

## Report to Planning and Environment Committee

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

**From:** George Kotsifas P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** 2355440 Ontario Inc.  
250-272 Springbank Drive  
Public Participation Meeting

**Date:** September 20, 2021

## Recommendation

That, on the recommendation of the Director, Planning and Development the following actions be taken with respect to the application of 2355440 Ontario Inc. relating to the property located at 250-272 Springbank Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 5, 2021 to amend the 1989 Official Plan to **AMEND** a policy to Section 3.5 – Policies for Specific Residential Area West Coves that would modify the height from 14-storeys to 15-storeys on the subject lands located at 250-272 Springbank Drive;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 5, 2021 to amend The London Plan to create a special policy area in the Urban Corridor Place Type at 250-272 Springbank Drive to add a site specific policy to align with the Specific Residential Policy in the 1989 Official Plan, and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of The London Plan;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 5, 2021 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London as amended in parts (a) and (b) above), to change the zoning of the subject property **FROM** a holding Residential R9 Bonus/Office Residential Special Provision (h.R9-7.H42.B-49/OR4(2)) Zone and an Open Space (OS4) Zone, **TO** a holding Residential R9 Bonus (h.R9-7.H42.\*B- ) Zone and an Open Space (OS4) Zone;

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high quality residential development, with a maximum height of 15-storeys (51 metres), 260 dwelling units and a maximum density of 306 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

### 1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design.

- Enhanced building and site design features and a setback podium creating a pedestrian area linked to the public sidewalk;
- Buildings oriented to Springbank Drive;
- Energy efficient built form;
- Garden suites adjacent to Springbank Drive with sidewalk access
- Architectural design features on the towers that will enhance the skyline and break up the building mass;
- The inclusion of building step backs with a variety of building

- materials and building articulation to break up the massing of the building;
    - Purpose-designed amenity space on top of the parking structure.
  - 2. Construction of 2 levels of underground parking;
  - 3. Dedication of the Open Space Lands as a public link and to complement the adjacent Environmentally Sensitive Area along with the removal of the existing asphalt parking lot and substituting it with landscaping;
  - 4. Provision of Affordable Housing consisting of:
    - A total of 28 units (14 one-bedroom units and 14 two-bedroom units) allocated towards the purpose of affordable housing;
    - A period of affordability for all identified affordable units be set at 50 years;
    - That rent for the identified affordable units be set at 85% of Average Market Rents (as determined by CMHC) at the time of occupancy; and
    - That the identified affordable housing units be aligned with municipal priorities through a required Tenant Placement Agreement with the City of London.
- (d) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process to be addressed through the Site Plan Approval process:
- i) The final building design is to incorporate bird-friendly design features;
  - ii) Incorporate an urban treatment between the built form and the City sidewalk. This can be achieved by landscaped tiered planters and staircases where changes in grades exist along the street. This should also include forms of public art along this street frontage, recognising the significant bonus zone that has been provided;
  - iii) Avoid dark tinted vision glass in favour of clear vision glass to animate the street.
  - iv) Enhanced provision of boundary fencing along boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities;
  - v) Ensure an access from Springbank Drive along the Thames Valley Corridor to the lands to the south be considered; and
  - vi) Address the existing sanitary capacity issues. The Brookdale pumping station needs to be upgraded to accommodate the proposed density of this development.

## Executive Summary

### Summary of Request

The applicant has requested to amend the Official Plan and Zoning By-law for the subject site to continue to permit the two tower residential development approved by the Ontario Municipal Board (OMB), now called Ontario Land Tribunal (OLT), with modifications to the form to include the removal of the commercial and LEED certification elements, increase lot coverage from 28% to 29%, and 15-storeys in place of 14-storeys. It should be noted that the approved 51.0 metres through the existing Bonus Zone is not proposed to be changed.

### Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to change an existing site specific policy to the 1989 Official Plan from 14-storey to 15-storey, and rezone the subject lands to facilitate form modifications to an approved two tower residential development with a maximum building height of 15-storeys (51 metres), 260 units and a maximum density of 306 units per hectare. A site-specific bonus zone would permit the proposed development in return for exceptional building design, dedication of open space, underground parking and affordable housing. Also, the recommendation includes

adding a Specific Policy Area to the Urban Corridor Place Type of The London Plan to align with the West Coves policy of the 1989 Official Plan approved by the OMB.

Other special provisions included under the proposed Bonus Zone to facilitate the existing permitted setbacks and the proposed development include:

- a minimum front yard setback of 4.0 metres (6.6 feet);
- a minimum easterly side yard setback of 0.0 metres from the OS4 Zone;
- a minimum westerly side yard setback of 24.0 metres (59 feet);
- a minimum rear yard setback of 30.0 metres (98.4 feet); and
- a maximum lot coverage of 29%

### **Rationale of Recommended Action**

1. The recommended amendments meet the intent of the OMB Order to permit the development of a two tower residential development;
2. The recommended amendments to modify the form of the development are considered appropriate and are consistent with the development framework currently approved;
3. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
4. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Urban Corridor Place Type and Key Directions;
5. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, High Density Residential and Open Space designations;
6. The recommended amendment facilitates the development of an underutilized site at an important location in the Built Area Boundary and Primary Transit Area; and,
7. The recommended amendment facilitates the development of affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

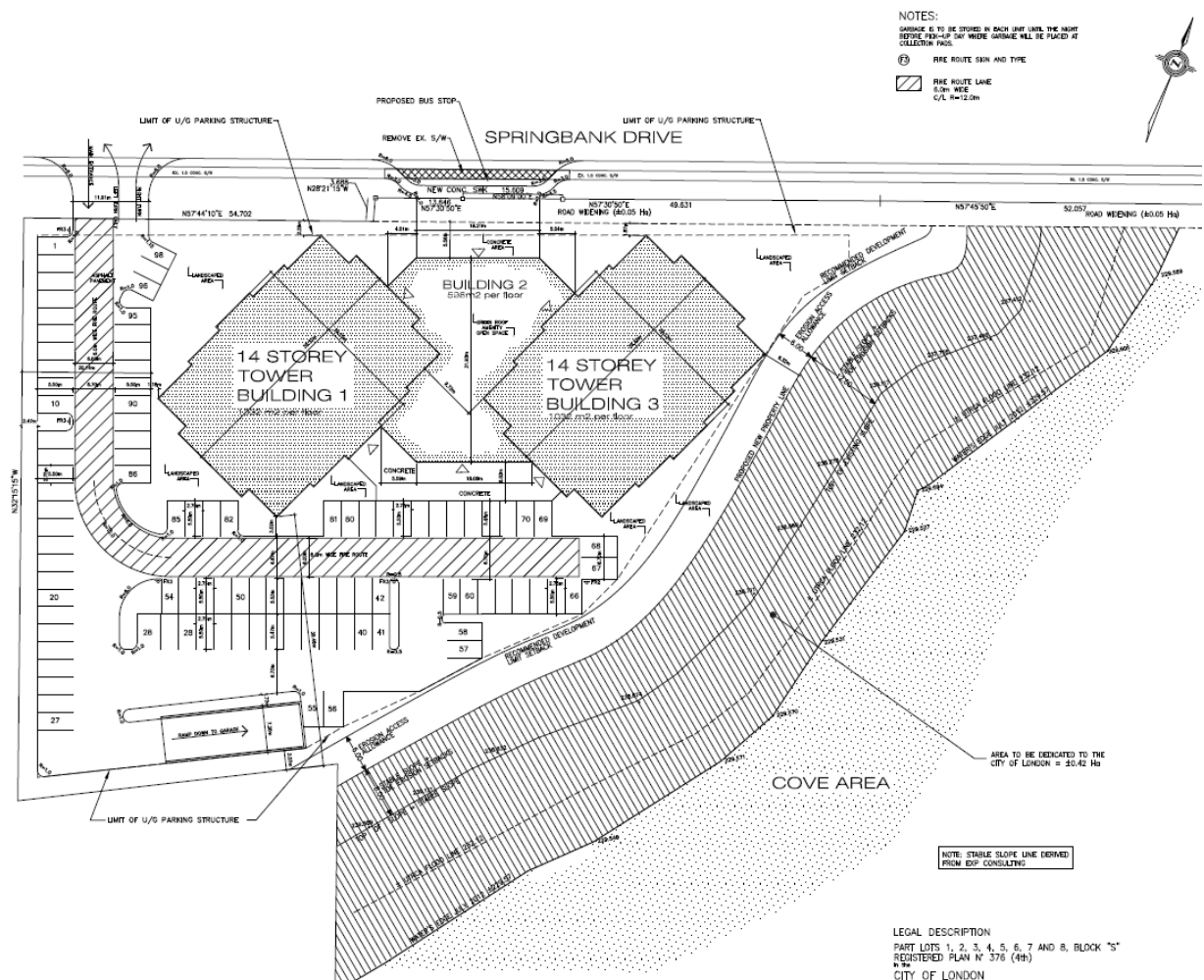
**August 24, 2015 Report to the Planning and Environment Committee - 250, 268, 270 and 272 Springbank Drive (OZ-8279)** - This report from the Managing Director, Planning and City Planner provided a recommendation to the Planning and Environment Committee to receive information regarding the outcome of an Ontario Municipal Board (OMB) hearing on an Official Plan and Zoning By-law amendment relating to the subject lands, and, further to the OMB decision for Municipal Council to

provide direction on important urban design matters to be considered through the subsequent site plan approval process.

**June 17, 2014 Report to the Planning and Environment Committee – 250, 268, 270 and 272 Springbank Drive (OZ-8279)** – This report from the Managing Director, Planning and City Planner provided a recommendation to the Planning and Environment Committee regarding an application for an Official Plan and Zoning By-law amendment received from Rand Developments Inc. (2355440 Ontario Inc.). The requested amendments were intended to facilitate the development of two (2) 14-storey apartment buildings and a 3-storey commercial building at 250-272 Springbank Drive on a property adjacent to the west bank of the “Coves” Environmentally Significant Area (ESA), on the south side of Springbank Drive.

## 1.2 Planning History

On October 29, 2013 the City received a complete application for an Official Plan and Zoning By-law amendment from Rand Developments Inc. for the lands located at 250-272 Springbank Drive. The application was intended to facilitate a high-rise, mixed-use residential development with a maximum height of 14 storeys and a maximum density of 286 units per hectare (approx. 240 residential units and 2,000m<sup>2</sup> commercial/office space).



**Figure 1: 2013 - Conceptual Site Plan**





**Figure 2: 2013 - Conceptual Building Rendering**

A hearing was held on April 20, 2015 to consider the appeal from Rand Developments Inc. This was appealed on the basis of non-decision by Council. At this time staff were actively working with the applicant to explore opportunities towards a mutual agreement on the appropriate form of development. Council eventually recommended to the OMB that a medium density residential development be approved. In general, the OMB decision supported the Rand Developments Inc. Official Plan and Zoning By-law amendments in terms of use and intensity by allowing for the maximum density of 286 units per hectare and a maximum height of 14-storeys on the site, subject to the inclusion of a series of “bonusable” features in the ultimate development. In terms of form, the OMB decision provided some direction on urban design matters that should be addressed through the subsequent site plan application by the applicant. These items included revising the site design to provide an appropriate building orientation, ensuring that all of the parking structure remains fully below-grade and is not exposed to The Coves or Springbank Drive, that buildings include a “green roof” and that the development achieves LEED certification. The OMB also ordered that a public hearing should be conducted on the site plan application and that final approval of the zoning be withheld until a site plan had been approved and a satisfactory agreement entered into with the City.

Subsequent to this, the applicant applied for Site Plan Approval. This was further appealed to the OMB on the basis of failure of the City of London to announce a decision on the application. The OMB order issued February 28, 2018 supported the Official Plan and Zoning By-law amendments in terms of use and intensity by allowing for the maximum height of 51.0 metres and maximum density of 306 units per hectare along with special provisions for setbacks and coverage through bonusing. In the OMB order this was in return for:

- *enhanced building and site design features;*
- *remediation of an existing brownfield condition;*
- *construction of 2 levels of fully underground parking,;*
- *dedication of the Open Space (OS4) lands;*
- *a green roof on the office commercial podium;*
- *current public transit lines (23 and 5); and*
- *the construction of a LEED certified building.*

A slope stability assessment was submitted with the previous application which determined the setbacks slope stability and erosion measures.

### **1.3 Property Description**

The subject site is located on the south side of Springbank Drive, just opposite to Forest Hill Ave, located north of Springbank Drive. The site is adjacent to the Coves, which is part of the Thames Valley Corridor. The property is irregular in shape with a total site area of approximately 1.34 hectares. There are a number of physical and environmental constraints due to the topographical challenges with a steep slope along the bank of the Coves.

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

- Official Plan Designation – High Density Residential
- The London Plan Place Type – Urban Corridor Place Type
- Existing Zoning – Residential R9 Special Provision Bonus/Office Residential Special Provision (R9-7(□)•D282•H49•B-49/OR4(□)) and Open Space (OS4) Zone

### **1.5 Site Characteristics**

- Current Land Use – Former automobile sales establishment
- Frontage – 140 metres
- Depth – approximately 90 metres
- Area – 1.34 hectares
- Shape – Irregular

### **1.6 Surrounding Land Uses**

- North – Residential
- East – The Coves
- South – The Coves
- West – Auto-Oriented Commercial

### **1.7 Intensification**

The proposed development at 306 units per hectare as approved by the OMB represent intensification within the Built-Area Boundary. The proposed residential units are located inside of the Primary Transit Area.



## 1.8 Location Map

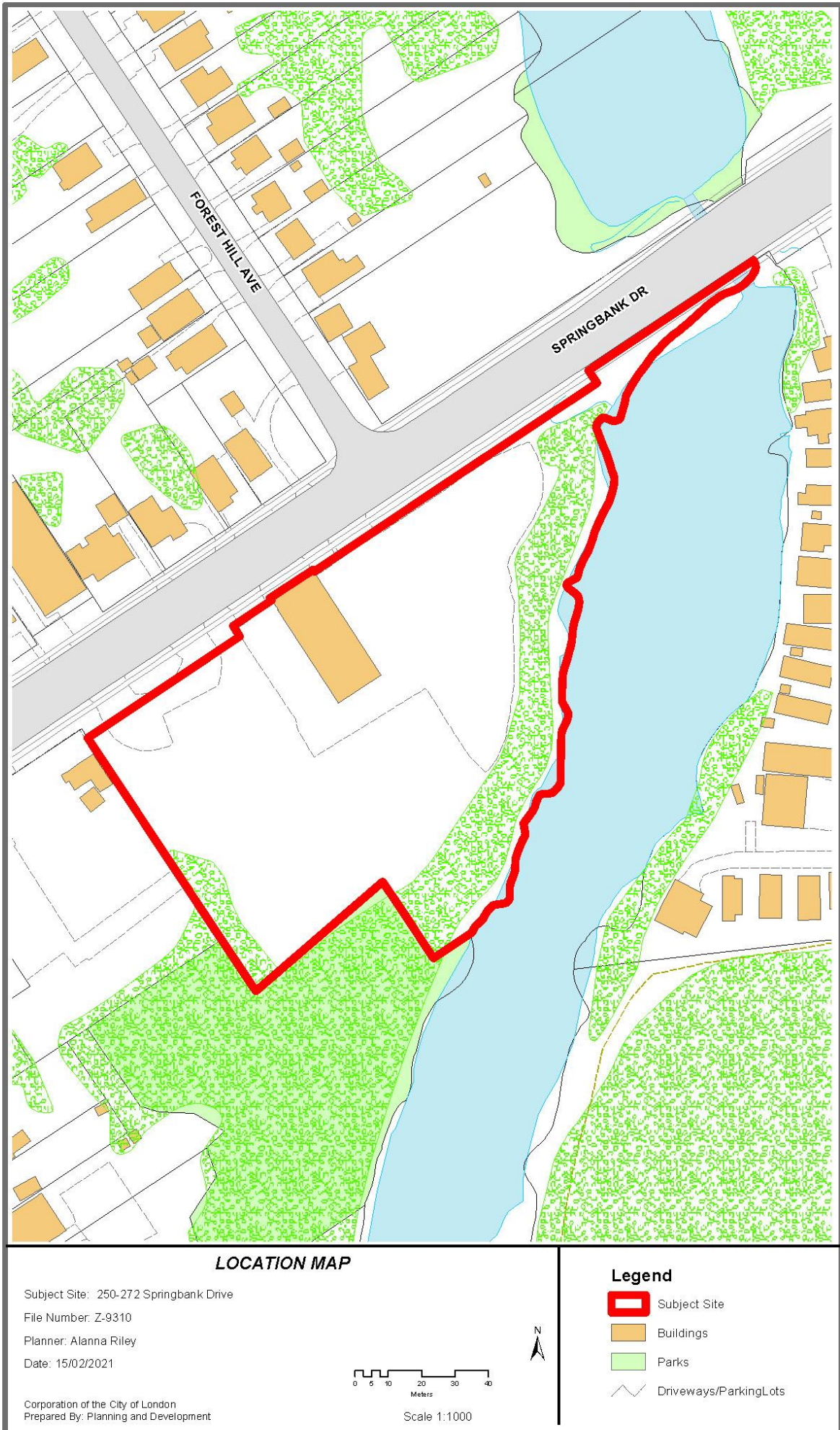








Figure 5: Revised Rendering from looking southeast from Springbank Drive

## 2.2 Proposed Amendment

Amendment to the Current Official Plan

- Amend Section 3.5 – Policies for Specific Residential areas – West Coves from 14-storeys to 15-storeys.
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Amendment to The London Plan

- Amend The London Plan to add a site specific policy within the Urban Corridor Place Type to align with the proposed amended policy of the 1989 Official Plan.

Zoning By-law Amendment

Amend the Zoning By-law Z.-1 to a Holding Residential R9 Special Provision Bonus (h.R9-7( ).H42.B( ) Zone and an Open Space (OS4) Zone to continue to permit a two tower residential high-rise development with modifications to the form.

Specifically, to remove the commercial permissions, LEED certification requirements, and transit route numbers elements, and substitute these facilities, services and matters with the provision of 28 affordable housing units and an open space area, and to permit 29% lot coverage and 15-storeys while maintaining the existing permitted height of 51 metres. All the rest of the provisions under the bonus zone along with special provisions to remain the same.

## 2.3 Community Engagement (see more detail in Appendix D)

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written comments were received from 9 individuals.

Also, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Fifteen members of the community attended the community meeting.

The public's concerns generally included:

- Use



- Concern with the proposed uses
- Intensity
  - Traffic volume and safety issues
  - Density and height
  - Parking and access
- Form
  - Ignores the characteristics of the neighbourhood
- An increased number of people trespassing behind this development
- Connection from Springbank Drive along the Thames Valley Corridor to the lands to the southwest

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

### *Provincial Policy Statement, 2020*

The Provincial Policy Statement 2020 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns” of the PPS encourages healthy, livable, and safe communities over the long-term. These communities must be sustained through a number of measures, including: accommodating an appropriate range and mix of affordable and market-based types of residential land uses, as well as employment, institutional, recreation and open space land uses (s. 1.1.1.b); promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (s. 1.1.1.e).

The PPS encourages areas inside the urban growth boundary (i.e. “settlement areas” per s. 1.1.3 Settlement Areas) to be the main focus of growth and development, including opportunities for intensification and redevelopment. Appropriate land use patterns within urban growth boundaries are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public services facilities and are also transit-supportive (s.1.1.3.2).

Municipalities are required to identify and promote opportunities for intensification and redevelopment, taking into consideration an area’s existing building stock (s. 1.1.3.3), accommodating a significant supply and range of housing options, including various housing types, densities, and a variety of affordable and market-based housing arrangements (s. 1.1.3.3), promoting development standards which facilitate intensification, redevelopment and compact form (s. 1.1.3.4).

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

Also, the PPS 2020 requires Planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns. This directs municipalities to promote compact form and a structure of nodes and corridors, to promote the use of active transportation and transit in and between residential. (s.1.8.1)

The PPS protects natural features and areas for the long term. Development and site

alteration shall not be permitted in significant wetlands or significant woodlands. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. Development and site alteration shall not be permitted on adjacent lands to these natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. (2.1 Natural Heritage – 2.1.1, 2.1.4, 2.1.5, 2.1.7 and 2.1.8).

### *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 London Plan is organized into nine parts. The “Our Strategy” part of the Plan establishes eight key directions that serve as the foundation for the policies and place types of the Plan (London Plan, s. 54). Under each key direction a number of planning strategies are identified. Relevant Key Directions are outlined below:

The London Plan provides direction to plan strategically for a prosperous city:

- Revitalize our urban neighbourhoods and business areas (s. 55\_, Direction 1.4);
- Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners (s. 55\_, Direction 1.13);

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

- Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward” (s. 59, Key Direction 5.2);
- Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods (s. 59\_, Key Direction 5.3);
- Plan for infill and intensification of various types and forms to take advantage of existing services and facilitate and to reduce our need to grow outward (s. 59\_, Key Direction 5.4);
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (s. 59\_, Key Direction 5.5); and
- Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways (Key Direction 5.8).

The London Plan provides direction to place a new emphasis on creating attractive mobility choices by:

- Link land use and transportation plans to ensure they are integrated and mutually supportive (s. 60\_, Key Direction 6.4); and
- Dependent on context, require, promote, and encourage transit-oriented development forms (s. 60\_, Key Direction 6.6).

The London Plan provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (s. 61\_ Key Direction 7.2).

The London Plan provides direction to make wise planning decisions by:

- Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement (s. 62\_, Key Direction 8.1); and

- Ensure new development is a good fit within the context of an existing neighbourhood (s. 62\_, Key Direction 8.9).

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

On housing, the Plan provides policy in terms of what elements should be included in development intended to meet affordable goals. It speaks to encouraging developments similar to the one under consideration through this application, specifically residential developments that offer innovative design features, construction techniques or tenure arrangements that will also broaden the range of available housing alternatives. (Policy 513\_) This policy indicates that when considering affordable housing arrangements context should not be interpreted simply as a matching of existing neighbourhood and that new arrangements should be expected.

The policy context also includes those policies which speak more specifically to the siting of development and relationships of scale and form within a neighbourhood context. The range of uses and intensities for residential development within the Neighbourhoods Place Type are guided by Tables 10 and 11\*, with the interpretation thereof guided by Policy 919.

The site is in the Urban Corridor Place Type on a Civic Boulevard, as identified on \*Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings are encouraged while large floor plate, single use buildings will be discouraged. (Permitted Uses \*837).

The Environmental Policies of this Plan require the submission of environmental impact studies to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. They will confirm or refine the boundaries of components of the Natural Heritage System, and will include conditions to ensure that development does not negatively impact the natural features and ecological functions for which the area is identified. (Policy 1431). The City will require that an environmental impact study be completed to its satisfaction, and in accordance with provincial policy, in consultation with the relevant public agencies prior to the approval of a planning and development application, where development or site alteration is proposed entirely or partially within the distances adjacent to Natural Heritage System components set out in \*Table 13 – Areas Requiring Environmental Study (Policy 1432\_). Development or site alteration on lands adjacent to features of the Natural Heritage System shall not be permitted unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (Policy 1433\_).

### *1989 Official Plan*

The City's *Official Plan (1989)* contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development which includes low-rise and



high-rise apartment buildings (3.4.1. Permitted Uses). Within the Multi-Family, High Density Residential designation net residential densities will normally be 150 units per hectare (60 units per acre) or less outside of Central London (3.4.3. Scale of Development). The scale of development is also controlled through specific criteria generally applied to large areas designated MFHDR. The policies encourage a mixing of housing types, building heights and densities while providing for a transition in scale, diversity of housing forms and where possible locate the high-rise structures closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service). Massive, at-grade or above-grade parking areas shall not dominate the site and all developments should conform to the urban design principles in Section 11.1.

The Multi-Family, High Density Residential designation identifies that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. Scale of Development, Density Bonusing).

The Environmental Policies of this Plan require the submission of environmental impact studies to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage area. The City will require that an environmental impact study be completed to its satisfaction, and in accordance with provincial policy, in consultation with the relevant public agencies prior to the approval of an Official Plan amendment, Zoning By-Law amendment, subdivision application, consent application or site plan application, where development is proposed entirely or partially within the distances adjacent to Natural Heritage System components set out in Table 15-1. (15.5.1)

#### *Housing Stability Action Plan 2019-2024*

Council adopted the Housing Stability Action Plan 2019-2024 early in 2020. The Plan identifies a minimum 3,000 new affordable housing units are needed in London to meet current and potential future needs. The current vacancy rate in the rental market is 2.1% meaning there is virtually no available rental housing stock that is affordable.

More than 300 additional affordable rental housing units are needed each year to close the gap. In the city of London, 14% of Londoners are in Core Housing Need and the City is ranked fourth nationally for individuals and families living within Core Housing Need.

### **3.0 Financial Impact/Considerations**

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

### **4.0 Key Issues and Considerations**

#### **4.1 Issue and Consideration #1: Use**

As noted above, an Official Plan amendment and Zoning By-law amendment for a two tower high-rise development with a commercial component was approved by the OMB and that the present application is for minor modifications to the form. However, relating to use it should be noted the changes include the removal of the commercial component and related green roof and the addition of residential garden suites and an open space area. A brief analysis as it relates to this change for strictly residential is below.

#### *Provincial Policy Statement, 2020*

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning

to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2.b). The PPS directs that planning authorities consider the housing needs of all residents including those in need of affordable housing units (Policy 1.4.3.b). The Provincial Policy statement is broadly supportive of the use at this location within the City.

The recommended amendment is consistent with the intent of the Ontario Municipal Board order and is in keeping with the PPS as it facilitates the development of an underutilized site within a settlement area. The proposed two tower, 15-storey, 260-unit residential development contributes to a mix of housing types and provides choice and diversity in housing options for both current and future residents along with affordable housing. No new roads or infrastructure are required to service the site, making efficient use of land and existing services.

#### *1989 Official Plan*

Through the OMB order these lands were redesignated to Multi-family, High Density Residential which permit high rise apartment buildings. Staff are supportive of the change to remove the commercial component and green roof and allowing all residential with the integration of affordable housing. Given the context of the surrounding area along an urban corridor served by transit with access to shopping and a large open space corridor this change is appropriate.

Therefore, the request to change the special area policy, as outlined below in 4.3-Form, to permit the requested 15-storey apartment buildings is appropriate as the intent of Specific Area policies have been met.

As such, staff is satisfied the proposed apartment building use is in conformity with the 1989 Official Plan.

#### *The London Plan*

The subject site is located along an Urban Corridor Place Type. The proposed apartment buildings are in keeping with the permitted uses of The London Plan. (Permitted Uses, \*837\_).

Consistent with the surrounding context, as well as the list of uses permitted under the place type, the use of this building for residential purposes is in keeping with the Urban Corridor Place Type at this location.

## **4.2 Issue and Consideration #2: Intensity**

Although the intensity of the new proposal is not changing, a brief review of the applicable policies are below.

#### *Provincial Policy Statement, 2020*

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant

supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The City of London has identified appropriate locations and promoted opportunities for intensification and redevelopment through Official Plan policies that establish a hierarchy within the Urban Growth Boundary

Within the City Structure Plan of the London Plan, the framework for growth and change over the planning horizon establishes a clear and strategic hierarchy for development intensity inside the Urban Growth Boundary.

The subject site is located within the urban area (within Urban Growth Boundary and Built Area) and within the Primary Transit Area (PTA). It is also Urban Corridor Place Type in The London Plan which is an area identified as an area for intensity.

The recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. As the site was currently developed with automobile uses, now vacant, the proposed development represents a form of intensification through redevelopment. The site is located in an area serviced by existing transit and the consolidation of land previously developed as an automobile sales establishment supports the Province's goal to achieve a more compact, higher density form of development, consistent with the PPS.

#### *1989 Official Plan*

The Multi-Family High Density Residential designation provides three ranges of net density within the City excluding provisions for bonusing. In the case of the subject site it is located outside of the Downtown and Central London and is therefore permitted a maximum density of 150 unit per hectare (3.4.3. Scale of Development). As previously indicated, the OMB approved the density above the permitted 150 uph to 306 uph through bonusing provisions which is not proposed to be changed.

Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities. The Planning Act provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design discussed below in 4.3, the provision of affordable housing units, and 2 levels of underground parking, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation.

In order to implement the identified items for bonus zoning, section 19.4.4 iv) of the Official Plan states that:

*“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”*

Bonus zoning is implemented through a development agreement with the City that is registered on title to the lands. The development agreement is intended to “lock in” the design features and other public benefits that will be incorporated into the form of development to merit the additional height and density. Through the site plan approval process, the proposed development will be reviewed to ensure that all facilities, services and matters that have warranted bonus zoning have been incorporated into the development agreement. These design features are highlighted in the recommendation and the amending by-law and are attached as illustrations in Schedule “1”.

Staff is satisfied that the provision of affordable housing along with an exceptional building and design, and underground parking is commensurate for the requested changes are consistent with the OMB order. As such, staff is satisfied the proposed intensity and scale of development is in conformity with the 1989 Official Plan.

### *The London Plan*

Although The London Plan does not identify density limits within the policy framework, it does control how intense lands can develop through specific criteria. The proposed towers are being recommended at a height of 15-storeys, whereas The London Plan contemplates a maximum height of 8-storeys for apartment buildings. However, the relevant policies are still under appeal and are not the in-force policies that apply to this application. The proposed residential development contributes to the overall form of the development in the area which is considered appropriate within this transitional period between Official Plans.

That being said, a Specific Policy to the Urban Corridor Place Type to align with the approved Ontario Municipal Board order which added a Specific policy in Section 3.5 – Policies for Specific Residential Areas – West Coves to the 1989 Official Plan, and to also align with the proposed change through this application to the 1989 Official Plan policy from 14-storeys to 15-storeys, while maintaining the height of 51.0m is recommended.

Furthermore, the subject site is of sufficient size and configuration which can accommodate the proposed use and allow for the creation of a comprehensive development. The development also provides a coordinated parking facility through structured/underground parking in the rear of the development and some surface parking which is internal to the site (Intensity, \*840\_).

Bonusing Provisions (Policy \*1652) outline the framework and public facilities, services, or matters that can be provided in order to achieve the requested increases in height in keeping with the recommended bonusing provisions. Type 2 bonusing in The London Plan is currently under appeal however, the bonusing requirements and process is similar to that of the 1989 Official Plan. Further analysis has been provided through review of the bonusing criteria of the identified policies below in the bonusing section.

The development proposal provides 260 units with some units dedicated to affordable housing. The applicant has presented a number of facilities, services, and matters for the recommended bonus zone, commensurate for the requested increased intensity in conformity with The London Plan criteria for Type 2 Bonus Zoning. These facilities, services, and matters are addressed below in this report. Staff is satisfied that the proposed facilities, services, and matters are considered appropriate and are consistent with the development framework currently approved

### **4.3 Issue and Consideration #3: Form**

The amendments would continue to permit the two tower residential development, as approved by the OMB with modifications to the form as noted. These include the following:

- rotation of the buildings from angled to a street wall along Springbank Drive;
- the elimination of the commercial podium and related green roof;

- the addition of garden suites and an open space area;
- a shift of the buildings to create a more pedestrian oriented development;
- 14-storeys to 15-storeys all while maintaining the existing approved 51.0m;
- a lot coverage increase of 28% to 29%; and
- construction of a LEED development, however without the certification.,



Figure 6&7: Old and Revised Renderings looking south from Springbank Drive

*Provincial Policy Statement, 2020*

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Consistent with the PPS, the recommended modifications for this development would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment of the subject lands would contribute to achieving more compact forms of growth. The proposed high rise development represents a more compact form of development. Also, the proposed development has considered the surrounding building stock by positioning its tallest portions at appropriate locations on the site where impacts on the surrounding properties will be reduced. Furthermore, the building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities helping limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS [1.1.3.2, 1.6.7.4].

*1989 Official Plan*

The proposed development has made a strong effort to incorporate measures to provide sensitivity and rhythm that responds to the surrounding area. The revised development concept no longer includes a commercial component, with the addition of garden suites and providing for an active street wall along Springbank Drive and providing a positive interface for pedestrians. The use of appropriate step backs for the tower portions of the building provides for an appropriate human scale along the Springbank frontage and creates an appropriate separation between the abutting properties. The development also positions the height and massing at appropriate locations where the impacts of the height will be limited on the abutting properties. Additionally, the subject lands are within an established mixed-use area and well serviced by public transit. The proposed development will encourage intensification to make better use of existing City infrastructure and services and support existing commercial uses.





Figure 8: Revised Rendering from looking southwest from Springbank Drive

Further to this, the proposed buildings include a street-oriented design with principle building entrances facing Springbank Drive. The building design provides for appropriate scale, rhythm, materials, fenestration on the Springbank Drive frontage, helping to create a comfortable, human-scaled streetscape.



Figure 9: Revised Rendering from looking northwest from Springbank Drive

In addition to achieving a street-oriented design the surface parking area is located fully in the rear yard and west interior side yard, with the majority of spaces screened by the building. No parking spaces are located between the building and the street and adequate setbacks from interior lot lines have been provided to allow for buffering and landscaping to further screen the parking from adjacent properties. The parking area serving the site provides a greater separation between the proposed development and existing residential to the south and west. The loss of the commercial podium will also lose the green roof. That will be replaced with outdoor amenity space between the towers at grade and protected from north, west and east winds via the proposed buildings. The proposed open space being at grade will also be more accessible.

The development is appropriate on the subject lands, as it is an optimal location due to the close proximity to a number of services and complementary land uses. The subject

lands are also located along an arterial road where there is sufficient access to transit and the Rapid Transit Corridor northeast on Wharncliffe Road, which further supports this high-rise development.

The applicant has requested to remove the LEED certification as it would delay the construction process two years. However, the applicant does indicate the project will still achieve most of the benefits of LEED on design and the compensation for deleting this is the proposed affordable housing.

The development as approved by the OMB, permits 14-storeys within a maximum height of 51.0m through bonusing. As mentioned, the applicant requested an amendment to the existing site specific policy to permit 15-storeys while maintaining the 51.0m maximum height. Therefore, an amendment to change the West Coves policy in Section 3.5 – Policies for Specific Residential Areas for the subject lands from 14-storeys to 15-storeys has been recommended.

The proposed modifications to the form represent good planning and are consistent with the development framework as approved by the OMB. The revised proposal achieves many of the objectives in the policy framework and a more functional design interface with Springbank Drive.

### *The London Plan*

The London Plan encourages compact forms of development as a means of planning and managing for growth (7\_, 66\_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59\_ 2, 79\_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59\_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59\_8).

The London Plan also provides guidance on compatibility and fit with regards to form (Policy 953\_). The applicant has provided a concept for review (Site Concept Plan provided above) which allows for some analysis of the anticipated form and its relationship to the neighbourhood.

Further, the London Plan requires that all planning and development applications conform to the City Design policies and the Urban Corridor Place Type policies provide specific form policies. The proposed development is in keeping with these policies as the building is sited near the front lot line along Springbank Drive that creates a strong street wall. The use of the garden suites with sidewalks to Springbank Drive replacing the commercial component contributes to the pedestrian environment and reduces the scale of the 15-storey towers.

The overall development uses step-backs and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the streets and internal to the site. Landscaping will be provided to include trees and fencing that would screen the proposed building providing privacy for both residents and neighbours. Although no on-street parking is provided at this location, the development is able to provide surface parking internally and in underground/structured parking in keeping with the Form Policies of the Urban Corridor Place Type.





Figure 10: View along Springbank Drive

The above picture in shows the massing, building setbacks, and garden suites with public access to Springbank Drive.

The proposed fifteen-storey apartment building will provide an appropriate transition to the surrounding area, with its setbacks, landscaping, massing, building setbacks.

A site specific area policy is recommended for The London Plan to align with the existing 1989 Official Plan West Coves specific policy as approved by the OMB, as proposed to be amended above.

#### **4.4 Issue and Consideration #4: Zoning**

In addition to the bonus zone to permit an increase in height and density, the recommended amendment also seeks to keep the existing special provisions approved by the OMB that pertain to the current proposal and bonus zone. These include the height of 51.0m, front yard setback of 4.0m, density of 306uph, east side yard from the Open Space Zone of 0.0m, and west side yard of 24m. Two additional special provisions proposed are the building height from 14-storeys to 15-storeys and lot coverage of 28% to 29%.

As mentioned, the majority of special provisions have already been approved by the OMB (LPAT) and proposed to be retained.

Larger setbacks are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (Policy 259\_).

Staff has no concerns with the requested reductions, as it would facilitate a development better oriented towards Springbank Drive.

The requested change from 14-storeys to 15-storeys can be accommodated within the approved height of 51.0m. The new positioning of the development will provide adequate separation between the proposed development and adjacent properties. Staff



are satisfied that maintaining the existing approved provisions along the increase of one storey, and one percent of lot coverage would not have any additional impacts than is currently approved on the surrounding area.

#### **4.5 Issue and Consideration #5: Bonusing**

##### *The London Plan*

In accordance with the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (\*1650\_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy \*1652\_. A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design.

- Enhanced building and site design features and a setback podium creating a pedestrian area linked to the public sidewalk;
- Buildings oriented to Springbank Drive;
- Energy efficient built form;
- Garden suites adjacent to Springbank Drive with sidewalk access
- Architectural design features on the towers that will enhance the skyline and break up the building mass;
- The inclusion of building step backs with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the parking structure.

2. Construction of 2 levels of underground parking;

3. Dedication of the Open Space Lands as a public link and to complement the adjacent Environmentally Sensitive Area along with the removal of the existing asphalt parking lot substituting landscaping;

4. Provision of Affordable Housing The provision of affordable housing shall consist of:

- A total of 28 units (14 one-bedroom units and 14 two-bedroom units) be identified for the purpose of affordable housing;
- That the period of affordability for all identified affordable units be set at 50 years;
- That rent for the identified affordable units be set at 85% of Average Market Rents (as determined by CMHC) at the time of occupancy; and
- That the identified affordable housing units be aligned with municipal priorities through a required Tenant Placement Agreement with the City of London.

Staff is satisfied the proposed facilities, services, and matters outlined above are commensurate to the requested increase in intensity.

##### *1989 Official Plan*

Under the provisions of Policy 19.4.4, Council may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3.iv)). Chapter 19.4.4ii) of the

1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning. The following objectives are included in the applicant's bonus proposal for affordable housing;

Through discussions with the HDC, as outlined above, the applicant has agreed to provide twenty-eight (28) affordable units for the purpose of affordable housing. Also, the proposed development includes exceptional design, two levels of underground parking, in which the majority of on-site parking will be provided, and dedication of open space lands as a public link.

Staff is satisfied the proposed public facilities, amenities, and design features are commensurate with the requested increase in height and density.

#### **4.6 Issue and Consideration #6: Sanitary Servicing**

There are some long standing sanitary capacity issues which are still in an unresolved state. It has been commented in the past that Brookdale pumping station would need to be upgraded in order for this application to be allowed the proposed density or a phased approach would be considered with no more than 120 units. This has been included to be addressed through site plan and included in the recommendation. A holding provision is also in place to ensure the orderly development of the lands.

#### **4.7 Issue and Consideration #7: Natural Heritage**

The south portion of the subject lands is adjacent to the west pond of the Coves Environmentally Sensitive Area.



Figure 11: View along the Thames River

Through the OMB a large portion of the lands were zoned Open Space to be dedicated to the City through bonusing. Through this application and with further review of the slope stability, the city has no additional concerns with the proposal. Also, UTRCA staff have confirmed the development concept is generally consistent with the concept considered through that application. Approval of a Section 28 permit from the UTRCA is required for the proposed development and would ensure the terms and conditions identified they have identified are addressed.

## **Conclusion**

In 2018, the Ontario Municipal Board approved Official Plan and Zoning By-law amendments to permit the “use” of a mixed-use residential apartment building, with an “intensity” consisting of a maximum height of 14-storeys (51 meters), and a maximum

density of 306 units per hectare. The approved “form” of development included two buildings constructed above a 3-storey commercial podium and two storeys of underground parking. The approved use, intensity, and form were predicated on the provision of a green roof top the 3-storey podium and LEED certification of the building, among other considerations, and secured by way of a Bonus zone.

The proposed development recommended in this report generally maintains the same use, intensity, and form previously approved by the OMB. The commercial component of the approved development has now been removed so that only residential uses remain. Given the housing shortage currently faced in the City of London, this change is seen as a positive. The intensity of the approved development has remained unchanged notwithstanding that 15-storeys are now proposed given that the recommended height will remain at 51 meters and the density will remain at 306 units per hectare. And the form of development has been modestly improved from the previously-approved form in that the face of the towers are now parallel to the street and situated above a 2-storey residential podium that is directly accessed from Springbank Drive and all atop 2-storeys of underground parking. The only substantial change to the recommended development is the elimination of the requirement for a Green Roof and LEED Certification and replacing those elements with 28-affordable housing units. Given the current housing shortage and affordability issues in London, there is a greater public interest in the provision of 28 affordable housing units being offered in the proposed development. The public benefits become more evident in light of the applicant’s intent to continue to construct the building to LEED standards albeit without attaining the certification.

Given that the recommend “use”, “intensity”, and “form” of the proposed development remain largely unchanged, the recommended amendments are consistent with the intent of the Official Plan and Zoning By-law amendments approved by the Ontario Municipal Board. They are also consistent with the Provincial Policy Statement, 2020 and conform to the 1989 Official Plan policies and the in-force policies of The London Plan including the Urban Corridor Place Type policies. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the nearby arterial streets, and existing public transit, and large open space corridor with passive recreational trails in the area. The proposed development also includes the provision of affordable housing which will be mixed throughout the development.

**Prepared by:** Alanna Riley, MCIP, RPP  
Senior Planner, Planning & Development

**Reviewed by:** Michael Tomazincic, MCIP, RPP  
Acting Manager, Planning Implementation

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng.  
Deputy City Manager,  
Planning and Economic Development

## Appendix A Official Plan Amendment – Policies for Specific Areas

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

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 250-  
272 Springbank Drive.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 5, 2021

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 5, 2021  
Second Reading – October 5, 2021  
Third Reading – October 5, 2021

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to modify a policy in Section 3.5 of the Official Plan for the City of London to permit an apartment building with a height of 15-storeys in place of 14-storeys while noting that the height in metres will remain unchanged.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 250-272 Springbank Drive in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with Policies for Specific Residential Areas of the Official Plan and consistent with the decision of the Ontario Municipal Board to allow an apartment building with a maximum height of 51 metres. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

D. THE AMENDMENT

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

1. Section 3.5 – Policies for Specific Residential Areas of the Official Plan for the City of London is amended by modifying the following:

West Coves

By deleting the phrase “14-storeys” and replacing it with the phrase “15-storeys”



**OFFICIAL PLAN AMENDMENT**  
No. \_\_\_

**LOCATION MAP**



Prepared on August 23, 2021 by:  
OIE Planning & Development Services  
Corporation of the City of London  
based on April 2020 flight info.  
File: planning/projects/DPA-locationmaps



## Appendix B London Plan Amendment – Policies for Specific Areas

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

By-law No. C.P.-1284-

A by-law to amend The London Plan for  
the City of London, 2016 relating to  
relating to 250-272 Springbank Drive.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on October 5, 2021.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 5, 2021.  
Second Reading – October 5, 2021.  
Third Reading – October 5, 2021.

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

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to add a policy to the Specific Policies for the Urban Corridor Place Type which implements a decision of the Ontario Municipal Board and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan to permit a two tower residential development with a maximum height of 15-storeys through the use of Bonus Zoning.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 250-272 Springbank Drive in the City of London.

**C. BASIS OF THE AMENDMENT**

The recommended amendment is consistent with the Provincial Policy Statement 2020, and conforms to The London Plan, including affordable housing, city design and specific area policies. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development and implements the decision of the Ontario Municipal Board

**D. THE AMENDMENT**

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

1. Policy (864\_ ) - Specific Policies for the Rapid Transit and Urban Corridor Place Type - of The London Plan for the City of London is amended by adding the following:

( ) In the Urban Corridor Place Type at 250-272 Springbank Drive a bonus zone may be permitted to allow for a two tower residential development with a maximum height of 15-storeys (51.0m) and a density of 306 units per hectare.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for those lands located at 250-272 Springbank Drive in the City of London, as indicated on “Schedule 1” attached hereto.

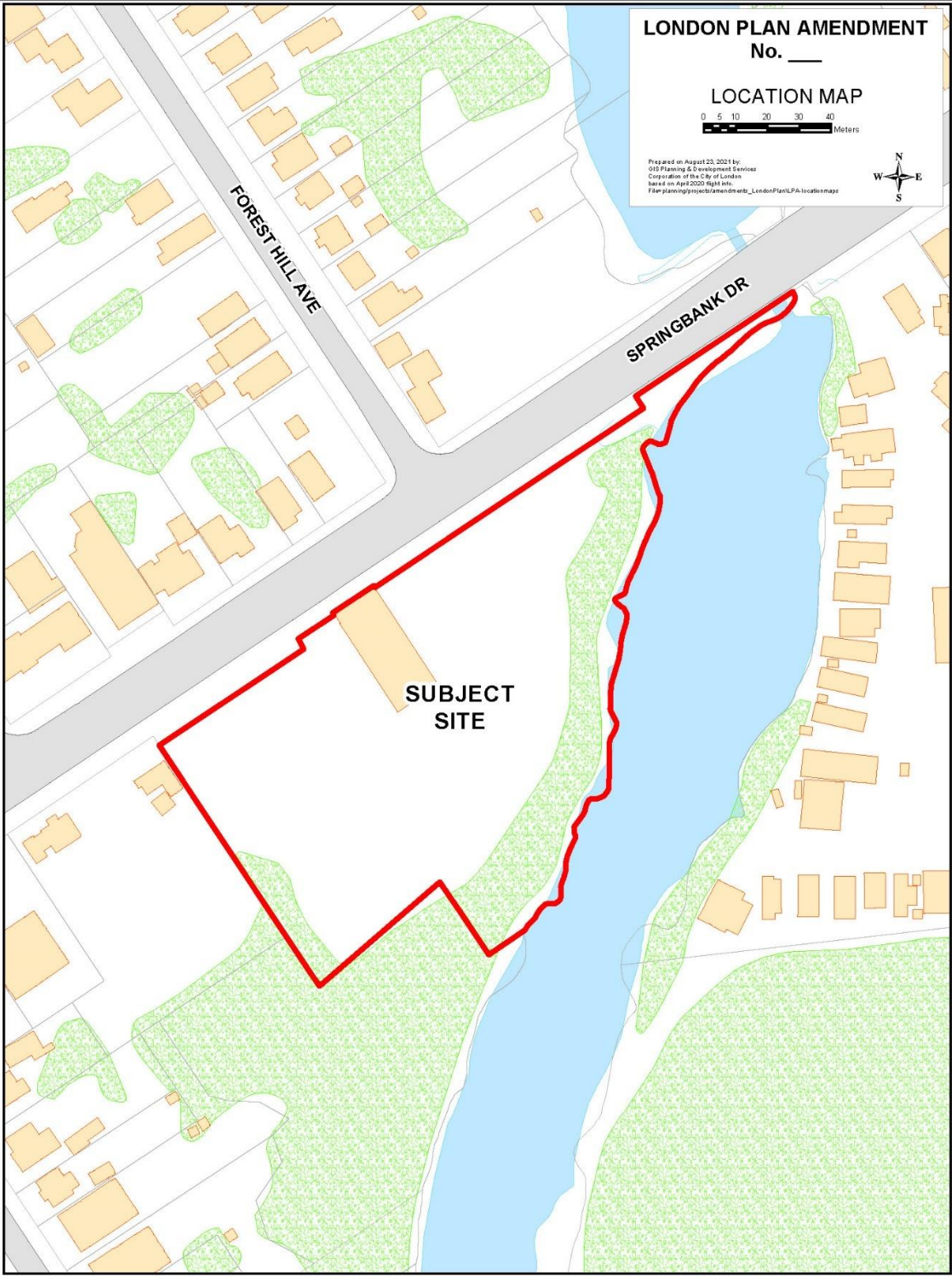


**LONDON PLAN AMENDMENT  
No. \_\_\_\_**

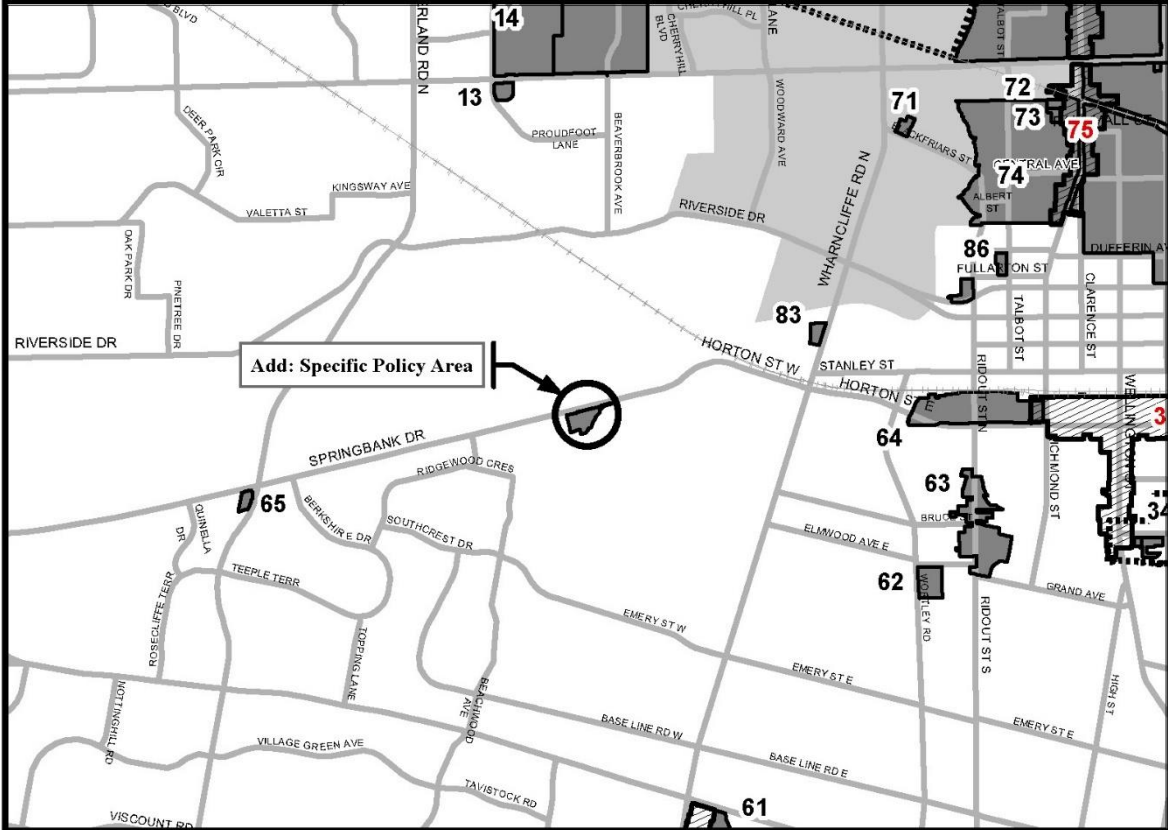
**LOCATION MAP**



Prepared on August 23, 2021 by:  
OIE Planning & Development Services  
Corporation of the City of London  
based on April 2020 flight info.  
File: planning/projects/amendments/LondonPlan/LPA-location-maps







AMENDMENT NO:



**LEGEND**

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

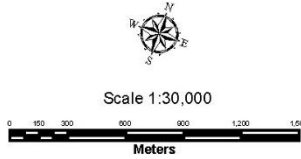
**BASE MAP FEATURES**

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

*This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.*

**SCHEDULE #  
TO  
THE LONDON PLAN**  
AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Planning Services



FILE NUMBER: Z-9310

PLANNER: AR

TECHNICIAN: RC

DATE: 8/23/2021

## Appendix C Zoning By-law Amendment

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 250-  
272 Springbank Drive

WHEREAS 2355440 Ontario Inc. has applied to rezone an area of land located at 250-272 Springbank Drive, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 250-272 Springbank Drive, as shown on the attached map comprising part of Key Map No. A107, from a holding Residential R9 Bonus/Office Residential Special Provision (h.R9-7.H42.B-49/OR4(2)) Zone and an Open Space (OS4) Zone, to a holding Residential R9 Bonus (h.R9-7.H42\*B- ) Zone and an Open Space (OS4) Zone;.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-\_\_ 250-272 Springbank Drive

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a two tower residential development, with a maximum height of 15-storeys and a maximum density of 306 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, in return for the following facilities, services and matters:

1. Exceptional Building Design

The building design shown in the various illustrations contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design.

- Enhanced building and site design features and a setback podium creating a pedestrian area linked to the public sidewalk;
- Buildings oriented to Springbank Drive;
- Energy efficient built form;
- Garden suites adjacent to Springbank Drive with sidewalk access
- Architectural design features on the towers that will enhance the skyline and break up the building mass;
- The inclusion of building step backs with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the parking structure.

2. Construction of 2 levels of underground parking;
3. Dedication of the Open Space Lands as a public link and to complement the adjacent Environmentally Sensitive Area along with the removal of the existing asphalt parking lot and substituting it with landscaping;
4. Provision of Affordable Housing consisting of:
  - A total of 28 units (14 one-bedroom units and 14 two-bedroom units) be allocated towards the purpose of affordable housing;
  - A period of affordability for all identified affordable units be set at 50 years;
  - That rent for the identified affordable units be set at 85% of Average Market Rents (as determined by CMHC) at the time of occupancy; and
  - That the identified affordable housing units be aligned with municipal priorities through a required Tenant Placement Agreement with the City of London.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Permitted Uses

- i) Apartment buildings

b) Regulations

- |      |                                     |                              |
|------|-------------------------------------|------------------------------|
| i)   | Height<br>(Maximum)                 | 51.0 metres                  |
| ii)  | Density<br>(Maximum)                | 306 units per hectare        |
| iii) | Front Yard Setback<br>(Minimum)     | 4.0 metres                   |
| iv)  | East Side Yard Setback<br>(Minimum) | 0.0 metres from the OS4 Zone |
| v)   | West Side Yard Setback<br>(Minimum) | 24.0 metres                  |
| vi)  | Rear Yard Setback<br>(Minimum)      | 30.0 metres                  |
| vii) | Lot Coverage<br>(Minimum)           | 29%                          |

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 October 5, 2021.

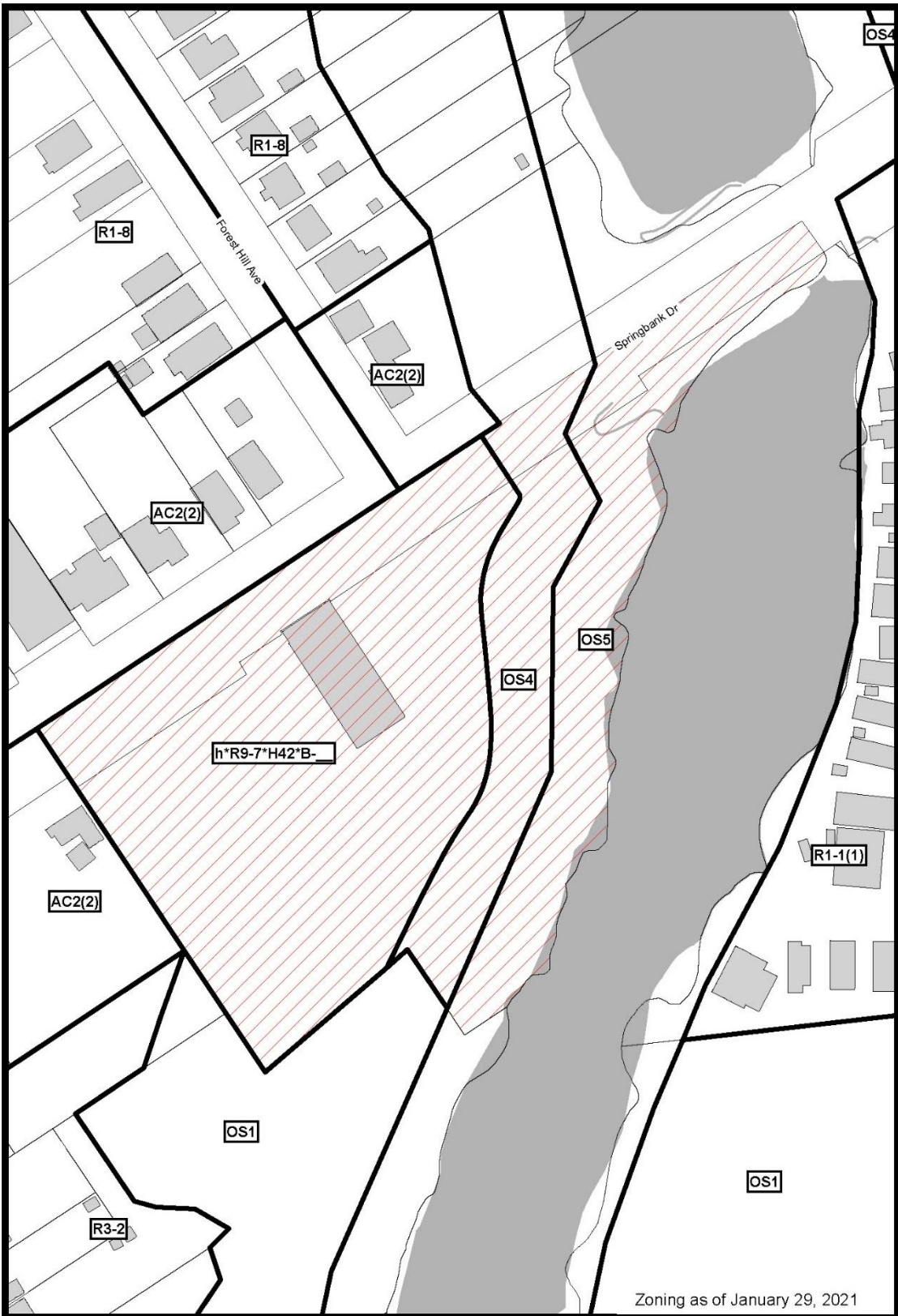
Ed Holder  
Mayor

Catharine Saunders  
City Clerk


First Reading – October 5, 2021  
Second Reading – October 5, 2021  
Third Reading – October 5, 2021



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




File Number: Z-9310  
Planner: AR  
Date Prepared: 2021/08/25  
Technician: RC  
By-Law No: Z.-1-

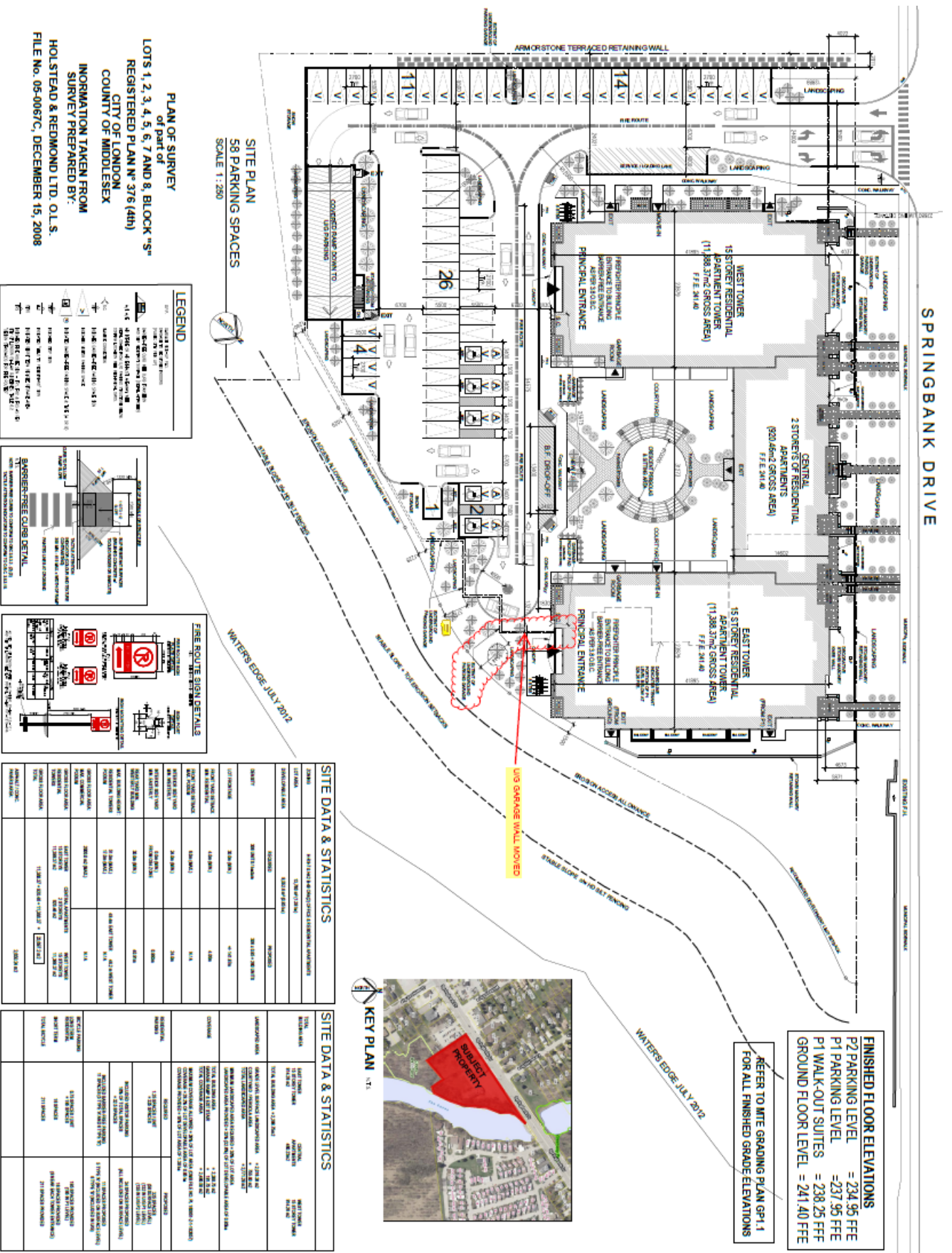
SUBJECT SITE 

1:1,250

0 5 10 20 30 40 Meters



# Schedule "1"



**PLAN OF SURVEY**  
of part of  
**LOTS 1, 2, 3, 4, 5, 6, 7 AND 8, BLOCK "S"**  
REGISTERED PLAN N° 376 (4th)  
CITY OF MIDDLESEX  
COUNTY OF MIDDLESEX  
INFORMATION TAKEN FROM  
SURVEY PREPARED BY:  
**HOLSTED & REDMOND LTD. O.L.S.**  
FILE NO. 05-0067C, DECEMBER 15, 2008

**LEGEND**

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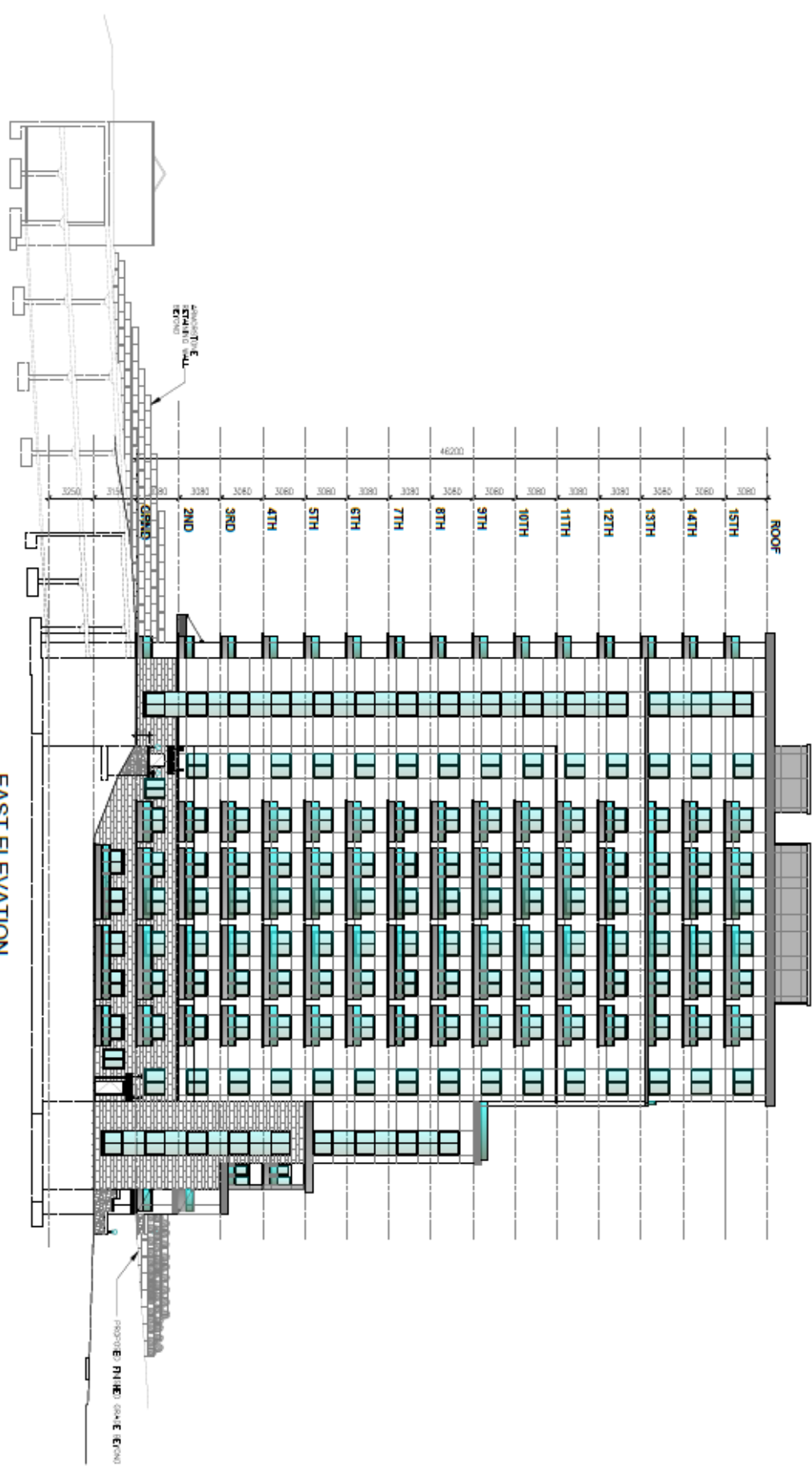


**NORTH (FRONT) ELEVATION**  
 (VIEW FROM SPRINGBANK DRIVE)  
 SCALE: 1/8" = 1'-0"





**SOUTH (REAR) ELEVATION**  
 SCALE: 1/4" = 1'-0"



**EAST ELEVATION**  
SCALE: 1" = 20'



PROPOSED FINISH GRADE

**WEST (DRIVEWAY SIDE) ELEVATION**

SCALE: 1/4" = 1'-0"

ROOF

15TH

14TH

13TH

12TH

11TH

10TH

9TH

8TH

7TH

6TH

5TH

4TH

3RD

2ND

GRND

46200

## Appendix D – Public Engagement

### Community Engagement

**Public liaison:** On February 19, 2021, Notice of Application was sent to surrounding property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 19, 2021. A “Planning Application” sign was also posted on the site. The application was revised and revised notices were sent to reflect this.

9 replies were received.

**Nature of Liaison:** The purpose and effect of this zoning change is to amend the existing Bonus Zone to allow for affordable housing and an open space area, and add a special provision to permit an overall lot coverage of 29% maximum. Possible change to Zoning By-law Z.-1 **FROM** a Holding Residential R9 Bonus and Office Residential OR4 (h.R9-7.H42.B(49) and OR4(2)) Zone **TO** a Holding Residential R9 Special Provision Bonus (h.R9-7.H51.B( ) Zone and an Open space 4 (OS4) Zone. The amendment would continue to permit the two tower residential development with modifications to the form to include the removal of the commercial and LEED certification elements. It should be noted the owner will not be seeking LEED accreditation, however, the development is still proposed to still achieve most of the benefits of LEED.

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

#### Concern for:

- Use
  - Concern with the proposed uses
- Intensity
  - Traffic volume and safety issues
  - Density and height
  - Parking and access
- Form
  - Ignores the characteristics of the neighbourhood
- An increase of people trespassing behind this development
- Connection from Springbank Drive along the Thames Valley Corridor to the lands to the southwest

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

1

Why does it need to be so tall though?

From 42M to 51M? And again, this is unfair as many of the residents on Greenwood were not aware of this.

The building looks Gawdy and is a behemoth of its kind. Its really ugly.

Will the city put traffic lights at Greenwood/Springbank or close by to help with traffic?

Will the speed limit be reduced to help with traffic?

What steps are being done to preserve the wildlife nearby?

Will the city clean the Cove annually to help with the ongoing pollution?

We have already had trespassers in our backyard in the past, what steps are being done to preserve the Cove/prevent future trespassing?

Again, if the tenants of the six 4-plexes within Harrison Carter Groups properties were aware, there would be a lot of other people against this.



2

As an owner of property on Forest Hill Ave, I do have a few concerns regarding this proposal. Namely:

Parking on Forest Hill Ave. When the City put curbs on our street, it really narrowed Forest Hill Ave to the point where two vehicles across from each other have blocked traffic going in either direction. There will be increase traffic/parking on Forest Hill Ave.

Springbank Dr traffic. We will need a traffic light at Forest Hill Ave. Too many vehicles "fly" over the crest of the hill. There have been accidents.

The Coves is an Environmentally protected area. They will be digging deep, too. Will that impact my use of my back yard that extends down to the Cove water/wildlife?

Please accept this email for its content and to ensure I have a voice in future talks/discussion/meeting on this by law.

Thank you,

John Scott

3

We live on Forest Hill Ave and received notification of the zoning amendment proposed for the two 250-270 Springbank Drive towers. We really don't know too much about these things, but the proposed towers looked nice. A commercial podium would probably have provided some upclass commercial space for the area, so the loss of that is too bad.

One thing we were wondering about is who is the actual developer? Googling the applicant, Knutson Development Consultants Inc, shows they are just consultants for land development companies. We would like to know who is actually going to be behind the towers in order to investigate what sort of reputation they have.

In our own prior experience with living in apartment buildings, the company in charge is a large determiner of the ethos of space.

Thanks! -Tyson & Brenda

4

I got your email from the City of London's website in regards to a planning matter at 250-270 Springbank Avenue. It's file Z-9310. The applicant is Knutson Development Consultants Inc., though I'm unsure of the property owner. Is it possible to get more information on the file and the building that's being proposed? I read up on it further on the below links, but I imagine there's draft and site plan applications that have been submitted to city staff.

<https://london.ca/business-development/planning-development-applications/planning-applications/250-270-springbank>

<https://london.ca/sites/default/files/2021-02/Z-9310%20-%20Notice%20of%20Application.pdf>

Pg. 39 with the Bonus Zone: [https://london.ca/sites/default/files/2021-01/Zoning%20By-law%20Section%204\\_0.pdf](https://london.ca/sites/default/files/2021-01/Zoning%20By-law%20Section%204_0.pdf)

Thanks for your help! Looks like an interesting project!

Cheers,  
Greg

5

In regards to 250-270 Springbank Drive  
File #Z-9310

We do not approve of the rezoning and the proposal to place a new high rise building in the location you have proposed. It exceeds the building height limit for this area and no way should be given allowances to permit lot coverage of 29%. The loss of natural habitat in that area alone should be the largest reason this does not go forward.

The design of the building is absolutely abhorrent to the eyes. It should not be exceeding 5 floors either. You want to destroy the natural skyline and wildlife we residents of the surrounding area currently enjoy. Not to mention take away all privacy we currently have by having people stare into our backyards. Which was a major consideration for home buyers when we purchased to live in this area. You will be depreciating the value of all our homes and quality of our lives by building something so intrusive, massive and tall.

The Coves are a nature reserve where people have paid good money for the privacy and enjoyment of the wildlife to which you want to end their existence. If you build there, not only would you be taking down some protected species of trees (such as Butternut), you will be disturbing nesting grounds for the water fowl and singing birds that only nest in that type of area, a coyote den you will displace, nesting and hunting grounds of hawks and several deer migrating paths. Why tear down more of the forested areas around here and turn everything into a bland concrete wasteland. Build where it has already been developed before and leave the nature reserve as is. How can we be known as the tree city when you continue to tear them all down. I can not imagine the amount of garbage that will end up from having that many people in one spot that will float into the woods and cause damage to the wildlife. There are people already, that live around here, that go in and clean all the blown garbage in the spring but if you add that many people, and garbage (because they will have dumpsters, not locking garbage cans to keep wildlife from tearing and spreading garbage) there is no way we will be able to keep it clean. Adding to the destruction of natural habitat.

I understand the need for housing in London but please take into consideration that natural preservation is needed as well. Just build townhouses or a 5 storey maximum building on the already developed area and leave the wildlife and skyscape. There is no need for a building that massive there when no amenities are nearby for walking patrons.

Thank you  
I wanted to consider all the variables of the situation before sending an email

6

Good Morning Steve and Alanna,

I am writing in concern of the zoning amendment proposed for 250-270 Springbank Drive Towers.

I am happy to see the land being developed, however I am very concerned about the size of the towers and the affect that has on the area and homes surrounding. The increase of traffic in an area that can be difficult as is to enter or exit on the Forest Hill and Wildwood Ave streets with such a large increase of traffic, the wildlife being

affected being at the coves which is considered an environmentally significant area, as well as the shadow cast that will affect my home as well as those that surround me.

I understand the area being developed is being used as a dump essentially and has been vacant for a long time so seeing interest in the land being developed is positive for me, however the affect a building of this size (during a time when vacancies for buildings are high) is very concerning to me. Is there a way to be kept informed of council meetings and any updates to this file? I am very against the amendment to increasing the height of this building as was proposed.

I am also curious of how many residents in the area were provided notice? I was told that only homes within 150 m are required to be notified but because of our location, the shadow cast, and overall affect this will have on the area that those notified should be increased as everyone in the area will be affected. Are there any protections in place for those living in the area so we do not have a large change to the benefits of living in the area in the first place?

Thank you for your time,

**Sabrina Tomaszewski**

7

Good morning Alanna,

I am emailing in regards to the proposed development located at 250 Springbank Drive - Zoning By Law Amendment.

The sign for the ZBA was posted onto the site last week after the building was demolished indicating that a Zoning By-Law Amendment had been applied for. However, the closing date for comments was before the sign was posted - the closing date of March 12, 2021. Just curious how comments can be provided if the sign indicating a proposed amendment for the site was erected after the comments closed? I understand the previous design was approved via OMB in 2015/2016, however this ZBA includes increase in height and lot coverage. While I am shocked and saddened to see that this has been approved by the OMB given that it is completely out of context with the area and I live here, I was not living here at that time so I was not aware of this development. Many of my neighbours who have moved into the area are also only seeing this sign and proposed ZBA for the first time and want to comment but not sure how given the date has closed before knowledge was made public on the site.

On the City website, when reviewing the applications via the City map there is no information provided via the link. I was able to find the PDF of the planning application but it was challenging.

Surely this is not acceptable. Please advise.

Thank you.

Tara

8

I walk our dog at the Coves at least 3 mornings a week and am appalled, devastated, angry, saddened to read about that monstrosity that is going up at 250-270 Springbank Dr. And I understand they want it even taller! That will totally destroy the atmosphere of the Coves and I don't understand how it could have passed any environmental requirements.

I join the naysayers. I don't think it should be built there. And if something has to be built it should be smaller not bigger. It is a spot of wilderness in the middle of the

city. Have you walked back there? All sorts of wildlife including deer, coyotes thousands of birds, turtles, beaver.

I also have a problem with the fact it was denied by the city council but approved by the OMB. Why have the city involved in anything if it is just overturned?

Sandra Grant  
281 Robin Rd.  
London

9

Tom McClenan

\_ connection from Springbank Drive to the lands to the south

- remediation



## July 9, 2021: Housing Development Corporation

July 9, 2021

**TO:** City of London Development Services  
Attention: Michael Tomazincic, Manager, Development Services, Current Planning  
Alanna Riley, Senior Planner, Development Services, Current Planning

**REGARDING:** Bonusing for Affordable Housing  
250-272 Springbank Drive ("Subject Lands")

**Background:**

Housing Development Corporation, London (HDC) was engaged to work with Rand Developments Inc. (the "Proponent") and the Proponent's consultant (Knutson Development Inc.) and provide a fair recommendation to the Director, City of London Development Services in response to a Zoning By-law Amendment application (City of London Planning File: Z-9310) to amend the requirements of an existing bonus zone to allow for affordable housing.

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

**RECOMMENDATION:**

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

1. A minimum of fourteen (14) one-bedroom residential units and a minimum of fourteen (14) two-bedroom residential units be dedicated to affordable rental housing.
2. "Affordability" for the purpose of an agreement be defined as rent not exceeding 85% of the CMHC Average Market Rent for London. For purposes of clarity this means:
  - i. The rental rate for initial tenancies shall be 85% of the Average Market Rent (AMR) as to be determined by the Canada Mortgage and Housing Corporation (CMHC) Rental Market Report for the London Census Metropolitan Area (CMA) for the calendar year of 2021 as established for one-bedroom and two-bedroom units – in order to align with the comparable bonus units;
  - ii. the identified units will be mixed throughout and not otherwise identifiable within the building; and
  - iii. Rents for the affordable rental housing units shall be inclusive of heat and water and shall only be increased once per 12-month period in accordance to the *Residential Tenancy Act* or any successor legislation allowable maximum normal rent increase and shall never exceed 85% of the previous year's CMHC AMR.
3. The duration of the affordability period be set at 50 years calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable unit shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London. This action aligns bonus units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.
5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies. This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.



520 Wellington St., Unit 7, London, ON N6A 3R2  
P: 519-930-3512 [www.hdclondon.ca](http://www.hdclondon.ca)

The Proponent's application proactively aligned their bonus interests to the City's affordable housing priorities and the associated discussions establishing the above recommendation were achieved with their concurrence.

**Rationale for Affordable Housing Bonus:**

*Guiding Policy:* The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. The Plan identifies bonusing as a planning tool in support of the provision of affordable rental housing within planning and development proposals.

*Location and Application Considerations:* The Subject Lands are on located on the south side of Springbank Drive, west of the Coves and east of Greenwood Avenue. The lands are proximate to a broad range of residential, retail, service, office, institutional and open space uses. The lands are directly served by transit and active and supportive transportation infrastructure.

*Alignment to Need:* The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to housing stock, affordability rates, vacancy rates, rental rates, incomes, and other market conditions.

**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).

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,



Stephen Giustizia  
President and CEO

c. Brian Turcotte, Development Manager, HDC  
Isabel da Rocha, Business and Program Manager, HDC



520 Wellington St., Unit 7, London, ON N6A 3R2  
P: 519-930-3512 [www.hdcilondon.ca](http://www.hdcilondon.ca)

## Appendix E – Policy Context

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

### Provincial Policy Statement, 2020

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

1.1.1 b)

1.1.1 e)

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

### The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7\_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54\_ Our Strategy, Key Directions

Policy 59\_ 1, 2, 4, 5, and 8 Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 61\_ 10 Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62\_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66\_ Our City, Planning for Growth and Change

Policy 79\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 256\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 259\_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

\*Policy 837 Permitted Uses

\*Table 9 Range of Permitted Heights

Policy 939\_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

963\_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

964\_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

965\_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Planning Goals for Near-Campus Neighbourhoods

968\_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods  
969\_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods  
Policy 1578\_ Our Tools, Planning and Development Applications, Evaluation Criteria For Planning and Development Applications

#### Official Plan (1989)

General Objectives for All Residential Designations

3.1.1 ii)

3.4. Multi-Family, High Density Residential

3.4.1. Permitted Uses

3.4.2 Location

3.4.3. Scale of Development

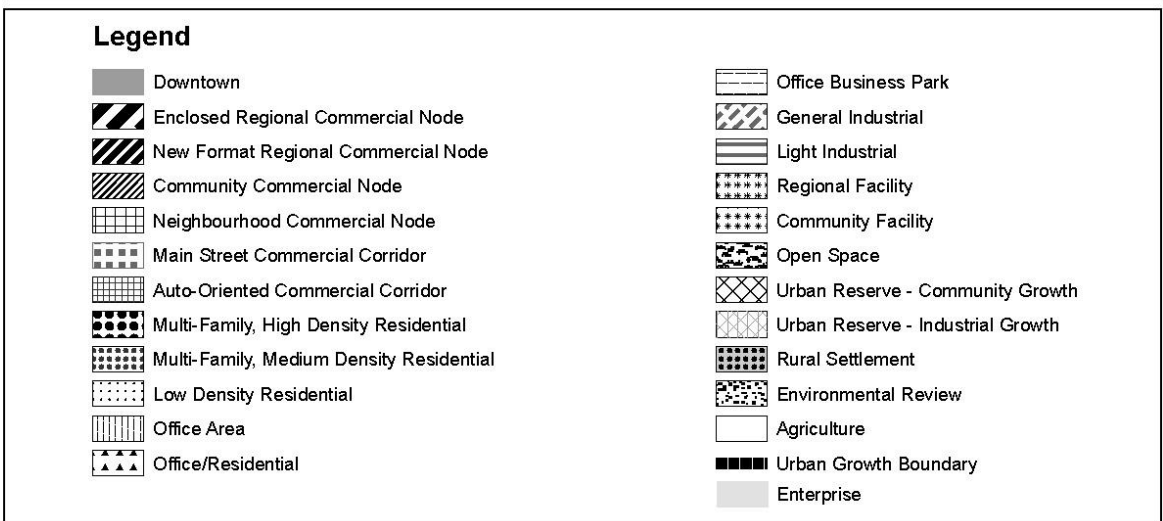
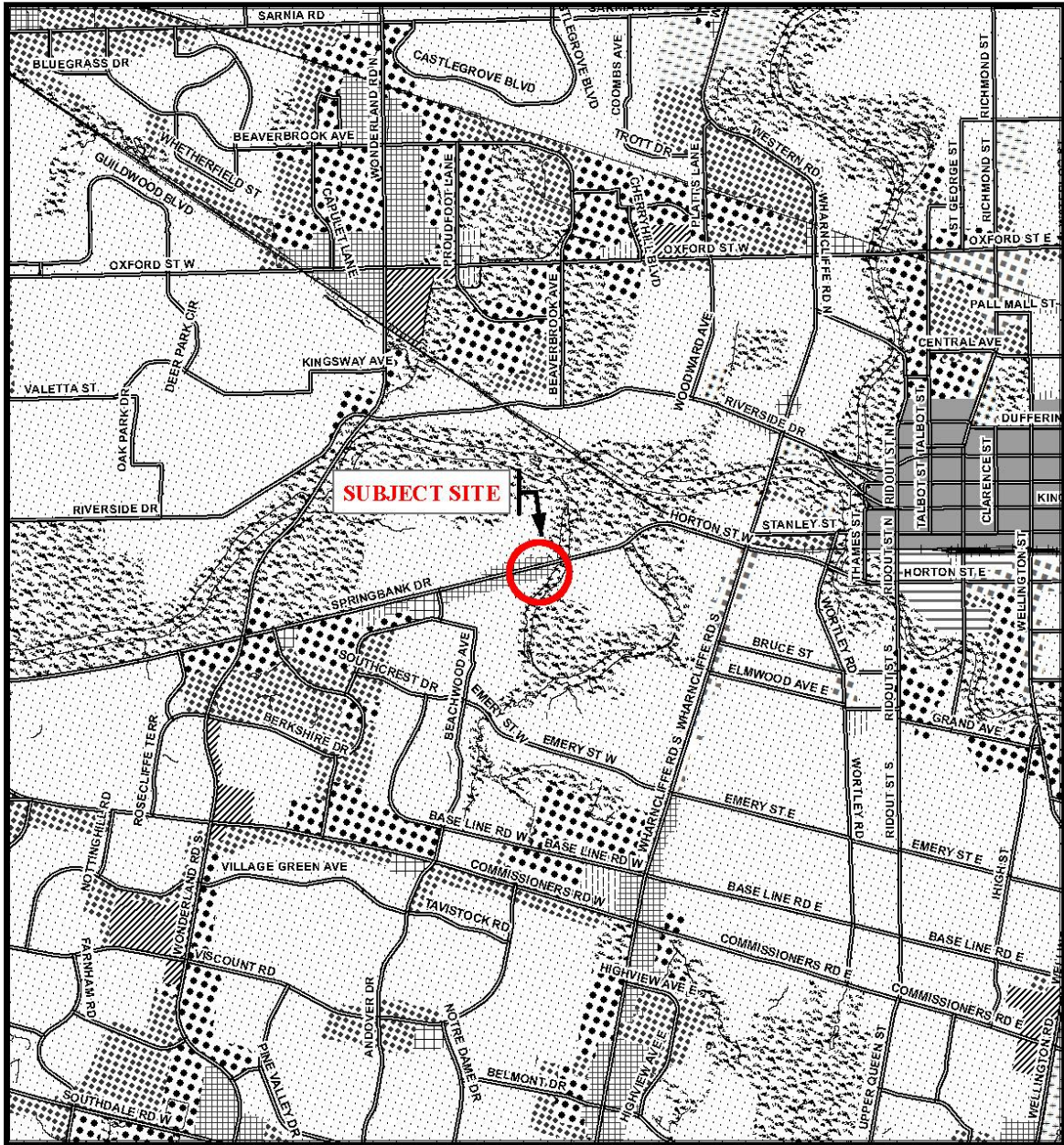
11.1. Urban Design Policies

19.4.4. Bonus Zoning

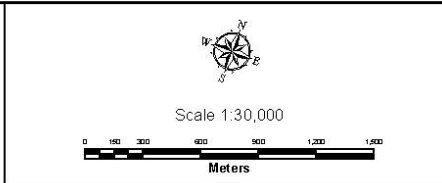
## **Appendix F – Relevant Background**

### **Additional Maps**



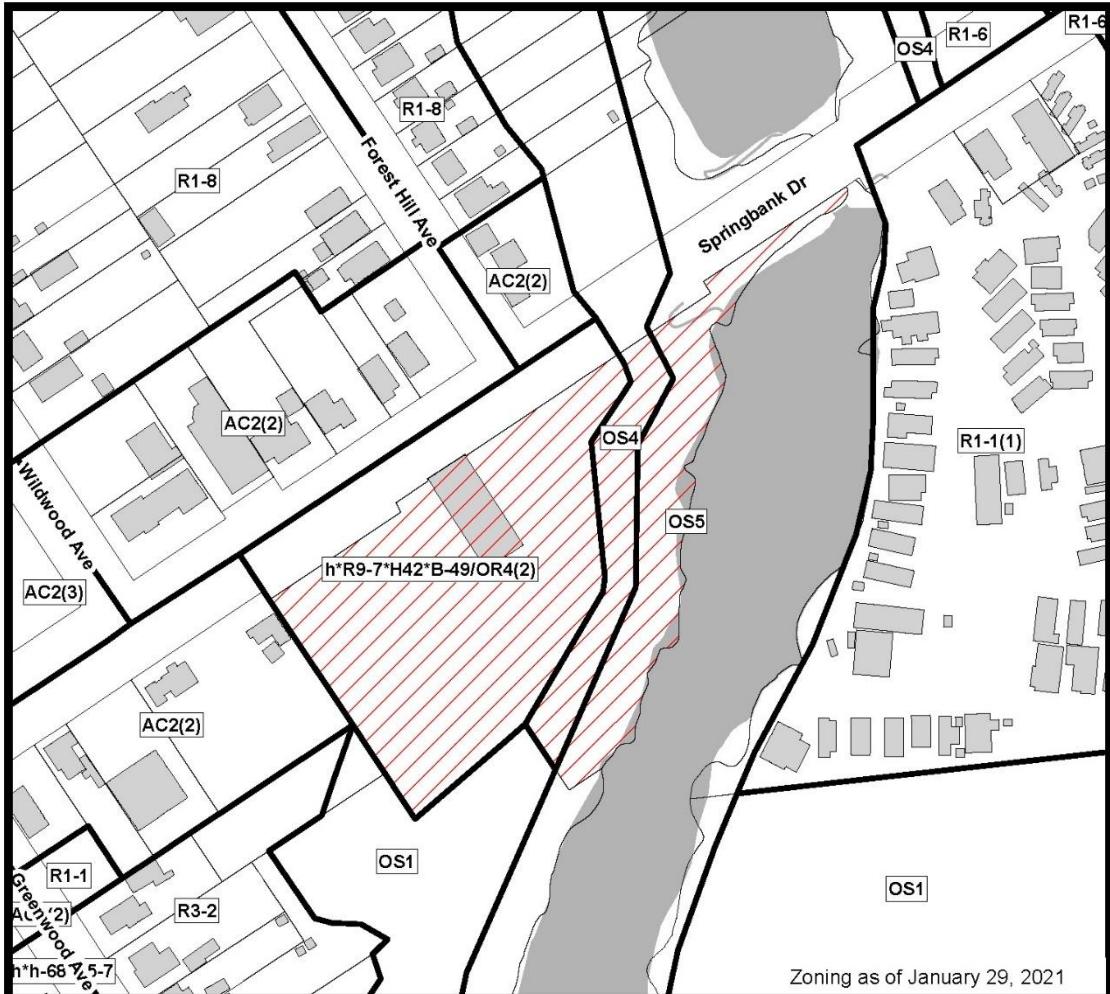


**CITY OF LONDON**  
 Department of  
**Planning and Development**  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9310  
 PLANNER: AR  
 TECHNICIAN: RC  
 DATE: 2021/02/19





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

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9310

AR

MAP PREPARED:

2021/02/19

rc

1:2,000

0 10 20 40 60 80

Meters



Proposed Zoning: Open Space (OS4) Zone to allow for conservation lands and public parks, and a Residential R9 Special Provision Bonus/Office Residential Special Provision (R9-7( ),D282.H49.B-\*/OR4( )) Zone

Purpose: To permit the development of two 14-storey residential apartment buildings with a 3-storey podium structure connecting the base of the two towers

Property Address/Description: 250-272 Springbank Drive

Municipality: City of London

Municipal File No.: OZ-8279

OMB Case No.: PL140423

OMB File No.: PL140424

BEFORE:

BLAIR S. TAYLOR ) Monday, the 26<sup>th</sup>  
MEMBER )  
 ) day of February, 2018

**THIS MATTER** having come on for public hearing and the Board having issued its decision on November 10, 2017, and the Board having withheld its final order pending confirmation from the City solicitor that the draft site plan approval, conditions of approval and the required development agreement have been fulfilled;

**AND THE BOARD** having received written confirmation from the parties that the final form of the official plan amendment, zoning by-law amendment and draft site plan approval are acceptable;

**THE BOARD ORDERS** that the appeals are allowed, and the Official Plan for the City of London is amended as set out in Attachment 1 to this Order; further the municipality is directed to amend By-law Z.1-18 in the manner set out in Attachment 2 to this Order. The Board authorizes the municipal clerk to assign a number to this by-law for record

keeping purposes; and the site plan prepared by Phillip Agar Architects dated March 15, 2017 and set out in Attachment 3 to this Order is approved.

A handwritten signature in black ink, appearing to read "Ma Hurwicks". The signature is written in a cursive, flowing style.

SECRETARY

If there is an attachment referred to in this document,  
please visit [www.elto.gov.on.ca](http://www.elto.gov.on.ca) to view the attachment in PDF format.

**Ontario Municipal Board**  
A constituent tribunal of Environment and Land Tribunals Ontario  
Website: [www.elto.gov.on.ca](http://www.elto.gov.on.ca) Telephone: 416-212-6349 Toll Free: 1-866-448-2248

Bill No. (number to be inserted by Clerk's Office)  
2018

By-law No. C.P.-1284-\_\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to the lands at 250, 268, 270, and 272 Springbank Drive.

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

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

PASSED in Open Council on \_\_\_\_\_



**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to change the designation of certain lands described herein from Auto-Oriented Commercial Corridor and Low Density Residential on Schedule "A", Land Use, to the Official Plan and to add a policy in Section 3.5., Policies for Specific Areas, of the Official Plan for the City of London to permit a mixed use development of two residential towers joined by an office/commercial podium with increase in the maximum building height and density permitted by the Official Plan policies through the use of Bonus Zoning.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 250, 268, 270, and 272 Springbank Drive in the City of London

**C. BASIS OF THE AMENDMENT**

The subject lands are consistent with the locational criteria for Multi-Family High Density Residential Designation. The Multi-Family High Density Residential designation also allows for a range of office / commercial uses.

The general Multi-Family, High Density Residential Designation policies include limits to scale and height that are normally 150 units per hectare.

Notwithstanding these limitations, Multi-Family High Density Residential policies contemplate increases to the scale of development through bonus zoning in return for eligible facilities, services or matters which provide a public benefit and are identified in Section 19.4.4 of the Official Plan. Section 19.4.4 of the Official Plan provides broad criteria for considering height and density increases through bonus zoning. The additional policies to be added to Section 3.5 will include site specific requirements for matters to be considered in favour of bonus zoning and will allow for density and height increases exceeding those established in the Multi-Family, High Density Residential designation.

The recommended form of development for the subject lands is consistent with the permitted uses in the Multi-Family, High Density Residential designation. Given the historical site contamination and the potential for brownfield remediation it is appropriate to allow for site specific increases to the permitted scale of development in return for matters which provide a public benefit and a form of development that complements the character of the surrounding neighbourhood and natural features. The special Official plan policies will consider the site specific context to provide for specific guidance in considering height and density increases through bonus zoning.

D. THE AMENDMENT

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

1. Schedule 'A', Land Use, to the Official Plan for the City of London Planning Area is amended by changing the designation for those lands known municipally as 250, 268, 270, and 272 Springbank Drive as shown on Schedule 1 attached hereto from Auto-Oriented Commercial and Low density Residential to Multi-Family High Density Residential
2. Section 3.5 — Policies for Specific Residential Areas — of the Official Plan for the City of London is amended by adding the following:

West Coves: The West Coves area is located on the south side of Springbank Drive on the lands that are municipally known as 250, 268, 270 and 272 Springbank Drive. These lands are located along a significant gateway into the City of London from the west, along a redeveloping urban corridor served by transit and with close access to neighbourhood shopping areas and designated public open space. These lands have been previously utilized for a range of industrial and commercial land uses which have resulted in contamination that complicates the transition to more sensitive land uses. Given the brownfield context and the significance of the location it is desirable to allow for increased net residential density on these lands. Conversely, these lands are located adjacent to the west bank of the Coves Ponds, an abandoned oxbow of the Thames River and part of the Thames Valley Corridor and are surrounded primarily by low-rise residential development. Given the nature of surrounding physical, natural and built form it is also desirable to achieve a form of

development which respects its context. Future development of these lands shall be consistent with the following site specific policies:

i) Permitted uses shall include apartment buildings, handicapped person's apartment buildings, lodging house class 2's, senior citizen apartment buildings, emergency care establishments, continuum of care facilities and residential care facilities. A range of convenience and personal service commercial uses including clinics, convenience stores, day care centres, emergency care establishments, financial institutions, medical/dental laboratories, personal service establishments, pharmacies, eat-in restaurants and studios as well as office uses up to a maximum gross floor area of 2,000m<sup>2</sup> may also be permitted as secondary permitted uses. Any commercial and/or office uses must be integrated within the podium of a residential apartment building(s) and are not intended to be located within a "stand-alone" commercial structure. Convenience and personal service commercial uses are only permitted on the ground floor and office uses may be permitted up to the third floor. The exact range of permitted commercial uses shall be specified in the Zoning By-law.

ii) Notwithstanding the height and density maximums identified in the general Multi-Family, High Density Residential policies, a bonus zone may be permitted to allow for a maximum height of up to fourteen storeys and a density of up to 306 units per hectare, subject to the proposed form of development addressing the compatibility criteria of Section 3.4.3, the Urban Design Principles in Chapter 11, sensitivity to the Coves ESA, conformity with the objectives of the Thames Valley Corridor Plan, and the general Bonus Zoning policies of Section 19.4.4. Bonus zoning may also be considered in favour of the provision of alternative forms of senior's housing, in combination with the above requirements.



Bill No. (number to be inserted by Clerk's Office)  
2018

By-law No. Z.-1-18\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 250,  
268, 270, and 272 Springbank Drive.

WHEREAS Rand Developments Inc. (2355440 Ontario Inc.) has  
applied to rezone an area of land located at 250, 268, 270 and 272 Springbank  
Drive as shown on the map attached to this by-law as set out below

AND WHEREAS upon approval of Official Plan Amendment Number  
\_\_\_\_\_, this rezoning will conform with 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, as amended, is amended by changing the zoning applicable to lands located at 250, 260, 268 and 272 Springbank Drive as shown on the attached map comprising part of Key Map A107 from an Arterial Commercial Special Provision (AC2(3)) Zone and an Open Space (OS1) Zone to a holding Residential R9 Bonus/Office Residential Special Provision (h•R9-7•H42•B\_/OR4( )) Zone and an Open Space (OS4) Zone.
2. Section Number 16.4 e) of the Office Residential (OR) Zone is amended by adding a new special provision:  

OR4( )      250, 268, 270, and 272 Springbank Drive

a)      Regulation[s]  
         (i)      Stand-alone non-residential uses are prohibited  
         (ii)      Commercial uses restricted to the first floor of an office-apartment building  
         (iii)      Office uses restricted to the first, second and third floors of an office-apartment building
3. Section Number 4.3 (Bonus Zones) of the General Provisions is amended by adding the following Site Specific Bonus Provision:

B\_) 250 – 272 Springbank Drive

The Bonus Zone shall be implemented through a development agreement



to provide for a development that is consistent with the site plan and elevations attached as Appendix "1", in return for the provision of the following services, facilities and matters:

- i. enhanced building and site design features including buildings with a multi-faceted street face and setback podium creating a pedestrian area linked to the public sidewalk.
- ii. remediation of an existing brownfield condition notwithstanding potential compensation through brownfield incentives;
- iii. construction of 2 levels of fully underground parking;
- iv. dedication of the open space (OS4) lands as a public link and to compliment the adjacent Environmentally Sensitive Area with all existing asphalt and buildings removed and landscaped in conjunction with landscaping plans for this area to be approved by Parks Planning;
- v. to provide a green roof on the office commercial podium for active open space for building residents
- vi. current public transit lines (23 and 5);
- vii. construction of a LEED certified building

The following regulations shall apply with the approved Site Plan:

i) Height Maximum (Residential towers)	51.0 metres (167 feet)
ii) Height Maximum (3 storey Commercial podium)	17.0 metres (56 feet)
iii) Front Yard setback Minimum residential	4.0 metres (6.6 feet)
iv) Front Yard setback Maximum podium	6.0 metres (19.7 feet)
v) Density Maximum	306 units per hectare (114 units per acre)
vi) Maximum commercial gross floor area	2,000 sq.m (21,528 sq. ft)
vii) Minimum easterly side yard	0.0 metres from OS4 zone
viii) Minimum westerly side yard	24.0 metres (59 feet)
viii) Minimum rear yard westerly building	30.0 metres (98.4 feet)
ix) Maximum coverage	28%

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.

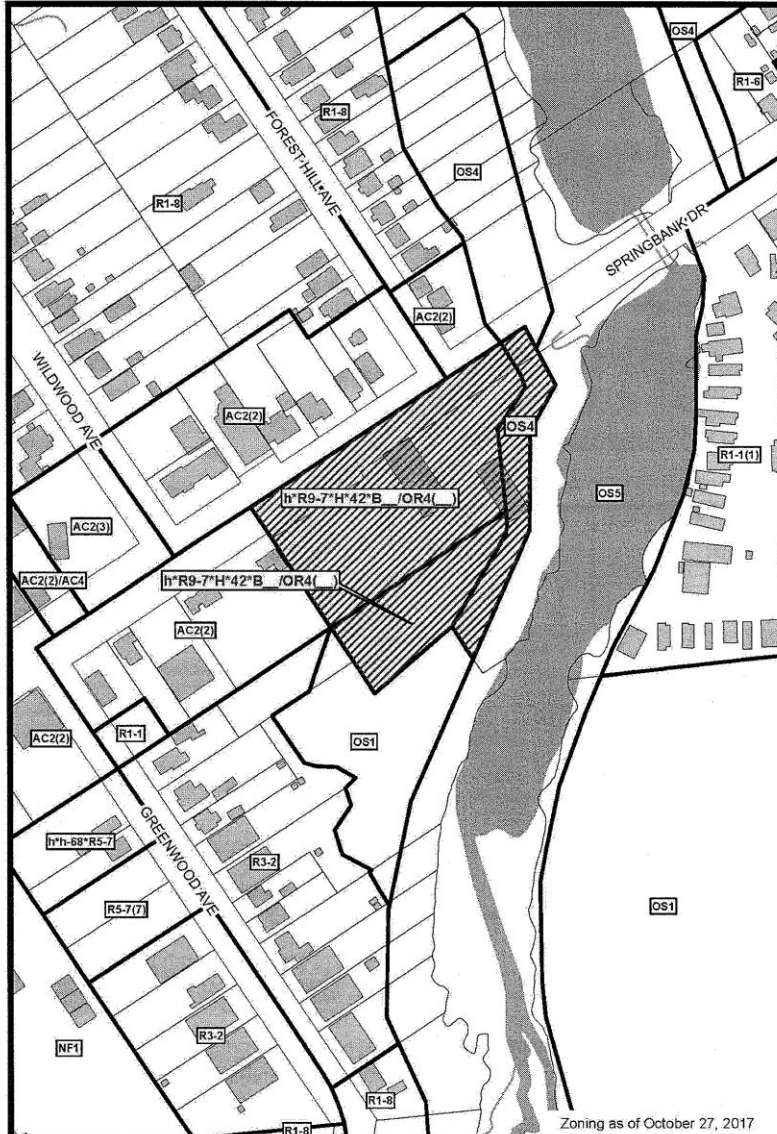
This By-law shall come into force and take effect in accordance with Section 34 of The Planning Act, R. S. O. 1990, c13, as amended, either upon the date of the passage of this By-law or as otherwise provided by said section.

PASSED in Open Council on \_\_\_\_\_, 2017


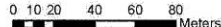

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

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



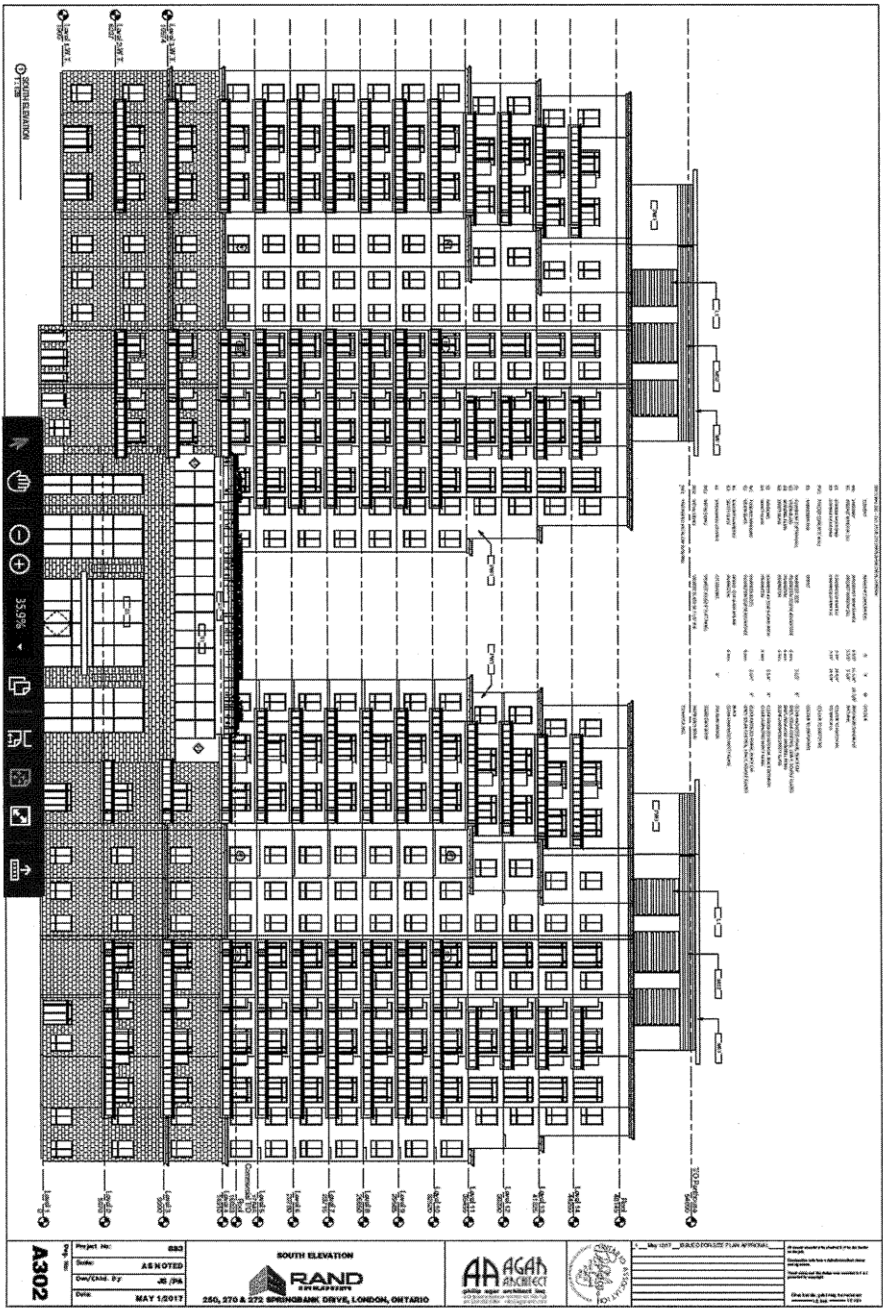
Zoning as of October 27, 2017

<p>File Number: OZ-8279                  Planner:                  Date Prepared: 2017/12/04                  Technician: MB                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p>0 10 20 40 60 80 Meters </p> <p></p>
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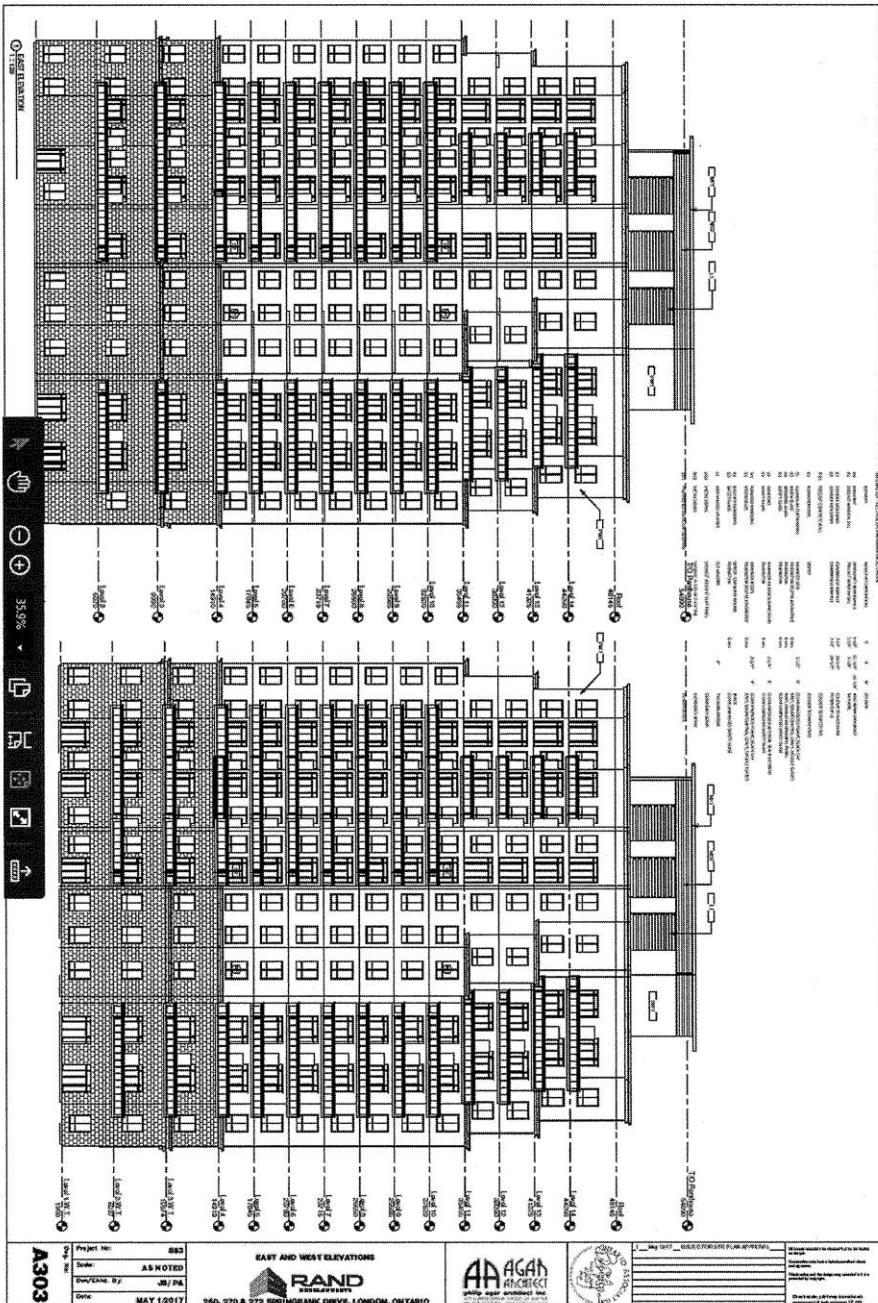
Project No: 883  
 Date: AS NOTED  
 Drawn By: JG/JR  
 Date: MAY 1 2011

**SOUTH ELEVATION**  
**RAND**  
 ARCHITECTS  
 250, 270 & 272 SPRINGBANK DRIVE, LONDON, ONTARIO

**AA AGAR**  
 ARCHITECT  
 ARCHITECTS INC.  
 1000 SHEPPARD AVENUE EAST  
 SUITE 1000  
 SCARBOROUGH, ONTARIO M1S 1T5



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2011.05.01
2	ISSUED FOR CONSTRUCTION	2011.05.01
3	ISSUED FOR AS-BUILT	2011.05.01
4	ISSUED FOR ARCHIVE	2011.05.01



**A303**

Project No: 283  
 Date: AS NOTED  
 Drawn By: JB/PK  
 Date: MAY 1 2017

**EAST AND WEST ELEVATIONS**

**RAND**  
 CONSULTANTS

250, 270 & 272 SPRINGBANK DRIVE, LONDON, ONTARIO

**AA AGAR**  
 ARCHITECT

1000 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1S 1T7



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	
2		
3		
4		
5		
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