourhoods;
- 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; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (Key Direction #5, Directions 1, 2, 3, 4 and 5).

The subject site is located within the Neighbourhoods Place Type on *Map 1 – Place Types in The London Plan, and when consolidated with 112 St. James Street will be located at the intersection of two Neighbourhood Connector Streets. In accordance with Policy 920_5* and Tables 10* and 11*, apartment buildings are permitted with minimum heights of 2 storeys, maximum heights of 3 storeys, and the opportunity to bonus up to 4 storeys. High-rise apartment buildings are directed to the Downtown, Transit Village and Rapid Transit Corridor Place Types as a key strategy to create the context for a viable and cost-efficient transit system. (Policy 954_*). While this property is not located within the Downtown, Transit Village or Rapid Transit Corridor Place Types and is therefore not a targeted area for the greatest levels of intensification to support the transit system, the intent of the recommended amendments is to “square off” an existing apartment development parcel as opposed to facilitating the development of another standalone apartment building.

Specific Policies for the St. George/Grosvenor Neighbourhood apply to the site. These policies recognize the area’s predominantly low density, low rise character despite continual redevelopment pressure for apartment buildings, hospital expansions and

office conversions. (Policy 1018_). While there are portions of this neighbourhood that are appropriate for redevelopment or conversion, there also exists a viable low density, low-rise residential neighbourhood. The Plan does not anticipate significant land use changes in these areas, and any proposals for development shall not adversely impact the amenities and character of the surrounding area. Suitable areas for office conversion and medium and high-rise apartment land uses have been identified in The London Plan. It is intended that additional areas will not be designated for these uses without a re-evaluation of the area and a subsequent decision by City Council to amend this plan (Policy 1019_). Medium density residential development, controlled by the Zoning By-law, will be permitted on the north side of St. James Street between St. George Street and the Thames River. It is expected that most development proposals will be residential conversion; however, there may be some redevelopment to new medium density uses (Policy 1022_).

The subject site is also located within the Near-Campus Neighbourhoods Specific Policy Area*. Near Campus Neighbourhoods will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all residents. (Policy 964_*). The Near Campus Neighbourhood policies outline planning goals for Near Campus areas and encourage appropriate forms and locations for intensification. While generally intensification is to be in mid-rise and high-rise forms of development on significant transportation nodes (Policy 965_*), intensification may also occur in some locations within the Neighbourhoods Place Type where it is permitted in Tables 10* and 11* and meets the Near Campus Neighbourhoods policies of *The London Plan* (Policy 967_*). The Near Campus Neighbourhoods policies in *The London Plan* are a more condensed, user-friendly and re-organized version of the parallel policies of the 1989 Official Plan, but reflect similar ideologies and review criteria. These policies are found in Sections *968_ and *969_ of *The London Plan*.

While the Neighbourhoods Place Type does not contemplate the use of apartment buildings, the proposed development adjacent to the subject site at 112 St. James Street is being advanced as part of the existing zone on the lands to permit such a use. The use is viewed as non-conforming to the Neighbourhoods Place Type in The London Plan and is permitted by virtue of the existing zoning. The proposal to amend the Official Plan and Zoning By-law will “square off” the property, provide for suitable and safe access to the site via the private driveway aligned with the north terminus of Talbot Street, and allow for a marginal increase in the number of units from 112 units to 122 units.

Official Plan (1989)

The subject lands are designated Multi-Family, Medium Density Residential and permit the use of low-rise apartment buildings (Section 3.3.1.). The designation permits a maximum of 75 units per hectare with the potential to bonus up to 100 units per hectare (Section 3.3.2), while the zone on the lands at 112 St. James Street permits 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 for the proposed development adjacent to the subject site at 112 St. James Street is viewed as being non-conforming to the land use designation: however, permitted through zoning. The proposal to amend the Official Plan and Zoning By-law will square off the property, provide for suitable and safe access to the site via the private driveway aligned with the north terminus of Talbot Street, and allow for a marginal increase in the number of units from 112 units to 122 units.

Special Area Policies for the St. George/Grosvenor Neighbourhood apply to the site. These policies recognize the area's predominantly low density, low rise character despite continual redevelopment pressure for apartment buildings, hospital expansions and office conversions. While there are portions of this neighbourhood that are appropriate for redevelopment or conversion, there also exists a viable low density, low-rise residential neighbourhood. The Plan does not anticipate significant land use changes in these areas, and any proposals for development shall not adversely impact

the amenities and character of the surrounding area. Based on the St. George/Grosvenor Secondary Plan, suitable areas for office conversion and medium and high-rise apartment land uses have been identified in The London Plan. It is intended that additional areas will not be designated for these uses without a re-evaluation of the Secondary Plan and a subsequent decision by City Council to amend the Official Plan (Section 3.5.3). Multi-family, Medium Density Residential development will be permitted on the north side of St. James Street between St. George Street and the Thames River. It is expected that most development proposals will be residential conversions; however, there may be some redevelopment to new medium density uses (3.5.3. ii).

The site is also within the Special Policy Area known as the Near Campus Neighbourhood (3.5.19.). Minor revisions were made to these policies in 2016 following a review of the effectiveness of the former Near-Campus policies.

While the Multi-family, Medium Density Residential designation does not contemplate the use of high rise apartment buildings, the proposed development adjacent to the subject site at 112 St. James Street 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 Multi-family, Medium Density Residential designation in the Official Plan and is permitted by virtue of the existing zoning. The proposal to amend the Official Plan and Zoning By-law will square off the property, provide for suitable and safe access to the site via the private driveway aligned with the north terminus of Talbot Street, and allow for a marginal increase from 112 units to 122 units.

Grosvenor Gate Neighbourhood Character and Design Guidelines

The Grosvenor Gate Neighbourhood Character and Design Guidelines apply to the privately owned lands bounded by the Thames River, Grosvenor Street, St. George Street and St. James Street. These guidelines do not address land use permissions, but provide a series of site design criteria to provide a further foundation for the evaluation of future development proposals in addition to the Site Plan By-law.

Among other matters, the site design criteria include the following:

Parking access should be sympathetic to adjacent residential scale, form and function; driveways should be located and designed to facilitate maneuverability on site and between adjacent sites and to reduce traffic flow disruptions to and from the property.

4.0 Key Issues and Considerations

4.1 Marginal Increase in Number of Units

This application is being viewed through the lens of the potential impacts of permitting an additional 10 residential units to a 112 unit apartment building that is already permitted by the Zoning By-law. While not strictly applicable, the review criteria for the establishment of a new High Density Residential designation include such matters as compatibility, the availability of municipal services, traffic impacts, buffering, and proximity to transit and service facilities.

The additional residential units, if accommodated inside the apartment building as proposed through the site plan process, will not result in an increase in height, scale, setback, amenities or character of the surrounding area beyond that which is currently permitted. Municipal services are adequate to service the additional units, and the traffic impacts will be negligible with respect to the difference between traffic generated by 122 units vs. 112 units. The addition of 10 units to the proposed building will not impact the treatment of the site to provide buffering for surrounding land uses.

The effect on the development of the property and on the surrounding neighbourhood of slightly increasing the land area that is used for density calculations to increase the number of units by 10 is negligible. If these lands were to remain in the existing Residential R8 (R8-4) Zone, they would provide for 4 units at a density of 75 units per

hectare, as part of a larger development proposal on the entirety of 124 St. James Street. At the increased density of 187 units per hectare permitted by the Residential R9 (R9-7) Zone, the land area of the subject site will increase the number of permitted units by 6, for a total of 10 additional units. The net increase of 6 units will not have a cumulative negative impact on the development capacity of 112 St. James Street or on the surrounding residential neighbourhood.

4.2 Provision of Aligned and Safe Access

One of the stated reasons for this Official Plan and Zoning By-law amendment is to facilitate the alignment of the private driveway access with the terminus of Talbot Street.

The 1989 Official Plan's Transportation chapter includes parking policies which state "The provision of public and private parking and loading facilities that are safe, well integrated with the transportation system, adequate for the land uses they support, and developed to a standard which promotes compatibility with adjacent land uses, shall be supported (18.2.12)". In furtherance of that policy, the Plan provides for design standards for the location, layout, construction, lighting, and buffering of off-street parking areas through the site plan approval process. The intent of such standards shall be to achieve safe access, efficient usage, improved aesthetics and reduced impact on adjacent land uses (18.2.12 ii).

The comments provided by Transportation at the site plan pre-application consultation and approval stage required that the centreline of the proposed access line up with the centreline of Talbot Street.

Through the site plan approval process, a proposed site plan has been developed which aligns the driveway access as required. Through discussions with surrounding area landowners, it is now intended that there will be a four-way stop at the intersection of Talbot Street, St. James Street, the entrance to Gibbons Park and the driveway access to the development site. The direct alignment at this intersection eliminates the type of traffic conflict at such an intersection where road/site accesses are not aligned. While the access is legally permitted by virtue of the existing easement for vehicular and pedestrian access, it is preferable that the access be provided across lands that are part of the parcel and within the same zone as the land being developed.

4.3 Future Development Potential for the Balance of the Lands

As previously noted, the applicant has appealed The London Plan with respect to the undeveloped private lands within the Grosvenor Gate block bounded by the Thames River, Grosvenor Street, St. George Street and St. James Street. The application that is the subject of this report affects a minor portion of the lands that are under appeal and are being considered for the requested Official Plan and Zoning By-law amendment because:

- the subject site is intended to be added to the neighbouring property at 112 St. James Street that is already zoned for high density residential development;
- the area is geographically limited;
- there are benefits with respect to meeting land development criteria for aligned accesses; and,
- the increase in the number of permitted units is marginal and will have a negligible impact on the surrounding neighbourhood.

The balance of the lands remain subject to the policies of both the 1989 Official Plan and The London Plan for the St. George/Grosvenor Neighbourhood. These policies state the intent that additional areas will not be designated for high density residential uses without a re-evaluation of the Secondary Plan/area and a subsequent decision by City Council to amend the Official Plan.

It is not intended or anticipated that the recommendations of this report will affect the outcome of the appeal to the Local Planning Appeal Tribunal with respect to the larger landholdings.

More information and detail is available in Appendix D and E of this report.

5.0 Conclusion

The requested Official Plan and Zoning By-law amendments are intended to allow for the use of part of 124 St. James Street for high density residential uses in conjunction with the development of a high rise apartment building on lands described as 112 St. James Street within the St. George/Grosvenor Neighbourhood. The requested changes result in marginal increase in the number of permitted units at the proposed 112 St. James Street development, and provides planning, design and traffic safety benefits by securing the ability to align the private driveway with the terminus of Talbot Street and provide the best possible scenario for a 4-way stop. The recommended amendments are not intended to affect the outcome of the site-specific appeal of The London Plan related to the larger undeveloped landholdings in the Grosvenor Gate area.

Prepared by:	Barb Debbert Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
Note: 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.	

July 12, 2019
BD/bd

Appendix A

Bill No. (number to be inserted by Clerk's Office)
(2019)

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to part
of 124 St. James Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the
City of London Planning Area – 1989, as contained in the text attached hereto and forming
part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend the policies of Section 3.5.3 ii) – St. George/Grosvenor Neighbourhood – Multi-family, Medium Density Residential, to permit the use of a portion of 124 St. James Street contiguous with 112 St. James Street, having an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, for high density residential uses only in conjunction with the development of a high rise apartment building on lands described as 112 St. James Street.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at part of 124 St. James Street in the City of London.

C. BASIS OF THE AMENDMENT

This amendment applies only to lands that are proposed to be severed and consolidated with the adjacent lands at 112 St. James Street, which is already zoned for development. The proposal provides a planning benefit by facilitating the direct alignment of the private driveway access with the terminus of Talbot Street where it meets St. James Street in order to provide improved traffic control and safety at this intersection. It also regularizes the property fabric. While the intent of the Official Plan is that additional areas will not be designated for high density residential uses without a re-evaluation of the St. George/Grosvenor Secondary Plan and a subsequent decision by Council to amend the Official Plan, a comprehensive review is not considered necessary for a marginal increase in the lot area to be consolidated with abutting lands which are proposed to be developed for an apartment building that is permitted by the existing zoning. The consideration of new high density residential uses for the balance of the lands between the subject lands and St. George Street should be subject to a more comprehensive review in accordance with the intent of the St. George/Grosvenor Neighbourhood policies.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended by adding the following in a new paragraph at the end of Section 3.5.3 ii), after “Secondary uses permitted will exclude new office buildings, office conversions and commercial recreation facilities.”

1. Notwithstanding policies of Section 3.5.3 to the contrary, high density residential uses may be permitted on that portion of 124 St. James Street that is contiguous with 112 St. James Street and has an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, only in conjunction with the development of a high density apartment building on the lands at 112 St. James Street.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2019

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

A by-law to amend The London Plan for
the City of London, 2016 relating to part
of 124 St. James Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend Policy 1022_ - St. George/Grosvenor Neighbourhood – Medium Density Residential of The London Plan for the City of London, to permit the use of a portion of 124 St. James Street contiguous with 112 St. James Street, having an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, for high density residential uses only in conjunction with the development of a high rise apartment building on lands described as 112 St. James Street.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at part of 124 St. James Street in the City of London.

C. BASIS OF THE AMENDMENT

This amendment applies only to lands that are proposed to be severed and consolidated with the adjacent lands at 112 St. James Street, which is already zoned for development. The proposal provides a planning benefit by facilitating the direct alignment of the private driveway access with the terminus of Talbot Street where it meets St. James Street in order to provide improved traffic control and safety at this intersection. It also regularizes the property fabric. While the intent of the Official Plan is that additional areas will not be designated for high density residential uses without a re-evaluation of the area and a subsequent decision by Council to amend the Official Plan, a comprehensive review of the area is not considered necessary for a marginal increase in the lot area to be consolidated with abutting lands which are proposed to be developed for an apartment building that is permitted by the existing zoning. The consideration of new high density residential uses for the balance of the lands between the subject lands and St. George Street should be subject to a more comprehensive review in accordance with the intent of the St. George/Grosvenor Neighbourhood policies.

D. THE AMENDMENT

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

The London Plan is hereby amended as follows:

1. Policy 1022_ - St. George/Grosvenor Neighbourhood – Medium Density Residential of The London Plan for the City of London is amended by adding the following new paragraph after “Secondary uses permitted will exclude new office buildings, office conversions and commercial recreation facilities.”

Notwithstanding Policy 1019_ to the contrary, high density residential uses may be permitted on that portion of 124 St. James Street that is contiguous with 112 St. James Street and has an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, only in conjunction with the development of a high density apartment building on the lands at 112 St. James Street.



Appendix C

Bill No. (number to be inserted by Clerk's Office)
(2019)

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at part of
124 St. James Street.

WHEREAS Grosvenor Development Corporation has applied to rezone an area of land located at part of 124 St. James Street, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at part of 124 St. James Street, as shown on the attached map comprising part of Key Map No. A.102, from a Residential R8 (R8-4) Zone to a Residential R9 (R9-7-H45) Zone.

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

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

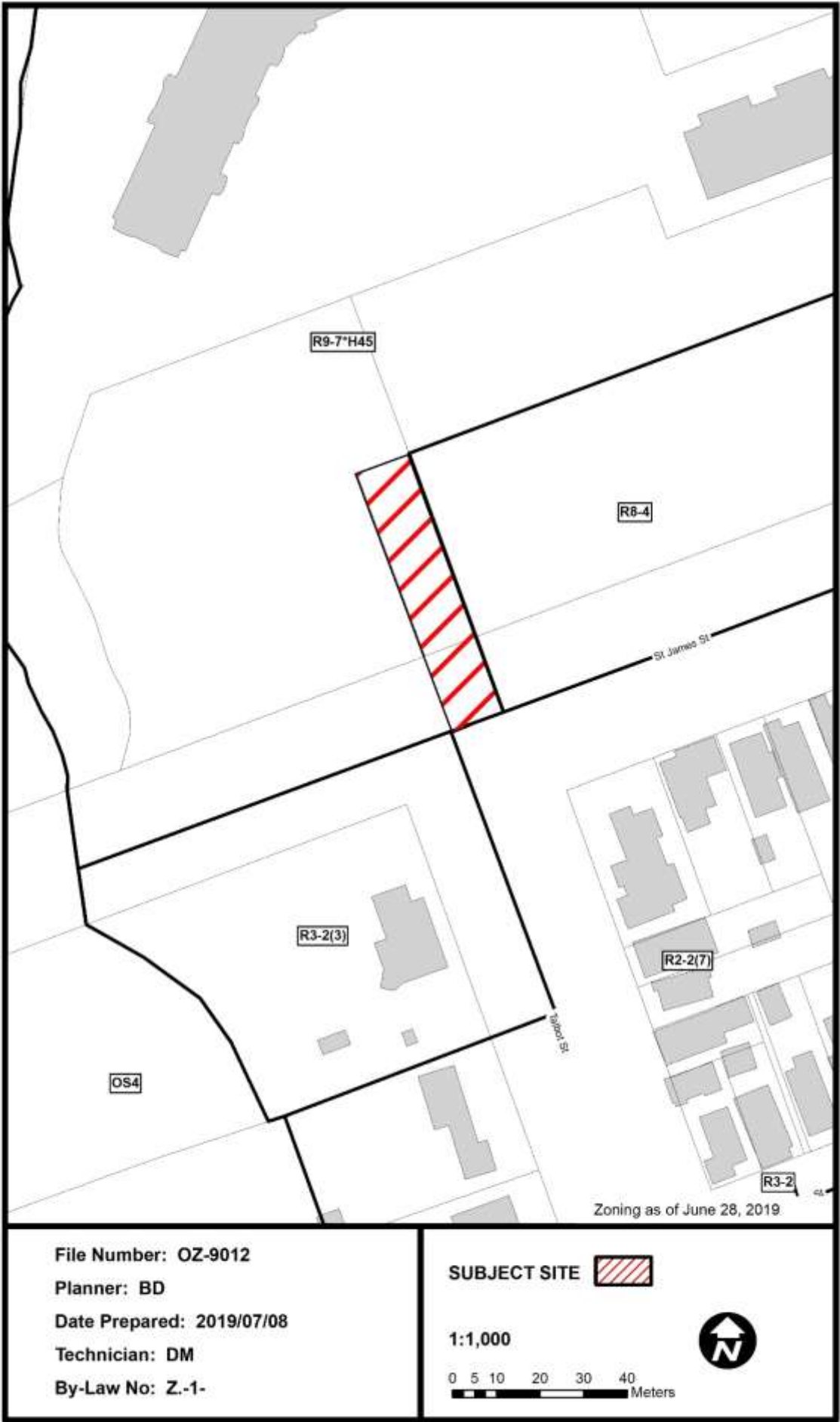
PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

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



Appendix D – Public Engagement

Community Engagement

Public liaison: On February 6, 2019, Notice of Application was sent to 69 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 7, 2019. A “Planning Application” sign was also posted on the site.

Eight (8) replies were received

Nature of Liaison:

Official Plan and Zoning amendments to allow:

- the subject lands at the southwest portion of 124 St. James Street to be developed in conjunction with the development lands at 112 St. James Street, for a 13 storey apartment building with 122 residential units.
- the development lands are already zoned to permit high rise residential development.

Requested Amendment to the 1989 Official Plan

To change the designation of the property from Multi-family, Medium Density Residential to Multi-family, High Density Residential to permit low and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, emergency care facilities, nursing homes, rest homes, homes for the aged, and rooming and boarding houses. The City may also consider changes to the Policies for Specific Residential Areas to allow a high-rise, high density apartment building at this location within the St. George/Grosvenor Neighbourhood.

Requested Amendment to The London Plan

The applicant did not request a change to The London Plan. The City may, however, consider changes to the Specific Policies for the Neighbourhoods Place Type of The London Plan to allow a high-rise, high density apartment building at this location within the St. George/Grosvenor Neighbourhood.

Requested Zoning By-law Amendment

To change the zoning from a Residential R8 (R8-4) Zone to a Residential R9 (R9-7-H45) Zone. Changes to the currently permitted land uses and development regulations are summarized below. The complete Zoning By-law is available at london.ca/planapps.

Current Zoning

Zone: Residential R8 (R8-4)

Permitted Uses: apartment buildings, handicapped person's apartment buildings, lodging house class 2, stacked townhouses, senior citizen apartment buildings, emergency care establishments, continuum-of-care facilities

Residential Density: 75 units per hectare

Height: 13 metres

Requested Zoning

Zone: Residential R9 (R9-7-H45)

Permitted Uses: apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities

Residential Density: 150 units per hectare (122 units)

Height: 45 metres (13 storeys)

Responses: A summary of the various comments received include the following:

Concern for:

- too much intensity in the apartment building proposal;
- proposed building is too tall;
- additional 10 units would make the proposed building bigger;
- blocked views from existing apartment building;
- shadow impacts;
- if zoning is in place for a number of years and not utilized, can it be appealed?
- increase in traffic volume during high traffic hours; a Traffic Impact Study should be required;
- possible negative traffic impacts on trail and park access to Gibbons Park;
- apartment building proposal does not fit with houses and history of the area;
- how will this development respect and impact the proposed St. George/Grosvenor Heritage Conservation District;
- destroy the beauty of the parklands;
- environmental impacts;
- consent to sever application should be submitted concurrently with the Official Plan and Zoning By-law amendment application;
- the Official Plan and Zoning By-law amendment should not be cited as a precedent to rezone the balance of the lands at 124, 140 and 150 St. James Street for high density residential use;
- the consent application (B.051/18) should be conditional on deregistering or amendment the existing site plan approval for 124, 140 and 150 St. James Street;
- the development proposal should comply with the comments provided by the Urban Design Peer Review Panel.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
	Bob Vigars Address not provided
	Claudiu Beloiu 177 St. James Street London ON N6A 1W7
	Ken Owen St. George Grosvenor Neighbourhood Association 383 St. George Street London ON N6A 3A9
	Yvonne Collyer Address not provided
	Zeljko Knezevic 206 St. James Street London ON N6A 1W8
	Bettye Girvin Address not provided
	Marilyn Kidd 1 Grosvenor Street, Apt 923 London, Ontario N6A 1Y2
	Alex Beamish Address not provided

From: Bob Vigars [mailto:]
Sent: Thursday, February 14, 2019 7:57 AM
To: Debbert, Barb <bdebbert@London.ca>; Squire, Phil <psquire@london.ca>
Cc:
Subject: Opposition to Requested Zoning Zone for 124 St. James St

Dear Barb and Phil

Along with no doubt many others, my wife Julie and I are opposed to the application from the St. James Development Corporation (File: OZ-9012) to change the current Zoning Zone R8 (R8-4) to R9 (R9-7·H45).

Constructing a building in the current parklands to the south of Grosvenor Estates (formerly Grosvenor Gate and Esplanade) would destroy the beauty of this area.

We strongly believe that that plot of land where construction is proposed is not appropriate for building anything and should be preserved as lending to the natural beauty of the surrounding river pathways.

But if there is no way to completely stop any construction in the proposed area, at least keep the current restrictions Zoning Zone R8 so that any buildings could blend into the mature trees and landscape.

To put up a building that could be 3.5 times the height allowed in R8 would be a travesty.

Although 1 Grosvenor Street of Grosvenor Estates is approximately the permitted height of what Zoning Zone R9 allows, the building was smartly done decades ago to blend into the environment and not dominate. It is well off set from roads and the surrounding well-treed landscape mutes its presence.

Putting up a big high-rise apartment as proposed in this area of the city makes no sense. It seems to us this proposal is much more about getting a return on an investment than filling a need.

The proposed St. James Street location is inappropriate as unlike the high rises built close to the downtown core added to that area, while a high rise in this beautiful parkland area off St. James St. will be a detriment.

Thank you

Julie & Bob Vigars

From: claudiu beloiu [mailto:]
Sent: Saturday, February 16, 2019 11:14 AM
To: Debbert, Barb <bdebbert@London.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: OZ-9012 St. James Development

Dear Ms. Debbert,

We live in the St. James neighborhood and we have received recently the proposal for re-zoning. After careful review of the proposal for change zoning from R8 to R9 of 124 St. James St the application for high-rise building raises concerns for us.

Here are some of our concerns:

- The proposal doubles the residential density and increase in building height is over 70% from the original R8 approval. The plan doesn't explain why the proposal was done this way, what were the reasons behind and what were the trade studies performed that indicated that this proposal was the best selected.
- The proposed access from St James is in an area that at high traffic hours is very congested. Due to traffic congestion on Oxford St. and the flow from Richmond and UWO sometimes the cars are backed up around St. James & St. George intersection. We estimate that addition of 122 units has a potential for significant further increase of the traffic congestion.
- The same proposed access shares the entrance to the Gibbons Park. There are people and families that on regular basis are using it as access to the trails and park for running, biking, etc. Increase in number of cars access in the area could impact the park and trail access.
- Most of the South and East side of the 124 St. James are residential houses up to 2 storey height and buildings located at 291 St. George are three storey height, which all fit together quite harmoniously. Addition of 13 storey building doesn't fit with the area from our point of view.
- This area is also included in the St. George-Grosvenor Heritage Conservation District and there are significant efforts to preserve the beautiful houses and history in the area. Not sure how a 13 storey building would fit with historical features in the area and if the architects and developers considered this information in their plans.

We support development as initially planned for R8 zone as we consider that it fits better with the residential area.

-We recommend the developers to consider St. George-Grosvenor Heritage Conservation District data in their plans.

-We'd also like to see the trade study used for determining the increase from R8 to R9 with the details that led to this decision.

-If there is a traffic study performed we'd like to see the details of when it was performed and the urban planning coordinators should review its validity or if a new study would be required. Actual data may help better in making such important decisions for the neighborhood.

We hope this information will be useful in making the right decision that works for neighborhood and city as a whole.

Respectfully,

Blanduzia & Claudiu Beloiu
177 St. James St
London

From: claudiu beloiu [mailto:]
Sent: Wednesday, February 27, 2019 10:45 PM
To: Debbert, Barb <bdebbert@London.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: Re: OZ-9012 St. James Development

Barb,

Thank you for the detailed information provided below. I managed to get May 18, 2016 and May 27, 2016 Notices of application B.019/16 and now is a bit more clearer how 112 St. James could already have R9 zoning. After careful review my previous concerns still stand.

With the proposed 122 units at 112 St. James and proposed three storey buildings at 124 and 150 St. James the concern about the traffic in the area is still a valid one that needs to be carefully reviewed and addressed. I'd like to see if any traffic study was performed and what options were considered in addressing the increase in traffic. Also, how this increased density buildings are planned considering St. George - Grosvenor HD proposal? What considerations are in place to ensure harmonious development and proper preservation of the area?

I spoke to some of our neighbors and they expressed similar concerns including environmental aspects due to close proximity to the Thames River.

The most recent notice received indicates that Planning and Environment Committee will also consider detailed site matters, however traffic and HD considerations were not included. It would be great to have these added to the agenda.

Best regards,

Claudiu Beloiu

St. George Grosvenor Neighbourhood Association

February 18, 2019
Delivered by email

Attention: Barb Debbert, Senior Planner

Re: File: OZ-9012 - Offical Plan and Zoning By-law Amendments - 124 St. James Street

Dear Ms. Debbert

The geographic boundaries of the St. George Grosvenor Neighbourhood Association (SSGNA) are Victoria Street to the north, Waterloo Street to the

east, Oxford Street to the south and the Thames River to the west. Since the Association's inception in 1980 we have recognized the importance of the Grosvenor lands within the fabric of our community and have continued to contribute positively to their appropriate and sustainable development in accordance with the Official Plan and zoning by- laws specifically applied to them.

Of the more than 600 properties within our boundaries we have a membership of 120 households and on behalf of the Association and its membership I respectfully submit the following comments regarding the above noted file.

Approval of the Official Plan/Zoning By-law Amendments application OZ-9012 should be subject to:

1. Submission of an application for consent to sever the subject property concurrent with the Official Plan/zoning by-law amendment application OZ-9012.
2. It not being cited as a precedent that jeopardizes the preservation the R8-4 zoning by- law applicable to the remaining lands with the municipal address 124, 140 and 150 St. James Street.
3. The London Consent Authority delivering a decision regarding application B.051/18 to establish an access easement over 124, 140 and 150 St. James Street. It being noted that granting such consent will impact the terms of the development agreement resulting from Site Plan Approval SP-12-032350 granted in 2015 and that such consent be conditional upon:
 - a. De-registering of the development agreement; or
 - b. Submission of an amendment to the existing agreement; and/or
 - c. Submission of a new application for site plan approval.
4. The initiation of actions noted in 3.b. or 3.c. being undertaken concurrently with the Official Plan/Zoning By-law Amendments application OZ-9012.
5. The applicant submitting revised supporting documents clearly indicating compliance with the Urban Design Peer Review Panel (UDPRP) feedback comments noted in its undated memo titled "Site Plan Consultation: 112 St. James Street, Presentation & Review, December 19, 2018" including but not limited to:
 - a. The site design and built form addressing the terminating views from St. James and Talbot Streets. In addition, SGGNA considers the terminating views from adjacent buildings as well as from the Thames Valley Parkway trail are of equal importance and need to be addressed when assessing the adequacy of the site design and built form.
 - a. The proposed organization of the ground floor, with loading, garbage and garage doors and a dead end driveway with a retaining wall presenting the primary view from the street is an unacceptable principal street view into the site as well as presenting potential conflict with pedestrian and vehicle movements.
 - b. The scale, massing, and expression of the building addressing the surrounding residential context. In particular, wrapping the podium around the front facade, moving the tower away from the street aspect and

introducing the two story "townhouse" elements to the south side of the complex will better relate to the overall neighbourhood context.

6. The proponent submitting documentation to clearly indicate how the addition of 10 units to the proposed development and the UDPRP preference for a "taller, slender tower" will be addressed, including but not limited to:
 - a. Revised shadow studies, floor plans and elevations;
 - b. An application for an Official Plan and Zoning By-law Amendment for 112 St. James Street to be considered concurrently with application OZ-9012 should such documentation not conform with the current zoning by-law for this property.
7. The Transportation Planning & Design Division submitting acceptable, and publicly available, supporting documentation that addresses:
 - a. The following statements in the applicant's Planning Justification Report:
 - i. *"Comments received from City staff state that they do not have a concern regarding traffic impacts and a Traffic Impact Study is not required"; and*
 - ii. *"The proposed development ... will not adversely impact traffic along the St. James Street or Talbot Street corridors."; and*
 - b. What traffic control measures will be implemented at the intersection of St. James Street/Talbot Street/112 St. James Street access road?

We appreciate the opportunity to provide comments regarding the proposed Official Plan and Zoning By-law amendments and trust that they will receive your due consideration and inclusion in Development Services recommendation report to the City's Planning and Environment Committee.

Thank you for your
consideration,

Sincerely

Ken Owen
President, St. George Grosvenor
Neighbourhood Association Tel:

Copies: Councillor Phil Squire
Executive Committee, St. George Grosvenor Neighbourhood Association

From: Ken Owen [mailto:]
Sent: Friday, March 08, 2019 11:12 AM
To: Ridley, Mark <MRIDLEY@London.ca>
Cc:
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 – or telephone.

We look forward to your response.

Ken Owen
President, St. George Grosvenor Neighbourhood Association (SGGNA)

Items for discussion at the March 7, 2019 meeting with City Staff regarding traffic impacts related to the proposed development at 112 St. James Street





SGGNA opening remarks.

The applicant states, in both its Urban Design Brief and Planning Justification Report, that they intend to provide parking space for 162 vehicles for the development located at 112 St. James Street. This will impact not only the peak traffic volumes on St. James and Talbot Streets, but also introduce a complexity at the intersection of these neighbourhood corridors with the establishment of an access driveway at this point. In addition traffic generators deriving from the following neighbouring property developments must also be taken into consideration when assessing traffic impacts throughout the neighbourhood:

- a registered Site Plan Approval (SP12-032350) for a planned development at 124 St. James Street that will provide parking for 90 vehicles;
- a planned condominium development (Official Plan & Zoning By-law Amendment Application currently on hold) at 193-199 College Avenue with parking for approximately 50 vehicles; and
- the potential for a high-rise development at 301 St. George Street with parking for as many as 150 to 160 vehicles.

Overall there is the potential for upwards of 462 more vehicles utilizing the immediate neighbourhood streets. That is 7.5% of the daily traffic flows on St. James and Talbot Streets.

What information and statistics did City Staff rely upon when making the following comment quoted in the applicants 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”**

It being noted that:

The City of London “Transportation Impact Assessment Guidelines” states the following:

“2.1 When is a Transportation Impact Assessment Required?

.. a TIA may be required when one or more of the following are present:
(the 3 listed below are from a list of 9 requirements)

- The development proposal will add more than 100 peak-hour vehicle trips to the transportation system;
- The development requires an amendment to the Official Plan or zoning by-law, long range policy, strategy or plan, including rezoning;
- The development has the potential to create unacceptable adverse operational and safety impacts on the area road network”

The applicant has submitted an application for an Official Plan and Zoning By-law Amendment. Why would 2.1 not apply to this development?

“2.2 TIA Scope/Detail

.....

In some cases, the size, location and nature of the proposal will be such that a detailed transportation impact assessment is not required. Through discussions with City staff, the proponent may be required to prepare a transportation impact statement, which would outline the general characteristics of the site, its operation and trip generation/ridership potential, and a high level assessment of traffic impact, access, safety and parking requirements. The transportation impact statement would be a technical letter, stamped by a Professional Engineer specializing in transportation planning, which outlines the required components agreed upon with the City.

The proposed development may lie within an area for which a recent and relevant Area Plan has already been completed. Under this scenario, the City shall determine if certain elements of the TIA can be omitted or directly incorporated into the current TIA work, i.e., background growth potential, identified arterial road improvements, etc.”

If Staff determined that a TIA is not required will they share with us?:

- **The Professional Engineer’s statement; and/or**
- **A recent Area Plan already completed.**

“Included in Exhibit 2-2 is an indication of the components that the City of London will require at the various points in the development process. The proponent is to review the TIA requirements included in the column representing their specific point in the development process and discuss relevancy with City of London Staff”.

Can Staff confirm if the proponent has discussed with them the relevancy of the following TIA components identified as required for “Rezoning” in exhibit 2-2 and can the recording of any discussions be shared with us?

TIA components from Exhibit 2-2:

- **Local transportation system improvements – intersection improvements**
- **Development potential beyond the study area**
- **Driveway access and operations**

To what extent has Staff taken into consideration and applied the vision and principles stated in the City of London “Complete Streets Design Manual” when deliberating and reaching conclusions regarding the impact of this and future developments in this neighbourhood on the area roadways?

From: Ken Owen [mailto:]

Sent: Friday, March 08, 2019 3:39 PM

To: Santos, Vanessa <vsantos@london.ca>; Debbert, Barb <bdebbert@London.ca>

Cc: Squire, Phil <psquire@london.ca>; Tomazincic, Michael <mtomazin@London.ca>; McNeely, Heather <HMcNeely@London.ca>

Subject: 112 St. James Street - site plan approval application SPC18-174 and 124 St. James Street - OP & ZB Amendment OZ-9012

Vanessa/Barb

At a meeting with the applicant representatives for the above noted files I was given to understand that the two applications will be reviewed independently of each other by the respective City Divisions which you each represent.

It is clear from statements in the supporting documents submitted with each application, correspondence between the applicant(s) and Divisions of the Planning Service Area and the UDPRP that both applications are fundamentally reliant upon each other in

addressing site accessibility, circulation and density. I quote the following excerpts from such documents and correspondence (highlighting/underlining added by KO):

UDPRP (panel's undated memo responding to applicant's Urban Design Brief reviewed December 19, 2018) :

"... 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"

Planning Justification Report (supporting document submitted with OP&ZB Amendment application):

"The proposal to add the subject lands to the development lands, creating a larger land does require the subject lands to be re-designated and rezoned. The larger land holdings will allow the development lands to have additional lot frontage along St. James Street, additional lot area, and the proposed access to be moved further east. The additional lot area will also permit an additional number of units (10 units), while"

"We note that the subject lands themselves do not have sufficient frontage or lot area to meet the regulations of the proposed R9-7 zone; however as part of the future consent application, the subject lands are to be merged with the adjacent development lands, which will negate the need to recognize the deficient regulations. It is anticipated these deficiencies will be resolved as a condition of consent approval once the properties are merged"

"Overall the requested ZBA will transfer the current permitted residential density (75 uph/4 units), to the adjacent development lands, and increase the permissions to 150uph + 25% Bonus, which will result in 10 units. This is a net increase of 6 units for the subject lands."

"The proposed Official Plan and Zoning By-Law Amendments are intended to complement the proposed 13-storey, 122 unit residential apartment building on the adjacent lands known as 112 St. James Street. While the proposed OPA/ZBA will permit an additional 10 units within the development, the proposed amendments will create a more regular lot fabric, improved access point, and add additional density to the site well setback and buffered from adjacent low density uses."

Applicants February 21, 2019 response to the UDPRP recommendations:

"The Official Plan and Zoning By-law 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."

Although some aspects of the development portrayed in the site plan approval application, the highlighted section of this statement can be refuted on the evidence of the foregoing statements.

Vanessa, I have attached for your reference a copy of the SGGNA February 18, 2019 letter commenting on the OP/ZBA application OZ-9012. I would refer you to item 7. regarding traffic impacts and intersection control measures.

It is our opinion that these areas require a more comprehensive analysis than:

"Comments received from City staff state that they do not have a concern regarding traffic impacts and a Traffic Impact Study is not Required"; and "The proposed development ... will not adversely impact traffic along the St. James Street or Talbot Street corridors." Please also reference my earlier email today on which you were all copied.

At our meeting with TP&D yesterday it was indicated that a Traffic Impact Assessment, or an alternative study acceptable under the City's Traffic Impact Assessment Guidelines, has or will not be requested through the City review of OP/ZBA application

file OZ-9012 due to the size of the property. In light of the magnitude of this development, as well as the potential impact from future developments, on traffic circulation within our neighbourhood I believe it is imperative that the merits and implications of these two applications be assessed by the City within a unified process.

I look forward to receiving your comments and response.

Thank you
Ken Owen
President, St. George Grosvenor Neighbourhood Association

From: Ken owen [mailto:]
Sent: Monday, March 18, 2019 6:32 PM
To: Elmadhoon, Maged <melmadho@London.ca>
Cc:
Subject: Re: [EXTERNAL] RE: meeting follow up - re neighbourhood traffic

Maged
Thanks for your prompt response.

Ken Owen
Sent from my iPad

On Mar 18, 2019, at 3:54 PM, Elmadhoon, Maged <melmadho@london.ca> wrote:

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

<image001.png> **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 | www.london.ca

From: Ken Owen [[mailto:](mailto:kenowen@london.ca)]
Sent: Monday, March 18, 2019 12:02 PM
To: Elmadhoon, Maged <melmadho@London.ca>
Cc:
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: [kowen](mailto:kowen@london.ca)
Cc:
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

<image001.png> 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 | www.london.ca

From: Yvonne Collyer [mailto:]
Sent: Wednesday, February 20, 2019 11:54 AM
To: Debbert, Barb <bdebbert@London.ca>
Subject: 124 st james

I strongly object on grounds of environmental damage re trees, river bank, etc. Why not build on land to the east?

Yvonne Collyer

From: Z Z [mailto:]
Sent: Wednesday, February 20, 2019 2:37 PM
To: Debbert, Barb <bdebbert@London.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: 124 and 112 St James St. Development

Hello
I would like to voice my opinion related to a proposed development at 124 and 112 St James street. In my opinion the proposed highrise building is not appropriate for the proposed location. I am also against proposed amendments to the zoning of 124 St James, which would make the proposed building even bigger. The large high rise building does not fit our neighborhood at all. As one of the oldest neighborhoods in town, with its unique architectural style, we are applying for a heritage district designation. Obviously a brand new highrise building would sink our multi year effort to obtain such a designation. I also believe the new high density residence would cause lots of traffic troubles, particularly on Talbot street, where you already have vehicle lineups during rush hours. Cars from additional 122 apartments would make this situation much worse.
I also wonder when was a highrise zoning approved for 112 St James street. It must have been some time ago, as I haven't seen this application in the last two years. Is it common to get this zoning and then wait a number of years before a construction? If a significant number of years has passed without construction can this zoning be appealed?

Best regards
Zeljko Knezevic
206 St James street

From: bettye girvin [mailto:]
Sent: Saturday, February 23, 2019 3:48 PM
To: Debbert, Barb <bdebbert@London.ca>
Subject: Proposed building

Ms. Delbert,

I am writing to protest the plan to build a 13 storey apartment building on St. James St. It will have a negative effect on a quiet single family home neighbourhood, and detract from the quiet appeal of the area, not to mention the overwhelming increase in traffic, which is bad enough at the present.

I am not sure how these plans are made, but am aware of the dissatisfaction of many people at what is called Town Planning in London. Large buildings keep appearing, with nothing in our downtown to attract them. The builders obviously have more power than the citizens.

Please don't let this building happen.

Sincerely,
Bettye Girvin

From: Marilyn Kidd [mailto:]
Sent: Monday, February 25, 2019 9:02 AM
To: Debbert, Barb <bdebbert@London.ca>
Subject: Development of 124 St. James Street, London

Dear Barb Debbert,

I have just become aware of the proposal to build a 13 storey apartment building on the parkland adjacent to 124 St. James Street.

I am a longtime resident of 1 Grosvenor Street.

This proposed apartment building would directly block my view as well as that of at least a hundred other residents of my apartment building.

It will also negatively impact the houses and the traffic on the surrounding streets.

It will block the sun on many buildings and lawns in the area, reduce the air quality through emissions from the heating and cooling systems of the proposed building among other things.

It will remove many beautiful old trees and reduce green space that is enjoyed by users of Gibbons Park.

At a time when there are a record number of new buildings going up all around the city, I fail to understand the need to erect yet another apartment building especially when it is going to negatively impact existing residents and park users and take away valued green space.

London is known as The Forest City but every year more and more of its natural assets are destroyed. The quality of life in London should be at least as important as the desire to make money through unnecessary development.

I am also surprised that the residents of 1 Grosvenor did not receive notification of this proposal directly from the city as it has such an impact on them in particular.

I trust that we will receive notification of any public hearings on the proposal.

Sincerely,

Marilyn Kidd
1 Grosvenor Street, Apt 923
London, Ontario
N6A 1Y2

From: Alex Beamish [mailto:]
Sent: Monday, March 11, 2019 7:01 PM
To: Debbert, Barb <bdebbert@London.ca>; Squire, Phil <psquire@london.ca>;
info@bishophellmuth.org
Subject: Objections to 124 St. James Development

Dear Barb Debbert, Phil Squire, and Bishop Hellmuth Community Association,

I grew up at 872 Hellmuth Ave and moved in to my first house, on Talbot Street, in the summer. When I was out on a walk yesterday I saw the sign about the proposed development at 124 St. James Street. I take many walks in the neighborhood but did not see the sign until now, perhaps because it was put up in the winter. I realize that I've missed the deadline of February 25 to respond to Barb Debbert. In fact, on February 25, I left on a 10-day business trip to Australia and only got back two nights ago. For what it's worth, here are my objections to the development:

1. At the corner of Talbot and St. James is a bend in the street where cars either drive through or pull off into an entrance to Gibbons Park. I've always found this corner to be somewhat problematic for drivers and pedestrians. This is because drivers often veer from their lanes on the bend (or skid on the ice) and sometimes abruptly pull off into the park without adequately signalling. For pedestrians, the situation is worse. *People often cross the street at this bend to enter the park, but the visibility of surrounding cars is limited due to large trees and the sloping landscape.* As such, pedestrians here are often caught unaware of approaching cars. Putting in this proposed development would make this bend go from problematic to dangerous due to the drastic increase in pedestrian and vehicle traffic. Has this factor been considered?
2. The proposed development would considerably increase traffic on Talbot. I already find it difficult to pull out of the laneway some mornings. If, say, the BRT system was implemented and the new apartment development was constructed, Talbot Street would face potentially intolerable slowdowns and gridlock. Why would anyone who lives here welcome this?
3. This development would encroach on the natural park habitat in one of the great assets and refuges of the city, Gibbons Park, and would require the removal of trees.
4. The building is repeatedly described as aesthetically pleasing in the official proposal. This is not a sentiment shared by those I have talked to, who describe it as office-like and unappealing. No one I've talked to agrees that the "streetscape" would be improved by a new apartment building.

Ultimately, it's hard to see why residents who bought houses in this area would be enthusiastic about the proposal. How do they benefit, if they don't agree that the "streetscape" would be improved?

Many parts of the city could use development, including the downtown, but this neighborhood would not benefit from it. This little nook of Old North is unique in seeming to be the meeting place of two cross-currents: a somewhat urban feel (closer

to Oxford), and a charming, sleepy, parkside family feel. Adding in this development would only make this neighborhood more chaotic and hectic and would not benefit those who live here but only landlords and developers.

Sincerely,

Alex Beamish and Eunika Sot

Agency/Departmental Comments

Urban Design

As this rezoning and official plan amendment pertains to a small portion of land that will be added to a larger parcel with the same zone, all urban design related comments have been directed to the site plan application for the larger parcel.

Parks Planning

Parks Planning and Design do not have concerns with the proposed applications regarding 124 St. James Street as it completes the development site block. Staff have provided comments on the site plan as it relates to the development and does not have an impact on the OPA/ZBA application.

Heritage

The current development proposal at 124 St. James has no bearing on the potential designation of either one of these areas as an HCD. The HCD Study report was already prepared and received by Council with Council directing that HCD Plans to be prepared. Note that just because an HCD Study was prepared and Council directed moving forward with HCD Plan(s), adoption of HCD Plan(s) has not happened yet. Note that even though the property is located in between (2) potential HCDs, there was no policy basis to require an HIA to be prepared for a complete application; the property is not adjacent* (*defined as contiguous) to any LISTED property, and IS adjacent to only potential HCDs.

Engineering

All comments are being addressed as part of the SPA process.

London Hydro

No objection. Any new or relocation of the existing service will be at the expense of the owner.

Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1b.
1.1.3.3
1.1.3.5
1.4.3 a)

The London Plan

City Structure Plan

The Growth Framework – Intensification – 80_4. and 6.

Key Directions

Direction 5 – Build a Mixed-use Compact City – Directions 1, 2, 3, 4 and 5

Neighbourhoods

*OUR VISION FOR THE NEIGHBOURHOODS PLACE TYPE – 916_
*ROLE WITHIN THE CITY STRUCTURE – 917_
*HOW WILL WE REALIZE OUR VISION? – 918_
*APPROACH FOR PLANNING NEIGHBOURHOODS – USE, INTENSITY AND FORM - 919_
*INTERPRETATION OF TABLES 10 TO 12 – 920_5.

*RESIDENTIAL INTENSIFICATION IN NEIGHBOURHOODS – 937_ , 947_
*HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN) – 954_
*NEAR CAMPUS NEIGHBOURHOOD – 963_ TO 974_
*ST. GEORGE/GROSVENOR NEIGHBOURHOOD – 1018_ TO 1022_ , 1024_
*Tables, 10, 11

Our Tools

*EVALUATION CRITERIA FOR PLANNING AND DEVELOPMENT APPLICATIONS – 1577_ & 1578_

1989 Official Plan

Multi-family, Medium Density Residential Designation

3.3.1 – Permitted Uses – Office Areas
3.3.2 – Scale of Development
3.5.4 – St. George/Grosvenor Neighbourhood
3.7 - Planning Impact Analysis

Transportation

18.2.12. ii) – Parking Policies – Design Standards

Zoning By-law Z.-1

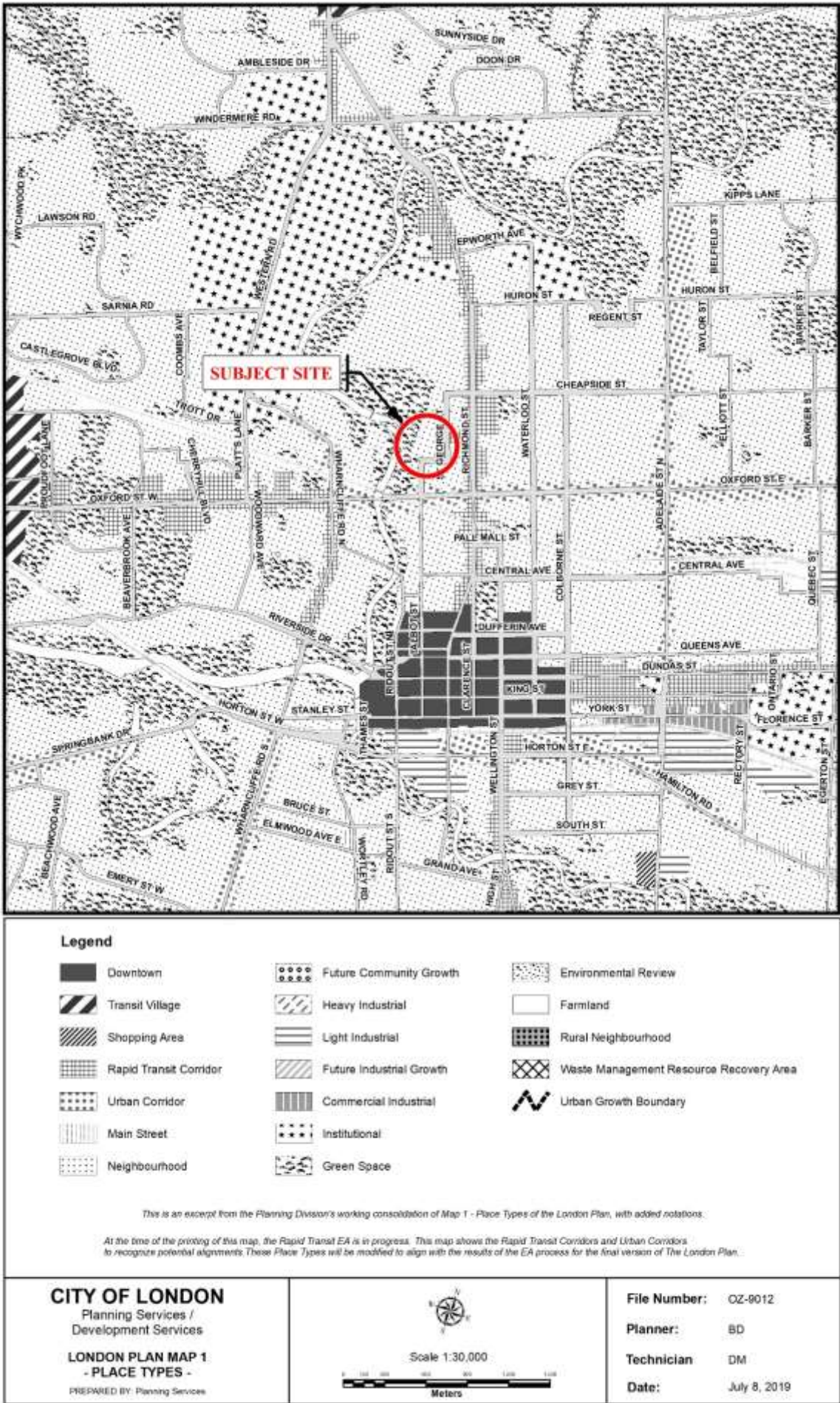
West Woodfield Heritage Conservation District

Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines
(City of London, November 5, 2012)

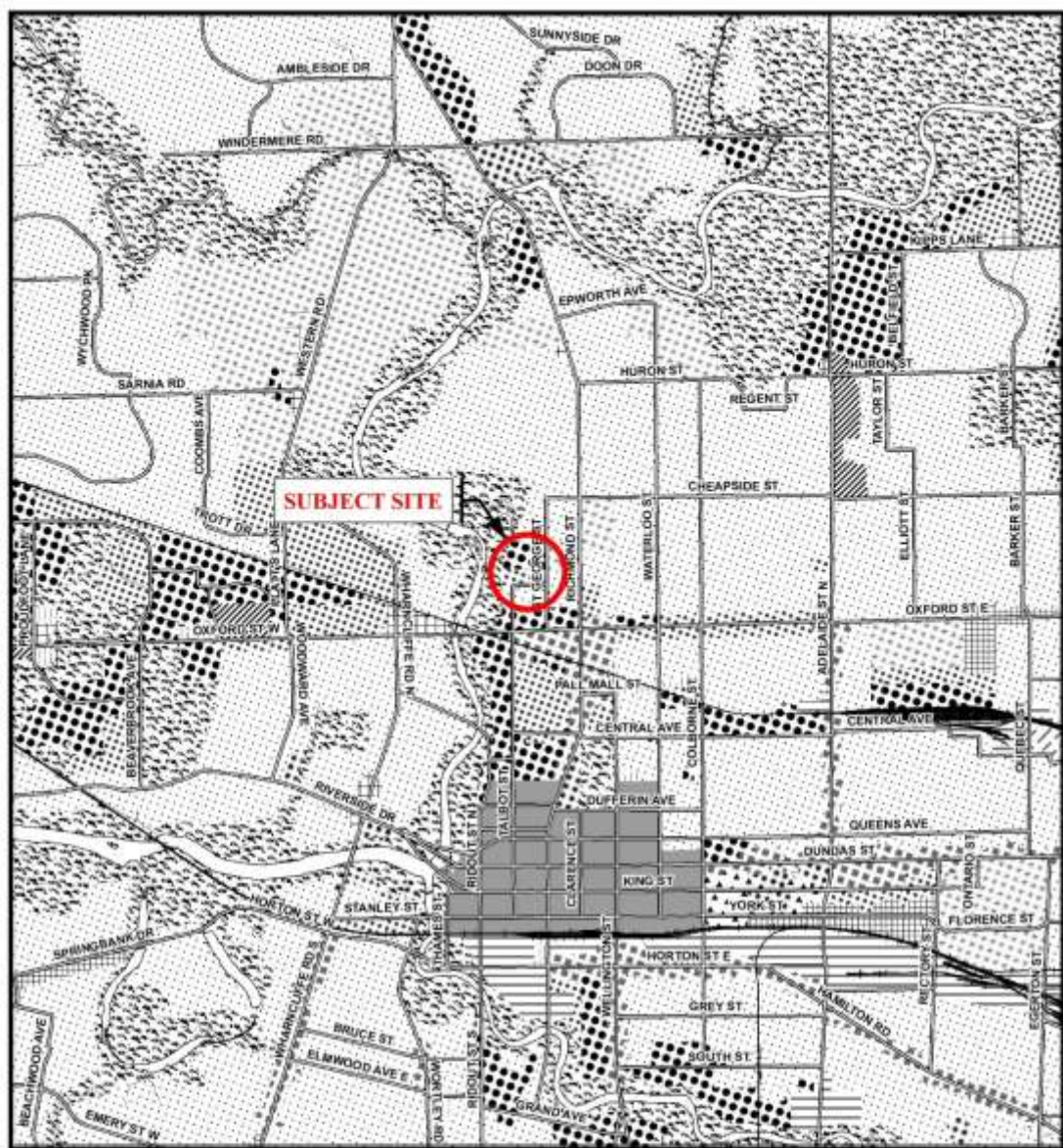
Appendix F – Relevant Background

Additional Maps

The London Plan Map 1 – Land Use



1989 Official Plan Schedule A – Land Use



Legend

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

CITY OF LONDON
Planning Services / Development Services
OFFICIAL PLAN SCHEDULE A
- LANDUSE -
PREPARED BY: Graphics and Information Services

Scale 1:30,000
Meters

FILE NUMBER: OZ-9012
PLANNER: BO
TECHNICIAN: DM
DATE: 2019/07/08

Zoning By-law Z.-1 Map

