

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: Speyside East Corporation
799 Southdale Road West**

Public Participation Meeting on: September 21, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Speyside East Corporation relating to the property located at 799 Southdale Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on September 29, 2020 to amend the Official Plan for the City of London (1989):
- i) by changing the land use designation **FROM** "Low Density Residential" **TO** "Multi-Family, Medium Density Residential",
 - ii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.17 Appendix 1 (Official Plan Extracts) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - iii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.3.4 - Schedule 2 (Multi-Use Pathways and Parks) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - iv) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of 20.5.5 - Schedule 4 (Southwest Area Land Use Plan) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - v) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential";
 - vi) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential"; and
 - vii) as it relates to the Southwest Area Secondary Plan, by changing the land use designation of Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) **FROM** "Low Density Residential" **TO** "Medium Density Residential";

- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting to be held on September 29, 2020 to amend the Official Plan for the City of London (1989) to **ADD** a policy to Section 10.1.3 – “Policies for Specific Areas” to allow the site to develop with reduced setbacks, building heights of 6-storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West to permit a 6-storey continuum-of-care facility; 5-storey apartment buildings; and townhouse units;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend The London Plan to change Policy 1565_5 (List of Secondary Plans) Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan):
- i) by changing the land use designation of 20.5.17 Appendix 1 (Official Plan Extracts) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - ii) by changing the land use designation of 20.5.3.4 - Schedule 2 (Multi-Use Pathways and Parks) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - iii) by changing the land use designation of 20.5.5 - Schedule 4 (Southwest Area Land Use Plan) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - iv) by changing the land use designation of Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
 - v) by changing the land use designation of Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”; and
 - vi) by changing the land use designation of Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) **FROM** “Low Density Residential” **TO** “Medium Density Residential”;
- (d) the proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on September 29, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (1989), Southwest Area Secondary Plan and The London Plan as amended in parts (a) through (c) above:
- i) to change the zoning of the subject property **FROM** an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6) Zone **TO** a Residential R7 Special Provision (R7()*H20*D100) zone on the western portion of the lands to permit a minimum front yard setback of 0.5 metres, a minimum exterior side yard setback of 9.2 metres, a front lot line that is deemed to be Southdale Road West, and to permit Continuum-of-Care Facilities to be owned and/or operated by a for-profit entity.
 - ii) to change the zoning of the subject property **FROM** an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6) Zone **TO** a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3()) Zone on the eastern portion of the lands to permit a maximum density of 100 units per hectare, minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, a minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.
 - iii) To change the zoning of the subject property **FROM** a Residential R2 Special Provision/Residential R4 Special Provision (R2-1(13)/R4-3(1) Zone **TO** a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3()) Zone on the eastern portion of the lands to

permit a maximum density of 100 units per hectare, minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, a minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.

- (e) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed Official Plan amendment and Zoning By-law Amendment as:
- i) The changes represent technical amendments to the 1989 Official Plan and The London Plan to facilitate amendments to the Southwest Area Secondary Plan, and Zoning Bylaw; and,
 - ii) The recommended Official Plan amendment and Zoning By-law amendment have the same effect as the proposed Official Plan amendment circulated in the Notice of Application and the Public Meeting Notice.

Executive Summary

Summary of Request

The requested amendments would permit a mixed residential development including a continuum-of-care facility, apartment buildings and townhomes with heights densities and setbacks that are consistent with the intent of the Secondary Plan.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendments will permit 2, five-storey apartment buildings with a total of 196 residential units; 33, two-storey townhouse units and a six-storey continuum-of-care facility with 268 units. Parking for the proposed development will include spaces within a new underground parking structure and at-grade parking located outside of the structure.

Rationale of Recommended Action

1. The recommended amendments are consistent with the 2020 Provincial Policy Statement (PPS) which direct municipalities to ensure development provides healthy, liveable and safe communities, and that provide for an appropriate range and mix of housing types and densities.
2. The recommended amendments conform to the in-force policies of the (1989) Official Plan including, but not limited to, the policies of Chapter 10 which list the necessary condition(s) for approval of Policies for Specific Areas to facilitate the development of the subject lands to a Multi-family, Medium Density Residential development, supporting Southwest Area Plan policies and the recommended Multi-family Medium Density Residential designation.
3. The recommended amendments conform to the in-force policies of The London Plan including, but not limited to, the Southwest Area Secondary Plan. Overall, the proposed residential uses will serve the intended function of the Neighbourhoods Place Type while providing for a manner which respects the intended form and character of the area through conformity with the Southwest Area Plan's Urban Design Guidelines.
4. The recommended amendments conform to the policies of the Southwest Area Secondary Plan (SWAP).
5. The recommended amendments would provide the necessary guidance for the developer and staff, and would direct the most intense residential uses along Southdale Road West, an arterial road, with a transition to less intensive forms adjacent to the low density residential to the south. The overall height and density of

this proposal would be in keeping with the proposed Multi-family, Medium Density Residential density target for these lands. This marginal increase in height and density for this development will not cause serious adverse impacts for surrounding residential land uses.

6. The recommended amendments to Zoning By-law Z.-1 will conform to the (1989) Official Plan, Southwest Area Secondary Plan and The London Plan as recommended to be amended. The recommended amendments to the Zoning By-law with special provisions will provide for an appropriate development of the site.
7. The holding provisions on the subject site are recommended to be removed as all conditions have been satisfied.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located at the southeast corner of Southdale Road West and Tillman Road, between Colonel Talbot Road to the west and Bostwick Road to the east. The lands recently underwent a reconfiguration to facilitate the development of single detached dwellings fronting onto Tillman Road. The lands are currently vacant with a lot frontage of approximately 262.3m and lot area of approximately 4.1 ha. The subject lands abut low density residential to the south, vacant residential land to the east, proposed residential with commercial across Tillman Road to the west, and a warehouse located directly across Southdale Road west to the north. There are no significant vegetation or natural features on the lands.

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

Official Plan Designation – Low Density Residential
The London Plan Place Type – Neighbourhoods Place Type
Existing Zoning – Urban Reserve (UR1) Zone and a holding Residential R4
Special Provision (h-56*h-84*R4-6(6) Zone

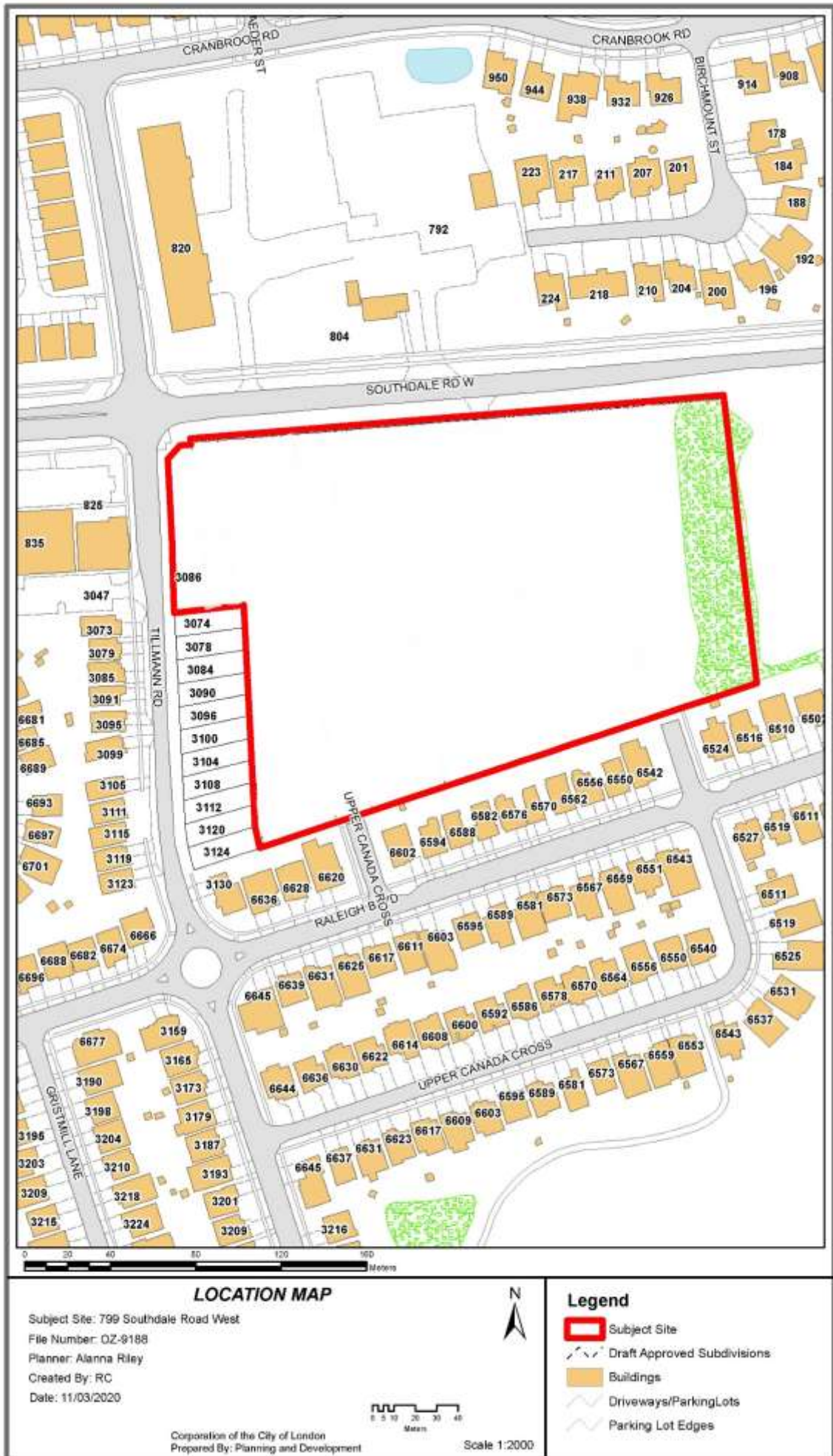
1.3 Site Characteristics

Current Land Use – Vacant
Frontage – approximately 262.3m
Area – approximately 4.1 ha
Shape – Irregular

1.4 Surrounding Land Uses

North – warehouse and low density residential
East – future low density residential and multi-family medium density residential
South – low density residential
West – commercial

1.5 Location Map

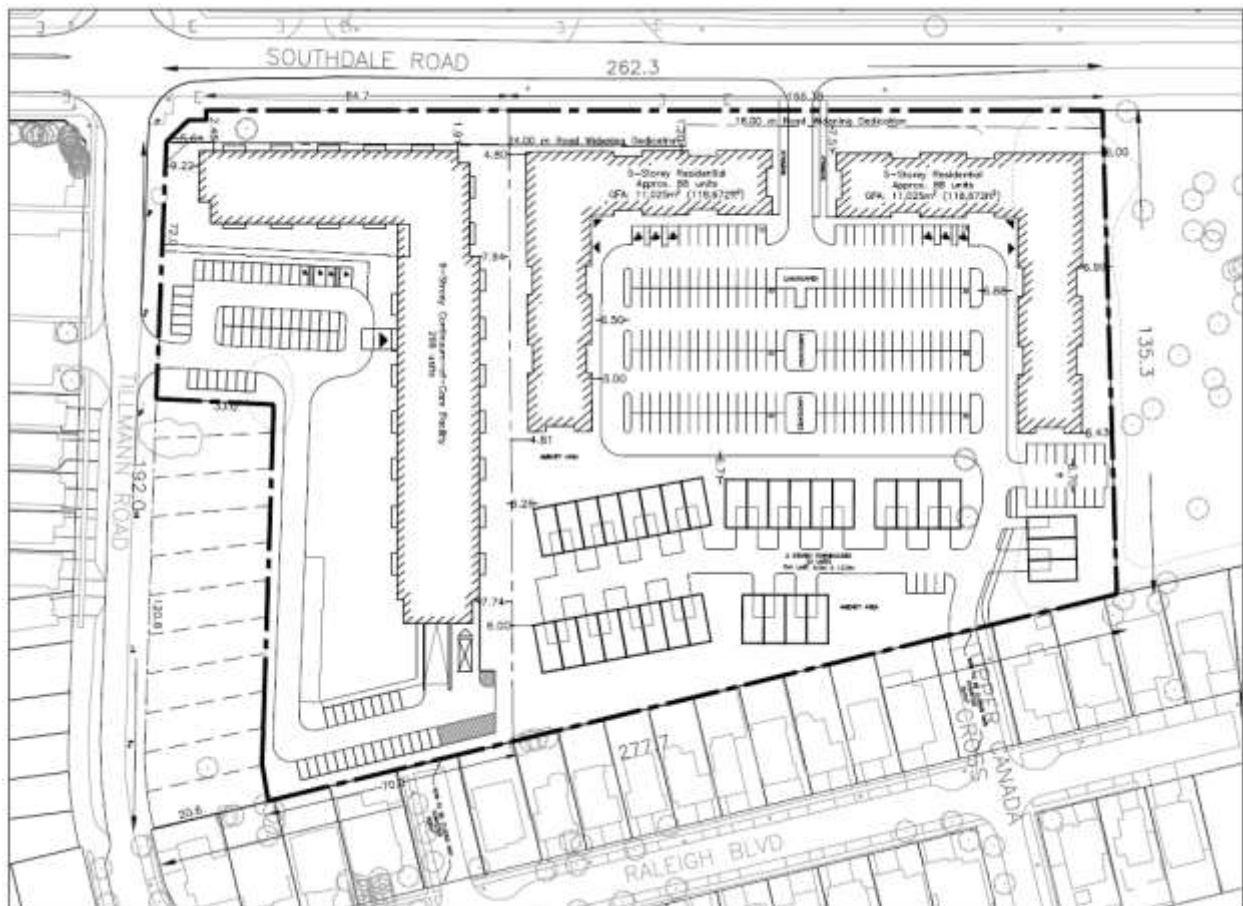


2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a 6-storey continuum-of-care facility on the west portion of the subject lands with 268 units, underground parking and at grade parking and access off of Tillman Road. Two, 5-storey apartment buildings and thirty-three, 2.5-storey townhouse dwellings are proposed for the east portion of the subject lands. There is a total of 196 units proposed for the apartment buildings with surface parking located centrally. Access is proposed off of Southdale Road West and Upper Canada Crossing.

In order to facilitate this request the application proposes to amend the Official Plan by adding a “Special Policy” to Chapter 10 – Policies for Specific Areas, to amend the Official Plan, Southwest Area Plan and The London Plan to “Multi-Family Medium Density Residential” and amend the Zoning By-law to allow the requested uses with special regulations.



Site Concept Plan submitted to support the requested amendment

3.0 Relevant Background

3.1 Planning History

The lands which are the subject of this application are located within the North Talbot Community Planning area. City Council adopted the North Talbot Area Plan on December 20, 1999 pursuant to Section 19.2.1 of the Official Plan, as a guideline document for the review of development applications, the planning of public facilities and services, and as the basis for amendments to the Official Plan and Zoning By-law within the North Talbot Community Plan study area.

On October 16, 2006 an application for Draft Plan of Subdivision approval, an Official Plan Amendment and a Zoning By-law Amendment was submitted. Draft approval was never approved for this file due to servicing constraints and the file was closed.

The Southwest Area Secondary Plan (SWAP) was initiated in 2009 and was presented to the Planning and Environment Committee on April 26, 2010. The Secondary Plan

was intended to provide a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road, east of Dingman Creek and north of the Highway 401/402 corridor. On November 20, 2012, Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541 (relating to the Secondary Plan). The Secondary Plan was appealed by numerous parties although an amended Secondary Plan was approved by the Ontario Municipal Board on April 29, 2014. The subject lands are within the North Talbot Residential Neighbourhood in SWAP.

It should be noted that the “Low Density Residential” designation was applied to these lands during the SWAP process due to an active subdivision application that proposed single detached dwellings on local roads.

3.2 Requested Amendment (by Applicant)

The applicant has requested an Official Plan amendment (OPA) to the (1989) Official Plan to change the land use designation from “Low Density Residential” to “Multi-Family Medium Density Residential” and to add a policy to Chapter 10 (Policies for Specific Areas), that would allow the site to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, to permit a 6-storey continuum-of-care facility; 5-storey apartment buildings; and townhouse units.

The applicant has also requested that Section 20.5 of the Southwest Area Secondary Plan be amended to change Schedule 4 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”; and, Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Multi-Family, Medium Density Residential”.

The applicant also requested to change the zoning from an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6)) Zone to a Residential R5 Special Provision (R5-7()) zone to permit cluster townhouses with a special provision for a maximum density of 100 units per hectare and that the front lot line is deemed to be Southdale Road West; a Residential R9 Special Provision (R9-3()) Zone to permit apartment buildings with special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8metres, a minimum east side yard setback of 6.0metres, a maximum building height of 17metres, maximum density of 100 units per hectare, and that the front lot line is deemed to be Southdale Road West, and a Residential R7 (R7*H20.D100) Zone to permit a continuum-of-care facility with a maximum height of 20metres and maximum density of 100 units per hectare, a minimum front yard setback of 0.5 metres an east side yard setback of 9.2 metres, and that the front lot line is deemed to be Southdale Road West; and to change the definition of continuum-of-care facility to add the following: *Notwithstanding the definition of “Continuum-of-Care Facility” to the contrary, an “Apartment Building, Senior Citizens” which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.* The proposed zoning amendment also seeks to remove the h-56 and h-84 holding provisions.

3.3 Proposed Amendment (Staff)

Staff are also recommending an amendment to the London Plan (New Official Plan) to change Policy 1535_5 Southwest Area Secondary Plan by changing the designation from “Low Density Residential” to “Medium Density Residential”; and changing the designation from “Low Density Residential” to “Medium Density Residential” on Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations). Additional housekeeping amendments are required to change the various other maps in the Secondary Plan which identify these lands as Low Density Residential.

Also, staff are recommending an additional special provision with the zoning to require that the apartment buildings be oriented to the Southdale Road corridor to implement the Secondary Plan policies.

3.4 Community Engagement (see in Appendix C)

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written comments were received from 15 individuals.

Also, August 13, 2020, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Thirteen members of the community attended the community meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

The public's concerns generally included:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the low-rise single-family home characteristics of the neighbourhood
 - Inadequate open space
- Possible impacts on drainage
- Loss of property value

The comments received by Staff are attached to Appendix "E".

3.5 Policy Context (see more detail in Appendix F)

Provincial Policy Statement, (PPS), 2020

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related to land use and development. In accordance with Section 3 of the Planning Act, all planning decisions "shall be consistent with" the PPS.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

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 under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect 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.

City Structure Plan

The growth framework of the City Structure Plan establishes a clear hierarchy for development intensity inside the Urban Growth Boundary. It places a high level of importance on growing “inward and upward” (Policy 79), while directing the most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86). Intensification is to occur in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (Policy 83)

Our City

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (Policy 172), and the site has access to future water, stormwater, sanitary servicing and transportation infrastructure that the proposed development can access.

Place Types

The London Plan envisions neighbourhoods as vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Key elements include a strong neighbourhood character, sense of place and identity; attractive streetscapes and buildings; a diversity of housing choices; well-connected neighbourhoods; lots of safe, comfortable, convenient and attractive alternatives for mobility; easy access to daily goods and services within walking distance; employment opportunities close to where we live; and parks, pathways and recreational opportunities that strengthen community identity and serve as connectors and gathering places (Policy 916).

The subject site is located in a “Neighbourhood Place Type” and “Civic Boulevard” which permits a variety of residential uses including townhouse, stacked townhouses, and low-rise apartments. The maximum height along the Civic Boulevard is 4 storeys or 6 storeys with bonusing. The London Plan encourages development of higher intensity along higher order roads as set out in Tables 10-12.

City Design

All planning and development applications will conform to the City Design policies of The London Plan. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall and to create separation distance between new development and properties that are adjacent to the rear lot line. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged. Development should be designed to implement transit-oriented design principles while buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. Surface parking areas should be located in the rear and interior side yard (Policy 841)

As SWAP is the secondary plan that applies to this subject site, policy (1558) in the London Plan applies which indicates that the policies of SWAP prevail over the London Plan for the purpose of reviewing this application.

However, it should be noted that the London Plan policies contemplate the proposed

development with no need for an Official Plan amendment to change the land use designation.

Official Plan (1989)

The City's Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The lands are within section 3.5.11 (North Talbot Community) in the (1989) Official Plan. These policies are high level and are in keeping with the North Talbot Area Plan, adopted 20 years ago. The North Talbot Area Plan is intended to be used as a guideline document for the review of development applications. The subject lands are designated Low Density Residential in the North Talbot Area Plan.

The primary permitted uses in the (1989) Official Plan include multiple attached dwellings, such as rowhouses or cluster houses with a maximum density permitted under Section 3.2.2 of 30 UPH. Given this land use policy, an amendment to the (1989) Official Plan is required to allow the proposed development of apartments and townhouses at the proposed density of 100 UPH.

Similar to The London Plan, the (1989) Official Plan contains policies that guide the use and development of land within the City of London. However, the more detailed or alternative policy direction is in the Southwest Area Secondary Plan.

Southwest Area Plan

The purpose of the Southwest Area Secondary Plan (SWAP) is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design (Policy 20.5.1.2).

As mentioned earlier in this report, the "Low Density Residential" designation was applied to these lands during the SWAP process as a result of an active subdivision on these lands for single family detached dwellings on local roads. This created an inconsistency amongst the designations of lands along Southdale Road, with "High Density Residential" to the west and "Medium Density" to the east and did not apply the intent of higher density residential along arterial roads for the subject lands. This application seeks an amendment to the designation of the subject lands by changing to the "Multi-Family Medium Density Residential" designation. The more detailed policy direction in Southwest Area Secondary Plan (SWAP) supersedes the general policy direction in the (1989) Official Plan and therefore, this application has been reviewed under the SWAP policies, as it relates to the implementation of the (1989) Official Plan.

4.0 Key Issues and Considerations

4.1 Use, Intensity and Form

Provincial Policy Statement, 2020 (PPS)

The recommended amendment is consistent with objectives (1.1.1) by creating healthy, liveable, and safe communities sustained by promoting efficient development patterns, and compact and cost effective development. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The development will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas).

The subject site is located in close proximity to two community commercial nodes which provide convenient amenities, employment and shopping destinations to the area. The site is also considered to be transit supportive as it is along an arterial road (Southdale Road W) with transit service. The proposed development is in keeping with the PPS as it provides an opportunity for higher intensity development while taking into account the existing building stock in the area. The proposed development has considered the surrounding building stock by positioning its tallest portions at appropriate locations on the site where impacts on the surrounding buildings will be reduced. The proposal has been reviewed by the Urban Design Peer Review Panel and City Staff to ensure that an appropriate development standard is established for this site. The subject site is also in close proximity to Colonel Talbot Road, which is another arterial road, providing additional bus routes (1.1.3.2) contributing to a healthy, livable and safe community. The building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities helping limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS.

Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to "age-in-place". The development of new residential at higher than current densities, will provide a population base to help to support neighbourhood community facilities and commercial at the corner of Southdale Road West and Colonel Talbot Road with the provision of transit routes serving the area.

The London Plan

This application is being reviewed under all applicable policies and where there is more specific guidance or a conflict between the general policies and the Secondary Plan, the Southwest Area Secondary Plan policies prevail. It is important to review the London Plan policies and note that the London Plan would permit the proposed uses without the need for Official Plan and Southwest Area Secondary Plan amendments.

The subject site is within the "Neighbourhoods Place Type" in the London Plan along a "Civil Boulevard" which permits residential uses such as townhouses, stacked townhouses and low rise apartment buildings.

Policies within the London Plan, place a strong emphasis on higher density development along higher order roads as outlined in the residential Tables pertaining to height. Along with the objectives to direct more intense development along major transit routes, the proposed development conforms to the purpose and intent of The London Plan by providing a more intense development along Southdale Road West.

The requested amendments will permit an appropriate use, form, and intensity of development contemplated under the London Plan.

(1989) Official Plan

The subject lands are designated "Low Density Residential" in the (1989) Official Plan. A "Multi-Family, Medium Density Residential" designation abuts the subject lands to the east and a "Multi-family, High Density Residential" designation is adjacent to the lands to the west.

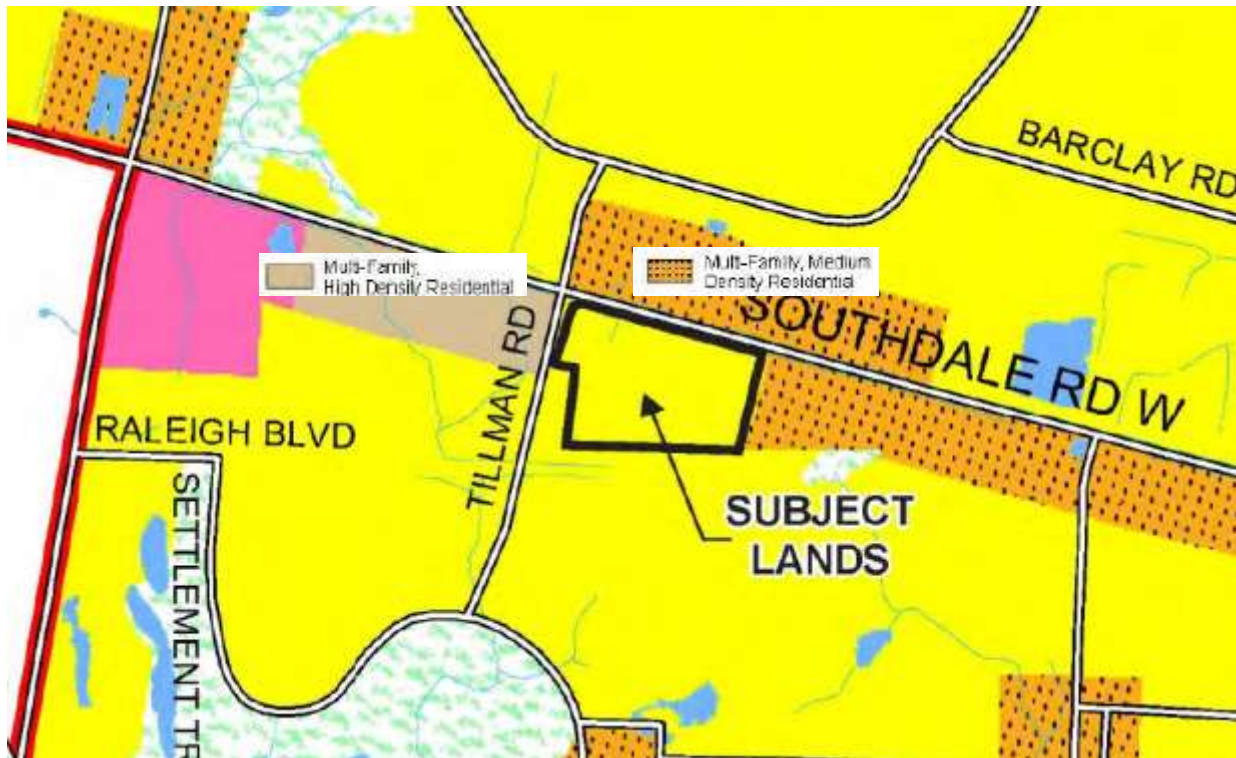


Figure 1 – Land Use Designation Map

As mentioned, the lands are within the North Talbot Community. Section 3.5.11 (North Talbot Community) in the 1989 Official Plan outlines high level policies for the North Talbot Community, in keeping with the North Talbot Area Plan. The North Talbot Area Plan is intended to be used as a guideline document for the review of development applications.

The primary permitted uses in “Low Density Residential” designation of the 1989 Official Plan may be permitted provided they do not exceed the maximum density permitted under Section 3.2.2 of 30 UPH. Given this land use policy, an amendment to the (1989) Official Plan to add a Specific Area policy is required to allow the proposed development of apartments and townhouses at the requested density of 100 UPH and 6 storeys. This amendment implements the SWAP policies for development abutting an arterial road.

In Section 20.2 of the (1989) Official Plan the Southwest Area Secondary Plan (SWAP) is identified as an adopted Secondary Plan. As noted, Section 19.2.1 states that where there is a conflict between the general policies of the 1989 Official Plan and a Secondary Plan, the policies and schedules of the Secondary Plan prevail.

The subject lands are designated “Low Density Residential” on Schedule 4 and 12 in SWAP which permits low-density forms of residential with a height maximum of 3 storeys and density of 30uph.

However, given the SWAP intent to permit higher densities along arterial corridors, the current “Low Density Residential” land use designation is not reflective of the overall goals and objectives of current planning policy.

Therefore, along with an amendment to the SWAP, an amendment to the London Plan to change the land use designation from “Low Density Residential” to Multi-family Medium Density residential in the (1989) Official Plan is required.

Southwest Area Plan (SWAP)

The subject lands are designated “Low Density Residential” on Schedule 4 and Schedule 12 in SWAP. The “Low Density Residential” designation reflects the designation established in the North Talbot Community Plan and the 1989 Official Plan.

However, due to the inconsistency of the designations along Southdale Road West with “Multi-Family High Density Residential” to the west and “Multi-Family Medium Density”

to the east, and recognizing that the SWAP did not apply the intent of locating higher density residential along arterial roads to the subject site, an amendment to SWAP is recommended to change the designation to “Medium Density Residential”. Section 20.5.4.1.v) (SWAP) provides the basis for evaluating a proposal to add or expand the “Medium Density Residential” land use designation. The policy states:

Applications to Expand or Add the Medium Density Residential designation applicable to portions of the arterial road network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an arterial road on which transit service is to be provided.

The following is an analysis of the relevant policies in the SWAP that were reviewed for this application.

The proposed development ensures a range and mix of housing types, ensures a compact residential development, is an effective use of land and ensures that the community caters to the needs of all ages, stages of life and income groups. (20.5.1.4.ii) This has been achieved in this development by proposing three different housing types that provide for an efficient form of housing, cater to various ages including a continuum-of-care facility that will provide for aging in place.

There is a community structure policy (20.5.2) which guides higher density development along arterial roads rather than interior portions of a residential area. The requested amendments to the (1989) Official Plan, Southwest Area Secondary Plan, and Zoning By-law implement this policy by protecting the internal portions of this residential neighbourhood.

Looking at the Built Form and Intensity policies (20.5.2) the proposed development sites the higher built form massing and articulation toward the arterial road to provide an appropriate transition between lower-rise form to the south. An appropriate transition has been proposed in building height and intensity between the intended apartment buildings along Southdale Road West and the single detached dwellings to the south by proposing that townhomes be located between the two uses. Also, the proposed apartment buildings are largely distanced from the lower density to the south providing for a compatible height transition.



Figure 2 – Overall Conceptual Rendering

SWAP includes criteria for evaluating Residential Development Intensity Adjacent to Arterial Roads through policy (20.5.4.1.iv) that requires consideration of:

a) *Function and Purpose*

It is intended that arterial roads can serve as significant routes for public transit services. Specific policies apply along portions of the arterial network that are intended to focus on intense, medium density housing forms...

b) *Character*

Development along the arterial road corridors will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings...

c) *Intent*

This policy is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density residential...

d) *Built Form and Intensity*

Development shall occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys.

The proposed development seeks to permit a higher level of residential intensity along an arterial road, which are considered major routes for transit, than the interior portions of the neighbourhood. SWAP encourages intensive land uses such as the proposed apartment buildings along arterial roads. The higher level of residential intensity includes low rise apartment buildings and a continuum-of-care facility with the buildings having a 0.5m setback, parking behind the buildings and underground as well as connections throughout the site. The policy also suggests that residential development may develop at a slightly higher density than the typical medium density developments due to the proximity along these arterial roads. The proposed level of intensity is consistent with these policies as they are proposing densities at 100 uph with height reaching six storeys.

The recommended amendments to the Official Plan, Southwest Area Secondary Plan, and London Plan would facilitate the development of the lands within the Secondary Plan area at a greater density than what would currently be permitted under the existing designation. The recommended amendments would ensure the vision of the Secondary Plan and full range of intensity can be achieved.

As such the subject lands, being located along Southdale Road West, are an appropriate location for the proposed development of more intensive forms of housing than the current policy permissions. The proposed development along with the recommended amendments are appropriate and achieve the planned function of SWAP.

SWAP and Official Plan – Urban Design

The proposed development consists of the continuum-of-care building, apartment buildings, and townhouses. The mid-rise, L-shaped buildings are oriented along the Southdale Road frontage with a strong street edge. The three buildings provide flat roofs with mechanical penthouses and parapets. The parapets correspond with non-balcony locations, breaking up the façade of the buildings. The townhouses to the south of the apartment buildings provide a transition in built form from the apartment buildings to the single detached dwellings to the south.



Figure 3 – Transition of apartment building to townhouses

A significant road widening along Southdale Road is required. Buildings are located close to the Southdale Road West at 0.5m to provide a strong street wall. A special provision is being recommended to ensure buildings are set back to accommodate door swings, balconies, and awnings.

The proposed form of development has made a strong effort to maintain a scale and form that responds to the surrounding land uses. The proposed development supports Development Design Policy (20.5.3.9.i) as the subject site is located along a major transit route with a proposed density that will support this transit with increased height and massing along Southdale Road West and reduced building height and massing on the south portion of the property adjacent to single detached dwellings. This enforces prominent site lines along the street with the proposed townhouses as the intervening uses to the south.



Figure 4 – Southdale Road Streetscape

SWAP includes criteria for evaluating Urban Design through policy (20.5.3.9.iii). The development's ability to provide for an increased height with a continuous active street wall along the Southdale Road frontage, provides a positive interface for pedestrians. The buildings provide a unique design variation while providing for appropriate scale, form, and materials which in turn provides for an appropriate human scale along Southdale Road. As mentioned, the development also positions the height and massing at appropriate locations with a transition in uses where the impacts of the height will be limited on the abutting properties.



Figures 5 and 6 – Closer views of the Southdale Streetscape

SWAP explicitly outlines that building heights of up to 9 storeys is appropriate along arterial roads. The proposed maximum of 6 storeys on this site is in keeping with the purpose and intent of SWAP with development along arterial roads.

Staff have recommended a special provision be included in the zoning to ensure that the apartment buildings are oriented to the Southdale Road frontage.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The proposed development was well received by Staff and the Urban Design Peer Review Panel. There was a concern with regards to the proposed side yard setbacks of the development in response to the initial submission. Through the planning process, these concerns have been dealt with and staff are satisfied with the recommended side yard setbacks as shown on the site concept plan and identified in the regulations of the amendments to the Zoning By-law. Other design concerns included, but not limited to, amenity area, parking, and pedestrian walkways. The applicant was successful in working towards meeting these requests to improve the overall development. Further refinements regarding these matters will continue to be dealt with during the Site Plan Approval process.

The London Plan requires that all planning and development applications conform to the City Design policies related to form of development. The proposed development is in keeping with these policies as the building is sited near the front lot line along Southdale Road West and provides a strong street wall along this portion of the property.



Figure 6 – Townhouses with internal driveways

The use of townhome style units in the rear contributes to the pedestrian environment and aids in the transition between the apartments and continuum-of-care facility adjacent to the existing low density residential properties. The overall development uses setbacks and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment throughout the development while reducing large expanses of blank wall along the street and internal to the site.

Overall, the proposed development and amendments represent an appropriate and compatible form of residential development. As the subject lands are located along a major arterial road, between high density residential and medium density residential uses, they are an appropriate location for increased residential densities that are consistent with the intent of the SWAP. The proposed site design and building layout provide a compatible form of development to the south. As mentioned, further refinements to the development concept through the Site Plan Approval process will consider additional mitigating measures. This is a positive development that provides a strong, positive streetscape and allows residents of the community an option to age-in-place.

4.2 Zoning By-law

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal.

As per the SWAP (20.5.16.5), any applications for amendment to the City of London Zoning By-law shall be subject to the policies of the Secondary Plan and applicable policies of the City of London Official Plan. Consideration of other land uses through a Zoning By-law amendment shall be subject to a Planning Impact Analysis as described in the applicable designation of the Official Plan.

The subject lands are currently zoned “Urban Reserve (UR1)” with a small portion of the northeast corner of the lands zoned “Residential (h-56*h-84*R4-6(6))” in the City of London Z.-1 Zoning By-Law.

The recommendation proposes to amend the Zoning By-law to a Residential R7 Special Provision (R7() *H20*D100) Zone and a Residential R5 Special Provision/Residential R9 Special Provision ((R5-7())/(R9-3())) Zone:

- to permit a continuum-of-care facility with a maximum height of 20m and maximum density of 100 units per hectare and special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 9.2m, and a front lot line that is deemed to be Southdale Road West;
- to permit cluster townhouses with a special provision for a maximum density of 100 units per hectare; and,
- to permit apartment buildings with special provisions for a minimum front yard setback of 0.5 metres, a minimum west side yard setback of 4.8m, minimum east side yard setback of 6.0m, a maximum building height of 17m, a maximum density of 100 units per hectare, a front lot line that is deemed to be Southdale Road West, and buildings oriented to the Southdale Road frontage.

The proposed building height for the apartment buildings to permit a maximum of 17.0m is proposed in order to afford flexibility in the final building design. Although the proposed 4.8m west side yard setback for the residential apartment building is the standard side yard setback for a 4-storey apartment building, all the functional requirements of the side yard, such as access between buildings, landscaping, and services, are adequately provided for within the setback when considered in context to the minimum 7.2m setback required for the abutting continuum-of-care facility.

The applicant has also recommended a change to the definition of continuum-of-care facility as follows: *Notwithstanding the definition of "Continuum-of-Care Facility" to the contrary, an "Apartment Building, Senior Citizens" which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.* This is to ensure that the proposed apartment units within the continuum-of-care facility may operate by a for-profit entity.

Looking at the policies in SWAP and the intent to provide a strong and continuous street edge along major arterial roads, the recommended minimum front yard setback of 0.5 is appropriate and will provide flexibility in building placement. Locating buildings close to the street line promotes a strong street edge which in turn creates a positive pedestrian experience. The maximum building height is proposed to be 6 storeys, for the proposed continuum-of-care facility which is well below the maximum height of 9 storeys contemplated in SWAP for medium density residential uses along arterial roads. Given that the analysis in this report concludes that more intensive forms of housing are appropriate for the subject lands, and that SWAP contemplates building heights of up to 9 storeys along similar segments of arterial roads, the proposed height of 6 storeys is appropriate. The proposed setbacks abutting the single detached dwellings to the south and west are not requested to be changed. These setbacks establish appropriate distances between buildings and lot lines to ensure a compatible development plan. Furthermore, the applicant has advised that landscaping along the southerly lot line of the subject lands, including such elements as evergreen trees and fencing, may be used to further enhance the transition between uses.

It should be noted that Transportation has indicated the two street stubs directly south of the proposed development are to be dedicated to applicant - both legs of Upper Canada Crossing. The south east stub is proposed as an access for this development. Therefore, a technical amendment is being recommended to change the zoning of this stub to be consistent with the development.

The two existing "h-56" and "h-84" holding provisions on the site have been recommended to be removed.

h-56 Purpose: To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the "h-56" shall not be deleted until the owner agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.

Any arterial noise and measures will be addressed through site plan approval and will be included in the development agreement to manage noise for the residential amenity areas. Therefore this holding provision can be removed.

h-84 Purpose: To ensure that there is a consistent lotting pattern in this area, the "h-84" symbol shall not be deleted until the part block has been consolidated with adjacent lands. (Z.-1-071661) O.M.B. Order # PL070738 July 9, 2008

There is no longer a low density plan of subdivision on these lands proposing single detached dwelling lots. This holding provision was applied to ensure all lots would be consolidated to ensure a consistent lotting fabric. Therefore, this holding provision can be removed.

The proposed Zoning By-Law Amendments seek to permit enhanced residential density and building height on the subject lands, in keeping with the general intent and objectives of the (1989) Official Plan, SWAP and The London Plan. The subject lands are well located to support additional height and density, and the proposed site design is responsive to the existing land uses surrounding the subject lands. The built form of the proposed development is appropriate for the location of the subject lands and is compatible with existing and planned uses abutting the lands. These amendments are appropriate and desirable for the development of the subject lands, and represents good land use planning.

4.3 Archaeological

The London Plan and SWAP both contain policies related to cultural heritage and the investigation and retention of significant features. The subject site has been identified as having archaeological significance. Two studies have been submitted for review by Lincoln Environmental Consulting Corp. Staff anticipate receiving confirmation by Ministry of Tourism, Culture, and Sport to accept the studies prior to site plan approval which will implement any specific recommendations, if necessary.

4.4 Transportation Impact Assessment

The Transportation Division has requested an updated Traffic Impact Assessment to ensure the following has been addressed:

Southdale Road West has recently undergone an Environmental Assessment (EA), as part of the Council approved Southdale Road West EA access will be restricted to right in/right out via a median along Southdale road, the TIA will need to re-analyse the traffic distribution and intersection analysis recognising this ultimate condition.

Access to Southdale Road in the interim will only be permitted as a right in/right out and will need to be restricted through a raised median (this is reinforced by the commentary provided on page 8 regarding delay for N/B traffic at the proposed site access to Southdale road)

Intersection analysis summary tables to include queue length, delay, and V/C (all tables will need to be updated)

Transportation does not require any holding provisions for this application as any outstanding issues will be addressed through Site Plan Approval.

5.0 Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conforms to the Southwest Area Secondary Plan, 1989 Official Plan policies and the in-force policies of The London Plan. The proposal facilitates the development of a vacant property and encourages an appropriate form of development. The development ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a

location where a higher density can be accommodated given the existing municipal infrastructure, frontage on an arterial road, existing public transit, and close proximity to a major commercial node.

| | |
|--|--|
| Prepared by: | Alanna Riley, MCIP, RPP 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. | |

September 9, 2020
AR/ar

Appendix A – Official Plan Amendments for Land Use

Bill No. (number to be inserted by
Clerk's Office) 2020

By-law No. C.P.-1284(inserted by
Clerk's Office)

A by-law to amend the Official Plan for
the City of London - 1989, relating to
799 Southdale Road West

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

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of the subject site from “Low Density Residential” to “Multi-family, Medium Density Residential” on Schedule “A” Land Use, to the Official Plan for the City of London.
2. To amend Section 20.5 Southwest Area Secondary Plan to change the subject site from “Low Density Residential” to “Medium Density Residential” on Appendix 1 (Official Plan Extracts), Schedule 2 (Multi-Use Pathways and Parks), Schedule 4 (Southwest Area Land Use Plan), Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) and Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations), to the Southwest Area Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located 799 Southdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

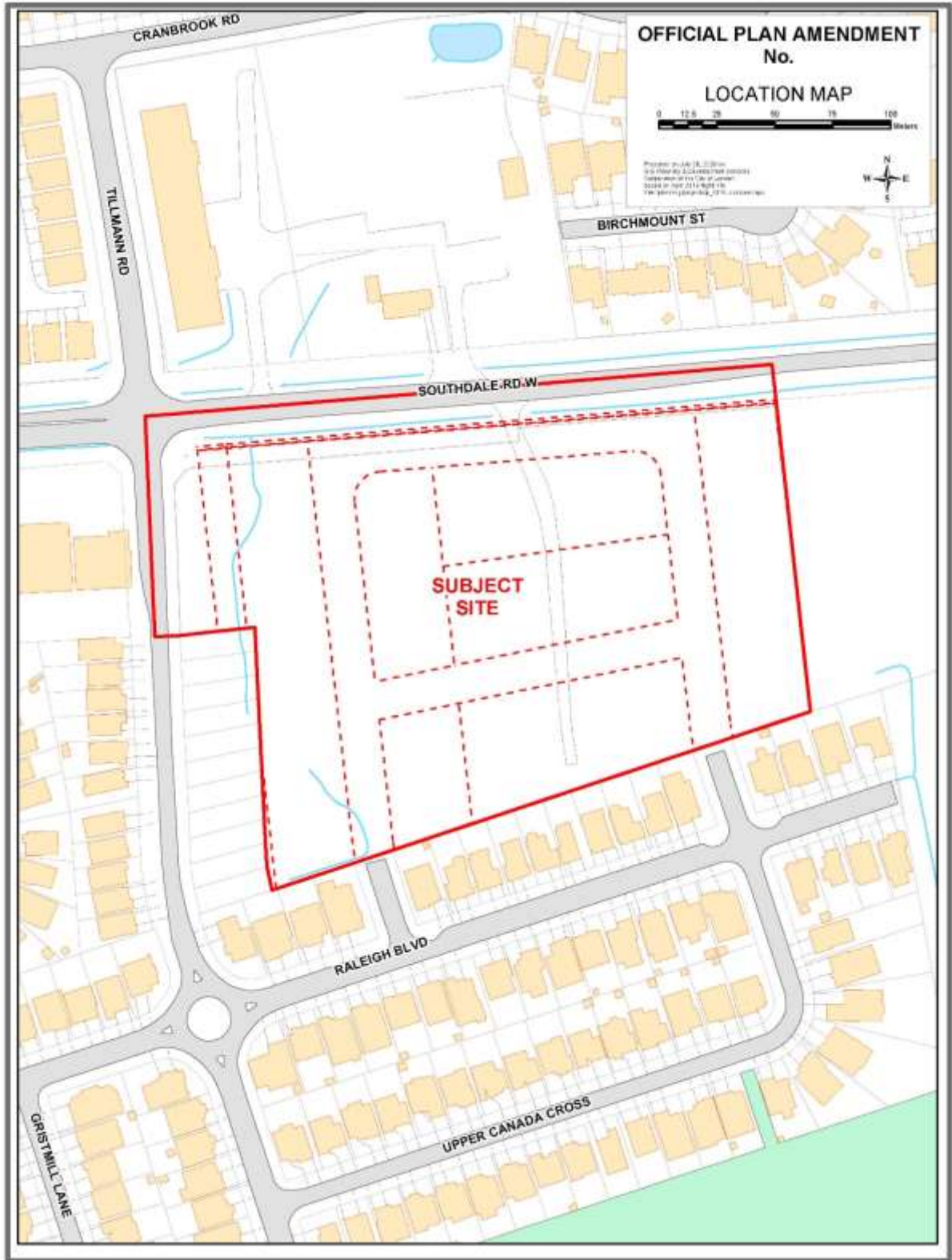
The recommended Medium Density Residential designation amendments are consistent with the policies of the Provincial Policy Statement, 2020, they conform to the in-force policies of The London Plan and the Official Plan for the City of London (1989), and are appropriate in order to facilitate the proposed development.

D. THE AMENDMENT

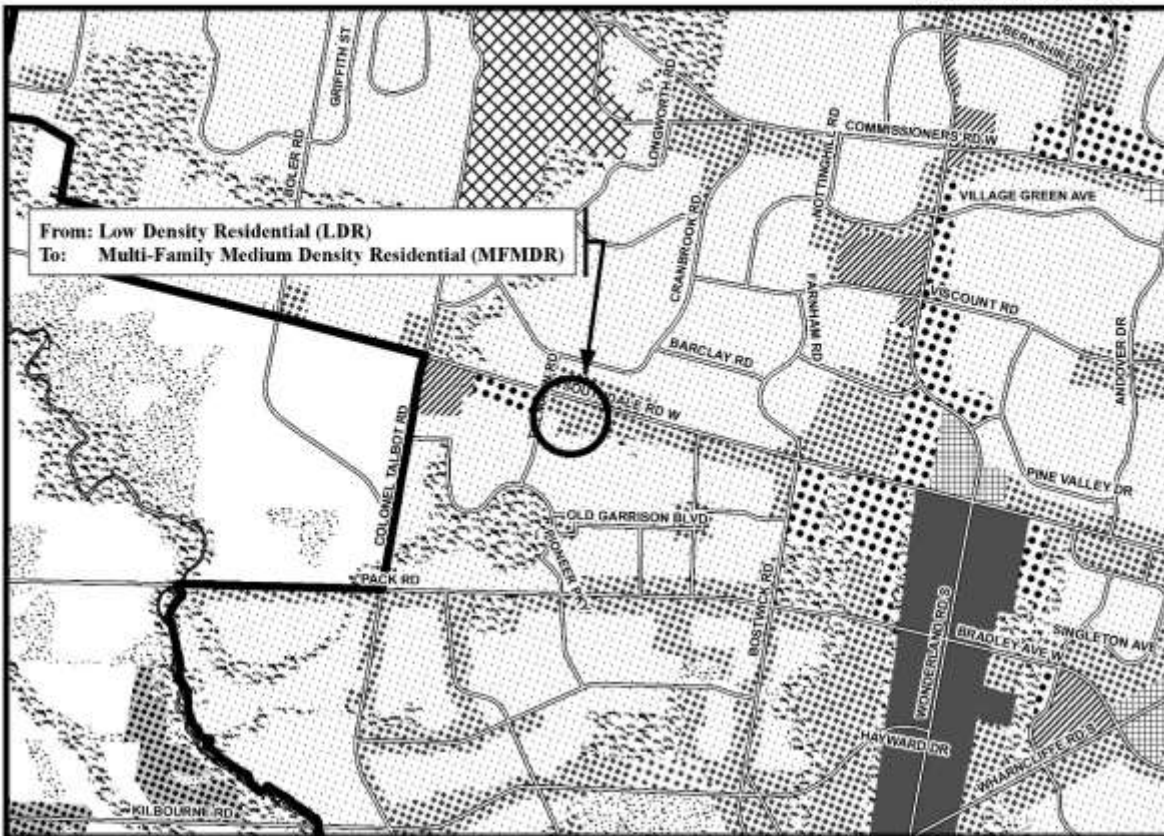
The Official Plan for the City of London is hereby amended as follows:

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by changing the designation of those lands located at 799 Southdale Road West in the City of London, as indicated on “Schedule 1” attached hereto from “Low Density Residential” to “Multi-Family Medium Density Residential”.
2. The Southwest Area Secondary Plan for the City of London Planning Area is amended by changing the designation of those lands located at 799 Southdale Road West in the City of London:
 - i) as indicated on Appendix 1 (Official Plan Extracts) of policy 20.5.17 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - ii) as indicated on Schedule 2 (Multi-Use Pathways and Parks) of policy 20.5.3.4 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - iii) as indicated on Schedule 4 (Southwest Area Land Use Plan) of policy 20.5.5 attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - iv) as indicated on Schedule 6 (Lambeth Residential Neighbourhood Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”;
 - v) as indicated on Schedule 9 (North Lambeth Residential Neighbourhood

- Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”; and
- vi) as indicated on Schedule 12 (North Talbot Residential Neighbourhood Land Use Designations) attached hereto from “Low Density Residential” to “Medium Density Residential”.



AMENDMENT NO:



Legend

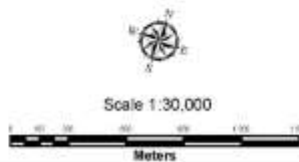
- | | | |
|---|--|-------------------------|
| Downtown | Multi-Family, Medium Density Residential | Office Business Park |
| Wonderland Road Community Enterprise Corridor | Low Density Residential | General Industrial |
| Enclosed Regional Commercial Node | Office Area | Light Industrial |
| New Format 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 |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
 TO
 OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services

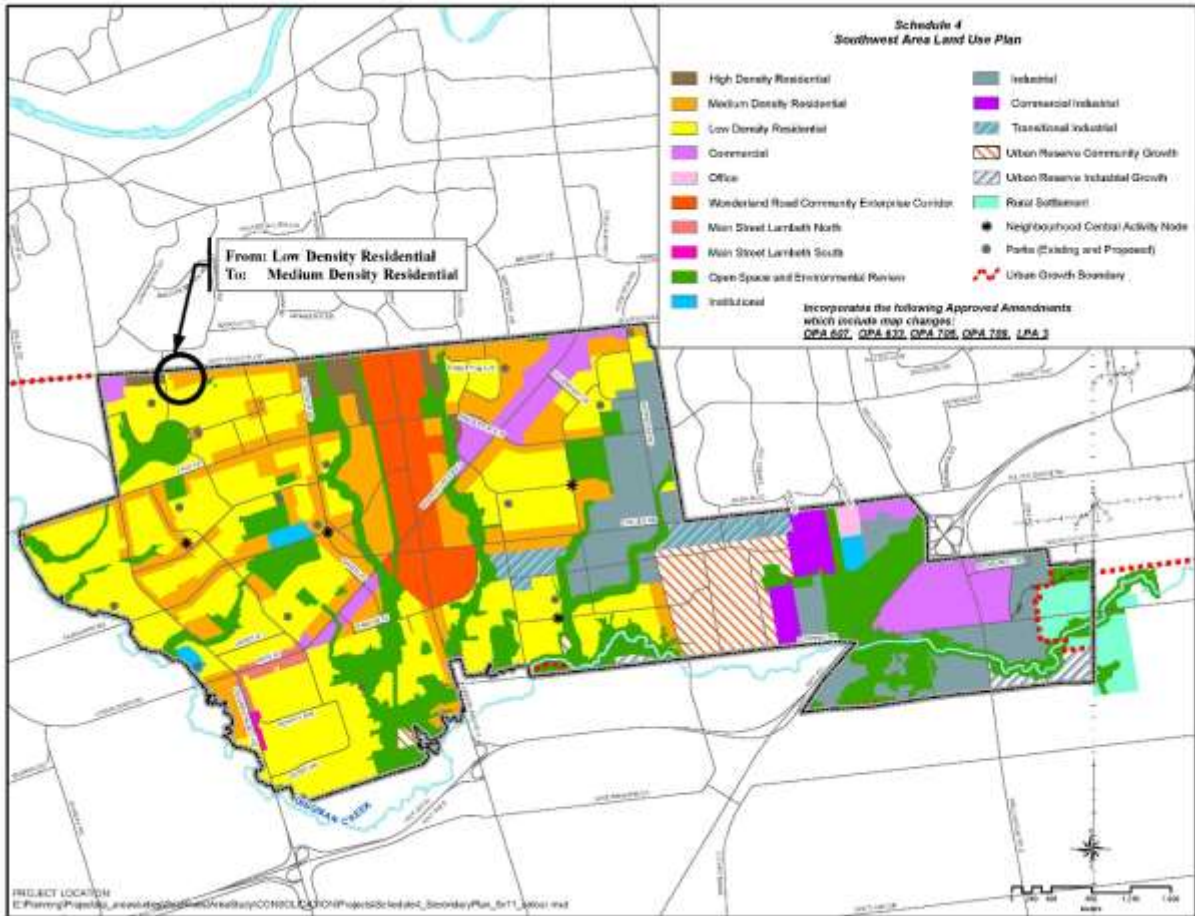


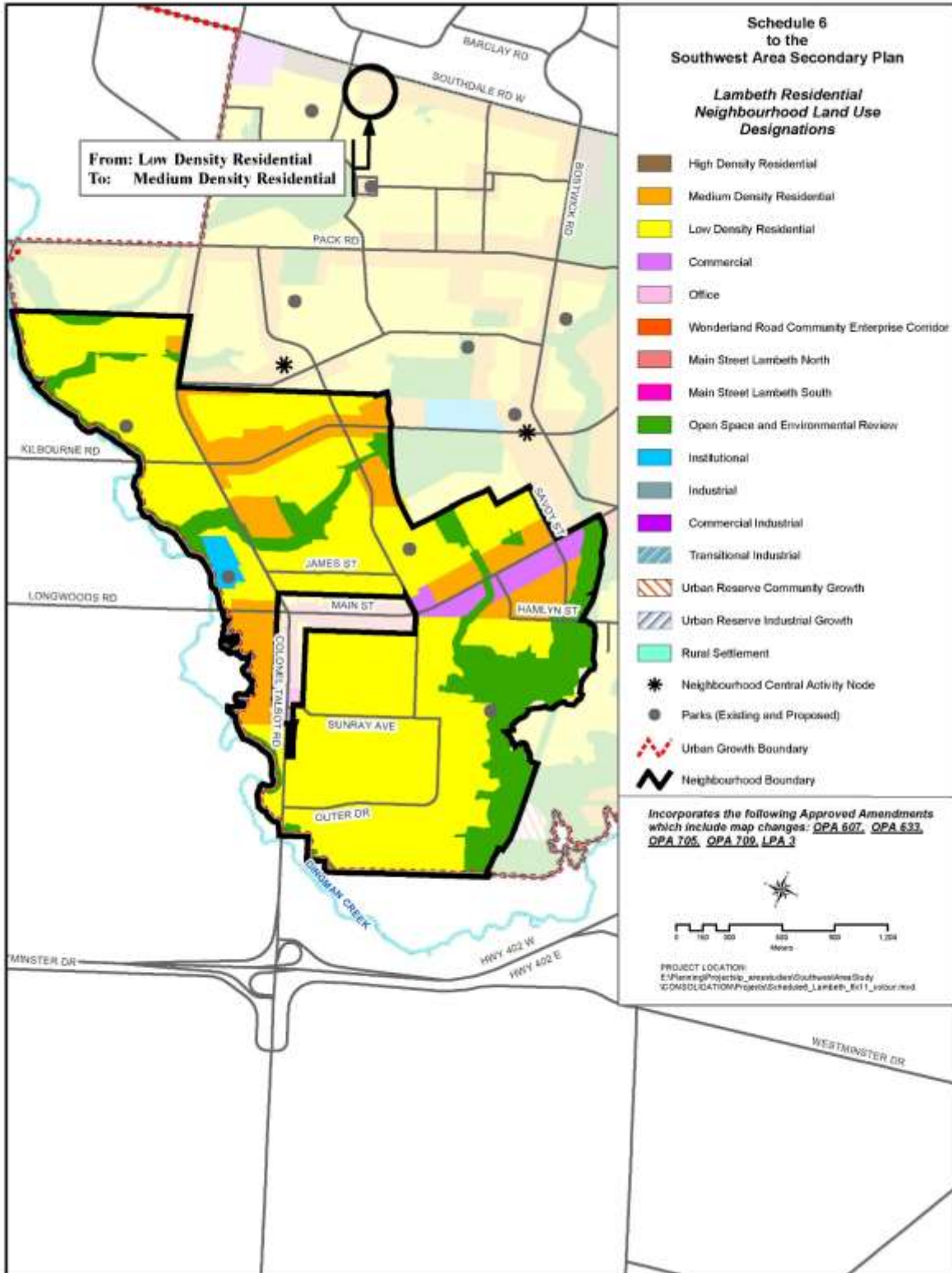
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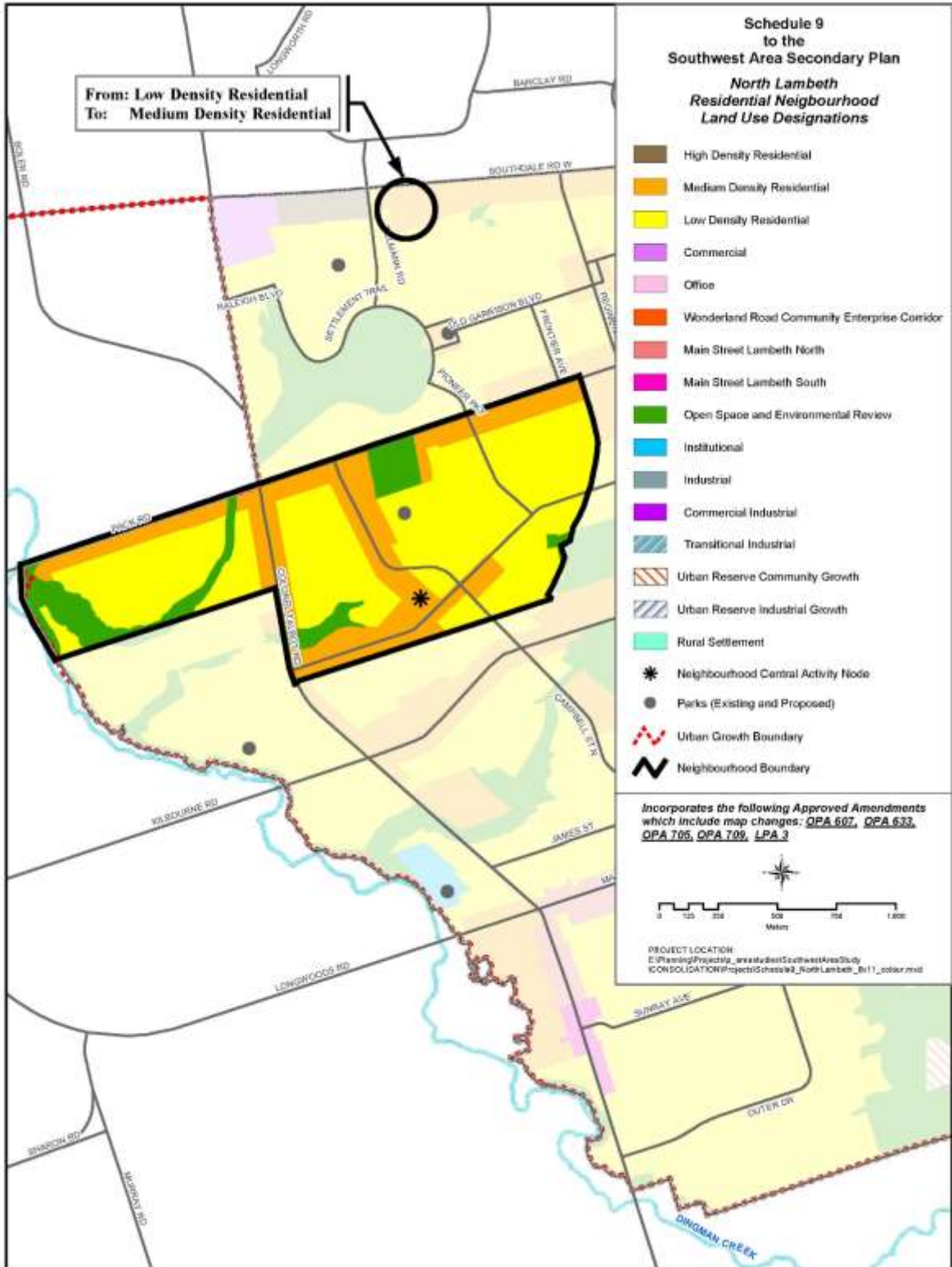
PLANNER: AR

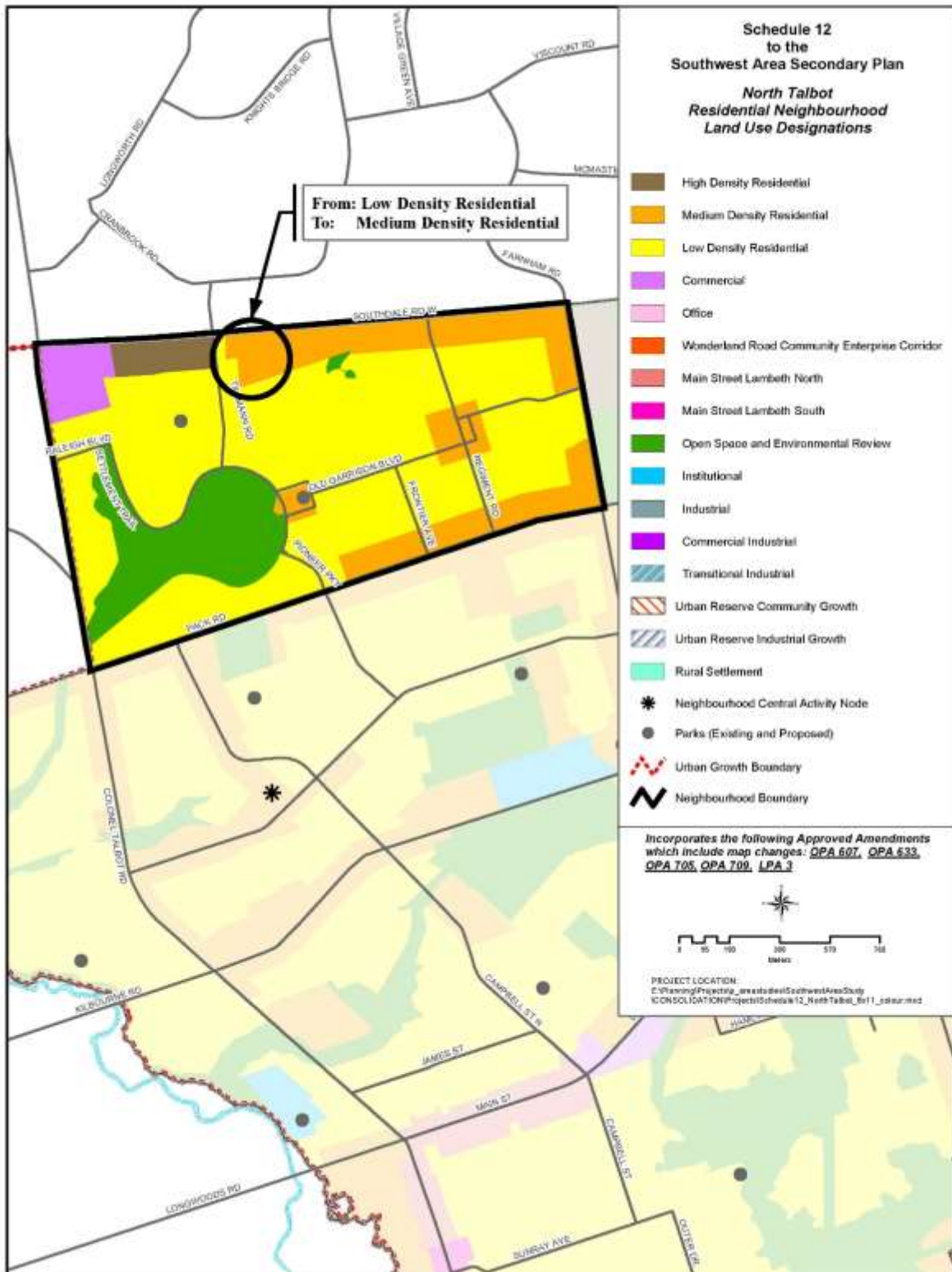
TECHNICIAN: rc

DATE: 2020/03/11









Appendix B Official Plan Amendment – Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 799
Southdale Road West.

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. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit the site to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, and permit a 6-storey continuum-of-care facilities; 5 storey apartment buildings; and townhouse units.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 799 Southdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with Policies for Specific Areas of the Official Plan. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

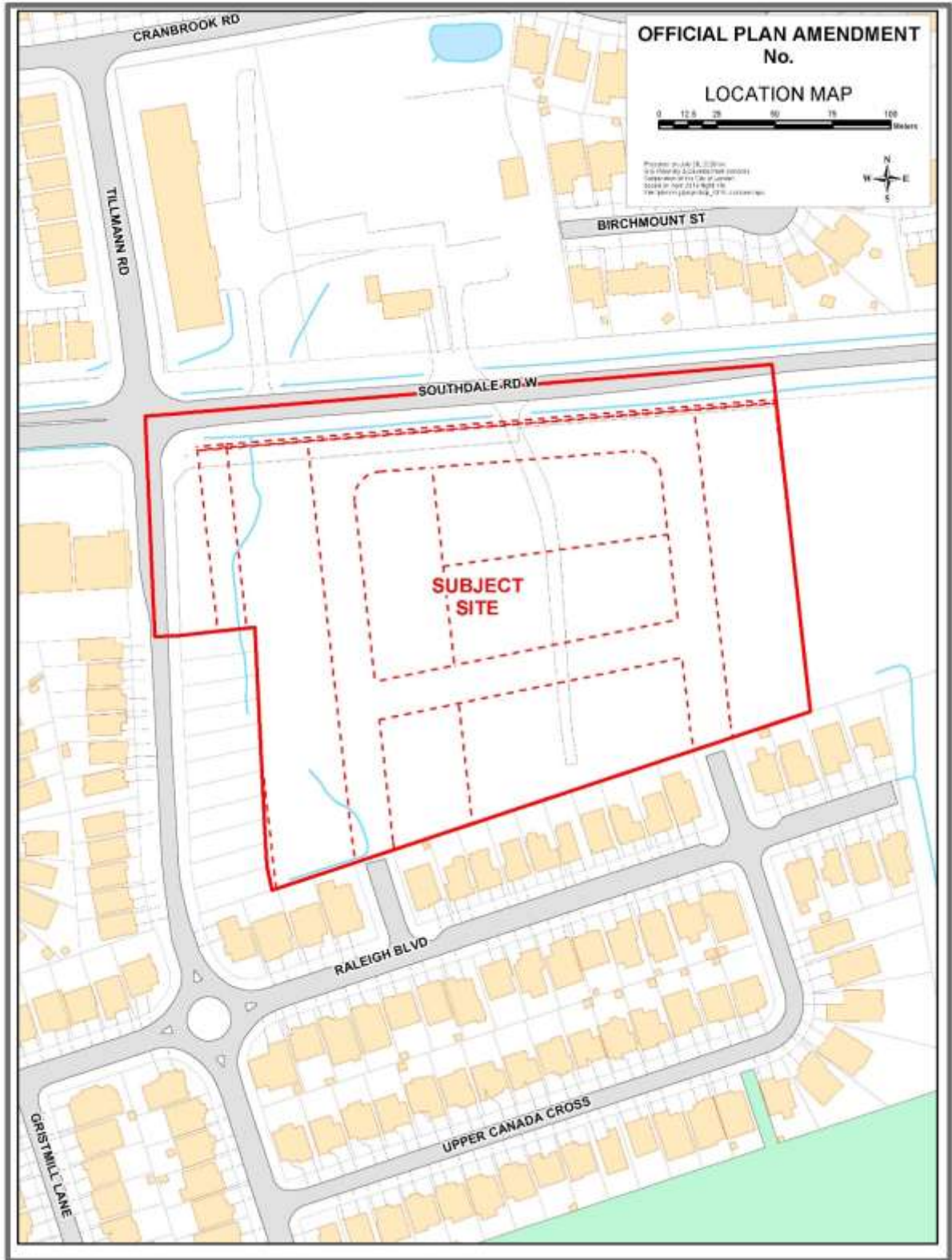
D. THE AMENDMENT

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

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

799 Southdale Road West

In the Multi-Family, Medium Density Residential Density designation at 799 Southdale Road West the site is permitted to develop with reduced setbacks, building heights of 6 storeys, a maximum density of 100 units per hectare, that the front lot line is deemed to be Southdale Road West, and permit a 6-storey continuum-of-care facilities, 5 storey apartment buildings; and townhouse units.



Appendix C The London Plan Amendments

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. C.P.-1512()____

A by-law to amend The London Plan for
the City of London, 799 Southdale Road
West.

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, 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(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 29, 2020

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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

A. PURPOSE OF THIS AMENDMENT

To change Policy 1565_ List of Secondary Plans, 5. Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan), to change the subject site from “Low Density Residential” to “Multi-Family Medium Residential” on Appendix 1 (Official Plan Extracts), Schedule 2 (Multi-Use Pathways and Parks), Schedule 4 (Southwest Area Land Use Plan), Schedule 6 (Lambeth Residential Neighbourhood), Schedule 9(North Lambeth Residential Neighbourhood Land Use Designation) and Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation), to the Southwest Area Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 799 Southdale Road West in the City of London.

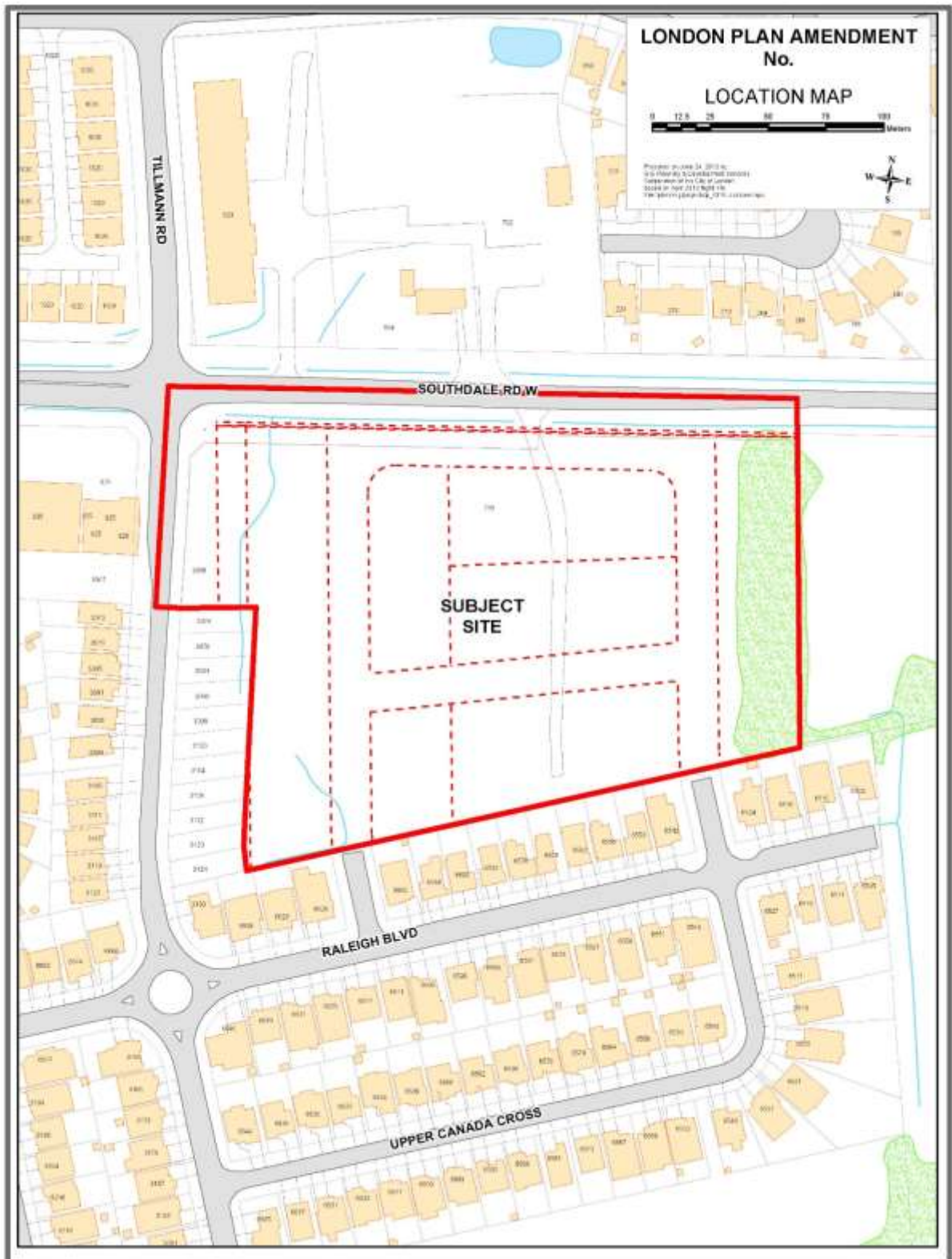
C. BASIS OF THE AMENDMENT

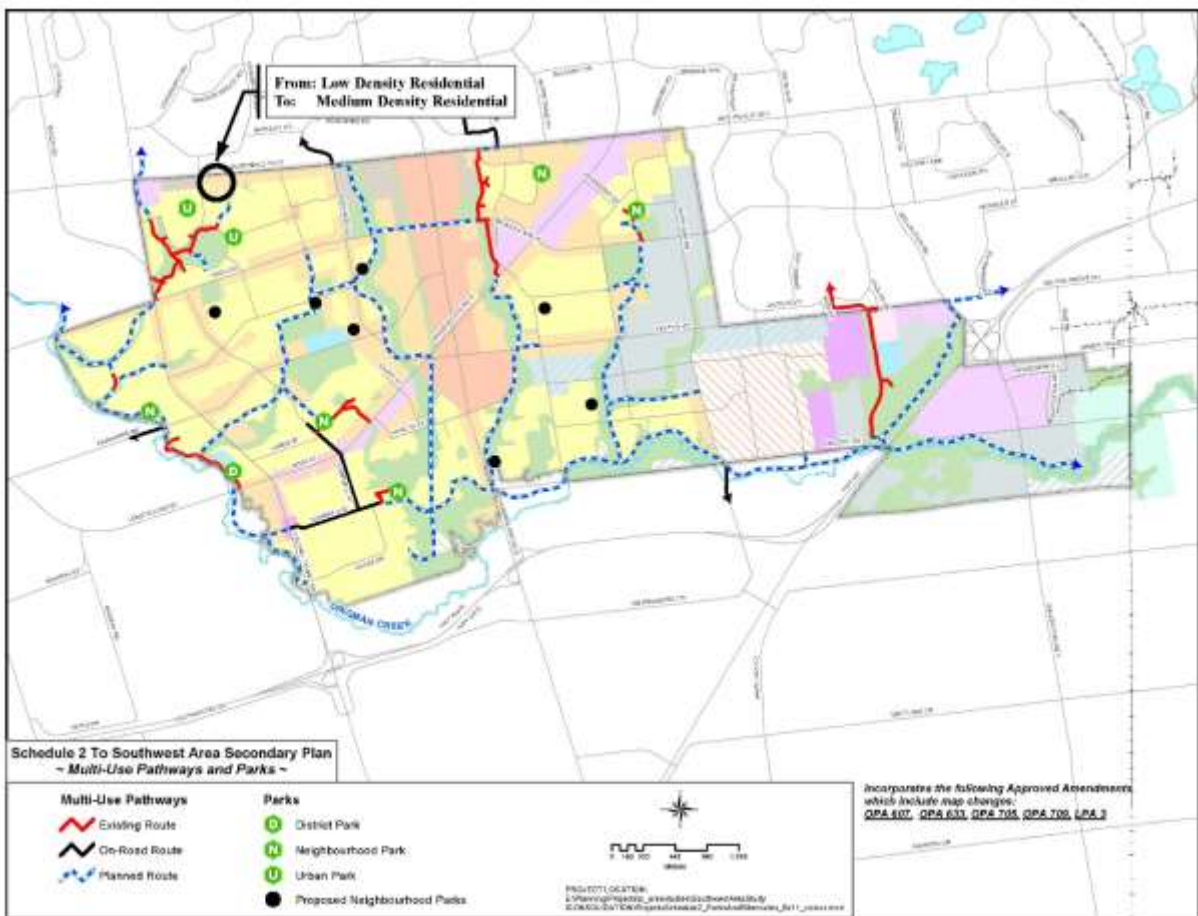
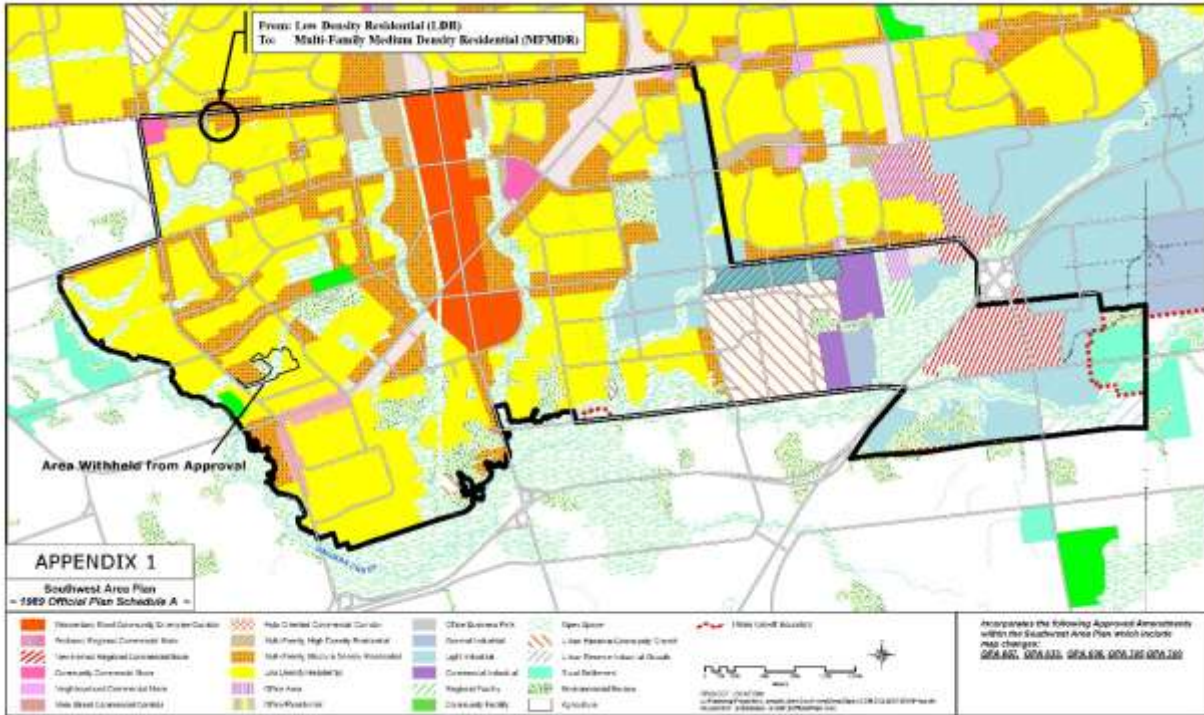
This amendment will facilitate a comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

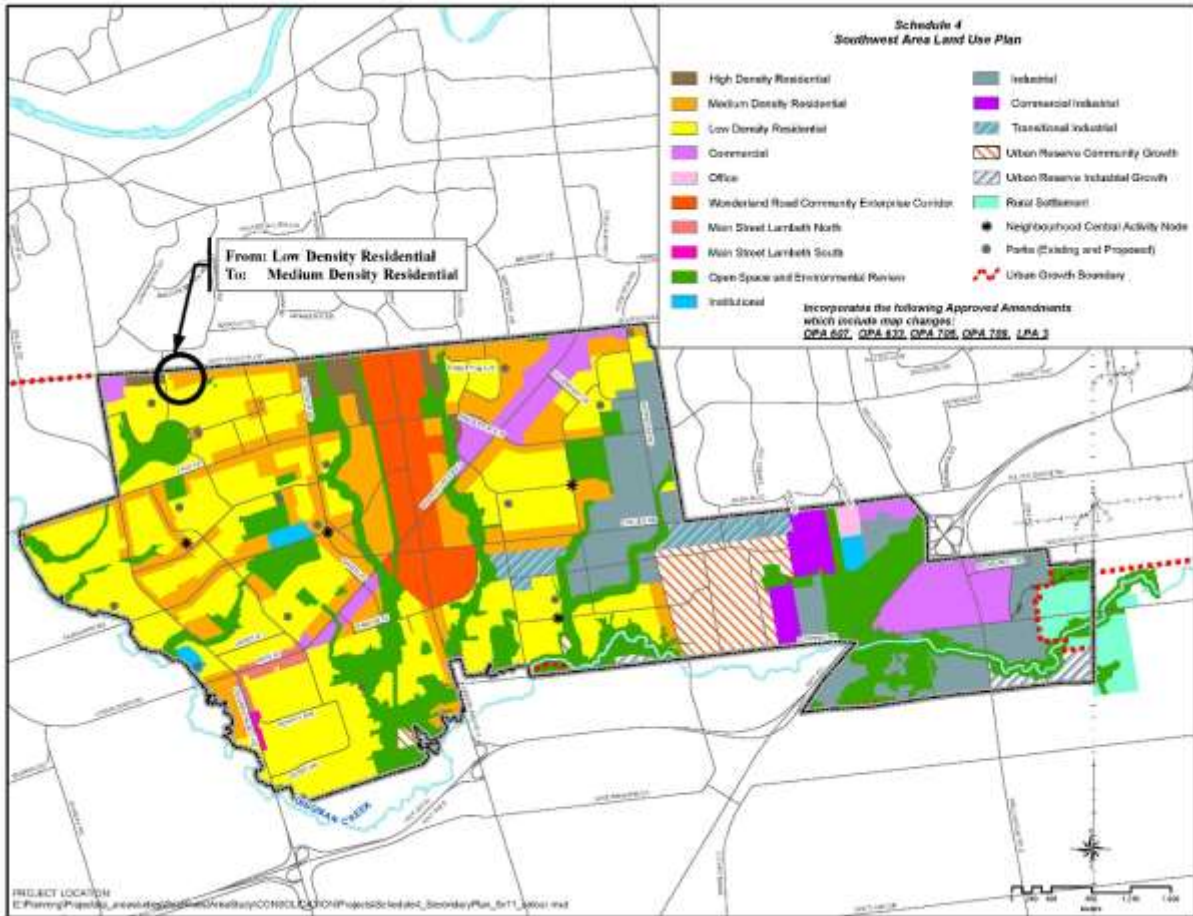
D. THE AMENDMENT

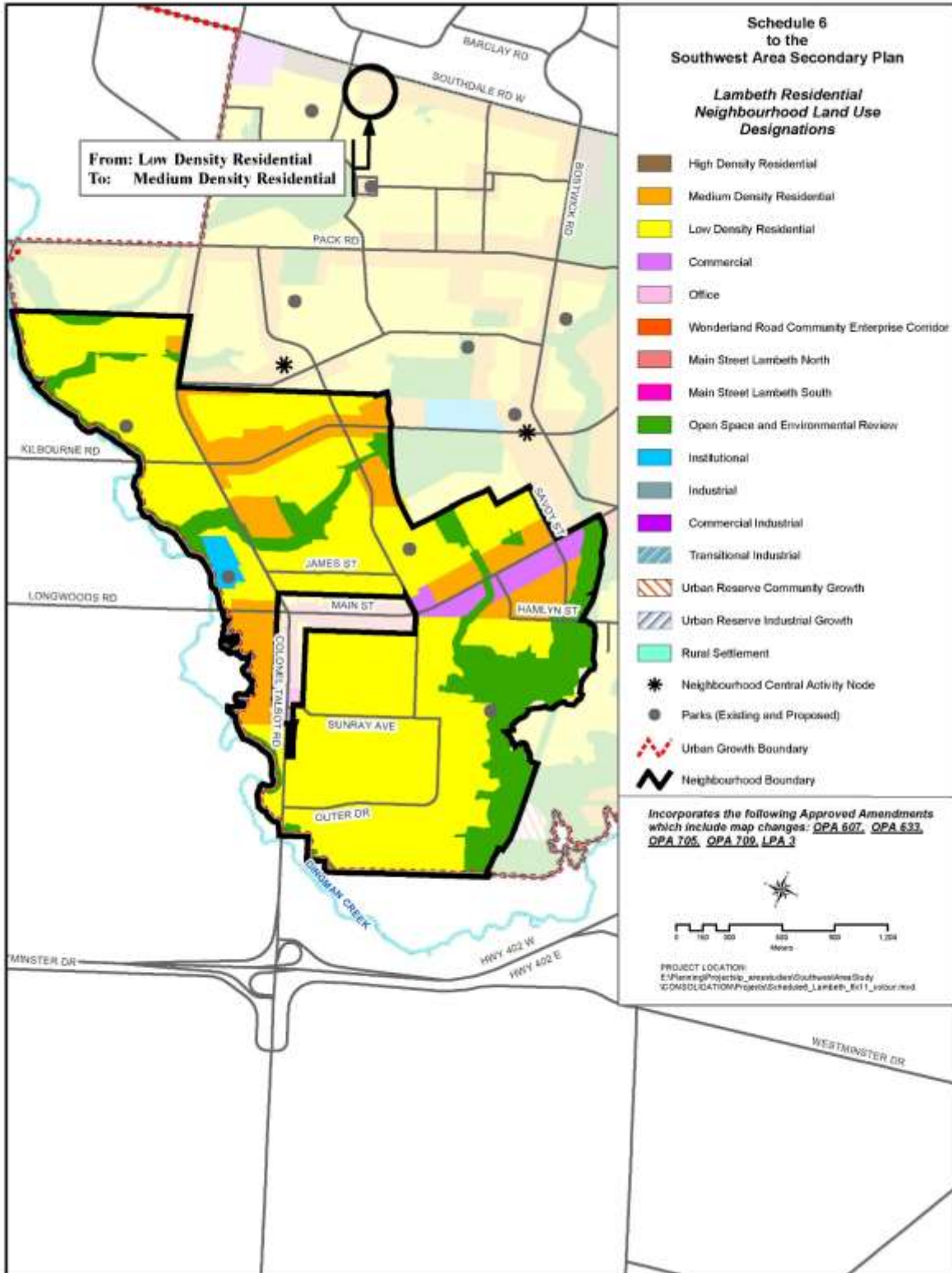
The London Plan for the City of London is hereby amended as follows:

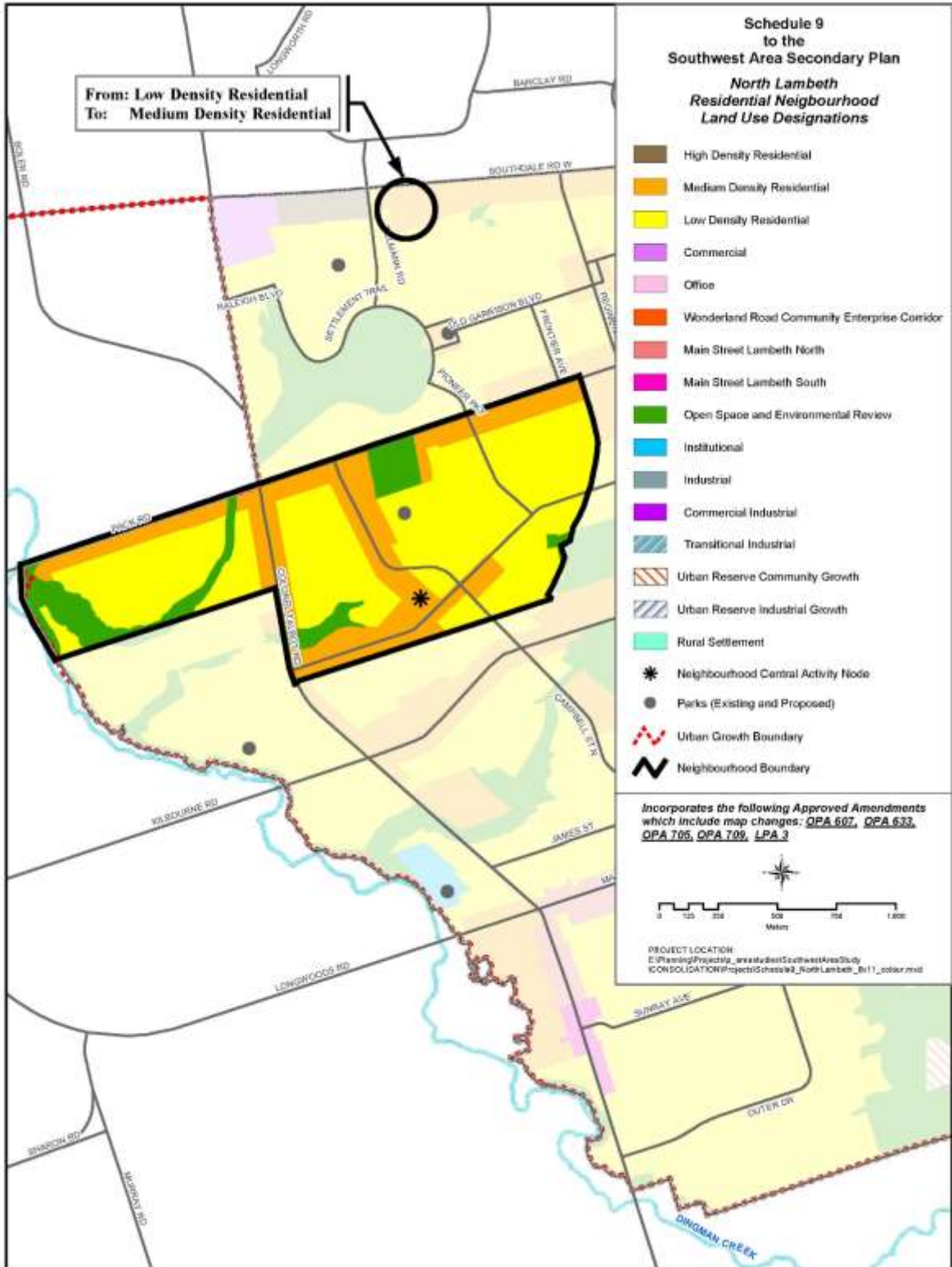
1. To change Policy 1535_5. Southwest Area Secondary Plan to the London Plan for the City of London Planning Area is amended for those lands located at 799 Southdale Road West, by changing the following:
 - i) Appendix 1, Official Plan Extracts (Southwest Area Secondary Plan) from “Low Density Residential” to “Medium Density Residential”;
 - ii) Section 20.5 (Multi-Use Pathways and Parks) - Schedule 2 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”;
 - iii) Section 20.5 (Southwest Area Secondary Plan) - Schedule 4 (Southwest Area Land Use Plan) from “Low Density Residential” to “Medium Density Residential”;
 - iv) Schedule 6 (Lambeth Residential Neighbourhood) from “Low Density Residential” to “Medium Density Residential”;
 - v) Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Medium Density Residential”; and
 - vi) Schedule 12 (North Talbot Residential Neighbourhood Land Use Designation) from “Low Density Residential” to “Medium Density Residential”.

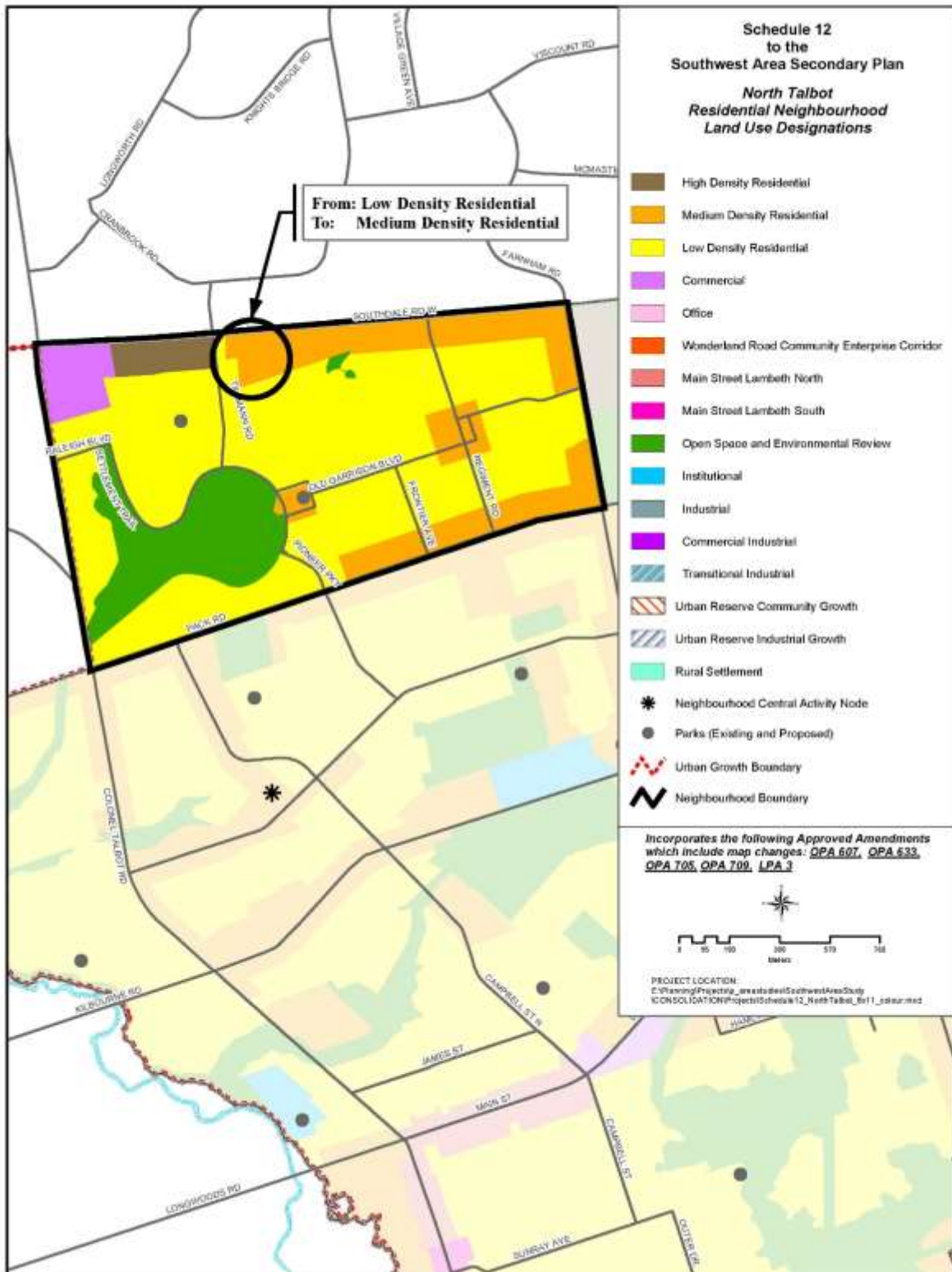












Appendix D Zoning By-law Amendments

Bill No.(number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 799
Southdale Road West

WHEREAS Speyside East Corporation applied to rezone an area of land located at 799 Southdale Road East, 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 799 Southdale Road West, as shown on the attached map comprising part of Key Map No. A.110, from an Urban Reserve (UR1) Zone and a holding Residential R4 Special Provision (h-56*h-84*R4-6(6)) Zone to a Residential R7 Special Provision (R7()*H20*D100) Zone and a Residential R5 Special Provision/Residential R9 Special Provision (R5-7()/R9-3() Zone; and from a Residential R2 Special Provision/Residential R4 Special Provision (R2-1(13)/R4-3(1) Zone to a Residential R5 Special Provision/Residential R9 Special Provision (R5-7()/R9-3() Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provision:

R5-7() 799 Southdale Road West

a) Regulations:
 - i) Density 100uph
(maximum)
 - ii) The front lot line is deemed to be Southdale Road West
- 4) Section Number 11.4 of the Residential R7 (R7) Zone is amended by adding the following Special Provision:

R7() 799 Southdale Road West

a) Regulations:
 - i) Front yard 0.5 metres
(minimum)
 - ii) West side yard 9.2 metres
(minimum)
 - iii) The front lot line is deemed to be Southdale Road West
 - iv) *Notwithstanding the definition of "Continuum-of-Care Facility" to the contrary, an "Apartment Building, Senior Citizens" which forms a component of a Continuum-of-Care Facility, may be owned and/or operated by a for-profit entity.*

- 5) Section Number 13.4 of the Residential R9 (R9-3) Zone is amended by adding the following Special Provision:

R9-3() 799 Southdale Road West

a) Regulations:

- | | | |
|------|--|------------|
| i) | Density (maximum) | 100uph |
| i) | Height (maximum) | 17 metres |
| ii) | Front yard (minimum) | 0.5 metres |
| iii) | West Side Yard (minimum) | 4.8 metres |
| iv) | East Side Yard (minimum) | 6.0 metres |
| v) | The front lot line is deemed to be Southdale Road West | |
| vi) | All buildings must be oriented to the Southdale Road West frontage | |

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 September 29, 2020.

Ed Holder
Mayor

Catharine Saunders
City Clerk


First Reading – September 29, 2020
Second Reading – September 29, 2020
Third Reading – September 29, 2020

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



Zoning as of February 28, 2020

File Number: OZ-9188
Planner: AR
Date Prepared: 2020/09/10
Technician: rc
By-Law No: Z-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



Appendix E– Public Engagement

Community Engagement

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written and verbal replies were received from 15 individuals.

Also, August 13, 2020, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Thirteen members of the community attended the community meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

The public's concerns generally included:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the low-rise single-family home characteristics of the neighbourhood
 - Inadequate open space
- Possible impacts on drainage
- Loss of property value

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

Todd Smith
Heidi Coburn
Becky Williams
David Brooks
Colin Dambrauskas
Ken and Cory Hoff
Lindsay and Marcus Campbell
Bruce Turner
Diane Bryan
Mike and Marlene Brandao

Riley, Alanna

From: [REDACTED]
Sent: Thursday, May 14, 2020 3:52 PM
To: Riley, Alanna; Hopkins, Anna
Subject: [EXTERNAL] Concerns on development on Southdale and Tillmann Rd

Good Afternoon Alanna,

I am writing in concerns that myself and many Talbot Villagers feel about the proposal for the new development on the Southdale and Tillman Rd section in London ON.

When we purchased our home on Raleigh Blvd east, we reviewed, researched and followed up to determine what type of zoning was to go behind us in the hills if we were to purchase our house, make the investment that we did moving into this part of London and what we could expect for future growth.

We were told the most it would be is single dwellings or town homes.

Not in any point were we told the density would be potentially increased to 5 and 6 story apartments along with town homes.

This is exactly why we did not purchase a home where the Pomeroy apartments are as we wanted to avoid that type of density.

The impact on Southdale Rd is absolute sheer congestion as is, and adding this into the mix will make it unbearable.

You will be decreasing the value of our homes, that many of us have invested for our long term homes and to be driven out by sheer disregard for what an amazing neighborhood this is, plus increasing the volume with this monstrosity is an outrage.

I feel we were lied to, I already pay through the roof in taxes more than near anyone else in Talbot Village and should have a say in this.

Many of the people in Talbot Village are completely against this proposed idea of increasing sheer mass to our calmed neighbourhood, where kids (when Covid-19) is lifted play outside and with each other knowing that its a calmed neighbourhood to changing that to the hussle and bussle of more cars, more people and more danger to kids outside playing.

I would expect there will be required to discuss with the people who this will directly impact not only in Talbot Village but those who all live in the area of Southdale West as it already cannot handle the current volume now.

To change the zoning and increase the density is not the answer nor what we were told and to take away what our investment is, will be noting for protests, action and publicity that will not be taken lightly when explained and demonstrated throughout the London ON community.

1

I urge that we need to discuss this further, find out why we have been lied to when we moved in and now to take away the already amazing neighbourhood we live in. This is not the space for the proposal nor the zone for it.

I would like to arrange a further call as I want to be notified in all terms of meetings, where we can put in our motions to deny the request of the new proposed zoning.

Thank you for your time.

Kind Regards
Becky Williams

[REDACTED]

Riley, Alanna

From: [REDACTED]
Sent: Tuesday, May 19, 2020 2:32 PM
To: Riley, Alanna; Hopkins, Anna
Subject: [EXTERNAL] File: OZ-9188 799 Southdale Road West

This E-Mail is in reference to File: OZ-9188 proposed Amendments to 799 Southdale Road West.

As a resident of Talbot Village I was quite concerned to receive a notice of "Official Plan and Zoning By-Law Amendments" to the property of 799 Southdale Road West. My family lives down the street from this parcel of land and will be directly affected by its development or more to the point the improper and over development of this property. Please see talking points and concerns below.

Traffic Impact Study

Extremely limited study area. Fails to consider large developments proposed in the surrounding area. The study, glaringly fails to provide an analysis of the already busy intersection of Colonel Talbot Road and Southdale Road West. Even with the limited study, the proposed access of the site and Southdale Road West will experience a Failing level of service (northbound) for all future scenarios. This will result in risky traffic movements (especially left hand turns) with an increase of serious accidents. The failing level of service at this access will also result in traffic having to use Raleigh Boulevard through the quite single family neighbourhood. These street were not designed for this level of traffic.

Official Plan and Southwest Area Plan

This site is currently designated as Low Density Residential. Other properties along Southdale Road West are designated for Medium Density Residential and should be developed before considering a change to 799 Southdale Road West. My Family and other residents relied on the current long term planning documents when making our biggest life investments (purchasing homes) Realtors and City staff provided information that some areas along Southdale were planned for High Density and Medium Density Residential development. However, the property at 799 Southdale Road West was to be developed as Low Density Residential and that played a major role for families when choosing what home to purchase or property to build on. Five and six storey buildings, with potentially 1000 people is not what I and other existing homeowners understood would develop on this property. This project proposes far too much density for the site.

Environmental / Green Space Concerns

This proposed development has a complete lack of functional public open space for the size of this project and will potentially

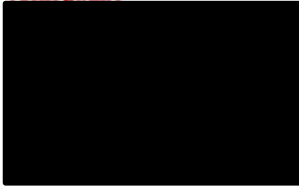
Overwhelm the existing open spaces of Talbot Village. Significant concern for Stormwater Management given the extent of hard surfacing for this project and with the increasing frequency of severe storm events. My family built our house in 2013 and in 2014 our basement flooded during one of our 100 year storms that seem to occur every year now. (Flood Damage \$15,000.00) The proposed development virtually offers no green space and is fundamentally a giant parking lot. This will most certainly have an adverse effect to the existing infrastructure's ability to manage Stormwater.

Please deny this application at your first opportunity to save the developer further unnecessary expense and provide my family and existing residents of Talbot Village the type of development (Low Density Residential) they were told would occur on this site.

If this project proceeds to the next stage I request to be cc'd a copy of the City Staff Report.

Regards,

Todd Smith



Riley, Alanna

From: [REDACTED]
Sent: Monday, June 01, 2020 11:13 AM
To: Riley, Alanna
Subject: [EXTERNAL] File: OZ-9188/799 Southdale Road West Planning Application

Alanna Riley:

As residents of Upper Canada Crossing in Talbot Village for 8 years now, my husband and I are writing to express our opposition to the proposed planning application for 799 Southdale Road West, in its current state, due to the extremely high density. We are very disappointed to see the application is to amend the current official plan from low density to medium density. Signage on Tillman for years stated the plan was for low density residential on the site and my husband and I bought our retirement property with that in mind. We feel the city needs to be more transparent when posting signage as we now realize posted signage is very misleading if applications can be made and approved years later after neighbourhoods have been developed which are very different from the official city plan for a specific area. Why even bother to have an official city plan then?

While we are unhappy about the application to change the plan from low density to medium density we would accept the proposed application provided these suggestions regarding density, traffic concerns and green space were included into revised plans:

1. The townhomes are eliminated as part of the application based on density of the site plan and traffic concerns. Squeezing 33 townhomes into this site plan as though it was an afterthought is sheer overdevelopment. The townhomes having to use Raleigh Boulevard for access will put extra strain on this quiet, existing residential street. Also residents of the townhomes wishing to gain access to the south end of London/Pack Road would have the option of using the more convenient route of Upper Canada Crossing putting added strain on that street as well. As an example, townhomes were recently developed at the corner of Colonel Talbot Road and Raleigh Boulevard with their access into Talbot Village being Raleigh Boulevard. This had no impact on any existing streets in the neighbourhood. We understand there are areas along Southdale Road West which are slated for high and medium density. Please consider the townhomes for those areas while you have the time to plan properly for traffic concerns instead of trying to alter a quiet established neighbourhood with a patchwork of altered traffic.
2. Raleigh Boulevard and Upper Canada Crossing should not be used as potential feeder streets to the apartments. Nor should Tillman be used at the entry point in the continuum-of-care facility. We feel Tillman Road is not equipped to handle any more traffic. Has there been a study to address the left hand turning lane on Tillman Road onto Southdale Road West potentially blocking the entrance to the continuum-of-care facility? Although this is the most used entry point into Talbot Village and is already used by the hundreds of residents of the 3 apartment buildings on Southdale Road West when approaching from the east (which should never have been approved!) as well as a bus route, it is the most narrow and the most poorly designed. Perhaps a feeder street can be developed running parallel to Southdale Road West to service both the continuum-of-care facility and the two apartments? The continuum-of-care facility and the two apartments should have their own separate entrances off of Southdale Road West so there is zero traffic impact into the established quiet residential neighbourhood.
3. Reduce the height of the apartment buildings and the continuum-of-care facility if possible. The present scale of these buildings seems to overwhelm the present neighbourhood. Reducing the height would help to have the two apartment buildings blend in better with the existing residential neighbourhood. A small compromise considering this was slated for low density.
4. Provide green space for the continuum-of-care facility and the two apartment buildings. What a terrible disservice to the potential residents of these facilities not to provide one bit of green space. Having a bit of grass in the front of the buildings is not sufficient especially considering the density proposed. For seniors not to be able to enjoy trees, a landscaped area and at the very least a little nature trail so they can take a stroll or to be pushed in a wheelchair within their facility with easy access is shameful. Major tree plantings should be mandatory at the southern edge of the proposed site to soften the impact of the 2 apartments buildings, the continuum-of-care facility and the parking lots that would otherwise be the view from the backyards of the existing homes on Raleigh Boulevard.

1

5. We are concerned about the storm water management. We are not engineers so we cannot offer any suggestions with regards to this issue. However we hope there is considerable awareness that many residents have had flooded basements in recent downpours. The proposed plan brings with it large hard surfaces which will create much run off. Will the existing infrastructure be able to handle this added run off? We ask that you keep this in mind for our existing residential properties.

Please consider these suggestions. Without compromise we will strongly oppose this development in its present state. You only get one chance to get it right...we hope you will take into consideration the residents of this lovely, quiet neighbourhood and the effect it will have on our quality of life here. Thank you.

We would kindly request a copy of any revised Planning Application as well as the City Staff Report.

Doug Sweet & Heidi Coburn
[REDACTED]

Riley, Alanna

From: diane bryan [REDACTED]
Sent: Thursday, May 14, 2020 4:27 PM
To: Riley, Alanna
Cc: Hopkins, Anna
Subject: [EXTERNAL] London.ca/planapos

I am a senior and am sure you are aware of our fears of being locked in isolation as we have been for what seems like forever.

We live at the intersection of Releigh Blvd. and Tillman for the past six years. This was to be our retirement home as it is a bungalow and it was quiet and comfortable when we bought it. We have lived under construction with dust, noise and inconvenience for the past 6 yrs.

Please put yourselves in our situation and try to understand our frustration, disappointment and fear when we received the planning application in the mail yesterday. We feel gridlocked and isolated now and can't begin to imagine what it will be like after the prepolsed construction. The traffic alone will be more unbearable as it is now. We have to plan on the appropriate time to take our trip to the plaza at Southdale and Wonerland or it can take forever.

I know we are not supposed to stand in the way of progress but please try to take into consideration of #1 your seniors, #2children, and #3 young families trying to make a comfortable living in a community that has in my opinion has sold us out for the almighty dollar.

Signed from a very disappointed and disheartening member of Talbot Village ☹️👎

Sent from my iPad

Riley, Alanna

From: Cory Hoff [REDACTED]
Sent: Tuesday, June 02, 2020 8:54 AM
To: Hopkins, Anna
Cc: Riley, Alanna
Subject: [EXTERNAL] Re: Zoning App. #OZ-9188 Speyside East Corp.

Hello Anna: I am writing concerning the zoning application for future development at the southeast corner of Tillman Rd and Southdale Rd. This area is already highly congested with traffic when attempting to drive from Southdale into Talbot Village subdivision. Our concern is that with the planning of high density buildings (5 and 6 stories, as well as 30 townhouses) at this corner, it will only congest way overboard. When travelling south into the subdivision on Tillman from Southdale, it will be near impossible to have clear access, as whoever planned Tillman Rd. made the road so narrow, trying meeting a city bus...it is frustratingly extremely tight...you almost have to stop! And this is a main road into our village!! That road needs to be widened...very poor planning!!!!. The city is going totally beyond reason with this planning of so many apartments and townhouses in this corner. Wow!! Unbelievable!!

Ken and Cory Hoff
[REDACTED]

Riley, Alanna

From: Lindsay Campbell [REDACTED]
Sent: Monday, June 01, 2020 3:34 PM
To: Riley, Alanna
Subject: [EXTERNAL] Zoning application file OZ-9188 (Speyside East Corporation)

Hello Ms. Riley,

I am a homeowner on Upper Canada Crossing and am concerned about the zoning application for the townhomes and apartment residences now proposed in the new plan.

We have owned our house here for 4 years now. When we bought, the plan for the property at Southdale and Tillman was always low to medium density. While I might have expected some townhomes, the new application for 5 and 6 storey buildings is not what was anticipated nor is it welcome.

I worry about the traffic that is to come with these new buildings. Southdale is a busy street and to have an entrance into the two 5 storey buildings off Southdale will make it that much busier. While I understand that eventually Southdale will be expanded, I feel that by increasing the number of people living here to the extent proposed, will cause the traffic in our residential neighbourhood to grow exponentially from people looking to avoid Southdale. The entrance to the continuum of care facility off of Tillman is also worrisome. Tillman is already a fairly narrow street, with bus traffic and is a vital entry to our neighbourhood. Having a parking lot for the 6 storey retirement facility will increase the traffic on this street drastically.

Looking at the proposed new plan, there doesn't appear to be very many green spaces for those people. There is a lot of concrete parking lots proposed in the plan. Our community has prided itself on the walkways and green space we have available to the residents here. This plan does not fit in with that plan.

Luckily, I am not one of the unfortunate homeowners who bought on Raleigh and will now back onto the proposed 5 and 6 storey buildings. There are a lot of expensive homes on that row and I can't imagine having these proposed buildings in their backyards will help with their home value. Many of the people in this part of the neighbourhood did their due diligence in looking at the proposed zoning for that property prior to buying in this neighbourhood. Changing that zoning now that we have a settled neighbourhood is unfair and completely misleading to those who did their homework prior to buying. Why zone it one way in the first place if you are able to just change it later. The initial zoning doesn't matter then.

To sum up, I feel very strongly that the changes to this zoning should not be approved as proposed.

I can be reached at the number below, [REDACTED] should anyone like to discuss this with me.

Kindest regards,

Lindsay Campbell CPA, CA, CBV, CFF
Partner
Hoare Dalton

[REDACTED]

Riley, Alanna

From: Bruce Turner [REDACTED]
Sent: Friday, May 15, 2020 11:25 AM
To: Riley, Alanna
Subject: [EXTERNAL] Zoning Bylaw Amendment File OZ-9188

I recently received the above Notice as My property is located across from the noted property and am writing to advise my opposition. We actually back on to Southdale Road and I and my neighbours have for some time been concerned with the significant increase in traffic along Southdale Rd and the resulting increase in noise and traffic congestion. This new development proposal will I'm sure add significantly to this concern.

I know that the City has plans to widen Southdale to Colonel Talbot and add appropriate noise cancelling fences however from what I understand this will not be happening until 2026 at the earliest.

For this reason I would be opposed to the Zoning Amendments at least until Southdale Road widening has been completed. I look forward to your response.

Thanks,
Bruce Turner
[REDACTED]

Good morning Ms Hopkins

I am emailing in regards to the new proposed plans to go in behind several houses including my own in Talbot Village (Southdale rd and Tilman).

My family along with my neighbours bought our location on Raleigh blvd East, with full knowledge and plan that the area to be developed behind us was zoned for low to medium density but no multi level units

Now we are seeing the plan(link below) to change this proposal and take this amazing community we have with signs throughout the village (calm ed traffic neighbourhood) and put these monstrosities behind us, ultimately lowering the value of our homes

<https://www.london.ca/business/Planning-Development/land-use-applications/Documents/Development-Services/OZ-9188/OZ-9188-Planning-and-Design-Report.pdf>

I have already spoken to several neighbours and each one is against this new proposed plan and everyone is in agreement that part of the reason we bought our homes was the solemn fact we would not be getting these proposed buildings behind us

I have never been unhappy with where me and my family have decided to settle and love our area, our neighbourhood and your loyalty to your district. What I need from you is support and guidance to push back on this new rezoning plan and support the continued efforts of keeping Talbot Village safe from such new plans

I would love to discuss with you further and I am available at _____.

I look forward to your call

Thank you

Kind regards

Sent from my iPhone

Agency/Departmental Comments

London Hydro – May 11, 2020

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

Upper Thames River Conservation Authority – June 11, 2020

The UTRCA has no objections to this application. Thank you for the opportunity to comment.

Development Services – Engineering – May 27, 2020

In addition to comments provided to the applicant at the SPC stage, see attached, Engineering team offers the following:

- SWM team evaluated requested setback through digital and site visit review and concluded that they don't foresee any realistic issues with a 4.8m setback. Proposed layout is not preferred; however, layout seem to be able to achieve SWM criteria
- Additionally, please find below Transportation comment's regarding 799 Southdale Road West:
 - The TIA is not acceptable and will need to be revised to address the following comments:
 - Southdale Road West has recently undergone an Environmental Assessment (EA), as part of the Council approved Southdale Road West EA access will be restricted to right in/right out via a median along Southdale road, the TIA will need to re analyse the traffic distribution and intersection analysis recognising this ultimate condition.
 - Access to Southdale Road in the interim will only be permitted as a right in/right out and will need to be restricted through a raised median (this is reinforced by the commentary provided on page 8 regarding delay for N/B traffic at the proposed site access to Southdale road)
 - Intersection analysis summary tables to include queue length, delay, and V/C (all tables will need to be updated)
 - Zoning Comments:
 - A revised Transportation Impact Assessment (TIA) is required A shared access is required between the two uses
 - Road widening dedication of 24.0m from centre line required along Southdale Road West from Tillman Road to a point 150m east
 - Road widening dedication of 18.0m from centre line required along Southdale Road West from a point 150m east of Tillman Drive to the easterly limit of this plan
 - 6.0m x 6.0m daylight triangle will need to be re-established
 - Purposed access to Southdale Road will be restricted to right in right out via a median and will require a right turn taper
 - Street stubs are to be dedicated to applicant (Geomatics to confirm process) for both legs of Upper Canada Cross
 - Detailed comments regarding access design and external works will be made through the site plan process

Appendix F – 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, 2020

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.3 Settlement Areas
 - 1.1.3.2
 - 1.1.3.3
 - 1.1.3.4
 - 1.6.7.4
 - 1.4 Housing

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

Southwest Area Secondary Plan:

20.5.1.2;
20.5.1.4;
20.5.2;
20.5.3;
20.5.4;
20.5.16;
Schedule 1, 2, 4, 12

(1989) Official Plan

3.3 Low Density Residential

- 3.3.1 Permitted Uses

3.4. Multi-Family, High Density Residential

- 3.4.1. Permitted Uses
- 3.4.2 Location
- 3.4.3. Scale of Development

11.1. Urban Design Policies

The London Plan

Neighbourhood Place Type
Permitted Uses (837)
Intensity (840)
Form (841)

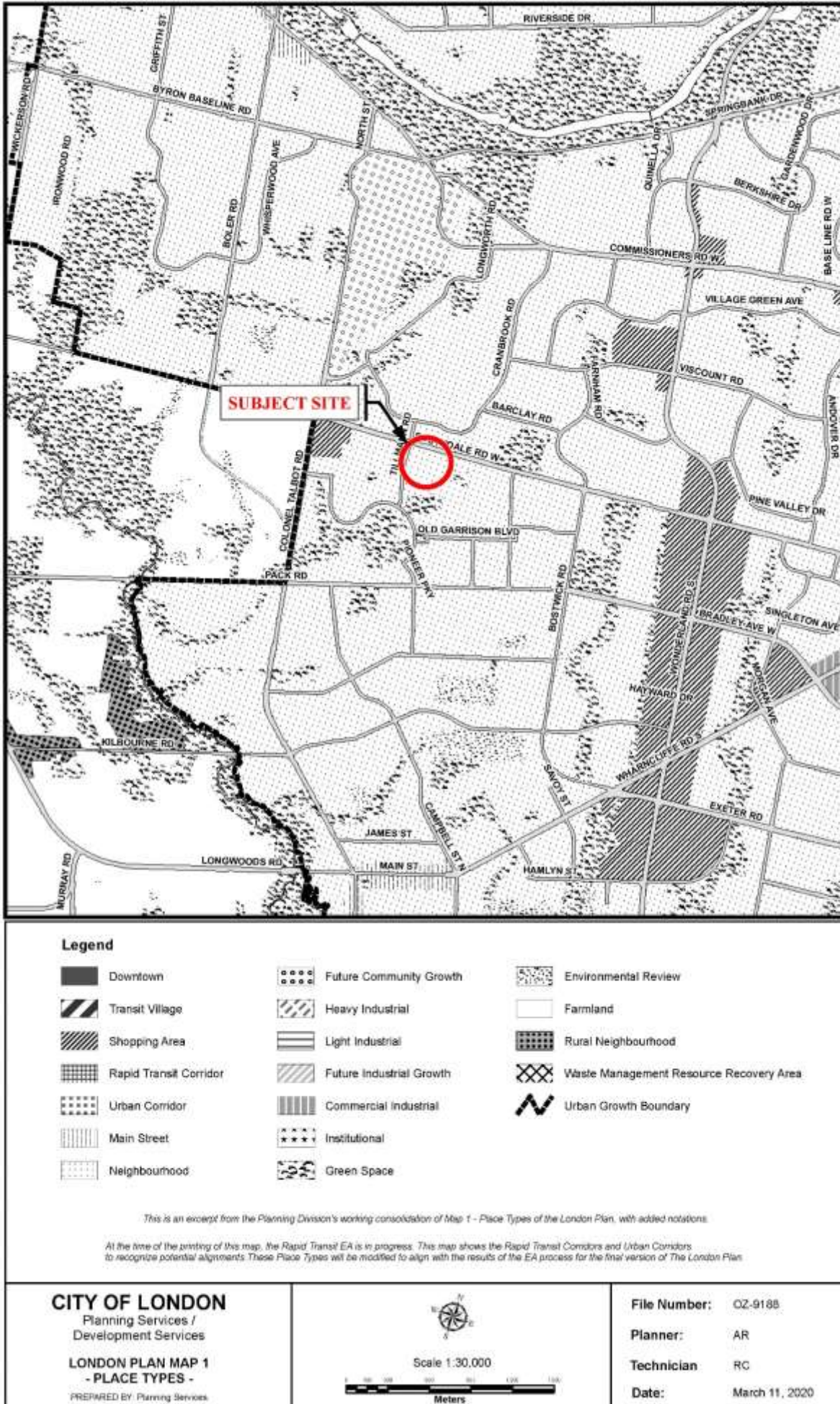
Z.-1 Zoning By-law

Site Plan Control Area By-law

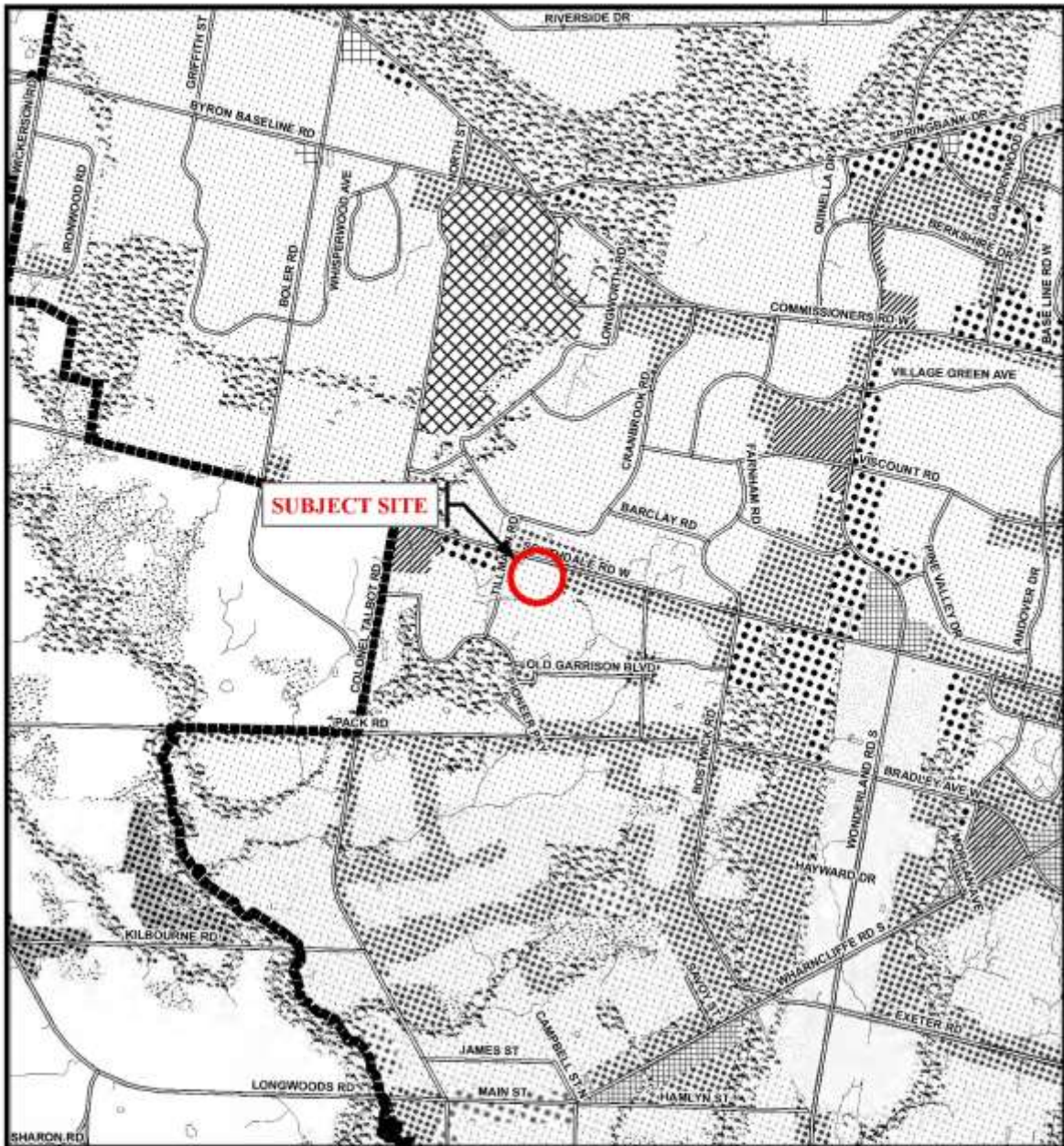
Appendix G – Relevant Background

Additional Maps

The London Plan Map 1 – Land Use



1989 Official Plan Schedule A – Land Use



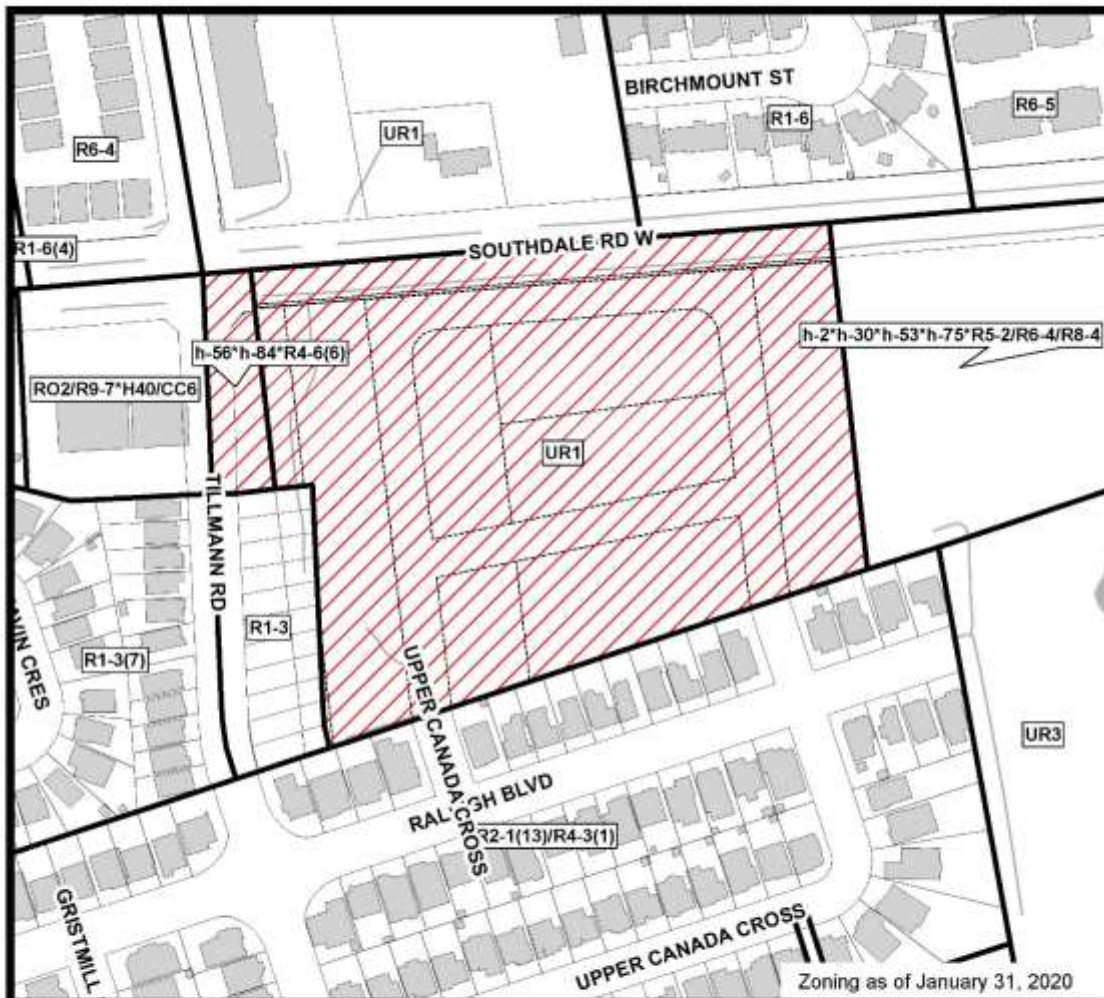
| Legend | |
|--------|--|
| | Downtown |
| | Enterprise |
| | Enclosed Regional Commercial Node |
| | New Format Regional Commercial Node |
| | Community Commercial Node |
| | Neighbourhood Commercial Node |
| | Main Street Commercial Corridor |
| | Auto-Oriented Commercial Corridor |
| | Multi-Family,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

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



FILE NUMBER: OZ-9188
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 11/03/2020

Zoning By-law Z.-1 Map



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

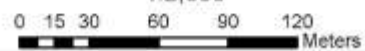
**ZONING
 BY-LAW NO. Z-1
 SCHEDULE A**



FILE NO:
 OZ-9188 AR

MAP PREPARED:
 2020/03/11 RC

1:2,500



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