

## Report to Planning and Environment Committee

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

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

**Subject: East Village Holdings Limited 690, 696, 698, 700 King  
Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street,  
and 389, 391, 393 Hewitt Street  
Public Participation Meeting**

**Date: January 18, 2021**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of East Village Holdings Limited relating to the property located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 2, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **BY AMENDING** the Bonus (B-32) Zone, and to change the zoning of the subject property **FROM** a Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B-32) Zone and a Business District Commercial Special Provision (BDC(19)\*D250\*H46) Zone **TO** a holding Business District Commercial Special Provision Bonus (h\*BDC(24)\*D160\*H36\*B-32) Zone;

The Bonus Zone shall be implemented through one or more agreements to facilitate a high quality mixed-use commercial/residential apartment building, with a maximum height of 24 storeys (82m), and a maximum density of 750 units per hectare for the overall site, which substantively implements the Site Plan and Elevations attached as Schedule "1" for phase 3 to the amending by-law in return for the following facilities, services and matters:

### 1) Exceptional Building Design

- i) An active commercial ground floor design that divides the floor space along Dundas Street into multiple bays with separate and direct entrances to the sidewalk;
- ii) A minimum floor to ceiling height of 4.5m (15 ft) for the ground floor that is greater than the height of all other individual storeys, to activate the street and create a vibrant pedestrian realm;
- iii) The provision of a portion of the fifth floor roof as a landscaped outdoor amenity areas for residents;
- iv) A minimum step-back of 25m (82 ft) of the tower portion of the building from Dundas Street above the sixth storey;
- v) A slim tower floor plate of less than 1,075m<sup>2</sup> (11,571sq ft) for floors 7-24 to minimize the overall mass, visual impact and sunlight disruption of the tower;
- vi) Utilize changes in colour and material to visually break up the massing of the tower; and
- vii) Utilize building step-backs above the 22<sup>nd</sup> storey to define the building cap and completely conceal the mechanical and elevator penthouse within the overall architectural design.

- 2) Provision of a minimum of 393 parking spaces within two levels of underground parking and structured parking within the podium;
- 3) Provision of Affordable Housing

The provision of affordable housing shall consist of:

- A total of thirteen (13) residential dwelling units provided as nine (9) one bedroom units, and four (4) two-bedroom units;
- Two of the residential dwelling units shall be provided as accessible units, which may be the one or two bedroom units, or a combination thereof;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability shall be set at 30 years from the point of initial occupancy.

## **Executive Summary**

### **Summary of Request**

The requested amendment is to rezone the subject site for a mixed-use development with one apartment building of 24 storeys and a six storey podium containing ground floor commercial space. A total of 243 residential units are proposed with two levels of parking underground and structured parking located above the ground floor in the podium.

### **Purpose and the Effect of Recommended Action**

The recommended amendment will allow the addition of a site-specific bonus zone to permit the new mixed use, commercial/residential building, and retain the Business District Commercial zone. The recommended by-law will amend and update the bonus zone for the entire parcel to permit the greater height and density in exchange for the provision of bonusable features such as affordable housing, underground parking and enhanced urban design.

### **Rationale of Recommended Action**

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020 which promotes intensification, redevelopment and a compact form in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents, and by promoting a land use pattern, density and a mix of uses that serve to minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes;
2. The recommended amendment conforms to the in-force policies of the Old East Village Dundas Street Corridor Secondary Plan that promotes the continued revitalization of the area;
3. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
4. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the objectives of the Old East Village Main Street Commercial Corridor policies which encourages redevelopment in The Village Annex segments of the Main Street Commercial Corridor;
5. The recommended amendment will facilitate an enhanced form of development in accordance with the Old East Village Commercial Corridor Urban Design Manual which includes an architecturally defined base, middle and top with the base serving to frame the pedestrian realm at a human-scale; and,
6. The recommended amendment is appropriate for the site and surrounding

context and will assist with the continued improvement and revitalization of the broader Old East Village.

## Linkage to the Council Strategic Plan

The proposed development contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The development is well-located within a strategic location for growth and intensification along a main street corridor, with good access to local services, amenities, public transit and active transit. The proposed development fits within and enhances the surrounding community through the implementation of the urban design manual for Dundas Street. The affordable housing units provided as part of the bonus zone increase the provision of local housing options and add to the affordable housing stock.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site is a portion of a larger landholding located at the corner of Hewitt Street and Dundas Street in the Old East Village. The remainder of the larger landholding has frontage on King Street and Lyle Street and includes lands that have already been developed. There is a 24-storey, 325 unit apartment building located at the intersection of King and Hewitt Street and a 21-storey, 292 unit apartment building located mid-block along King Street. There is a 21-storey, 299 unit apartment building located at the corner of Lyle Street and King Street.

The subject site currently consists of vacant lands used for parking, and buildings used for a variety of commercial uses such as a taxi dispatch, restaurant uses and residential uses. The existing buildings are proposed to be demolished to allow for the new development.

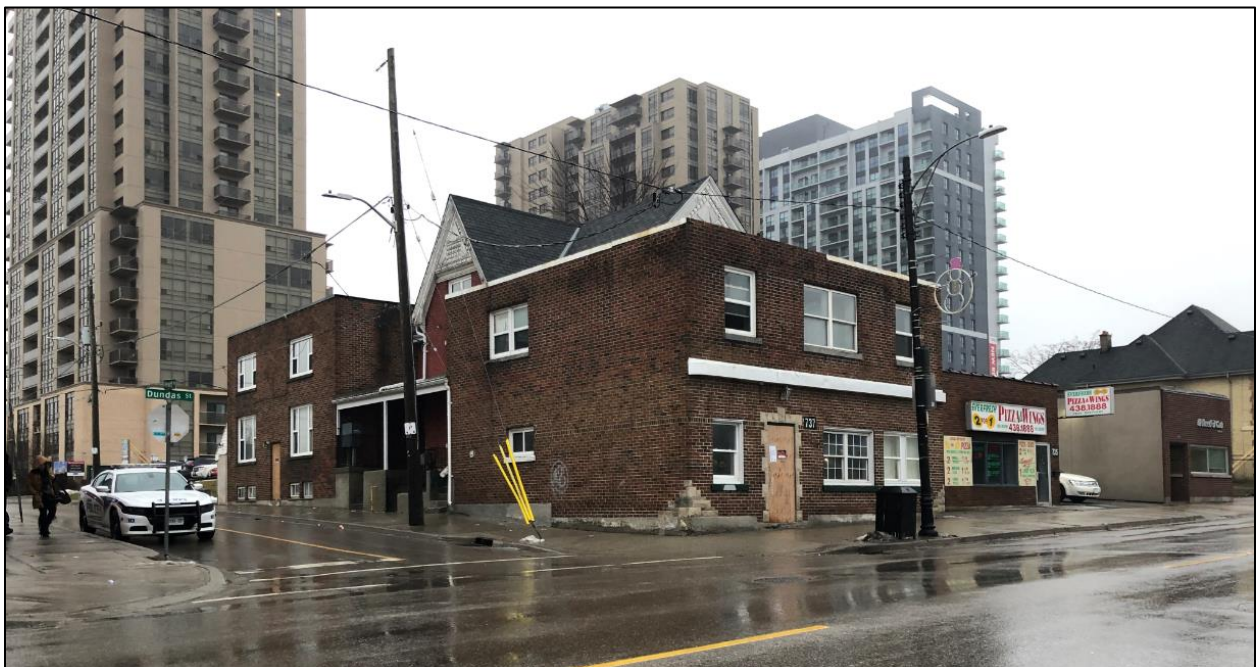


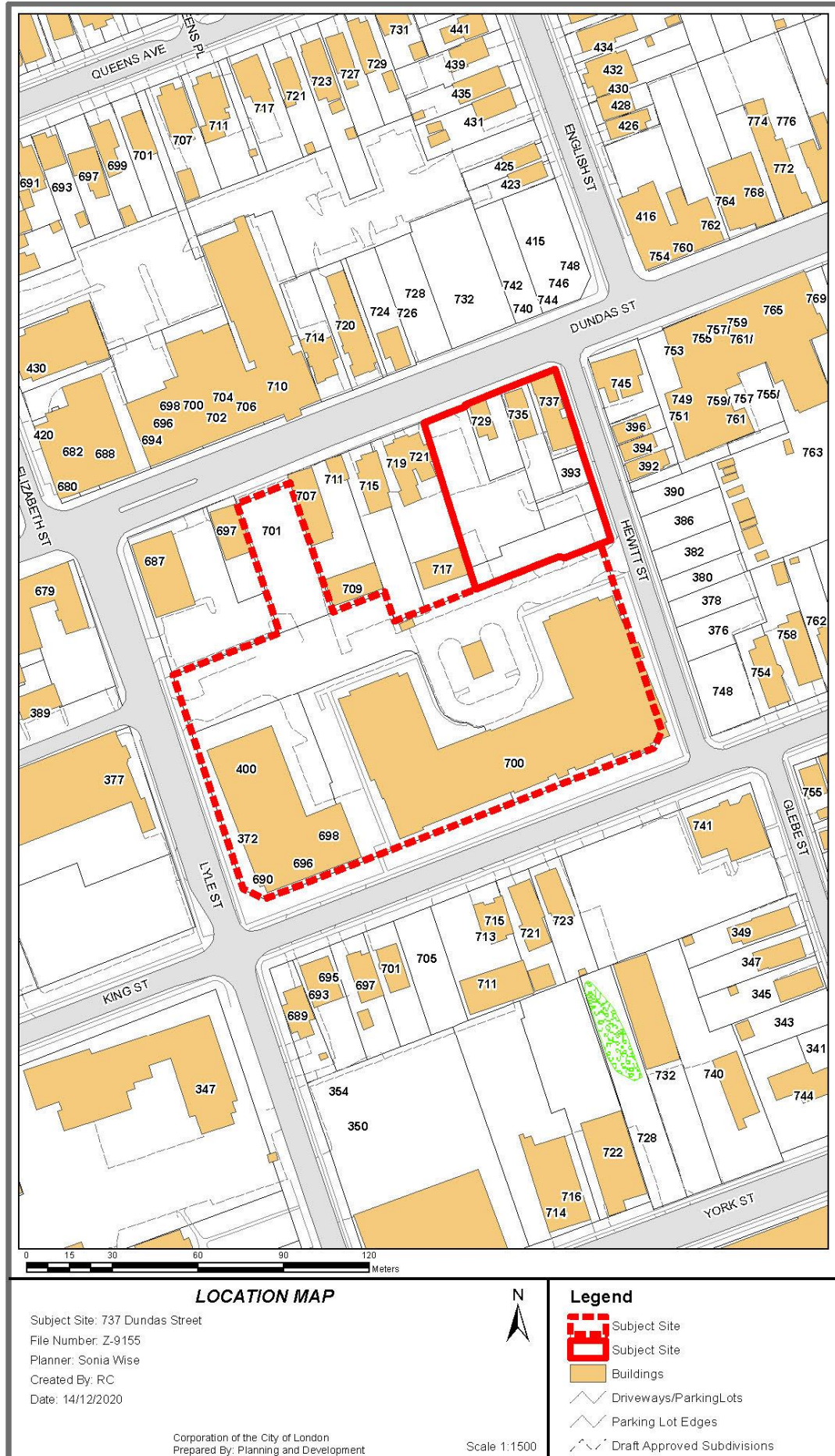
Figure 1: View of subject site looking southwest

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

- Old East Village Dundas Street Corridor Secondary Plan – Old East Village Core and King Street Character Areas
- The London Plan Place Type – Rapid Transit Corridor Place Type - Old East Village Segment
- Official Plan Designation – Main Street Commercial Corridor – Special Policy: Old East Corridor – The Village Annex

- Existing Zoning – Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B-32) Zone and a Business District Commercial Special Provision (BDC(19)\*D250\*H46) Zone

**1.3 Location Map**



## 1.4 Site Characteristics

- Current Land Use – Mixed commercial and residential uses
- Frontage – subject site – 33.9m (111 ft), entire land holding along Dundas Street 49.4m (162 ft)
- Depth – varies
- Area – subject site – 0.303ha, entire land holding – 1.653ha
- Shape – irregular

## 1.5 Surrounding Land Uses

- North – commercial and mixed uses
- East – parking lot and mixed uses
- South – residential and mixed uses
- West – commercial and mixed use

## 1.6 Intensification

- 243 proposed residential units represents intensification within the Built-area Boundary and Primary Transit Area

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The proposed development is for a mixed-use building with a total height of 24 storeys and ground floor commercial and retail uses. There are 243 dwelling units proposed as a mix of bachelor, one bedroom, and two bedroom units. Parking is provided through two (2) levels underground accessed from the internal drive, and as structured parking on levels 2-5 within the podium accessed from Hewitt Street, for a total of 393 spaces. The structured parking in the podium is wrapped with residential units along Dundas Street, and located above the ground floor commercial uses.

The requested amendment is for a site-specific bonus zone to allow for the greater height of 24 storeys, and an increased density of 710 units per hectare. A portion of the site is under the same zoning as the existing residential apartment buildings known as 'Revo' which is associated with the completed built form on the larger site. There is currently one bonus zone that applies to the entire land holding and is recommended to be amended and updated to recognize both the new portion of the site that is changing, as well as the overall bonus zone that is existing.



Figure 2: Proposed Design (Revised version)

## 2.2 Initial Proposal

The initial design consisted of a 24 storey apartment building with 278 dwelling units in a development form that had a more pronounced 'L' shape closer to Dundas Street. There were 259 parking spaces proposed through the three storey podium and underground parking. Commercial uses were proposed on the ground floor and there was an overall density of 750 units per hectare.

The development form and initial design was revised during the application review through consideration of comments from staff, the public, and the Urban Design Peer Review Panel.



Figure 3: Initial (Superseded) Design

## 3.0 Relevant Background

### 3.1 Planning History

#### *Old East Village Revitalization*

In 2003, the plan 'Re-establishing Value: A Plan for the Old East Village' was created as an initiative to revitalize the Old East Village Corridor. It was developed by the Planners Action Team (PACT) through the Ontario Professional Planners Institute (OPPI) to address underlying issues impacting the corridor, and contained specific recommendations to improve the corridor. Priorities were identified in the PACT report which were further implemented through the Community Improvement Plan and other municipal processes.

The Old East Village Community Improvement Plan (CIP) was established in 2004 to provide the context for a coordinated municipal effort to improve the physical, economic and social climate of the Old East Village as implemented through application OZ-6749. The focus was to improve private investment, property maintenance, renewal and desirability of the Old East Corridor and included a suite of financial incentives. In 2005, Council approved an expansion to the CIP project area to include properties on the north side of Dundas Street from Quebec Street to Charlotte Street. In 2008, the boundary of the CIP was expanded to include the balance of the subject site as only 701 Dundas Street was included in the CIP boundary previously. Expanding the

boundary for the additional lands was based on the rationale that “development of this parcel alone represents an excellent opportunity and would not require a lengthy land assembly process” (O-7500 p.9).

The Old East Village Commercial Corridor Urban Design Manual (OEVCC UDM) was created in 2016, and recognizes that the Old East Village is an important area in London’s history and future. The design manual is intended to guide new development, renovation, and restoration in a way that aligns the vision established for the area and the Community Improvement Plan. The goal of the manual is to provide a basis for promoting high quality design that will complement the existing area.

### *Subject Site*

In 2008, the subject site consisted of lands along King Street and Hewitt Street with some lands extending to Dundas Street. It was rezoned through application Z-7518 to permit the development of two apartment buildings with a maximum height of 80m (24 storeys) and a density of 450 units per hectare, known as phase 1.

In 2015, additional lands were added to the subject site at the corner of Lyle Street and King Street. A third tower of 21 storeys and a maximum density of 600 units per hectare was approved by application Z-8543 through a site specific bonus zone, known as phase 2.

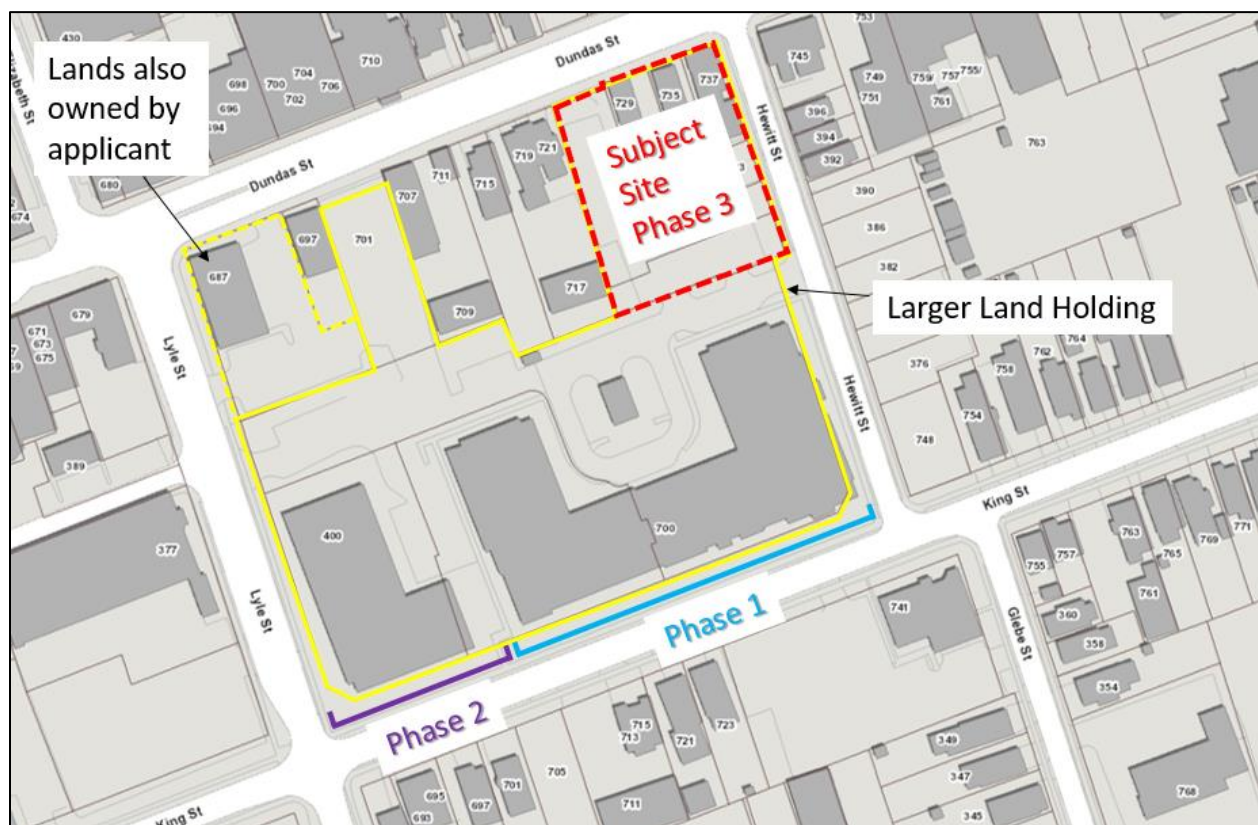


Figure 4: Land Holdings

The subject site under consideration through this application includes additional properties at the corner of Dundas Street and Hewitt Street that were previously not included in the land holdings, which is known as phase 3.

### **3.2 Requested Amendment**

The requested amendment is for a site specific bonus zone to allow for the proposed mixed use development, and to update the existing bonus zone. The existing Business District Commercial zone specifies the base height and density, and is proposed to be maintained. The bonus zone request will allow for the specific proposal in exchange for the delivery of such bonusable features as outlined further through the body of the report.

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

A Notice of Application was circulated on December 11, 2019 and a Community Information Meeting was held on February 12, 2020 at the Palace Theatre. A high-level summary of the comments received during the application review process include the following:

- Suggested improvements and changes to the building design for: the street level, podium, tower height, the corner treatment, building step-backs, massing, architectural details, shadow impacts, materials, appearance, amenity areas, landscaping, style, access to sunlight, compatibility with adjacent building, interruptions to nearby businesses;
- Support for urban renewal through additional population, modern look of building, proposed height, and new commercial space;
- Concern for current parking scenario, negative impacts on neighbouring parking areas, high vehicle ownership, use of surface parking lots, future commercial parking, winter access to parking areas;
- Bonusing for affordable housing, three bedroom units and accessible units;
- Concern with the anticipated population and how schools and services will support additional people;
- Adequate bicycle parking, separate areas for cyclists, walkway to Dundas for Pedestrians.

More detail and the community comments received is available in Appendix B.

### 3.4 Policy Context (see more detail in Appendix C)

#### *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.

The subject site is located within the Rapid Transit Corridor Place Type and within the Old East Village Main Street segment. Mixed-use buildings are encouraged which may permit a range of residential, retail, service, office, cultural and recreational uses. The scale of development within a Rapid Transit Corridor is generally between 2-12 storeys, with bonusing up to 16 storeys where in proximity to a rapid transit station.

#### *1989 Official Plan*

The subject site is designated Main Street Commercial Corridor (MSCC) in the 1989 Official Plan, which takes the form of long established, pedestrian-oriented business or mixed-use districts. The site is also located within the Old East Village Special Policy Corridor, which extends from Adelaide Street North to Charlotte Street along Dundas Street. The Special Policy recognizes that the corridor is not homogeneous and contains further guidance for development in the Old East Village. The existing conditions and future goals for the corridor differ from district to district, and area-specific policies have been established for four separate segments along the corridor including: the Village Core (Adelaide to Lyle), the Village Annex (Village Core east to Rectory) where the subject site is location, the Entertainment and Recreation District (the Western Fair) and the Area of Transition and Redevelopment (Village Annex east to Charlotte).

#### *Old East Village Dundas Street Corridor Secondary Plan*

Both The London Plan and the 1989 Official Plan recognize the need and role of a



Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Old East Village Dundas Street Corridor Secondary Plan (OEVDSC) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556 & 1558\*). The subject site is within the Old East Village Core and King Street character areas. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan.

## 4.0 Key Issues and Considerations

### 4.1 Location

#### *Provincial Policy Statement, 2020*

Long-term economic prosperity in the PPS is supported by maintaining and enhancing the vitality and viability of downtowns and mainstreets (1.7.1. d) PPS). The proposal will develop a key site within the Old East Village Main Street, which will positively enhance the vitality of the area as a whole.

#### *Old East Village Dundas Street Corridor Secondary Plan*

The Old East Village Dundas Street Corridor Secondary Plan (OEVDSC) was approved by Council in June of 2019 to build on the ongoing efforts to revitalize the community, integrate transit and cycling infrastructure, and balance development pressures and public realm priorities. The site is located within two character areas; with the northern (subject) portion of the site fronting Dundas Street within the Old East Village Core character area, and the southern (previously developed) portion of the site within the King Street character area. The proposed development phase is within a location described as the 'heart' of Old East Village and the anchor for the overall Secondary Plan area. The vision for the Old East Village Core character area is for a "vibrant pedestrian-oriented district with a broad range of commercial uses" (2.3, OEVDSC).

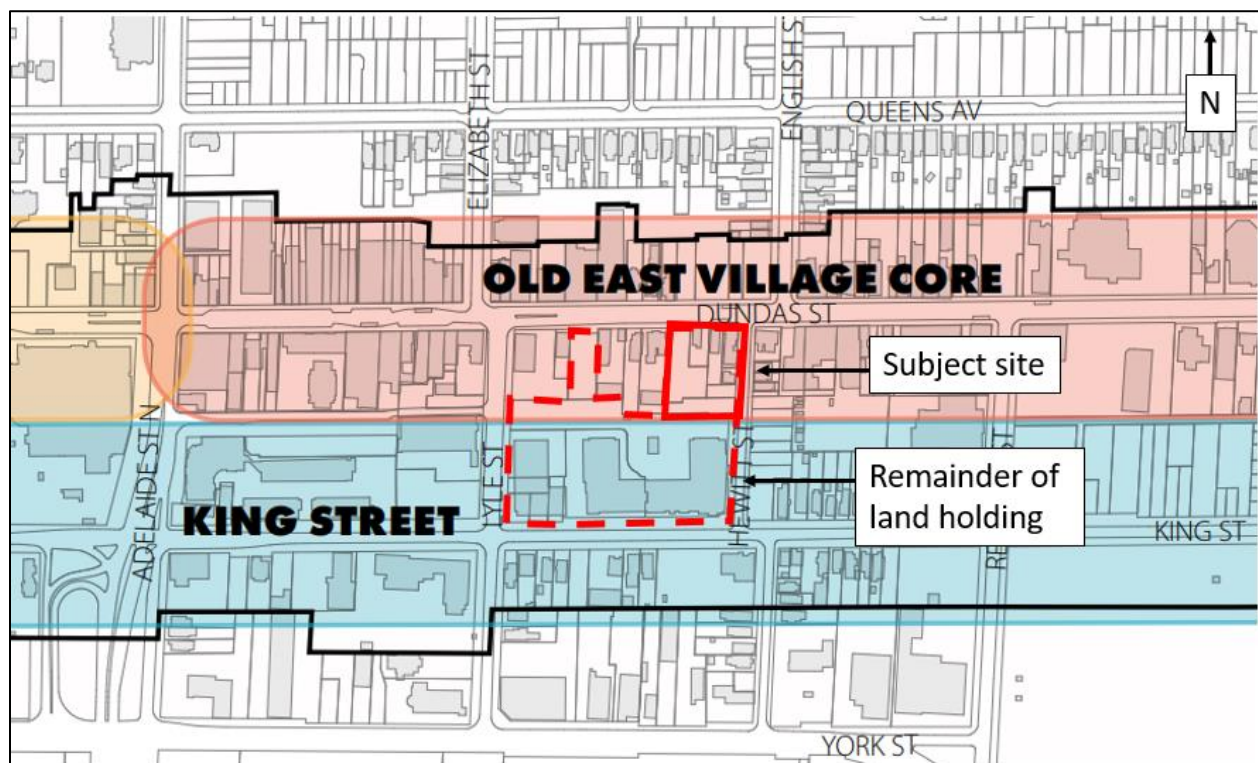


Figure 5: Old East Village Dundas Street Corridor Secondary Plan

#### *The London Plan*

The London Plan directs infill and intensification to strategic locations to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in

the city (92\_2). The subject site is centrally located and well within both boundaries which provides high connectivity and convenient access to transit.

The subject site is located within the Old East Village Main Street segment of the Rapid Transit Corridor Place Type, which is a place type that connects the Downtown to the Transit Villages. The Old East Village segment was historically developed for pedestrian-oriented shopping or commercial activity for residents to meet their daily needs (845, TLP). To continue to support the pedestrian nature, these areas will be street-oriented with a broad range of uses at a walkable scale (845, TLP). The ground floor commercial uses proposed will provide for the shopping needs of residents and prioritize pedestrian movement. The redevelopment of the site will positively enhance the corridor and frame the east gateway into the downtown.

#### *1989 Official Plan*

The subject site is located within the Village Annex segment of the Old East Village Corridor Specific Main Street Commercial Corridor policies (4.4.1.13.2, OP). This area historically served as a commercial focal point for the surrounding neighbourhood which was the former Town of East London. The 1989 Official Plan recognizes that the role of this corridor has diminished since the 1980's, but the intent is to encourage its revitalization (4.4.1.13.2, OP). The Village Annex segment is currently characterized as an interrupted commercial streetscape, interspersed with residential buildings, parking lots and non-commercial uses (4.4.1.13.2.ii, OP). The intent of the Village Annex is to serve as a pedestrian connector linking the Village Core and the Entertainment and Recreation Zone, which is to be achieved through the restriction of parking facilities along Dundas Street, the preservation of key heritage buildings, and sensitive infill development such as the recommended mixed-use development (4.4.1.13.2.ii, OP).

## **4.2 Use**

#### *Provincial Policy Statement, 2020*

The PPS promotes healthy, livable and safe communities by accommodating an appropriate range and mix of residential, employment, and other uses to meet long term needs (1.1.1 b) PPS). The proposal provides for a mix of residential and commercial uses which are suitable and encouraged in the main street location along Dundas Street. The PPS also promotes the provision of an appropriate mix of affordable and market-based residential types, which is achieved by the provision of affordable housing units that form part of the bonus zone.

#### *Old East Village Dundas Street Corridor Secondary Plan*

Land uses within the Old East Village Core character area include a broad range of residential, retail, service, office, cultural, recreational, and institutional uses (3.2, OEVDSC). There are a variety of commercial, retail and service uses available through the recommended zoning that will provide a strong commercial presence and broaden the local shopping options for residents and visitors. The section of Dundas Street between Adelaide Street North and Burbrook Place is required to provide street-oriented active uses on the ground floor for the majority of the Dundas Street frontage (Schedule 2). The proposed building has mixed commercial, retail and service uses located along Dundas Street which creates activity at the street level.

Mixed-use buildings are encouraged as the preferred form of development within the secondary plan area (3.2.a) OEVDSC). Above the ground floor commercial uses, there are 243 residential units proposed that creates a mixed-use form. The residential component extends the hours of activation, creates passive surveillance and provides housing variety and an increased residential population that will support local businesses.

Accessible, affordable and quality housing options are a necessary component of a city that people want to live and invest in. A 25% affordable housing target should be achieved within the Secondary Plan area through a mix of housing types and sizes

(3.9.a, OEVDSC). The proposed development is incorporating affordable housing units as part of the requested bonus zone which will require entering into an agreement with the Housing Development Corporation (HDC). The bonus zone will provide 13 residential units at a rate of 80% of the Average Market Rent for a term of 30 years. There are nine (9) one-bedroom units and four (4) two-bedroom units, two of which are required to be accessible units, in return for the greater height and density which will be provided through the proposed development or existing units within the earlier phases of development on the larger land holdings.

#### *The London Plan*

The Rapid Transit and Urban Corridors contemplate a range of residential, retail, service, office, cultural, recreational and institutional uses (837.1, TLP). Mixed-use buildings such as the proposed development are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor. The Old East Village Main Street segment allows for a broad range of uses in order to support a walkable neighbourhood scale that caters to providing shopping and commercial options (845, TLP). The uses proposed in the Business District Commercial zone are appropriate for the main street location, provide for a diverse range of retail, service and commercial options and offer flexibility for future operators.

The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (830.11). The recommended amendment will result in the provision of 13 affordable housing units as part of the bonusable provisions which will be implemented through an agreement with the City of London.

#### *1989 Official Plan*

The Main Street Commercial Corridor similarly allows a broad range of uses including small-scale retail uses, service and repair establishments, food stores, convenience commercial uses, personal and business services, pharmacies, restaurants, financial institutions, small-scale offices, small-scale entertainment uses, galleries, studios, community facilities such as libraries, day care centres, correctional and supervised residences and residential uses (4.4.1.4, OP). The ground floor along Dundas Street is proposed to be used for a variety of commercial uses, through the existing Business District Commercial Zone and no additional uses are being sought through the requested amendment.

Residential uses combined with commercial uses will be encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas to support day to night activities beyond traditional work hours (4.4.1.8, OP). The residential uses are proposed in the tower portion as well as above the ground floor, which will provide additional population and activity directly on the corridor. The Village Annex sub-precinct policies similarly encourage new development to facilitate a continuous building streetscape with active frontages (4.4.1.13.2.ii, OP). The proposed building will include a variety of commercial uses on the ground floor that is currently used for surface parking, commercial and residential uses. Parking facilities with a Dundas Street orientation are restricted and the surface parking that forms part of the subject site at 701 Dundas Street will be required to remove the parking within 15m setback of the street and provide landscaping (temporarily) until that part of the site is developed with a building (4.4.1.13.ii, OP).

### **4.3 Intensity**

#### *Provincial Policy Statement, 2020*

The PPS promotes cost-effective development patterns and standards to minimize land consumption and servicing costs, and encourages settlement areas to be the main focus of growth and development (1.1.3). The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and

infrastructure planning to achieve cost-effective development patterns and optimize transit investments (1.1.1.e). The site is well-located to support higher intensities which will benefit from proximity to existing services, future transit and nearby transit villages and institutions. A holding provision is proposed to ensure there is adequate sanitary servicing capacity available prior to site development.

#### *Old East Village Dundas Street Corridor Secondary Plan*

The secondary plan strives to provide a mix of housing types and integrated mixed-use developments, and a mix of housing forms and densities (3.9.e) OEVDSC). The Secondary Plan area is currently highly accessible by transit which informs the intensification and built form policies to encourage transit-oriented development (3.6.3, OEVDSC). The overall density for the entire site with the proposed phase 3 development is 710 units per hectare which represents one of the most intensive blocks in the character area. The zoning permission will allow a greater density of 750 units per hectare to provide some development potential for the vacant portion of the site at 701 Dundas Street to develop without the need for a future zoning amendment application. The site is appropriately located within the village core to support the higher intensity where there is good connectivity, accessibility and convenient transit services nearby.

#### *The London Plan*

The London Plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact City (59\_3). The subject site is an under-utilized parcel within a prominent location on a main street and in proximity to future rapid transit services. This objective is consistently echoed in the various policy and guideline documents to provide and support opportunities for the redevelopment of vacant or underutilized properties, and to strengthen the existing corridor. Buildings within the Old East Village Main Street segment are contemplated at greater heights and intensities to foster the revitalization and continues improvement of the existing commercial district.

#### *1989 Official Plan*

Residential densities within mixed-use buildings in a Main Street Commercial Corridor Designation should be consistent with the densities allowed in the Multi-Family, High Density Residential designation, which allows for a scale of development up to 150 units per hectare outside of central London (3.4.3. OP) Proposals to allow for higher densities than would normally be permitted may be considered through a site specific bonus zone, such as the requested amendment for the subject site.

## **4.4 Form**

#### *Provincial Policy Statement, 2020*

Built design is emphasized in the PPS by “encouraging a sense of place by promoting well-designed built form” (1.7.1 e) PPS). The proposal represents an attractive and appropriate built form for a property fronting on the important Dundas Street Corridor in the Old East Village.

#### *Old East Village Dundas Street Corridor Secondary Plan*

High and mid-rise buildings should be designed to express three defined components with a base, middle and top (3.3.2.h) OEVDSC). The proposed development has a podium along Dundas Street, with a step-back to the middle portion of the tower and a further step-back above the 22<sup>nd</sup> storey to provide a slight differentiation at the top. Schedule 3 identifies permitted heights in the secondary plan, and allows for up to high-rise forms for the Old East Village Core Character Area. Heights exceeding the established maximum of 12 storeys up to 24 storeys may be permitted through a site-specific bonus zone, where it can be demonstrated that significant measures are put in place to support or mitigate this additional height or density (3.3.1.g, OEVDSC). The proposed built form is 78m or 24 storeys which is consistent with the maximum

contemplated. The increased height is in an appropriate location and form, and the associated increase in units will help support the continued revitalization of the Old East Village. The site-specific bonus zone also allows for the increased height and density in return for the provision of bonusable features such as enhanced design, underground parking and the provision of affordable housing units. In addition to the general built form policies of the Old East Village Dundas Street Corridor Secondary Plan, there are specific policies for high-rise form (3.3.4, OEVDSC).

### *Base*

The podium or base, of a high-rise building shall be designed to support a pedestrian-scaled environment at street level (3.3.4.a) OEVDSC). In The London Plan, podiums of taller buildings will be a minimum of either two storeys or 8m in height (847\_2). The podium is six (6) storeys along the street edge, with a step-back after the fourth storey for the fifth and sixth levels to provide a human scale interface along Dundas Street and greater separation of the tower portion from the street. The base should include windows with transparent glass, awnings, lighting and the use of materials that reinforce a human scale (3.3.2.h) OEVDSC). The commercial units have generous clear glazing proposed and the base of the building is composed of brick which differentiates the podium material from the tower component. Façade elements facing Dundas Street will be designed to support the existing character along the Dundas Corridor including such elements as: entryways and doors, windows, window bases, sign band and signage, awnings and lighting (3.3.2.k) OEVDSC). The Dundas Street façade is well articulated and activated with the design elements to establish the commercial presence on the ground floor. The commercial and retail units along the ground floor are broken up into separate bays reminiscent of the character of other commercial units along the street, and have separate and direct entrances to Dundas Street which caters to pedestrians.



Figure 6: Dundas Street Ground Floor

All development fronting onto Dundas Street should be consistent with the Old East Village Commercial Corridor Urban Design Manual (OEVCCUDM) to coordinate the façade and built form with the existing character of Dundas Street (3.3.2.m). The proposed built form implements the principles and many of the preferred features contained within the OEVCCUDM to promote high quality design that aligns with the vision established for the area. The base of the building fits into the local context through the size of the podium, the materials used and the design rhythm. The base displays creativity and uniqueness in the details while complementing the surroundings. The building is well defined with visually distinctive elements of the top, middle and base, which are provided at a human-scale (OEVCCUDM, 1.1).

Corner buildings should be designed with the primary building entrances fronting onto the higher order street (3.3.2.g) OEVDSC). The corner of the building at the intersection of Dundas Street and Hewitt Street provides an access to the podium units that has a lobby entrance oriented to the corner which provides activation and interest for this space.



Figure 7: Corner entrance treatment: Hewitt and Dundas intersection

*Middle*

The middle should be visually cohesive with, but distinct from, the base and top (3.3.2.h, OEVDSC). The middle of the building is the tower portion which is set back from the podium, and has a change in materials from the base to create interest and distinction. A minimum step-back of 5m is required at the second, third or fourth storey along public rights-of-way to mitigate downward wind shear and to minimize the visual impact of the building at street level (3.3.4.b, OEVDSC). There is a step-back of 9.5m from the street edge above the fourth storey, and a total of 26m from the street edge of the podium to the tower portion of the development, which enhances the existing character at street level and minimizes the visual impact of the total height for pedestrians along Dundas Street. The Hewitt Street built form is articulated with a 2.2m – 5m setback above the podium at street level to the tower which differentiates the middle from the base.



Figure 8: Rendering of development – view south

High-rise buildings should be designed with slender towers that have floor plates of approximately 1,000 square metres or less (3.3.4.c, OEVDSC). The tower floor plate is 1,072m<sup>2</sup> which is generally in keeping with the intent of the policy to reduce shadow impacts, minimize the obstruction of views, and reduce the massing of the building. Towers shall not have any blank facades, and the tower portion of the building is well activated with balconies and windows and does not contain any blank walls (3.3.4.d, OEVDSC).

High rise buildings should have a minimum separation distance of 30m between towers to minimize the impacts of shadowing and loss of sunlight on surrounding streets and nearby properties, and to ensure natural light and a reasonable level of privacy are provided to the occupants (3.3.4.f, OEVDSC). The closest tower to the subject site is to the south at the corner of King Street and Hewitt Street, which is located approximately 25m from the proposed development which provides adequate separation for privacy, sunlight, and air flow keeping with the intended purpose of the policy.

Towers of high-rise buildings should be setback a minimum distance of 15m from the interior property lines to protect opportunities for future high-rise developments on adjacent sites (3.3.4.g, OEVDSC). The site is located on a corner which has an exterior side yard along Hewitt Street that provides separation to the site. There is an interior side yard to the west which is a heritage designated building and an unlikely candidate for redevelopment. The tower portion is set well back from Dundas Street where the heritage building is located.

### *Top*

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (3.3.2.h, OEVDSC). The mechanical penthouse has been accommodated in the architecture of the top of the building and is not visible from the street. The top portions of the tower shall be articulated through the use of a small setback, difference in articulation, or the use of an architectural feature (3.3.4.e, OEVDSC). The top portion of the tower has been differentiated by the middle portion of the tower through the use of setbacks after the 22<sup>nd</sup> floor to create a differentiated cap.



*Figure 9: View of building top*

### *1989 Official Plan*

Development within the Old East Village Main Street Commercial Corridor is encouraged where it maintains the scale, setback and character of the existing uses, and achieves higher densities and mixed-use developments (4.4.1.1 ii, iv, OP). The proposed development is consistent with the existing scale and character of the built form in the area and provides a compatible infill development. The building is

appropriately oriented to the main street, and there is a sensitive transition in building height to the adjacent buildings.

## **4.5 Bonusing**

### *Old East Village Dundas Street Corridor Secondary Plan*

Bonus zoning may authorize increases in the height and density of development beyond what is otherwise permitted in return for the provision of such facilities, services or matters set out in the bonus zone (3.4.a, OEVDSC). Planning tools such as bonusing and incentives will be used to support the provision of affordable housing where they are available (3.9.b, OEVDSC). The requested amendment is for a site-specific bonus zone to reach the greater height of 24 storeys which provides an opportunity to secure the affordable housing units. The Housing Development Corporation (HDC) has advised there is a need for affordable housing units and has recommended the bonus zone provide thirteen (13) affordable residential units with nine (9) one bedroom units, and four (4) two-bedroom units at 80% of the Average Market Rent for a duration of 30 years. These units may be provided through the proposed development phase, or through other units on the larger land holding that are existing and can provide immediate solutions for affordable housing in the area. The recommended bonus zone is based on the provision of: enhanced design, underground parking and affordable housing which are appropriate for the area and commensurate with the requested increase in building height.

## **4.6 Mobility**

### *Pedestrian*

The core of Old East Village is intended to be provided as a pedestrian-supportive environment, with pedestrian connectivity, safety and comfort prioritized in design (3.6.1, OEVDSC). Generous sidewalk widths, attractive paving, plantings and street lighting will be provided through the infrastructure renewal project and civic works planned along Dundas Street for 2020-2021. The site has direct access to the Dundas mainstreet and pedestrian thoroughfare, which is addressed and enhanced by the overall building and specifically the podium at street level. The location of the residential lobby entrance and commercial doors directly to the street will encourage pedestrian movements and contribute to the activity of the street. A pedestrian connection on the vacant portion of the site addressed as 701 Dundas Street will provide a mid-block connection to encourage pedestrian movements and permeability.

### *Cycling*

The Old East Village is well-connected to the downtown and other central neighbourhoods which makes cycling an attractive and viable mode of transportation that should be promoted and encouraged. Cycling infrastructure upgrades are planned for Dundas Street and Queens Avenue to provide for improved cycling comfort and connectivity, including a recently completed portion on Dundas Street to the east of Hewitt Street. In this location, Dundas Street is planned to have separated eastbound cycle lanes before becoming two-way at Quebec Street. Cycling within the Secondary Plan Area will be further supported by providing cycling facilities such as bicycle parking and repair stations (3.6.2.b, OEVDSC). The Z.-1 Zoning By-law requires a minimum of 185 secure bicycle parking spaces for phase 3, which are provided.

### *Transit*

The area is well-serviced by existing transit, with routes 2, 20, and 94 directly accessible from Dundas Street, providing services to Fanshawe College and Argyle Mall in the east and the Downtown, Beaverbrook Avenue, and the Natural Science Museum in the west. Additional routes in the area are accessible within a 5 minute walk (400m) including routes 16 and 92 along Adelaide Street providing service to Victoria Hospital in the south and Masonville Mall in the north, and route 7 along York Street providing access



to Argyle Mall and Westmount Mall. There are local bus routes along Dundas Street, Adelaide Street North and Quebec Street that currently service the area.

### *Rapid Transit*

Rapid Transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street from Ontario Street eastward to Oxford Street (3.6.3, OEVDSC). The London Bus Rapid Transit (BRT) system includes new infrastructure and service design improvements that will transform how public transit service is delivered. BRT will improve travel time performance, increase passenger capacity of the transit network and improve the quality of service for passengers. This will be achieved by: higher service frequency along the BRT corridors, higher operating speeds, limited stops along the BRT corridors, transit priority measures, high capacity buses, enhanced passenger stations and enhanced local feeder services. The proposed development supports the efficient use of land with proximity to the planned infrastructure and will benefit from the enhanced services and frequency along the corridor.

### *Parking*

The existing development phases on-site include three apartment buildings with heights of 21 storeys and 24 storeys. There are a total of 916 residential units currently, with 573 parking spaces which equates to 0.63 parking spaces per unit. A portion of the subject site is within Parking Area 1 which does not have a minimum amount of parking required for residential uses to allow for flexibility and market demand to determine the parking amount. This is the same standard as the downtown area where residential uses do not require a minimum number of parking spaces as there is a high connectivity and alternative modes of transportation to private vehicle ownership.

The existing parking situation has an increased demand for parking spaces than what is currently available. This has resulted in a number of properties in the surrounding area along Hewitt Street and King Street being acquired and having their buildings demolished by the applicant to provide for surface parking solutions surrounding the site to meet the demand by the residents. This has resulted in a loss of residential amenity and character of streetscapes on the subject site and in the surrounding area, along Dundas Street, Hewitt Street, and King Street, which has changed the nature of those sites into automobile-dominated surface parking lots. Surface parking is not permitted within the main street area given the negative impacts of the use on streetscape amenity, lack of activity and diminished opportunities for revitalization. The lots were not legally established and are not permitted to be used for surface parking lots as-of-right on the majority of the lands. Any consideration of the use of the lands for surface parking will be through a future and separate planning application to evaluate the merits and determine the appropriateness of the temporary parking off-site.

The parking area at 701 Dundas Street forms part of the subject lands and is addressed through this zoning application and future site plan development phase. Parking is not permitted within 15m of Dundas Street, and will be removed and converted into landscape open space, until such time as 701 Dundas Street is developed by a building. The landscaped area proposed will be provided as a temporary measure to improve the streetscape along Dundas Street in the interim. The long-term intent will be for 701 Dundas Street to be a development site to ensure the streetscape in this important main street is continuous and uninterrupted.

The revised design is for a reduced number of residential units and an increased number of parking spaces to increase the ratio of parking spaces per unit to address the current and future parking demand. There are 243 residential units with 393 parking spaces proposed, which equates to 1.6 parking spaces per unit for phase 3 which provides a surplus that can be used by residents in phases 1 and 2. Overall, there will be a total of 1,168 residential units, and 938 parking spaces which increases the overall provision of parking spaces from a rate of 0.63 to 0.80 spaces per unit. The proposed development will provide additional parking to meet the existing demand, and is also

located on a future rapid transit corridor along King Street that will provide a convenient alternative to personal vehicle trips.

The Secondary Plan also considers the needs of new and existing commercial uses in the area through the continued provision of on-street parking and loading spaces. There are existing municipal parking lots located to the north of Dundas Street which provide an important resource to support patronage for the area businesses. Pedestrian and vehicle access to existing municipal parking lots will be improved through municipal and private redevelopments (3.6.4 b, OEVDSC). Parking for the proposed commercial uses is provided within the building, and customers can take advantage of on-street metered parking as well.

#### **4.7 Heritage**

The proposed development is located adjacent to a heritage designated property at 717-719 Dundas Street to the west. New development within the Old East Village Core Area should be harmonious with the existing character, rhythm, and massing of the current built form, and have materials that are sympathetic to the character of the existing structures, cultural heritage resources, and the street (OEVCUDM, 2.3). A Heritage Impact Assessment was prepared to assess the impact of the development on the adjacent heritage property which is currently used as an office. The study and the proposed development was also considered by Heritage staff as well as the London Advisory Committee on Heritage (LACH) on January 8, 2020. The LACH stated that it is satisfied with the research, assessment and conclusion of the HIA for the properties located at 719-737 Dundas Street. Heritage staff concluded that the HIA is sufficient to fulfill the heritage component and that mitigative measures outlined in the HIA should be followed.



Figure 10: View of built form and adjacent heritage buildings

The Old East Village Commercial Corridor Urban Design Manual directs that new buildings should be located in line with the existing built line in order to maintain visual continuity and spatial enclosure of the street (2.1.a, OEVCUDM). The site is located at the corner of Dundas Street and Hewitt Street, and the heritage designated property to the west forms the extent of the built streetwall. The proposed development has provided a step-back of the podium at the west property boundary where it is adjacent to the heritage building at 717-719 Dundas Street. The step-back reduces the massing of the proposed building on the heritage building and provides enhanced separation without resulting in a gap in the built street edge.

Design and building materials of new structures will be in keeping with, and supportive

of the form and character of the main street segment. It is important to recognize that this policy is intended to support character, but not limit architectural styles. A variety of architectural styles could successfully integrate and fit within the context of the Main Street segment if designed appropriately (848\_2). The base materials are proposed to be brick which relates well to the adjacent heritage building and is reminiscent of the materials used in the corridor overall.

#### **4.8 Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. The proposed development supports the City's commitment to reducing and mitigating climate change by providing compact development forms that will encourage land use intensification and 'inward and upward' residential growth at an appropriate location. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encouragement of active transportation options. The recommended amendment will support an efficient use of existing urban lands, infrastructure and transit and support the regeneration of the Old East Village to reduce the demand for sprawl.

More information and detail is available in the Appendices of this report.

## Conclusion

The Old East Village has long been the focus of many revitalization studies and community improvement initiatives. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the Old East Village Dundas Street Corridor Secondary Plan, The London Plan, and the 1989 Official Plan policies. The proposal facilitates the development of an underutilized site and provides an appropriate form and scale of development. The bonusing of the subject site ensures the building form and design will contribute positively to the surrounding area while providing affordable housing units. The subject lands are located where intensification is appropriate and can be accommodated given the existing and future provision of municipal infrastructure, location on a main street in the Old East Village, and existing and future public transit facilities in the area.

### Prepared by:

**Sonia Wise, MCIP RPP**  
**Senior Planner, Planning Policy**

### Submitted by:

**Paul Yeoman, RPP PLE**  
**Director, Development Services**

### Recommended by:

**George Kotsifas, P.ENG**  
**Managing Director, Development and Compliance**  
**Services and Chief Building Official**

CC: Michael Tomazincic, MCIP RPP, Manager Current Planning  
SW/sw

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SW.docx

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2021

By-law No. Z.-1-21\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street.

WHEREAS East Village Holdings Limited has applied to rezone an area of land located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street, as shown on the attached map comprising part of Key Map No. A108, from a Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B-32) Zone and a Business District Commercial Special Provision (BDC(19)\*D250\*H46) Zone to a holding Business District Commercial Special Provision Bonus (h\*BDC(24)\*D160\*H36\*B-32) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by replacing the following Site Specific Bonus Provision with the following:

4.3.4 B-32      690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street

Phase 1 & 2 – 690, 696, 698, 700 King Street, and 400 Lyle Street

Phase 1 & 2 include three existing apartment buildings with two 21 storey towers, and one 24 storey tower, municipally known as 700 King Street and 400 Lyle Street. This part of the subject site was previously bonused for enhanced urban design, underground parking, the promotion of transit usage and the revitalization of the Old East District.

Phase 3 – 725, 729, 735, 737 Dundas Street and 389, 391, 393 Hewitt Street

Phase 3 includes the properties municipally known as 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street. The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality mixed-use building, with a maximum height of 24 storeys (82m) and 243 dwelling units, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, and provides for enhanced urban design, underground parking and affordable housing. The affordable housing component may be implemented through phase 1, 2 and/or 3 and shall consist of:

- A total of thirteen (13) residential dwelling units provided as nine (9) one bedroom units, and four (4) two-bedroom units;
- Two of the residential dwelling units shall be provided as accessible units, which may be the one or two bedroom units, or a combination thereof;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the

London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;

- The duration of affordability shall be set at 30 years from the point of initial occupancy.

The following special regulations apply within the bonus zone:

a) Regulations:

- |      |  |                                     |
|------|--|-------------------------------------|
| i)   | Height:<br>(Maximum)   | 82.0 metres (269 feet)              |
| ii)  | Density:<br>(Maximum)  | 750 units per ha (292 units per ac) |
| iii) | Parking spaces:<br>(Minimum)   | 900 spaces                          |
| iv)  | Secure Bicycle Parking spaces:<br>(Minimum)  | 465 spaces                          |
| v)   | For the purpose of this by-law the front lot line shall be interpreted as Dundas Street                            |                                     |
| vi)  | Balcony Encroachment in all yards provided the projection is no closer than 1.5 metres (4.9 feet) to the lot line. | 1.5 metres (5 feet)                 |

Phase 1 & 2

- |      |  |                      |
|------|--|----------------------|
| i)   | Exterior Side Yard<br>(Minimum)  | 0 metres (0 feet)    |
| ii)  | Exterior Side Yard<br>(Maximum)  | 4.5 metres (15 feet) |
| iii) | Dwelling units are permitted on the entirety of the ground floor including the King Street, Lyle Street and Hewitt Street frontages, but excluding the Dundas Street frontage. |                      |

Phase 3

- |      |  |                                    |
|------|--|------------------------------------|
| i)   | Ground floor commercial space<br>(Minimum)                   | 850m <sup>2</sup> (9,149 sq ft)    |
| ii)  | Ground floor ceiling height<br>(Minimum)                     | 4.5m (15ft)                        |
| iii) | Front Step-back above the fourth storey<br>(Minimum)         | 9m (29 ft)                         |
| iv)  | Front Step-back above the sixth storey to tower<br>(Minimum) | 25m (82 ft)                        |
| v)   | Tower floor plate above 6 <sup>th</sup> Storey<br>(Maximum)  | 1,075m <sup>2</sup> (11,571 sq ft) |

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.

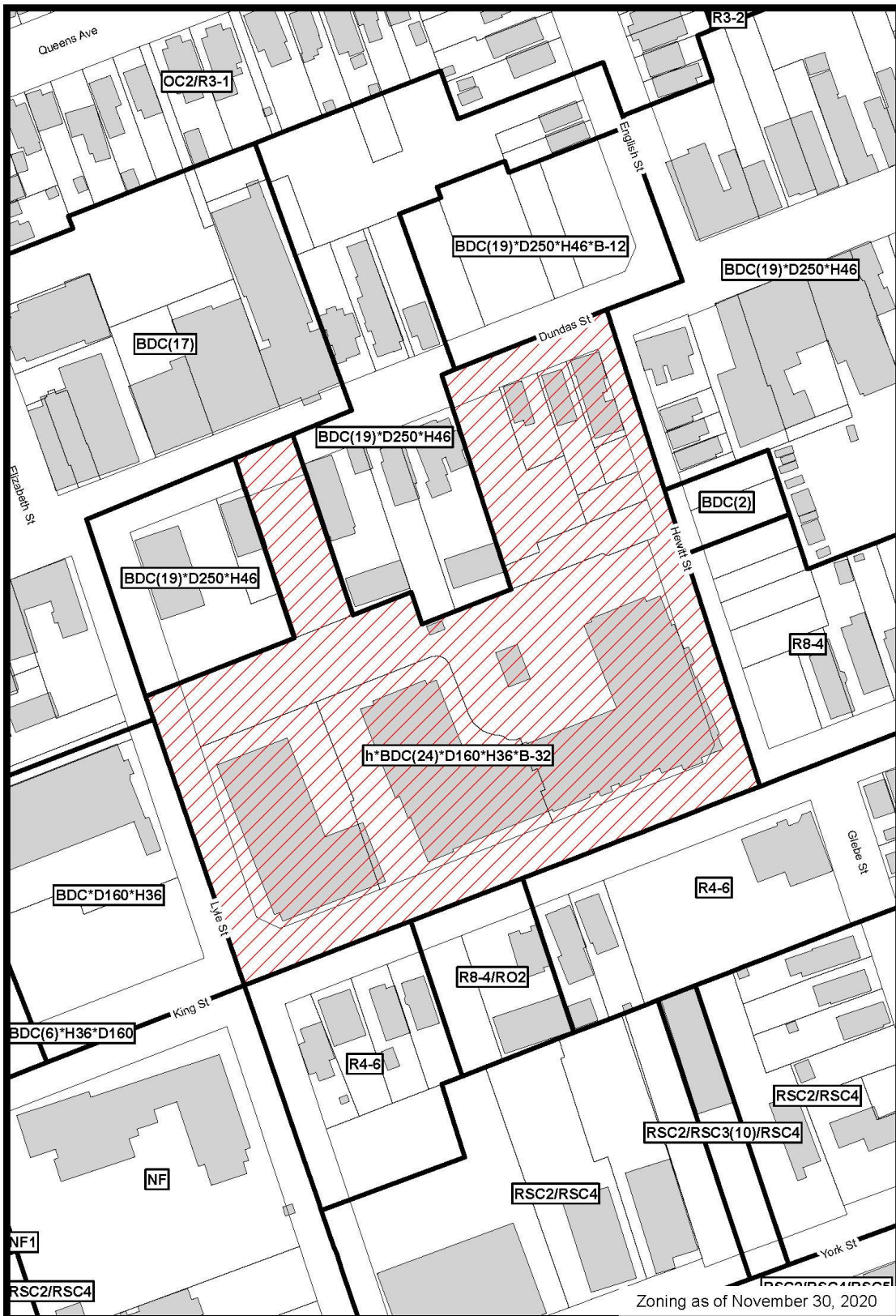
PASSED in Open Council on February 2, 2021.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 2, 2021  
Second Reading – February 2, 2021  
Third Reading – February 2, 2021

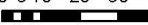
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)



File Number: Z-9155  
Planner: RC  
Date Prepared: 2020/12/14  
Technician: rc  
By-Law No: Z-1-

SUBJECT SITE 

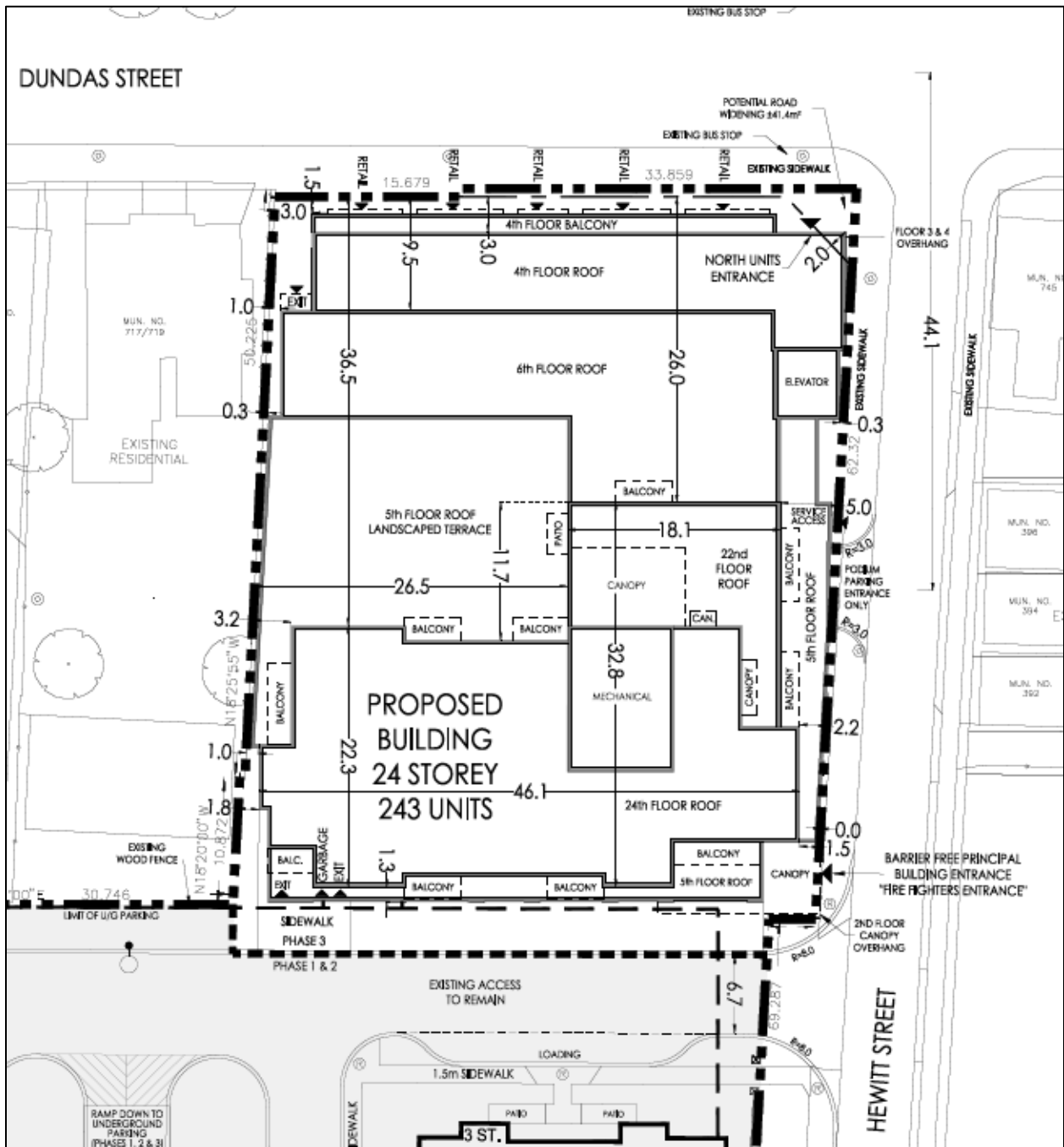
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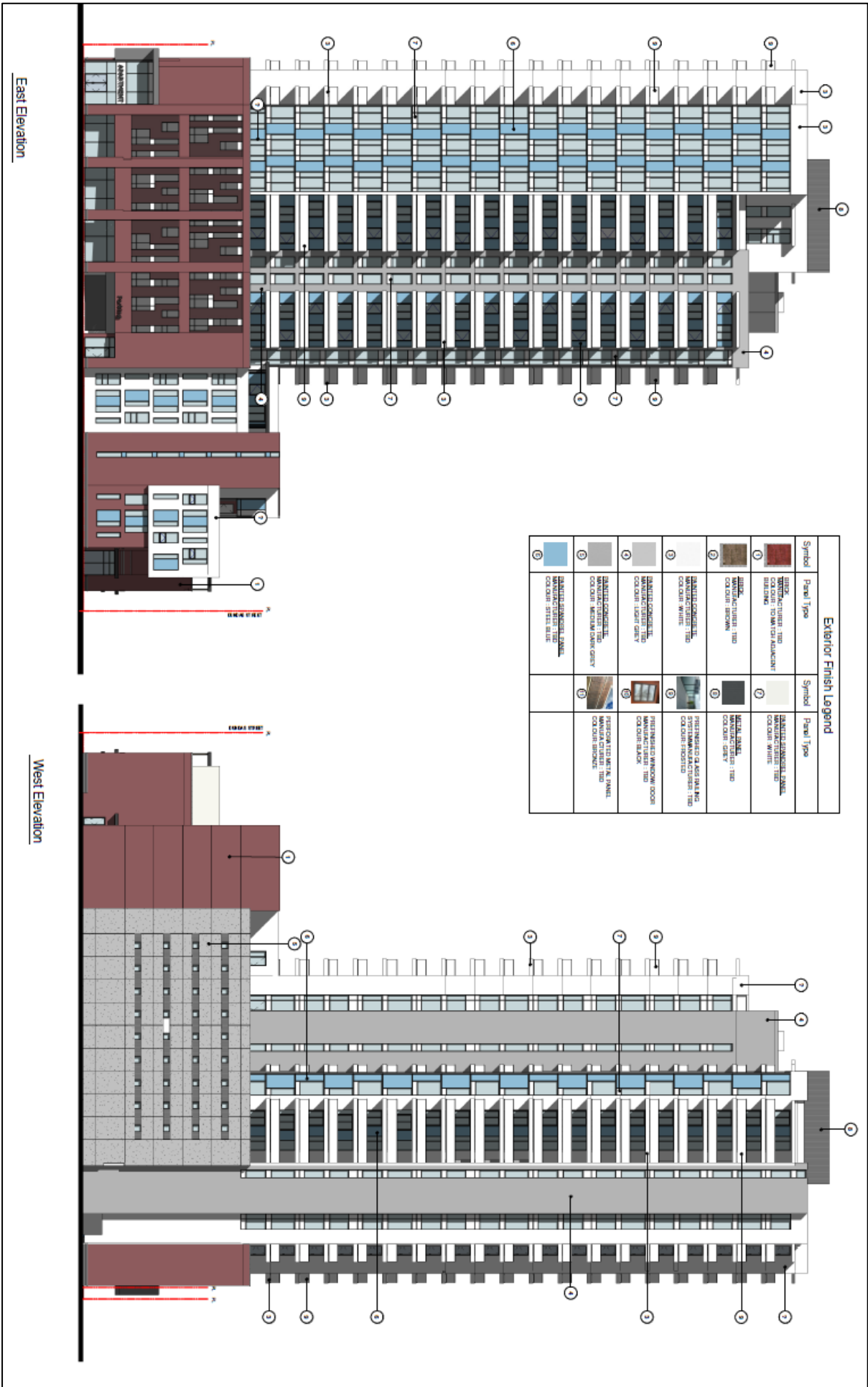
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**Schedule 1**

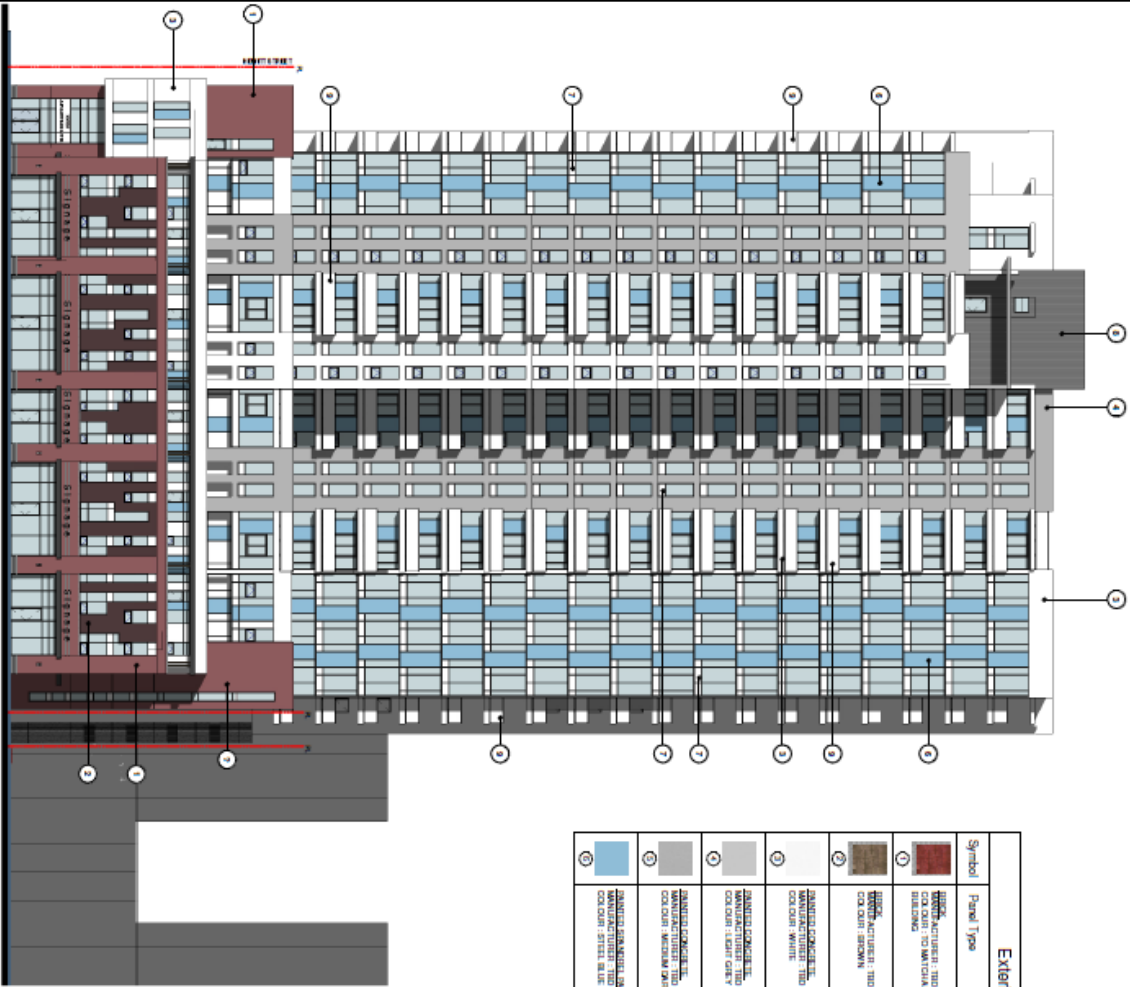




East Elevation

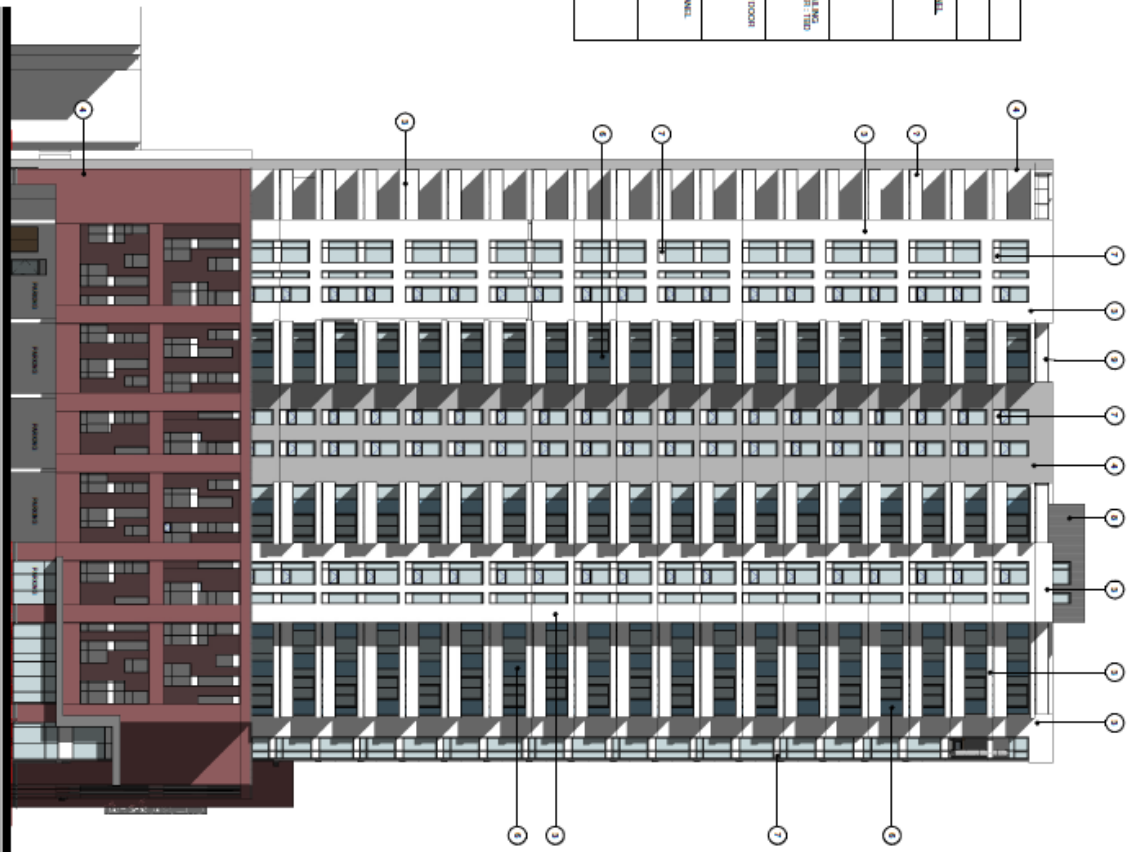
West Elevation

North Elevation



Exterior Finish Legend			
Symbol	Panel Type	Symbol	Panel Type
①	BRICK MANUFACTURER: TBD COLOR: MANTICOLORS FINISH: BRICK	⑦	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: WHITE
②	BRICK MANUFACTURER: TBD COLOR: BROWN	⑧	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: GREY
③	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: WHITE	⑨	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: BROWN
④	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: LIGHT GREY	⑩	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: BLACK
⑤	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: MEDIUM DARK GREY	⑪	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: BROWN
⑥	PAINT, UNPAINTED MANUFACTURER: TBD COLOR: STEEL BLUE		

South Elevation



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On December 11, 2019, Notice of Application was sent to 149 property owners, and 554 tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 12, 2019. Two “Planning Application” signs were also posted on the site. 20 replies were received

**Nature of Liaison:** Possible amendment to permit a 24-storey, mixed-use commercial/residential apartment building containing 278 residential units, 870m<sup>2</sup> of commercial floor area and 259 parking spaces. Possible change to Zoning By-law Z.-1 **FROM** a Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B-32) Zone and a Business District Commercial Special Provision (BDC(19)\*D250\*H46) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B-( )) Zone to permit the proposed mixed-use building and a comprehensive zone for all properties. A bonus zone is requested to allow for a maximum density of 750 units per hectare, and a maximum height of 78.2m (24 storeys), the provision of 259 additional parking spaces for a total of 790 parking spaces, and reduced bicycle parking spaces; in return for eligible facilities, services and matters outlined in Section 19.4.4 of the 1989 Official Plan, policies 1638-1655 of The London Plan and section 3.4 of the Old East Village Dundas Street Corridor Secondary Plan.

**Responses:** A high-level summary of the various comments received include the following:

- Suggested improvements and changes for the building design for: the street level, podium, tower height, the corner treatment, building stepbacks, massing, architectural details, shadow impacts, materials, appearance, amenity areas, landscaping, style, access to sunlight, compatibility with adjacent building, interruptions to nearby businesses;
- Support for urban renewal through additional population, modern look of building, proposed height, and new commercial space;
- Concern for current parking scenario, negative impacts on neighbouring parking areas, high vehicle ownership, use of surface parking lots, future commercial parking, winter access to parking areas;
- Bonusing for affordable housing, three bedroom units and accessible units;
- Concern with the anticipated population and how schools and services will support additional people;
- Adequate bicycle parking, separate areas for cyclists, walkway to Dundas for Pedestrians.

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

Telephone	Written
Rick Odegard 719-721 Dundas St London ON N5W 2Z5	Rick Odegard 719-721 Dundas St London ON N5W 2Z5
	Valerian Marochko 505 Dundas Street London ON N6B 1W4
	Darcy Boyce 782 Princess Ave London ON N5W 3M4
	Jennifer Gerber Maclean 490 Quebec St London ON N5W 3Y5
	Jennifer Grainger
	Frank Filice 831 Elias St London ON N5W 3N9
	Ceris Thomas 998 Lorne Ave London ON N5W 3L3
	Patrick Rumsey 205 - 580 Dundas Street London ON N6B 1W9
	C. Bastin 783 Princess Ave London ON N5W 2Z6
	Lewis Seale 1-1036 Dundas Street London ON N5W 3A5
	Greg Gillies 741 Queens Ave London ON N5W 3H4
	Greg Thompson 791 Queens Avenur London ON N5W 3H7
	Scott Maclean 490 Quebec St London ON N5W 3Y5
	Sarah Merritt 831 Elias Street London ON N5W 3N9
	Nicole Borland 316 Rectory St London ON N5W 3V9
	Jen Pastorius 837 Elias St London ON N5W 3N9
	Maurice Carroll
	Urla Jakob
	Ellie Laing Lorne Ave

**Medallion Community Information Meeting**  
**729, 735, 737 Dundas and 393 Hewitt Street Development**  
**February 12, 2020**  
**BIA Analysis and Comment Card Transcriptions**

**ANALYSIS: Overarching Themes**

Following the Community Meeting on February 12, 2020 for Medallion’s high rise development at Hewitt and Dundas Streets, the Old East Village BIA collected comment cards, transcribed them, and thematically analysed the feedback.

In total, we received **17 comment cards** collected from a variety of OEV businesses, residents, and interested parties. The comments were in-depth and, in many cases, lengthy, reflecting the individual investment people have in the redevelopment of this neighbourhood and the processes behind it.

After analysis of the comments, we see that there is a positive response towards the continued development in OEV from Medallion but also concerns with some of the key aesthetic and logistical elements of the building. The following four overarching themes informed public opinion and comment. The final section entitled “Miscellaneous”

accounts for those comments that do not fit directly under the three primary theme categories.

Please note: Where full comments have been divided into sections according to theme, everything was taken word for word directly from what was originally written.

### **THEME ONE: Parking Issues**

Comments regarding the proposed plans for parking arrangements figured prominently. In general, there is concern for the number of spaces available and how this will impact the building's residents as well as the surrounding area.

---

"Don't like entrance on Dundas to Apt. very cold looking. The parking that is happening at the old TD bank needs to be addressed, the tenants from Revo are causing financial hardship to an existing business that makes it hard for me to support this project."

---

"I echo the comments of others that the entrance to the parking podium from Hewitt Street will cause significant traffic impacts at the Dundas/Hewitt intersection and along Hewitt Street itself. Accessing the parking podium from within the building site would mitigate these impacts."

"Has any consideration been given to additional retail parking as part of the underground structure and if so, how will this be implemented?"

---

"Given that the density being requested is higher than the city requirement of 600 units per hectare, I am concerned that tower parking will spill over into other neighbourhood areas. Problems with spill over from the existing towers have already been identified. Examples include:

- blocking of loading zones in front of apartment buildings
- Tenant parking blocking access to Unique Food Attitudes restaurant and,
- Illegal parking by lot fronting on to Dundas Street."

- 
- "Parking is an issue. Increase your bike storage - this building will front onto London's East-West Bikeway
  - One car per unit will not address people all owning their own car in a single unit"

### **THEME TWO: Tower Massing and Height**

Comments regarding the tower itself and its proposed height were frequent as well. In particular, respondents communicated concerns for the transition between the retail facade and the tower, the density of height, and the need for more intensive shading studies.

- 
- "Lower height at street front is a good idea
  - Terrace on 4th floor is a good idea
  - The Dundas Street front (building) needs to be softened, it's too unfriendly... perhaps landscaping will accomplish this
  - The Dundas sidewalk needs to be wide enough to permit a restaurant to have tables outside
  - Does the main building need to be so high?"
-

“The tower, as seen in the renderings, might seem less overwhelming if its sheer verticality - emphasized by the unrelieved strip of white at the corner - if some relief could be built into the design. (Several people I spoke with at the information meeting remarked, as a first reaction, on how stark and visually overwhelming the tower appeared in renderings.)”

---

“The massing is too intense for the site and should be scaled back so as to be similar to the other buildings on the site - preferably with the existing podium as in the concept design, a 9-12 storey base (as allowed under the existing as-of-right zoning), and then the tower height as approved by the City.”

---

“Concerned about tower massing and scale relative to the street.

- Proposed tower is dense and as shown will dominate the street and street scape.
- Reducing height on the tower element facing Dundas Street should break up the Tower density
- Reduction to nine storeys would be an idea.
- The provision of an Angular Plane Analysis at the PRP and Public Information session would have been helpful to establish massing impacts. It would be useful to have such an analysis available at the Public Meeting.

Tower massing should also be broken down taking into account access to sky and sunlight

- Possible shading impacts on the Indwell building need to be established as the building has a passive energy design.
  - On Hewitt Street there will be extensive shadowing and a lack of skyline due to the length of the building. With current design there is a possibility that Hewitt street will be in the shade for three /four hours per day.
  - The shadow studies provided were for three-hour intervals. A shadow study at hourly intervals would help to accurately establish the amount of time both Dundas Street and Hewitt Street will be in the shade as well as any possible negative impacts on the Indwell development”
- 

### **THEME THREE: Overall Design**

The comments referring to this theme were more broadly discussed but did centre around concerns for adherence to the OEV design guidelines, connections between the building's top and bottom, along with many expressions of positivity towards Medallion's proposed plans.

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“2 elevators for 23 floors?

This seems a little short.

What happens with expected repairs? Or end of life replacement issues in years to come. Or as simple as people moving in and out.

Thank-you.”

---

“Thank you for building in a good location that needs urban renewal without knocking down heritage buildings. We appreciate the effort to build a podium that does not detract from the designated heritage home next door.”

---

“Thank you for hosting this session.

I feel the density will have a great impact on the block.

Please consider improving the building's entrance off Dundas to look more inviting, and please consider reducing the amount of surface parking around the building.”

---

“Thank you Medallion for more development.

The tower seems to be a bigger mass than the other two developments -

1. The Dundas Street facade red brick vertical element could be connected at the top with some sort of horizontal feature to tie them together.
2. The Dundas Street corner entrance could be better defined and the solid red brick wall could use some softening.
3. Shadowing studies done? Again, is it possible to tweak the L-shaped tower to make it seem less dense and more “open.”
4. I was at the design guidelines meeting and liked the suggestions that were made and would encourage you to incorporate them into the design.

Thank-you.”

---

“LOVE IT.

Looks modern and vital.

Like the idea of more people living in the area.

Love the interest in the skyline. Have ZERO problems with the height.”

---

“The stark white overhang at the Dundas Street entrance seems a jarring, too abrupt transition from the rest of the Dundas Street facade.

Could the entrances, especially the ones on Dundas Street, could use some dressing up (sidelights, perhaps). My first reaction is that it would pass for the side entrance to a warehouse. Especially overhung as it is by the big block of white, it seems to give a warning rather than extend an invitation.”

---

“I appreciate the introduction of residential units in the podium fronting on Dundas Street and think the overall building design is very good.”

---

“At the moment the new tower does not relate to the existing towers and the existing towers do not relate to each other. Recognising that building acquisition is an ongoing and uncertain process, it would nevertheless be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers and any proposed tower for the TD Bank site. Eventually the towers should integrate and visually suggest “ a village of towers “

Building coverage for the whole site comprising the existing two buildings and the proposed site is 51% for buildings and 49% parking and greening. How much greening we need to establish, as there is already a shortage of green space for “dog walking”.”

---

“The towers need more nuance. Happy to hear they will change the tower at top to create greater definition and design

- The facade and more specifically the Dundas podium should better reflect the OEV Urban Design Guidelines and surrounding heritage (Unity Project)
  - It is good that the Hewitt entrance will be improved to include more windows and better signage
  - Where will the greening space be?
  - Dog walking, lounging etc.
  - Medallion promised an infill development and a walkway in the last phase. How will the connectivity promised then be fulfilled via this project?”
- 

#### **THEME FOUR: Commercial Space Appearance and Use**

Comments regarding the commercial spaces generally centered on size, interior appearance, and concerns for future tenancy selection. Overall, respondents were



pleased with the space allotment and Medallion's attention to continuity of active storefronts along the OEV commercial corridor.

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"Very pleased with presentation and expertise of presenters. I believe it will be a positive, tremendous addition to OEV. Confident that what is being proposed will come to fruition. I have faith in the developer and their impressive track record. I would caution the developer to do their "due diligence" when renting out the retail ground floor units. We do not need more tattoo parlours, vape shops, used clothing and second hand stores."

---

"I think it is a great idea. However I think having retail on the whole corner would be more complete. I will make some people want to look for more shopping. Just a thought."

---

"The development of new commercial space on the commercial corridor is welcomed.

- The size of the commercial spaces 124 .2 sq. Metres (1,337,7 sq. ft.) is welcome
- Suggest that the design of the units should take into account the kinds of businesses that are already successful on the commercial corridor, especially those that require both staff and public toilets.
- Designing completely accessible units that go beyond basic minimums will make space rental more successful.
- At the moment the tower does not relate to the commercial building in terms of materiality and colour. This is necessary in order to pull all of the elements of the building together.
- Need continuity in façade materials; at the moment there is no overall integration of building design and form."

"Happy to learn that the PRP recommendation that the corner apartment entrance on Dundas Street will carry the storefront element through to the entrance. Wrapping the retail windows in redbrick commercial space around to meet the red brick entrance way will eliminate a dense wall fronting on Dundas Street

- Currently the commercial component does not reference OEV Heritage and is a design that references similar commercial design in any developed urban core commercial corridor
- Transition to the heritage housing on the west side and buildings on the east side needs to be addressed"

"For a variety of reasons Medallion has not followed through on a commitment to create a commercial, infill building on Dundas Street and a walkway to Dundas Street

- Currently the site is being used as over flow tenant parking and has previously been used as a staging site for the building of the second tower
- The commitment to provide the walkway and the infill development is included in the Medallion Agreement with the City of London.
- It would be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers, any proposed tower for the TD Bank, any and all commercial space including a proposal for a walkway to Dundas Street as close to the middle of the whole site as is possible.
- If no such walkway is incorporated into the overall site plan, the commercial corridor is at serious risk of losing its customer base to downtown, once rapid transit is introduced on King Street."

---

"I think this is a great project with many possible positive outcomes for the neighbourhood. A few things:

- I LOVE the attention to retail space on the main floor but do urge close work with the BIA to ensure that businesses who populate them fit well in the commercial

- corridor and can thrive - There should be some elements added to the retail facade to better align with the aesthetic of OEV. They could be modern but hearken back and allow the building to fit in with the streetscape in a tasteful way
- it is too stark right now - Ultimately, I think this is a great project and testament to the revitalization OEV is experiencing and deserves”

“Good to see development of this corner in OEV!

- Store fronts are great but the ceilings need to be higher to reflect the high ceilings of the surround heritage retail units (ex. Clay Art Centre)”

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## MISCELLANEOUS

Comments placed in this section communicate valuable information but do not fit within the overarching themes presented above.

“687 Dundas is causing function issues for 697.

Yet owner wants to build and be welcomed when they are causing issues on other land  
687 re: fire lane

Deal with their tenants parking ongoing issue for last year

Doorway homelessness staying = security?

Parking and proposal of stores parking client would be? Parking lot #1 which has homeless.

Same parking lot as cop was stabbed in the head.

? minimum specified by OBC for elevators.

BUY UNITY HOUSE and move them and all will be loved

Are you going to build it yet another color each one has different concrete.”

---

“Housing

- Any bonusing should ensure the inclusion of the maximum number of affordable units.
- Any bonusing should also ensure that an appropriate number of units are tailored to tenants with disabilities.
- In view of the need for family housing, any bonusing should also ensure the inclusion of some three-bedroom units”

---

“North commercial/residential podium wrap around east com. Unit window to residential entrance > Make apt. Units more “loft like” open concept (urban feel) - Hewitt Street > At Grade ensure as many window and access points for safety > Ensure access points for residential entrances are well defined / visible from further up or down Hewitt towers > Step back north leg of tower at #1-14 floor. > Step back (lower) west leg of tower, all to soften verticle rise at north and allow/open up site for summer sun at west

- Use “real” masonry brick at first 41 levels (Dundas especially). Keep it contemporary is style!!
- Site Plan > Ensure businding r....s/units well into centre of existing building site plan > a site plan analysis should be done for entire block to illustrate objectives such as how the fully developed site will connect to Dundas corridor between Hewitt and Lyle (very important) what does the finished block look like and work given as of right and bonusing”

- 
- “Why are there not the required number of secured bike space? What does Medallion propose to do to remedy this? Will cyclists share the same entrance as vehicles and/or pedestrians, or have dedicated access to storage?
  - How does the shadow study that has been conducted to impact on the deeper portions of the surrounding neighbourhood? (the images provided only show a

limited area and timeframe). Is an animation available with an extended timeframe (24 hrs)?

- What are the proposed construction access points? And how will they impact local traffic during construction.
- [point removed and added to Theme 1]
- What ice mitigation measures are being taken on Hewitt Street and the existing driveway into the Revo complex to ensure pedestrian safety?
- Given that both construction and final installation of the new building will impact the Unity Project and St. Joseph's Hospitality Centre, has any consideration been given to Medallion providing additional financial assistance to these organizations to help mitigate any potential interruption that they may encounter?
- What will the impact be on the existing Revo Development in terms of moisture retention between buildings, given that they will receive even further reduced sun and therefore evaporation along their main interior driveway?
- Is it anticipated that the increase of traffic, both vehicular and pedestrian, will require a traffic signal to be installed at Dundas and Hewitt? And if so, how will that impact the traffic along the Dundas Corridor? How will it impact the eventual installation of BRT?
- Based on the existing population of the Revo Development, what are the anticipated percentage of families with young children that are expected to take up residence in the new building? Are there any considerations for how that will be accommodated by the current school facilities in the area?
- Given some of the challenges that Dundas Street currently faces with homelessness and drug use, is there a plan to discreetly and respectfully ensure security for the residents and the building?"

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## **CONCLUSION: Overall Response**

As can be seen through these comment cards, there is excitement and embrace from the community for continued development in OEV. Many people had specific and detailed criticism regarding particular elements of the proposed plans, most notable, parking, design, height, and retail appearance/use. However, there is a general confidence that Medallion will address concerns for this project but would look even more positively on the development if the incomplete elements from the original infill phase was completed and the existing parking challenges were remedied.

## **ORIGINAL COMMENTS - Transcribed exactly as on cards**

"Don't like entrance on Dundas to Apt. very cold looking.  
The parking that is happening at the old TD bank needs to be addressed, the tenants from Revo are causing financial hardship to an existing business that makes it hard for me to support this project."

---

"2 elevators for 23 floors?

This seems a little short.

What happens with expected repairs? Or end of life replacement issues in years to come. Or as simple as people moving in and out.

Thank-you."

---

"Thank you for building in a good location that needs urban renewal without knocking down heritage buildings. We appreciate the effort to build a podium that does not detract from the designated heritage home next door."

---

"Thank you for hosting this session.

I feel the density will have a great impact on the block.

Please consider improving the building's entrance off Dundas to look more inviting, and please consider reducing the amount of surface parking around the building."

- 
5. "Thank you Medallion for more development.  
The tower seems to be a bigger mass than the other two developments -
6. The Dundas Street facade red brick vertical element could be connected at the top with some sort of horizontal feature to tie them together.
7. The Dundas Street corner entrance could be better defined and the solid red brick wall could use some softening.
8. Shadowing studies done? Again, is it possible to tweak the L-shaped tower to make it seem less dense and more "open."
9. I was at the design guidelines meeting and liked the suggestions that were made and would encourage you to incorporate them into the design.  
Thank-you."
- 

"LOVE IT.  
Looks modern and vital.  
Like the idea of more people living in the area.  
Love the interest in the skyline. Have ZERO problems with the height."

---

"Very pleased with presentation and expertise of presenters.  
I believe it will be a positive, tremendous addition to OEV.  
Confident that what is being proposed will come to fruition. I have faith in the developer and their impressive track record.  
I would caution the developer to do their "due diligence" when renting out the retail ground floor units. We do not need more tattoo parlours, vape shops, used clothing and second hand stores."

---

"I think it is a great idea. However I think having retail on the whole corner would be more complete. I will make some people want to look for more shopping.  
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---

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Yet owner wants to build and be welcomed when they are causing issues on other land  
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Doorway homelessness staying = security?  
Parking and proposal of stores parking client would be? Parking lot #1 which has homeless.  
Same parking lot as cop was stabbed in the head.  
? minimum specified by OBC for elevators.  
BUY UNITY HOUSE and move them and all will be loved  
Are you going to build it yet another color each one has different concrete."

---

- "Lower height at street front is a good idea
  - Terrace on 4th floor is a good idea
  - The Dundas Street front (building) needs to be softened, it's too unfriendly... perhaps landscaping will accomplish this
  - The Dundas sidewalk needs to be wide enough to permit a restaurant to have tables outside
  - Does the main building need to be so high?"
- 

"1. Design

- The stark white overhang at the Dundas Street entrance seems a jarring, too abrupt transition from the rest of the Dundas Street facade.

- Could the entrances, especially the ones on Dundas Street, could use some dressing up (sidelights, perhaps). My first reaction is that it would pass for the side entrance to a warehouse. Especially overhung as it is by the big block of white, it seems to give a warning rather than extend an invitation.
- The tower, as seen in the renderings, might seem less overwhelming if its sheer verticality - emphasized by the unrelieved strip of white at the corner - if some relief could be built into the design. (Several people I spoke with at the information meeting remarked, as a first reaction, on how stark and visually overwhelming the tower appeared in renderings.)

## 2. Housing

- Any bonusing should ensure the inclusion of the maximum number of affordable units.
- Any bonusing should also ensure that an appropriate number of units are tailored to tenants with disabilities.
- In view of the need for family housing, any bonusing should also ensure the inclusion of some three-bedroom units”

---

“North commercial/residential podium wrap around east com. Unit window to residential entrance > Make apt. Units more “loft like” open concept (urban feel) - Hewitt Street > At Grade ensure as many window and access points for safety > Ensure access points for residential entrances are well defined / visible from further up or down Hewitt towers > Step back north leg of tower at #1-14 floor. > Step back (lower) west leg of tower, all to soften verticle rise at north and allow/open up site for summer sun at west

- Use “real” masonry brick at first 41 levels (Dundas especially). Keep it contemporary is style!!
- Site Plan > Ensure businding r...s/units well into centre of existing building site plan > a site plan analysis should be done for entire block to illustrate objectives such as how the fully developed site will connect to Dundas corridor between Hewitt and Lyle (very important) what does the finished block look like and work given as of right and bonusing

---

“The massing is too intense for the site and should be scaled back so as to be similar to the other buildings on the site - preferably with the existing podium as in the concept design, a 9-12 storey base (as allowed under the existing as-of-right zoning), and then the tower height as approved by the City.

I appreciate the introduction of residential units in the podium fronting on Dundas Street and think the overall building design is very good.

I echo the comments of others that the entrance to the parking podium from Hewitt Street will cause significant traffic impacts at the Dundas/Hewitt intersection and along Hewitt Street itself. Accessing the parking podium from within the building site would mitigate these impacts.”

- 
- “Why are there not the required number of secured bike space? What does Medallion propose to do to remedy this? Will cyclists share the same entrance as vehicles and/or pedestrians, or have dedicated access to storage?
  - How does the shadow study that has been conducted to impact on the deeper portions of the surrounding neighbourhood? (the images provided only show a limited area and timeframe). Is an animation available with an extended timeframe (24 hrs)?
  - What are the proposed construction access points? And how will they impact local traffic during construction.
  - Has any consideration been given to additional retail parking as part of the underground structure and if so, how will this be implemented
  - What ice mitigation measures are being taken on Hewitt Street and the existing driveway into the Revo complex to ensure pedestrian safety?
  - Given that both construction and final installation of the new building will impact the Unity Project and St. Joseph’s Hospitality Centre, has any consideration been

given to Medallion providing additional financial assistance to these organizations to help mitigate any potential interruption that they may encounter?

- What will the impact be on the existing Revo Development in terms of moisture retention between buildings, given that they will receive even further reduced sun and therefore evaporation along their main interior driveway?
- Is it anticipated that the increase of traffic, both vehicular and pedestrian, will require a traffic signal to be installed at Dundas and Hewitt? And if so, how will that impact the traffic along the Dundas Corridor? How will it impact the eventual installation of BRT?
- Based on the existing population of the Revo Development, what are the anticipated percentage of families with young children that are expected to take up residence in the new building? Are there any considerations for how that will be accommodated by the current school facilities in the area?
- Given some of the challenges that Dundas Street currently faces with homelessness and drug use, is there a plan to discreetly and respectfully ensure security for the residents and the building?

---

"I am pleased that Medallion are continuing to invest in our community and feel confident that the variety of identified design issues will be resolved to satisfaction.

#### Density and Parking

· Given that the density being requested is higher than the city requirement of 600 units per hectare, I am concerned that tower parking will spill over into other neighbourhood areas. Problems with spill over from the existing towers have already been identified.

Examples include:

- blocking of loading zones in front of apartment buildings
- Tenant parking blocking access to Unique Food Attitudes restaurant and,
- Illegal parking by lot fronting on to Dundas Street.

#### Tower Massing and Scale

Concerned about tower massing and scale relative to the street.

- Proposed tower is dense and as shown will dominate the street and street scape.
- Reducing height on the tower element facing Dundas Street should break up the Tower density
- Reduction to nine storeys would be an idea.
- The provision of an Angular Plane Analysis at the PRP and Public Information session would have been helpful to establish massing impacts. It would be useful to have such an analysis available at the Public Meeting.

#### Tower massing should also be broken down taking into account access to sky and sunlight

- Possible shading impacts on the Indwell building need to be established as the building has a passive energy design.
- On Hewitt Street there will be extensive shadowing and a lack of skyline due to the length of the building. With current design there is a possibility that Hewitt street will be in the shade for three /four hours per day.
- The shadow studies provided were for three-hour intervals. A shadow study at hourly intervals would help to accurately establish the amount of time both Dundas Street and Hewitt Street will be in the shade as well as any possible negative impacts on the Indwell development

#### Commercial Space Design and the relationship of the proposed tower to existing towers.

- The development of new commercial space on the commercial corridor is welcomed.

- The size of the commercial spaces 124 .2 sq. Metres (1,337,7 sq. ft.). Is welcome
- Suggest that the design of the units should take into account the kinds of businesses that are already successful on the commercial corridor, especially those that require both staff and public toilets.
- Designing completely accessible units that go beyond basic minimums will make space rental more successful.
- At the moment the tower does not relate to the commercial building in terms of materiality and colour. This is necessary in order to pull all of the elements of the building together.
- Need continuity in façade materials; at the moment there is no overall integration of building design and form.
- At the moment the new tower does not relate to the existing towers and the existing towers do not relate to each other. Recognising that building acquisition is an on going and uncertain process, it would nevertheless be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers and any proposed tower for the TD Bank site. Eventually the towers should integrate and visually suggest “ a village of towers “
- Building coverage for the whole site comprising the existing two buildings and the proposed site is 51% for buildings and 49% parking and greening. How much greening we need to establish, as there is already a shortage of green space for “dog walking”.

#### Commercial Space Façade and its the relationship to the commercial corridor.

- Happy to learn that the PRP recommendation that the corner apartment entrance on Dundas Street will carry the storefront element through to the entrance. Wrapping the retail windows in redbrick commercial space around to meet the red brick entranceway will eliminate a dense wall fronting on Dundas Street
- Currently the commercial component does not reference OEV Heritage and is a design that references similar commercial design in any developed urban core commercial corridor
- Transition to the heritage housing on the west side and buildings on the east side needs to be addressed

#### Dundas Street Walkway and Infill Development

- For a variety of reasons Medallion has not followed through on a commitment to create a commercial, infill building on Dundas Street and a walkway to Dundas Street
- Currently the site is being used as over flow tenant parking and has previously been used as a staging site for the building of the second tower
- The commitment to provide the walkway and the infill development is included in the Medallion Agreement with the City of London.
- It would be helpful see a projected site plan/s for the whole of the site that includes the new and existing towers, any proposed tower for the TD Bank, any and all commercial space including a proposal for a walkway to Dundas Street as close to the middle of the whole site as is possible.
- If no such walkway is incorporated into the overall site plan, the commercial corridor is at serious risk of losing its customer base to downtown, once rapid transit is introduced on King Street.

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“I think this is a great project with many possible positive outcomes for the neighbourhood. A few things: - I LOVE the attention to retail space on the main floor but do urge close work with the BIA to ensure that businesses who populate them fit well in the commercial corridor and can thrive - There should be some elements added to the retail facade to better align with the aesthetic of OEV. They could be modern but hearken back and allow the building to fit in with the streetscape in a tasteful way - it is too stark right now - Ultimately, I think

this is a great project and testament to the revitalization OEV is experiencing and deserves”

- “Parking is an issue. Increase your bike storage - this building will front onto London’s East-West Bikeway
- One car per unit will not address people all owning their own car in a single unit
- Good to see development of this corner in OEV!
- Store fronts are great but the ceilings need to be higher to reflect the high ceilings of the surround heritage retail units (ex. Clay Art Centre)
- The towers need more nuance. Happy to hear they will change the tower at top to create greater definition and design
- The facade and more specifically the Dundas podium should better reflect the OEV Urban Design Guidelines and surrounding heritage (Unity Project)
- It is good that the Hewitt entrance will be improved to include more windows and better signage
- Where will the greening space be?
- Dog walking, lounging etc.
- Medallion promised an infill development and a walkway in the last phase. How will the connectivity promised then be fulfilled via this project?

From: Urla Undisclosed [mailto:]  
Sent: Tuesday, August 18, 2020 2:05 PM  
To: Wise, Sonia <swise@london.ca>  
Cc:  
Subject: [EXTERNAL] Z-9155. (Dundas St/Hewitt St)

I understand the above file is under review. Is it a condo or rental development? who is the developer? When will approval take place; or an estimate ie. 2 months or a year?

Sent from my iPad

With thanks

Urla

From: Maurice Carroll [mailto:]  
Sent: Monday, December 23, 2019 1:30 PM  
To: Wise, Sonia <swise@london.ca>  
Subject: [EXTERNAL] File # Z-9155

File: Z-9155

Regarding Zoning By-Law Amendment

725-735 Dundas St., 389-393 Hewitt St, a portion of 700 King St, and other properties

Great, more dorms for educational tourism and an escalation to the parking problems created by the previous developments. How about some affordable housing to replace all the affordable buildings that were torn down for this development.

Why do planners for the city continue to ignore the parking problems that this development has caused. Even Revo has recognized the problem with an agreement with the city to ticket or tow illegally parked vehicles on their property. Revo tenants have taken over a big proportion of the city lot on Marshall Street causing problems with other people living and working in the area. St John Ambulance continues to have problems with illegal parking. I have asked for more no parking and stopping signs on King Street to no avail.

It’s interesting to see the wonderful artist conception of the Dundas Street streetscape. I believe U-Need-A Cab isn’t selling their property even though their building has disappeared in the artist’s drawing. And then there are the original Medallion’s drawings for the 2 towers with a commercial building on Dundas St. A commercial building that never materialized only a parking lot fronting on Dundas. Parking fronting on Dundas was not permitted in the original development plans.

I know Old East Holdings is pushing public transit and BRT. It’s great to see students from the building waiting for buses. But this is a small proportion of the tenant population. Canadians love their cars and it’s going to be a very long time before they rid themselves of their cars and get on a bus. Right now we need more parking and stricter enforcement of traffic laws. If traffic laws were enforced driving would become a lot less convenient and might even drive people to use public transit.

I know this development is a done deal but can we at least get more signage on King Street. How about speed bumps and stops signs on the property exits on Hewitt and Lyle.



Maurice Carroll  
Home Owner  
King Street

**From:** Valerian Marochko [mailto:]  
**Sent:** Friday, December 20, 2019 2:02 PM  
**To:** Wise, Sonia <swise@london.ca>  
**Subject:** [EXTERNAL] 725-735 Dundas Street  
Hello Sonia,

I stopped by your office this morning and talked to your colleague. She advised me to email you.

The CCLC owns the property at 707-711 Dundas Street and we would like to know if the proposed development at 725-735 Dundas Street (file: Z-9155) could affect our future plans to build a multi-storey building on our property (i.e., maximum density, etc.)

Thank you in advance for your help.

Valy

**Valerian Marochko**, PhD, MBA, CMC  
Executive Director



T:  
F:  
E:

[London Cross Cultural Learner Centre | 505 Dundas Street, London ON | N6B 1W4](#)

*We acknowledge the history of the Indigenous territory of the Attawandaran (Neutral) where our Centre stands. The Attawandaran peoples once settled in this region alongside the Algonquin and Haudenosaunee peoples, and used the land as traditional hunting grounds.*

-----Original Message-----

**From:** Jen Pastorius [mailto:]  
**Sent:** Wednesday, December 18, 2019 4:46 PM  
**To:** 'sarah merritt' <>; Wise, Sonia <swise@london.ca>  
**Cc:** 'Greg Thompson' <>  
**Subject:** [EXTERNAL] RE: Medallion and undeveloped Dundas Street Site

Hi Sonia and Sarah,

Thanks very much for this Sarah, as you were in this role and have the history. I have also reached out to Mark Henderson and he is looking into finding the Medallion CIP expansion report. We have renderings from the first phase of development in the office which clearly identifies both the public sidewalk and an infill commercial development. See photos attached. Regarding the lot at 701 Dundas, according to the BDC Zoning in Old East Village parking adjacent to Dundas is prohibited, something that I understand Sarah worked on as the BIA Manager in order to create as much consistent Dundas facing retail opportunities as possible. As a wider request to assist with a wide array of challenges on the Medallion property in May 2019 I met with Heather Chapman, Paul Yeoman, Peter Kokkoros and Councillor Helmer. At that meeting the prohibition of parking in lots facing Dundas was discussed and it was agreed that parking in that lot does not conform with BDC 24 Zoning.

BDC (24) Zone

b) Prohibited Uses:

i) Commercial parking lots and structures and accessory parking lots fronting on Dundas Street, and within 15 metres of Dundas Street

There are many current challenges with the Medallion site regarding parking. There is a history of purchasing residential properties to demolish for surface parking and the attempted demolition of commercial properties on Dundas for the purpose of surface parking until they are redeveloped. It is clear that Medallion tenants have more cars than the current development has spots to accommodate. Currently 701 Dundas is being used as a parking lot, instead of an infill site and public walkway as was identified in Phase 1. Which is why the 259 proposed parking spots will be far too little for the Hewitt development because beside the fact that 701 is not zoned for parking at Dundas (therefore should never have become a lot) when the public walkway is built, there will be less room for parking and those lost parking spaces will need to be integrated into another area of the development.

I hope you both find this information helpful, I look forward to discussing this further in the new year. Happy Holidays to you both!

Jennifer Pastorius

Manager, Old East Village BIA

316 Rectory Street

Oldeastvillage.com

**From:** sarah merritt [mailto:]

**Sent:** Monday, December 16, 2019 2:17 PM

**To:** Wise, Sonia <swise@london.ca>; jen <>

**Cc:** Greg Thompson <>

**Subject:** [EXTERNAL] Re: Medallion and undeveloped Dundas Street Site

Hello Jen and Sonia,

I am following up on our telephone conversations about the zoning request for the development proposed by medallion Inc. and offer the following comments.

Firstly, I would like to begin by stating that it is heartening to learn that Medallion Inc. is interested in making further investments in the Old East Village . The prospect of further appropriate commercial development is also heartening. However, we have been here before when Medallion Inc. made a commitment to create a two storey infill development consisting of two commercial and two residential units fronting on to Dundas Street in the 700's street addresses block. This development was targeted to occur after the development of the first ,two tower apartment building.

Further to our discussions, I have tried to recall the events surrounding the expansion of the CIP site to include the properties owned by Medallion Inc.

I have attached a PDF written in 2011 that references the Dundas Street addresses in a recommendation for their inclusion in the OEV Brown-fields and City Brown-fields incentives programs.

To my recollection, there were two expansions to the CIP area. The first was in 2005 ,I think. This was to expand the CIP on the North side from Egerton to Charlotte Streets.

The second occurred to expand the CIP into a tract of land that had take Medallion a number of years to acquire. That expansion was for land that fronted on to King Street and maybe Lyle. I can't remember the boundaries. That would be around 2008. Ethan Ling worked the expansion reports so you might be able to ask him.

Given that properties fronting on to Dundas Street were already eligible for incentives, I recall that Medallion was encouraged to purchase the vacant lot when they were assembling properties. Owning property fronting on to, and through the commercial and walkway development, connecting to Dundas Street, rendered the whole site eligible for inclusion in the CIP area incentives. If my recall is accurate, there may or may not be a written agreement specifying that they would develop the Dundas Street property. However, the addresses are certainly referenced in the report that I have included, and there is the evidence of their commitment to develop the land, via the renderings that were displayed at a public information meetings.

City staff S that I worked with on this file included Ethan Ling, Greg Barrett, Mark Henderson and John Fleming. They may be able to help you to track down any available written information.

Sonia, you mentioned that municipalities are limited in their ability to ensure that property owners follow through on the commitments that they make when applying for, and receiving CIP incentives. This must be very challenging. You cited an example of this occurring when properties in CIP districts change ownership. Fortunately, ownership, in this instance, remains with the same owners.

Most important for me at the moment, is that the issue of the non development of the Dundas Street addresses constitutes a part of the discussions and negotiations with Medallion for the zoning amendment by-law. This would include identifying any barriers to the development of the site, plans and timing for its redevelopment. It should not remain as a permanent parking site.

For whatever reason, Medallion, to this point, has been unable to develop this important commercial site. With respect to their zoning amendment request and proposal to create commercial units, written commitment to develop the commercial space within a reasonable time line should be linked if possible to the granting of the zoning amendment and the timely reimbursement of loans.

After consultation with the Community Association Board, you will receive comment on the specifics of the proposed development. At this point, given the height of the towers location to Dundas Street, I would suggest that some Shadow Studies would be helpful for community information and public meetings,

I look forward to working with you both and Medallion Inc. to arrive at a development that meets the needs of all parties and furthers the ongoing renewal of the village.

Wishing you both all of the best of the Holiday Season,

Regards and Thanks,  
Sarah  
Take care,

Sarah

## **Agency/Departmental Comments**

### London Hydro – December 20, 2019 – Excerpt

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above grade transformation is required. A blanket easement may be required.

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

### Development Services: Engineering – January 27, 2020 Memo

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned application:

1. A Parking study is required to support any reduction in parking.
2. An 'h' provision shall be applied until the sewer system on English Street as part of a future IRP project is sized to accommodate the flows and proposed intensification.

**The following items are to be considered during the site plan approval stage:**

#### ***Transportation:***

- Proposal will need to make use of the existing access to Hewitt Street via the existing private drive to the south of the proposal
- Road widening dedication of 10.75m from centre line is required on Dundas Street
- 6.0m x 6.0m daylight triangle required at the corner of Hewitt and Dundas Street
- Detailed comments regarding access design and location will be made through the site plan process
- Dundas street will be undergoing construction in the vicinity of the proposal in the coming years details of which can be found at the below web link: [infrastructure projects](#)

#### ***Water:***

- The existing water services shall be decommissioned in conjunction with the building demolitions.
- The residential tower shall be serviced off of the watermain on Dundas St. The watermain is tentatively slated for replacement with a 300mm PVC watermain in 2020. The Owner will have to co-ordinate their construction in conjunction with the City led project.
- If the proposed high rise building is higher than 84 metres, the building will require 2 water services, separated by a splitter valve.

#### ***Wastewater:***

- The municipal sanitary outlet available for the subject lands is the municipal sanitary sewer on Dundas Street which is tributary to the English Street sanitary sewer.
- It has been identified that there are potential constraints in the English Street sanitary sewers downstream of this subject site.
- Dundas Street from Ontario to Adelaide has been identified for lifecycle replacement infrastructure works tentatively in 2020. English Street is still being considered for lifecycle replacement infrastructure works tentatively for 2021 pending budgets and approvals. The Owner' Engineering Consultant is encouraged to co-ordinate with the City as far as their servicing needs and timing.

#### ***Stormwater:***

- As per the attached as-con 24516, the site at C= 0.9 is tributary to the existing 600mm storm sewer on Dundas Street (MH 4G141) via the 375mm storm sewer on Hewitt Street. As con 24516 also shows that the site is tributary to two different catchment areas; one tributary to the 375mm storm sewer on Hewitt St and the other to the future 525mm storm sewer on Dundas, however and considering that, the sewer on Hewitt street has some surplus capacity to accommodate the entire site and that the storm sewer on Dundas Street will be reconstructed by the City in 2020, the site shall only be connected to the 375 on Hewitt Street.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
  - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
  - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
  - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
  - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
  - shall comply with riparian right (common) law.The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- The subject lands are located in the Central Thames Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Development Services: Heritage – February 12, 2020 – Memo Excerpt

Heritage staff confirms receipt and review of the Heritage Impact Assessment (dated January 23, 2020) for the above address, and finds the HIA (analysis, conclusions and recommendations) to be sufficient to fulfill the heritage component for a complete application for the above ZBA application. Mitigative measures outlined in the HIA for 719-721 should be followed.

Development Services: Urban Design – December 15, 2020 – Memo Excerpt

Urban Design staff commend the applicant for incorporating the following into the

design of the site and buildings: locating built form along both the Dundas and Hewitt street frontages; Designing the lower portion of the building to have regard for its corner location by including a principle building entrance at the intersection; Including a taller ground floor for the commercial uses as well providing for appropriate scale/ rhythm/ materials/ fenestration and orientation along the Dundas Street frontage that implements the Old East Village Commercial Corridor Urban Design Manual; Providing appropriate step-backs above the third, fourth, and sixth storeys in order to create a comfortable, human scaled streetscape along the Dundas Street frontage; Providing for an appropriate tower floor plate (above the sixth floor) and tower setback from Dundas Street; and, locating all of the parking underground or within the structure away from the street edge.

Urban design staff have been working closely with the applicant through the rezoning process to address many of the design concerns that have been raised by the Urban Design Peer Review Panel (UDPRP), the community and City staff. Staff will continue to work with the applicant through a subsequent Site Plan Application to ensure any past concerns related to the design of the building that may resurface are resolved in the final design.

Upper Thames River Conservation Authority – January 3, 2020 – Memo Excerpt

No objections

Urban Design Peer Review Panel – January 23, 2020 – Memo Comments and Applicant Responses

Comment: The applicant is commended for a thorough submission and thoughtful design response to the site. The panel supports the setbacks along Dundas street in keeping with the scale of the mixed-use corridor and the appearance of incremental development along Dundas Street.

Applicant Response: Noted, with thanks.

Comment: The panel is supportive of City policy directing that high-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of sky views, and are less imposing to neighbouring properties and public spaces. The proposed tower floor plate of approximately 1,250m<sup>2</sup> with horizontal plane widths of 40+ meters is more representative of a “slab” typology than the slender point tower being sought. In this regard the overall mass and scale of the proposed tower form should be reduced to align with City policy (i.e. tower floor of 1,000m<sup>2</sup>) and recognize common practices in comparable mid-size cities in southern Ontario (e.g. floor plate maximums range from 750-850m<sup>2</sup> in Kitchener, Burlington, and Hamilton).

This reconfiguration should be informed by the following additional analysis:

- A revised shadow study that clearly demonstrates the “net shadowing” effect on Dundas Street for 1-hour intervals at the equinoxes with the goal of maintaining 4-5 consecutive hours of sunlight on the opposite side of the street (except where existing conditions preclude);
- A 45-degree angular plane analysis from the north sidewalk on Dundas Street, nearby neighbourhood areas and the top of the podium component of the building;
- A tower separation analysis showing the proposed buffers around existing and proposed tower forms within the block;
- Further rationalization of the proposed building height in the context of existing and planned building heights south of the site and north of Dundas Street to determine the best transition of scale between the different conditions.

Applicant Response: The 1000m<sup>2</sup> is a guideline and not a policy for the City of London and where other municipalities have such policies or guidelines it is a note of interest.

The re-design of this building has reduced the floor plate down to 1072m<sup>2</sup> and pulled the face of the building back significantly from Dundas Street in order to realize a more slender tower and shadow effect of which a revised shadow study has been provided.

Comment: The panel recommends the applicant work with the City to ensure compatibility and integration with the planned Dundas Street streetscape improvements.

Applicant Response: Noted. We have met with City Staff to discuss proposed improvements/servicing, and will work with the City through the site plan process to coordinate site improvements with the ongoing Dundas Street Old East Village Streetscape Improvement Project, which also aligns with the Old East Village Secondary Plan.

Comment: The panel questioned the location of the vehicular access to the above grade parking along Hewitt Street and suggested it be relocated off of the internal driveway to the south to consolidate vehicular access with the neighbouring towers and enable tenant amenity spaces to be located along Hewitt Street. The result would be a more transparent and inviting streetscape as well as improving the quality of the amenity spaces themselves. If this is not possible, consider recessing the parking garage access.

Applicant Response: Based on the design of the building and highwater table, expanding the u/g parking to three levels is not possible. This secondary access to Hewitt Street can't be located within the complex or internal driveway either. LEA Consultant has provided a transportation review, which meets City of London standards. The proposed building and complex includes extra parking as discussed with Planning staff.

Access off the lane is also not achievable due to the limited dimension to achieve the proper ramp length and gradient. The entire façade on Hewitt has been revised towards a more inviting streetscape

Comment: The panel questions the proposed reduction to secure bicycle parking requirements. The provision of required bicycle parking should form a key component of the project's overall transportation demand management strategy. Similarly, the City should ensure that new multi-residential building stock contributes to the civic goals for increased cycling modeshare.

Applicant Response: The 85 bicycle spaces being proposed as part of this phase represent the same ratio as that provided within the first two phases. Based on this history, Medallion is holding this number.

Comment: Should the 'L' shaped tower component remain, the panel recommends the difference in height between the two wings be increased and materials applied in a way to visually separate them into two volumes to breakdown the massing.

Applicant Response: The entire building footprint has been reduced significantly where there is no longer the extended L shape – with the building being pulled back further from Dundas Street – therefore with the significantly reduced massing there is no requirement to break up the façade with a recess or slice vertically through the building with the use of glazing or other means.

Comment: The panel recommends further refinement of the NE corner to make the entrance more inviting and incorporate corner windows in the eastern most retail unit.

Applicant Response: The northeast corner has been re-designed to emphasize the corner position with additional windows/glazing added at the ground floor for the retail unit.

Comment: The panel recommends further refinement of the detailing on the four-storey component along Dundas Street to better reference the character of Old East Village and further integrate the fourth storey cap with the building volume.

Applicant Response: This refinement has been achieved with the cap extending out with new terrace supporting elements in order to provide a covered and recessed terrace – similar to traditional porch / terraces found in the east village.- with further refinement to the materials and placement of same.

Comment: The panel recommends further refinement of the massing and material application of the Hewitt Street façade to be more consistent with the remainder of the building, including the southeast corner entrance from Hewitt to better transition between the street and building interior.

Applicant Response: The entire façade has been redesigned and is now consistent with the Dundas Street façade allowing for a much more prominent southeast corner entrance to the building.

Comment: Further consideration on the question of colour and materiality to tie into the existing main street character as well as the previous residential towers on the block as a collection of buildings.

Applicant Response: The ground to 3rd - 4th – 5th floors on 3 sides of the building, have been clad in brick – which is the same material as the other towers to the rear – the color and the brick to be used is consistent with the main street character and specifically with the adjacent historical buildings on Dundas street to the west of the site.

Housing Development Corporation – December 18, 2020 – Memo

December 18, 2020

**TO: City of London Development Services**

Attention: Michael Tomazincic, Manager, Development Services, Current Planning

Sonia Wise, Senior Planner, City Planning, Planning Policy

**REGARDING: Bonusing for Affordable Housing at 725-737 Dundas (and associated addresses hereafter the subject lands)**  
**City of London Planning File: Z-9155**  
**HDC File: 725-737 Dundas Street**

**Background:**

Housing Development Corporation, London (HDC) was engaged to facilitate negotiation and provide a fair recommendation to the Director, City of London Development Services in response to East Village Holdings Ltd.'s (the "Proponent") Zoning By-law Amendment application requesting permission for a 24-storey, mixed-use building containing 243 residential units. The request related to the identified lands includes increased height and density ("bonusing") in exchange for the provision of affordable housing.

This letter reflects the recommendation of HDC and is provided with the general concurrence of the Proponent.

**RECOMMENDATION:**

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

- 1. A total of nine (9) one-bedroom units and four (4) two-bedroom units, including a maximum of two (2) accessible one-bedroom and/or two-bedroom units or combination thereof, be considered for dedication to affordable rental housing in exchange for the granting of increased height and density. Subject to availability and with the concurrence of the City, some or all of these nine (9) one-bedroom units and four (4) two-bedroom units may be secured immediately by the City within existing vacancies in the adjacent developments owned and/or managed by the proponent or their associated corporate entity;**
- 2. "Affordability" for the purpose of an agreement shall be defined as rent not exceeding 80% of the CMHC Average Market Rent (AMR), as defined at the time of occupancy, and where:**



- i. AMR be defined at the bedroom rate for the London Census Metropolitan Area by CMHC;
  - ii. the identified units may be, or constructed to, a more modest level but within the normal parameters of the City of London's Property Standards By-law unit sizes and attributes;
  - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance to the *Residential Tenancy Act* or any successor legislation but not to exceed 80% of the CMHC AMR; and
  - iv. The duration of the affordability period shall be set at 30 years from initial occupancy of the unit. Sitting tenants residing in the affordable rental housing units at the conclusion of the agreement shall retain security of tenure until the end of their tenancy. These rights shall not be assigned or sublet. Tenants shall not be allowed the rights to subletting.
3. The Proponent be requested to enter a Tenant Placement Agreement (TPA) with the City to align the bonus units with priority populations, where the owner retains tenant selection in accordance with the *Residential Tenancy Act*, subject to any established eligibility and compliance requirements and any associated housing programs.
  4. Subject to Council approval, the conditions be secured through an agreement, ensuring the retained value of the affordable rental housing Bonus Zone for the 30-year affordability period. In the event that there is a breach of compliance or availability of the units, any conditions within the agreement shall default and be secured on title on the subject lands.

HDC acknowledges the considerations supported by the Proponent in fair negotiation of the bonus particularly the opportunity to immediately address the City's urgent housing needs through existing vacancies and the alignment of these affordable rental units with priorities identified in the City's *Housing Stability for All Plan*.

#### **Rationale for Affordable Housing Bonus:**

The London Plan recognizes that average market rents are not available or accessible to many Londoners and that housing affordability is one of the City's principle planning challenges. The housing policies of the Plan identify affordability targets, stating that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. In pursuit of this goal, the policies of the Plan identify bonusing as a planning tool in support of the provision of affordable rental housing in planning and development proposals.

The subject lands are located on the south side of Dundas Street between Hewitt Street and Lyle Street. The lands are embedded in an older, pedestrian-oriented, commercial business district characterized by a broad mix residential and commercial land uses and a variety of built forms. The lands are in the City's Primary Transit Area, located on a major transit corridor and proximate to the City's downtown and eastern transit hubs.

The locational attributes of the site directly align with the guidelines and considerations used by HDC to advance affordable rental housing. HDC would further note that a review of housing analytics from Canada Mortgage and Housing Corporation (CMHC) indicate average apartment vacancy rates and rents that clearly demonstrate housing affordability challenges.

#### **Conclusion:**

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London, noting that London is currently ranked 5<sup>th</sup> in Canada for the highest percentage of households in "Core Housing Need" in major urban centres (CMHC, July 2018).

**File: Z-9155**  
**Planner: S.Wise**

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

HDC will be available to the Planning and Environment Committee and to Civic Administration to further inform this recommendation or respond to any associated questions.



Sincerely,

S  
Stephen Giustizia  
President and CEO  
c.c. Brian Turcotte, Development Manager, HDC  
Isabel da Rocha, Business and Program Manager, HDC

## Appendix C – 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

- 1.1.1.b) – appropriate range and mix of uses
- 1.1.1 e) transit-oriented development
- 1.1.13 – settlement areas
- 1.7.1 d) – enhance vitality of mainstreets
- 1.7.1 e) – well-designed built form

### Official Plan 1989

- 3.4. Multi-Family, High Density Residential
- 3.4.3. Scale of Development
- 4.4.1 Main Street Commercial Corridor
- 4.4.1.3. Function
- 4.4.1.1. Planning Objectives
- 4.4.1.2. Urban Design Objectives
- 4.4.1.4. Permitted Uses
- 4.4.1.7. Scale of Development
- 4.4.1.8 – promote active street life
- 4.4.1.9. Urban Design
- 4.4.1.13. Specific Main Street Commercial Corridors
- 4.4.1.13.2. Old East Village Corridor Specific Main Street Commercial Corridor policies
- 11 – Urban Design
- 19.4 Zoning
- 19.4.4 Bonus Zoning

### Old East Village Dundas Street Corridor Secondary Plan (OEVDSC)

- 2.3 – pedestrian-oriented district
- 3.2 – Village Core uses
- 3.2.a) – mixed-use buildings encouraged
- 3.3.1.g) – scale of development
- 3.3.2.g) – corner buildings
- 3.3.2.h) – defined components of high-rise buildings
- 3.3.2.k) – Dundas St character
- 3.3.4 – high-rise built form policies
- 3.3.4.a) – building base
- 3.3.4.b) – stepback to middle
- 3.3.4.c) – slender towers
- 3.3.4.d) – no blank walls
- 3.3.4.e) – top portion
- 3.3.4.g) – separation between towers
- 3.4.a) – bonus zoning for increased height and density
- 3.6.1 – pedestrian supported environment
- 3.6.2.b) – cycling facilities
- 3.6.3 – rapid transit services
- 3.6.3 – transit-oriented development
- 3.6.4.b) – access to municipal lots
- 3.9.a) – housing types and styles
- 3.9.b) – bonusing facilities, services and matters
- 3.9.e) – mix of housing forms and densities

### The London Plan (TLP)

- 59\_3 – mixed-use compact City of London
- 91 – Built-area boundary
- 92\_2 – Primary transit area
- 830.11 – variety of residential types

837.1 – rapid transit corridors range of uses  
845 – historic development of OEV  
848\_2 – variety of architectural styles  
1556 – secondary plans  
1558\* - secondary plan policies prevail  
1645-1655\* - Bonus Zoning

Old East Village Commercial Corridor Urban Design Manual (OEVCCUDM)

1.1 – well defined building with differentiated components  
2.1.a) – new buildings within existing built line  
2.3 – sympathetic to cultural heritage  
3.3.2.m) – coordinate built form with existing character of Dundas

# Appendix D – Relevant Background

## Additional Maps



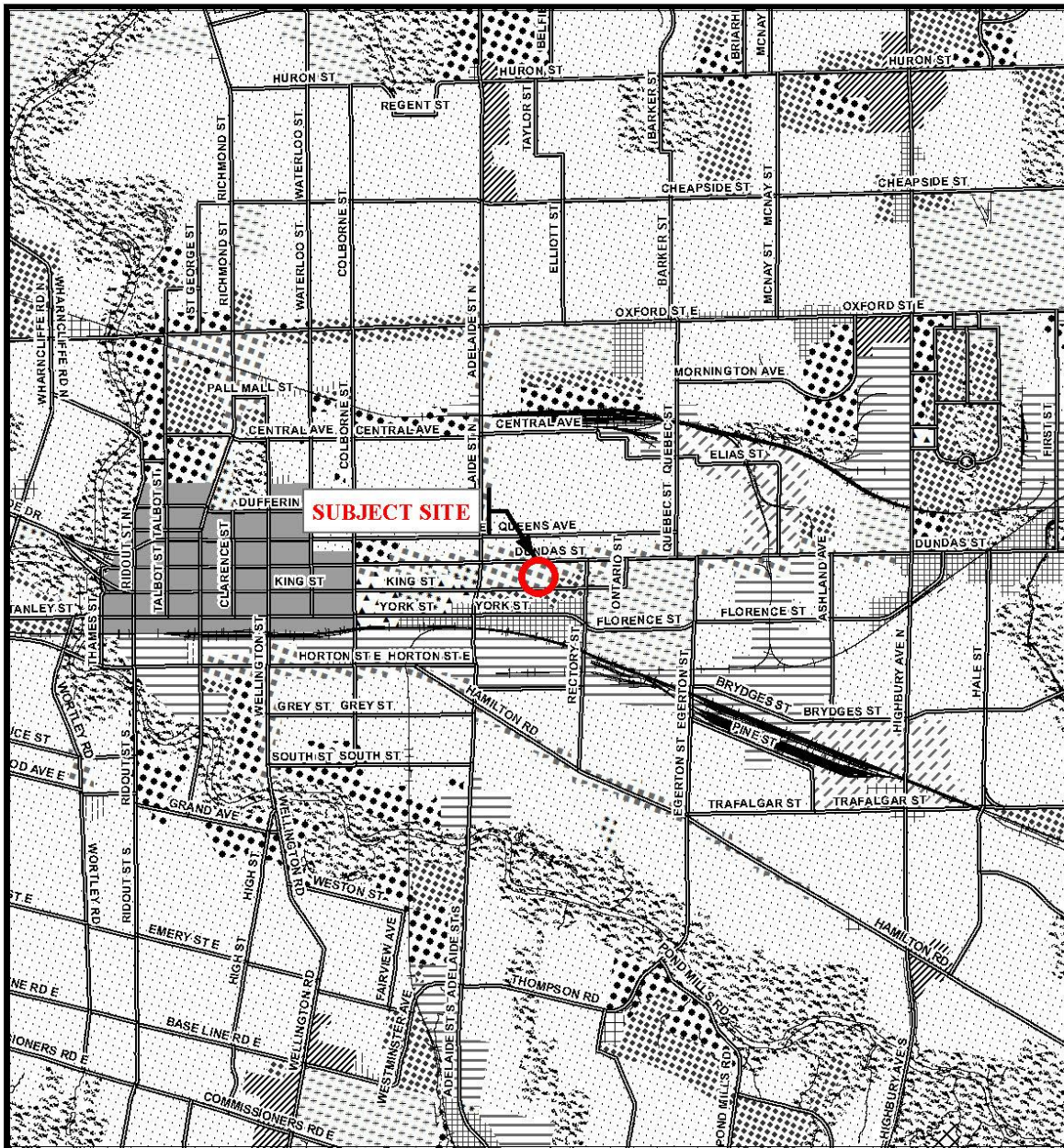
### LOCATION MAP

Subject Site: 737 Dundas Street  
File Number: Z-9155  
Planner: Sonia Wise  
Created By: RC  
Date: 14/12/2020



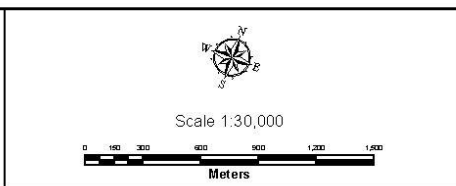
### Legend

-  Subject Site
-  Subject Site

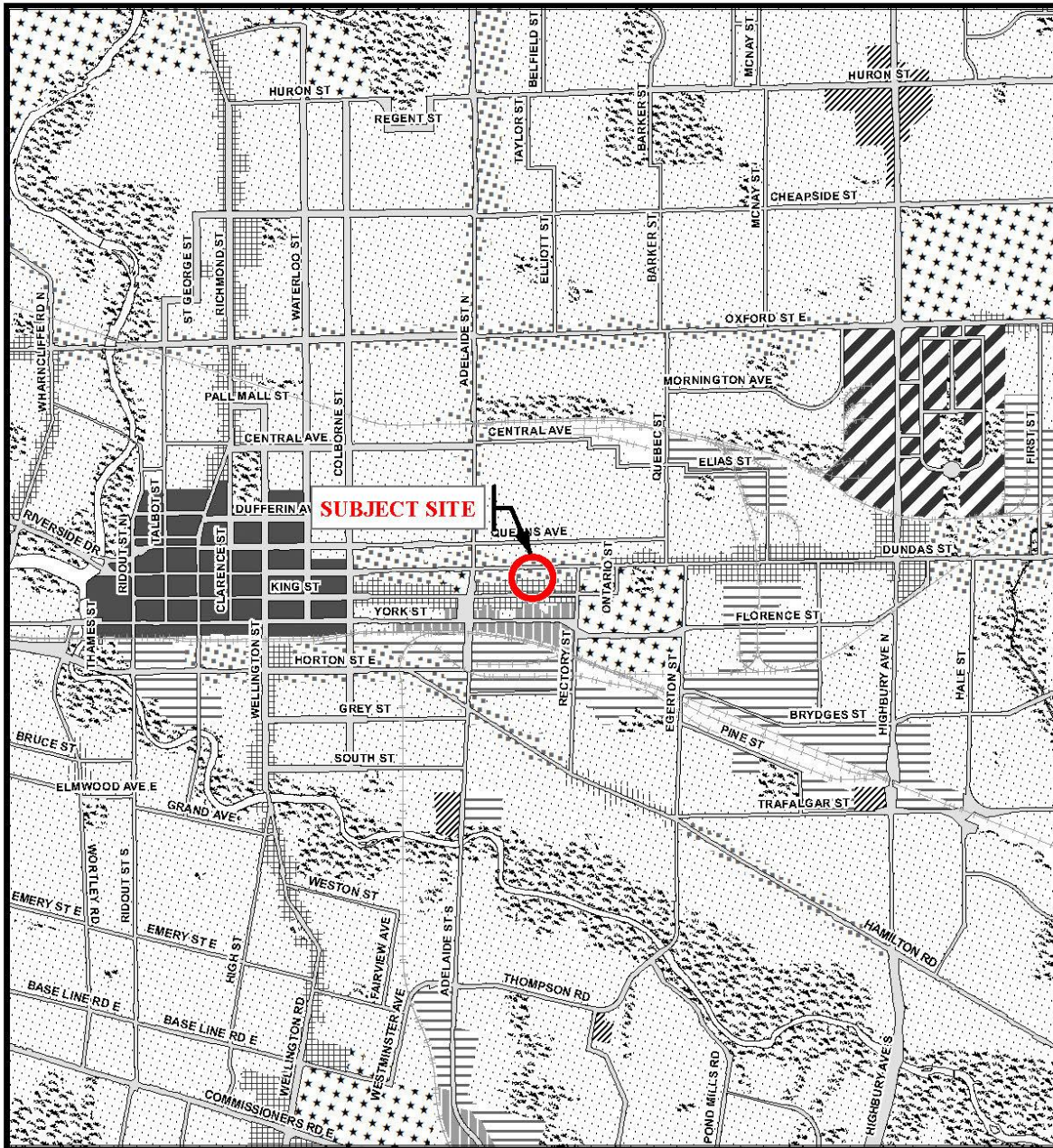


Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low 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: Z-9155  
 PLANNER: SW  
 TECHNICIAN: RC  
 DATE: 2020/12/14



**Legend**

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

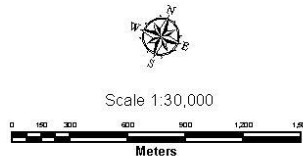
*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

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

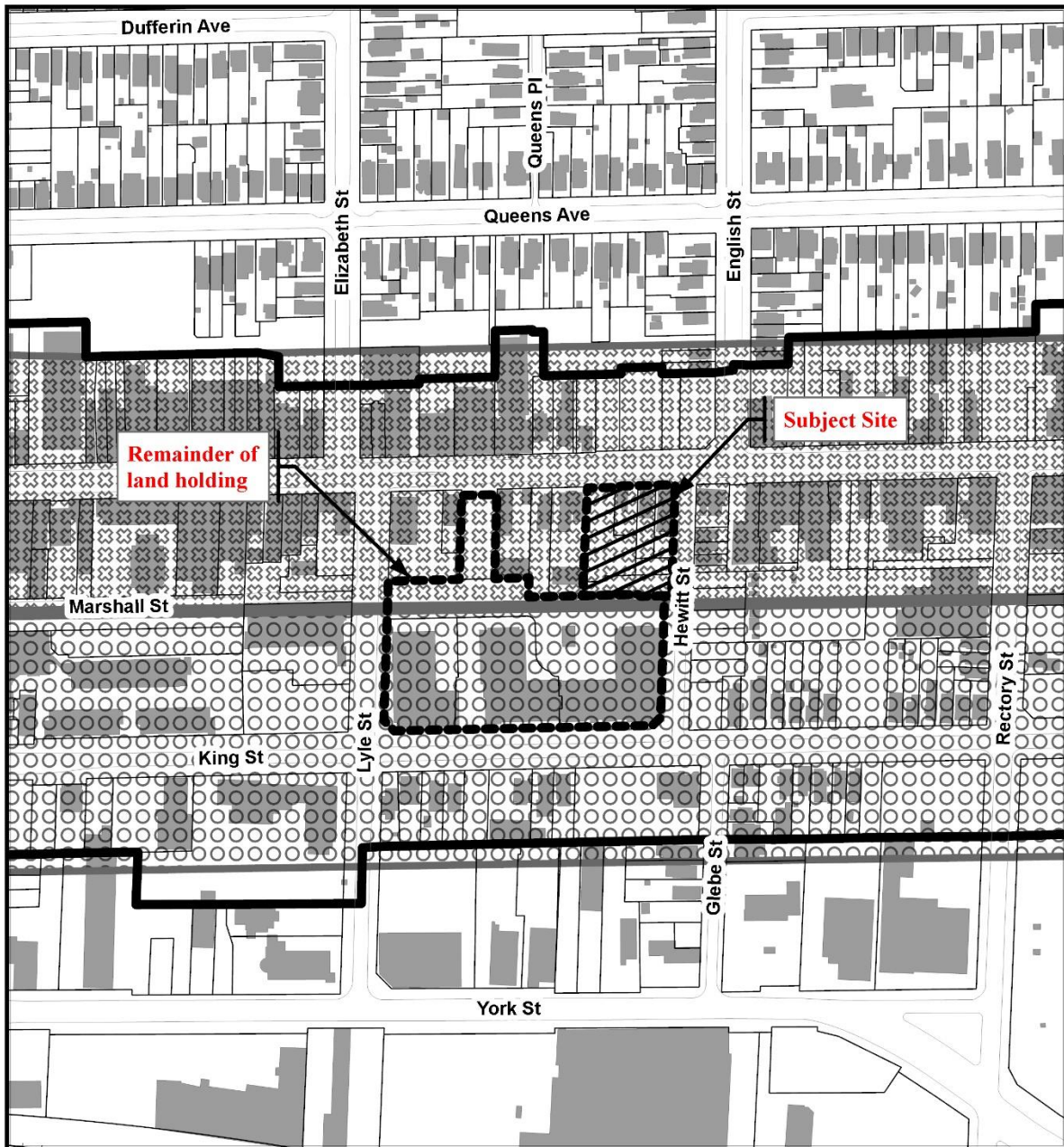
**CITY OF LONDON**  
 Planning Services /  
 Development Services

**LONDON PLAN MAP 1**  
**- PLACE TYPES -**






PREPARED BY: Planning Services



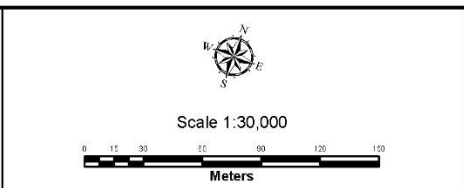
**File Number:** Z-9155  
**Planner:** SW  
**Technician:** RC  
**Date:** December 14, 2020



**Legend**

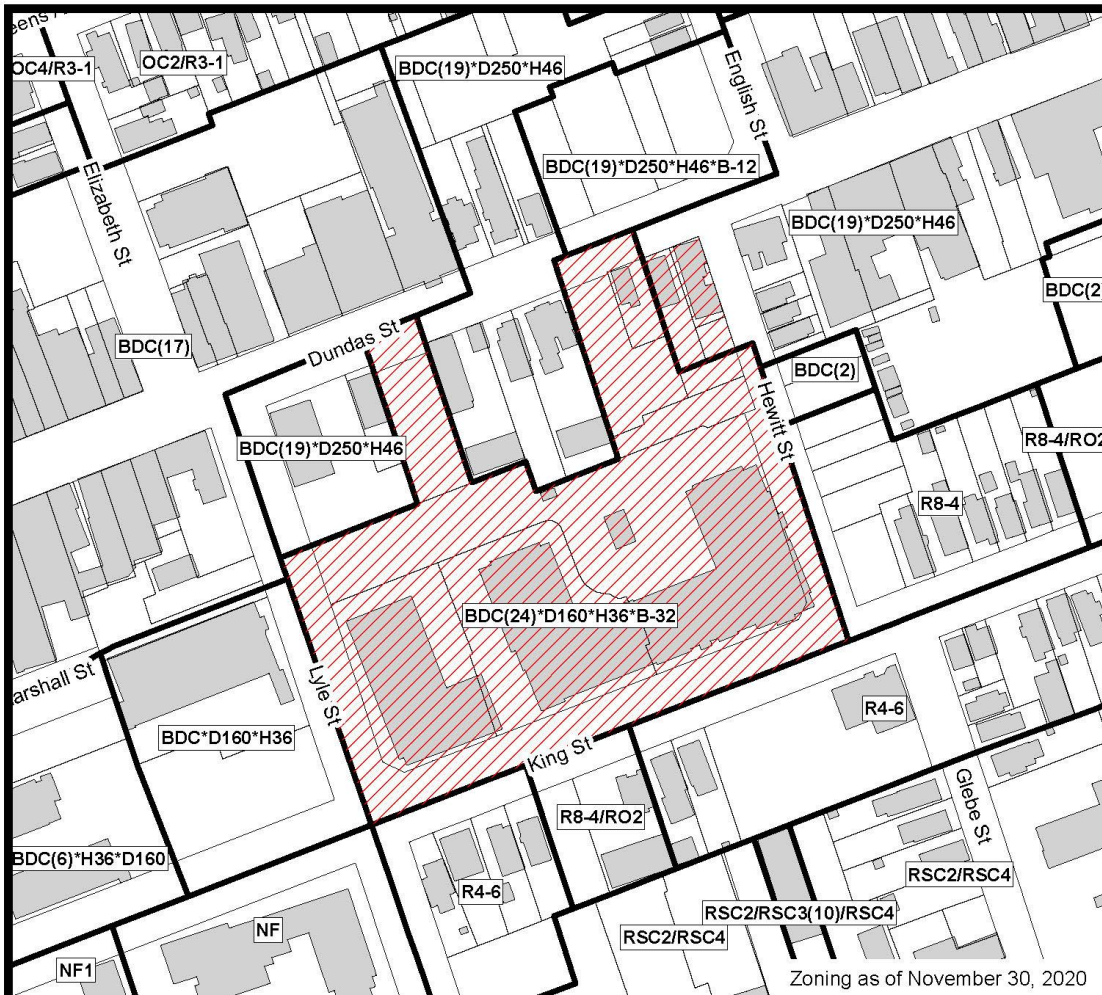
 King Street Character Area	 Old East Village Core Character Area
 Midtown Character Area	 Old East Village Market Block Character Area
 Old East Village Dundas Street Corridor Secondary Plan Area Boundary	

**CITY OF LONDON**  
 Department of  
 Planning and Development  
 OLD EAST VILLAGE DUNDAS STREET  
 CORRIDOR SECONDARY PLAN  
 - CHARACTER AREAS -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9155  
 PLANNER: SW  
 TECHNICIAN: MB  
 DATE: 2020/12/22





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

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9155

SW

MAP PREPARED:

2020/12/14

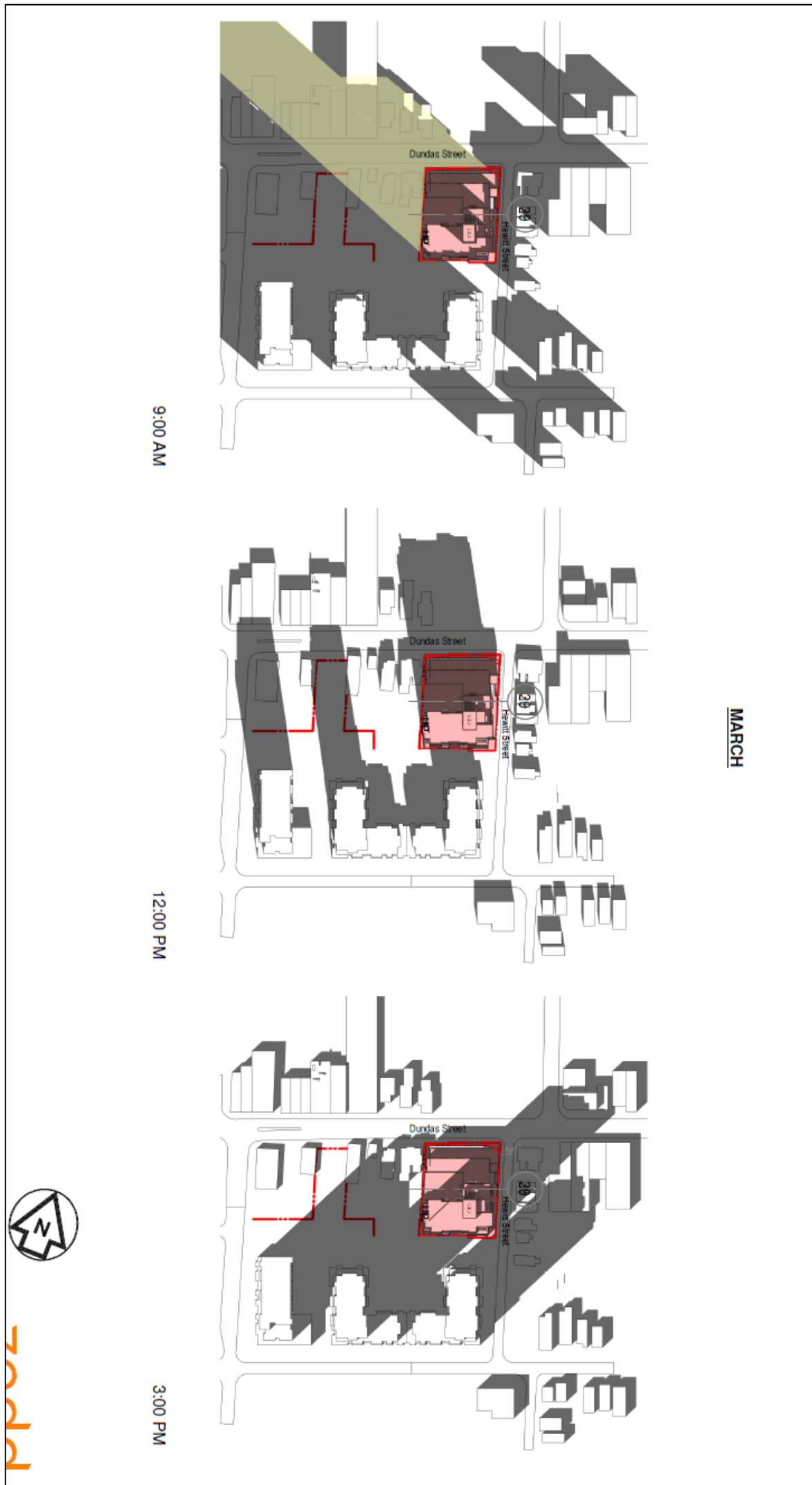
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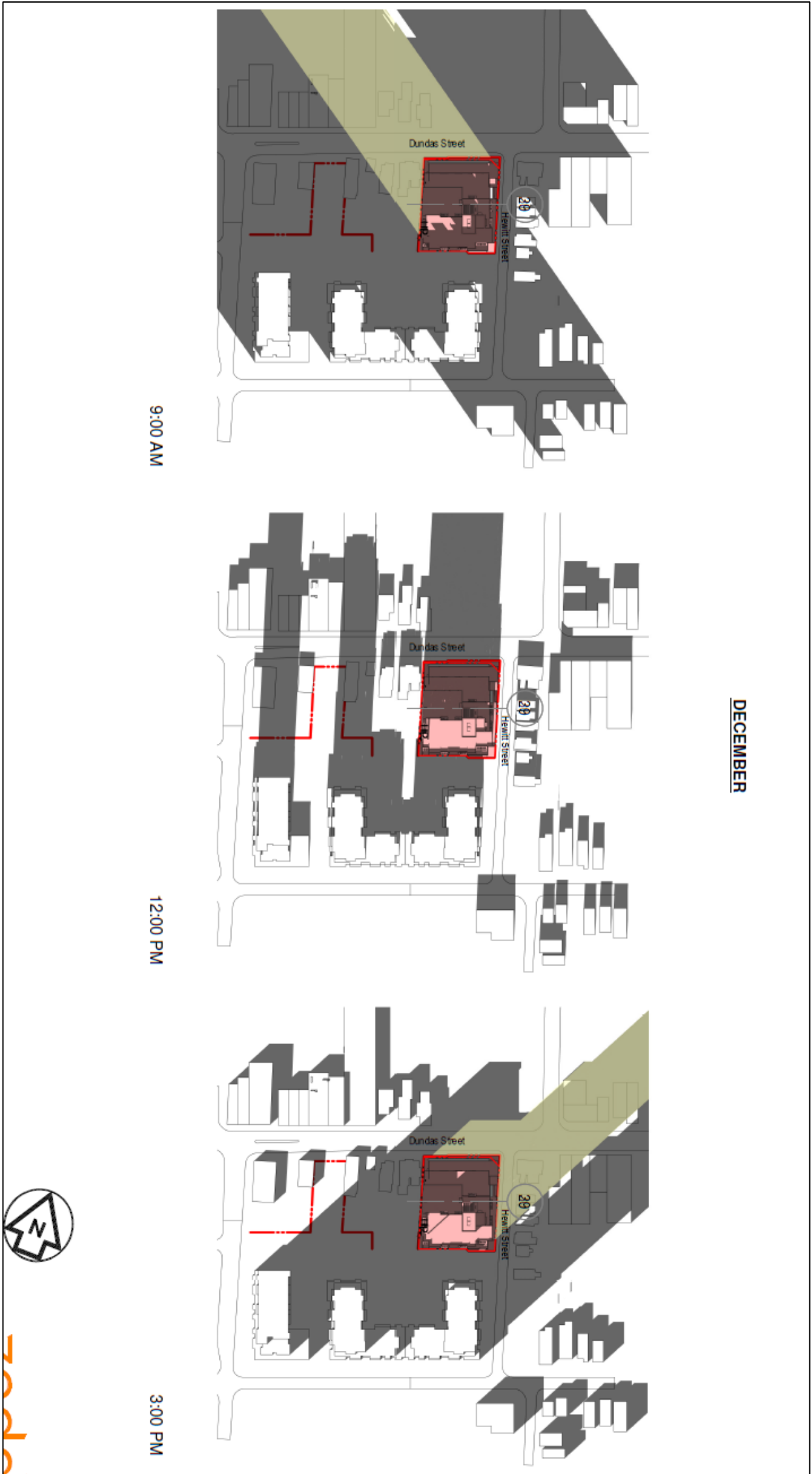
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Meters

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

Appendix E – Shadow Study







## **Additional Reports**

October 25, 2004 - OZ-6749 - Old East Village Corridor Community Improvement Area (CIP), including Official Plan and Zoning By-law Amendments.

April 7, 2008 - O-7500 - Expansion of the Old East Village Corridor Community Improvement Plan.

June 16, 2008 - Z-7519 – Planning and Environment Committee –Phase 1 development

May 19, 2015 – Z-853 – Planning and Environment Committee – Phase 2 development (Lyle tower)