

## 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:** Southdale West Holdings Inc.  
99 Southdale Road West  
Public Participation Meeting

**Date:** November 22, 2021

## Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Southdale West Holdings Inc. relating to the property located at 99 Southdale Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on December 7, 2021, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) and Environmental Review (ER) Zone **TO** a Residential R9 Special Provision Zone (R9-5(\_)) Zone and Open Space (OS4) Zone;
- (b) **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) Ensure that the development provides adequately sized and located enhanced outdoor amenity and recreation area(s) to support healthy and livable environment for the number of residents. This can be configured by providing a central amenity space and smaller compatible amenity areas serving individual buildings.
  - ii) Provide for a safe network of internal streets with convenient and direct pedestrian connections throughout the site (North- South and East- West) connecting building entrances, amenity areas, parking spaces, open spaces and the city sidewalk along Southdale Road E.
  - iii) Ensure an active building façade along Southdale Road by including principal building entrance(s), lobbies, common amenity areas and street-oriented residential units with front porches/courtyards and individual unit entrances connected to the public sidewalk along that frontage. Provide direct walkway connections from ground floor units to the sidewalk to create a pedestrian scale rhythm and activation.
  - iv) Explore opportunities to minimize the visual impact of surface parking by reducing the expanse of surface parking and drive aisles to the required minimum and accommodate majority of the parking underground to provide adequate amenity and recreational areas and in turn reduce the heat island effect.
  - v) Ensure the design of the proposed building(s) offer variation in appearance and massing to add character throughout the development and promote wayfinding.
  - vi) Ensure an EMP (Environmental Management Plan) is completed through the site approval process.

## Executive Summary

### Summary of Request

The requested amendment is to change the zoning from an Urban Reserve (UR4) and Environmental Review (ER) Zone to a Residential R9 Special Provision Zone (R9-5(\_))

Zone. The amendment would permit the use of the subject lands for the development of 6 apartment buildings comprised of two new, 4-storey, two new, 8-storey and two new, 9-storey residential apartment buildings with a total of 724 units (96 units per hectare).

Relief from certain zoning requirements were also requested, including a minimum front yard setback of 6.0m along an Southdale Road West, a minimum rear yard setback of 6.0m, a minimum east interior side yard setback of 12.0m, a minimum west interior side yard setback of 6.5m and a maximum height of 29.5m and a parking rate of 1.25 spaces per unit. The open space lands that will be dedicated to the City are above and beyond the required parkland dedication.

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

The purpose and effect of the recommended Zoning By-law amendment is to permit the development of the subject lands for two, 4-storey apartment buildings, two 8-storey apartment buildings and two 9-storey apartment buildings with 724 residential units. The special provisions listed above would facilitate the proposed development.

### **Rationale of Recommended Action**

1. The recommended amendment to Zoning By-law Z.-1 is consistent with the 2020 Provincial Policy Statement (PPS) 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.
2. The recommended amendment conforms to the in-force policies of The London Plan, which contemplates a range of residential uses including stacked townhouses, fourplexes, and low-rise apartments within the Neighbourhoods Place Type where the property has frontage on a Civic Boulevard.
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan including, but not limited to the Policies for the Multi-Family Medium Density Residential and Open Space designations. The recommended amendment would permit development at an intensity that is at the upper range of the maximum density for residential intensification within the Multi-family, Medium Density Residential designation but still ensures the nature of development is suitable for the site and the immediate neighbourhood. The recommended amendment would help to reach the objective of supplying housing choices and options for all residents.
4. The recommended Zoning By-law amendment is consistent with the Southwest Area Secondary Plan. The subject lands represent an appropriate location for residential intensification, along a higher-order street at the fringe of a developing neighbourhood, and the recommended amendment would permit development at a magnitude that is suitable for the site and the adjacent neighbourhood.
5. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development.

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

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

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with

transportation planning to facilitate transit-supportive developments and encourage active transportation

## Analysis

### 1.0 Background Information

#### 1.1 Planning History

In 2005, Municipal Council considered the city-initiated Official Plan amendment application (O-6872) for the Bostwick East Area Plan. There were many statutory public meetings of Planning Committee held on April 25, 2005, May 30, 2005, September 12, 2005, and November 28, 2005. Notice of passing of Official Plan Amendment No. 380 was sent on February 7, 2006. An appeal was received by the Ontario Municipal Board (OMB) for OPA 380. The reasons submitted by 1060024 Ontario Limited in support of the appeal to the Official Plan Amendment No. 380 primarily relate to the stand of trees adjacent to Southdale Road W. It is noted, the woodlot is not environmentally significant.

The Ontario Municipal Board issued its Decision/Ordered on December 11, 2007. The Order allowed the appeal in part, and modified OPA 380 as set out in the Board Order. The first purpose of the modification was to confirm that the 0.72 hectares (1.78 acres) of open space land was to be dedicated to the City by the Owner of 99 Southdale Road West. This dedication represents the parkland dedication in connection with any development on 99 Southdale Road W. In addition to the open space lands, OPA 380 was modified to reflect that if parkland over and above the open space lands was required by the City, then the parties would act in accordance with Section 16.3.1 of the Official Plan. The modification to the OPA does not bind Municipal Council to purchase any lands and the modification and is in accordance with the intent of Council's resolution, dated December 19, 2005. The woodlot is not environmentally significant, but it is considered culturally significant.

The subject lands are located in the Southwest Area Secondary Plan which applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on Schedule "A" of the Official Plan. Comprising approximately 2,700 hectares of land and provides for new development opportunities in the southwest quadrant of the City. This Secondary Plan provides a greater level of detail than the general policies in the City Official Plan. The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood. These lands are located in the North Longwoods Residential Neighbourhood which is intended to provide for opportunities to strengthen public transit and increase housing choices, all while maintaining the existing neighbourhood character.

Policy 20.5.1.5 - Existing Approved Area Plans of the Southwest Area Secondary Plan also identifies the property at 99 Southdale Road West as being within the Bostwick East Area Plan. The study area of the Area Plan comprises a total area of approximately 168 hectares (416 acres). The Bostwick East Area Plan was initiated by the City of London and undertaken by Sifton Properties Limited in 2003 as a developer-led community plan for the area bounded by Southdale Rd. West, Wharncliffe Road South and Wonderland Road South. These lands were designated as part of Official Plan Amendment No. 380, adopted by Council on February 27, 2006, and subsequently approved by the Ontario Municipal Board, with modifications, on December 11, 2007. The Bostwick East Area Plan provides for a range of housing types and densities to provide variety and choice and to take advantage of the area's accessibility from four arterial roads and its proximity to existing and proposed commercial and light industrial uses.

## 1.2 Property Description

The subject site is located on the south side of Southdale Road West, west of Notre Dame Drive and east of Wharncliffe Road South. Southdale Road West is an arterial road and is classified as a Civic Boulevard in *The London Plan*. The site is approximately 7.59 hectares (18.75 acres) in size with an approximate frontage of 314.86 metres (1,033 feet) along Southdale Road West and is currently undeveloped. An existing wooded area covers a portion of the subject lands with the remainder being an open field. The lands directly west are used for a community centre (Hellenic Centre) and further to the west lands are designated as Multi-Family, Medium Density Residential through the 1989 Official Plan and have been developed as townhomes. To the north is a mix of Multi-Family, Medium Density Residential and Low Density Residential that have been developed as townhomes and single detached dwellings. To the east and south of the site are lands that are designated Auto Oriented Commercial Corridor and have been developed as automobile sales and service establishments and home furnishing stores.

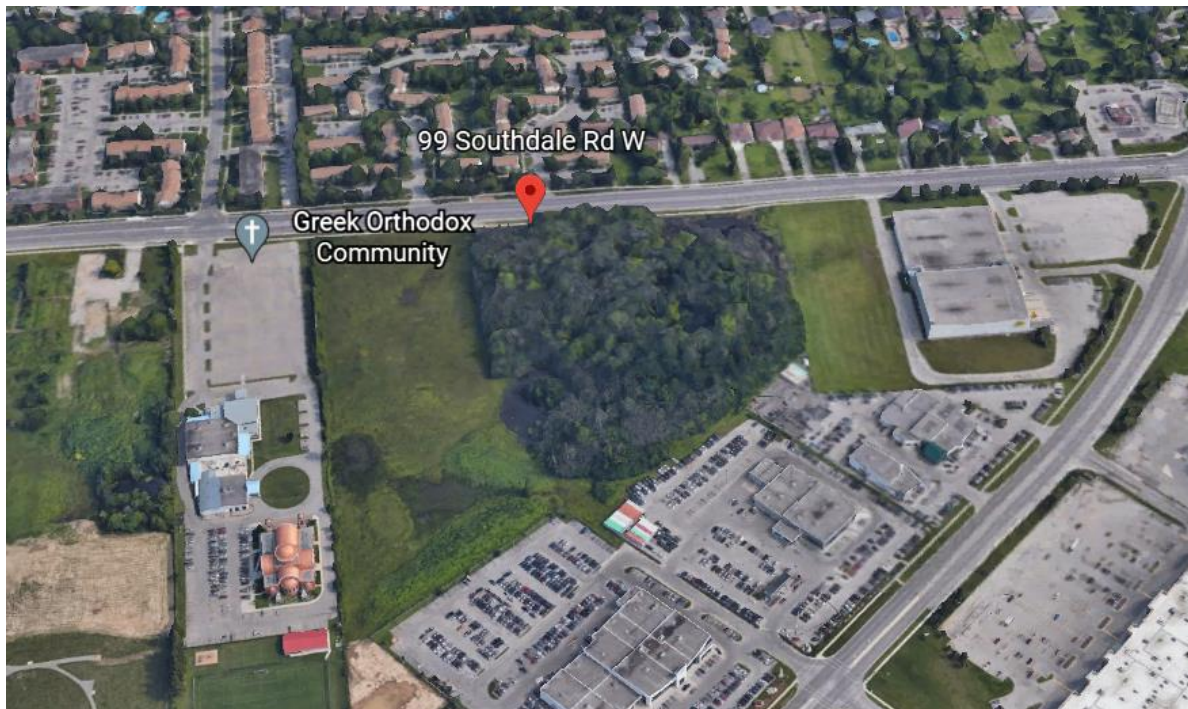


Figure 1 – Subject Site and Surrounding properties

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

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Urban Reserve (UR4) and Environmental Review (ER) Zone

### 1.4 Site Characteristics

- Current Land Use – Vacant
- Frontage – 314.86 metres (1,033 feet)
- Depth – variable
- Area – 7.59 hectares (18.75 acres)
- Shape – irregular

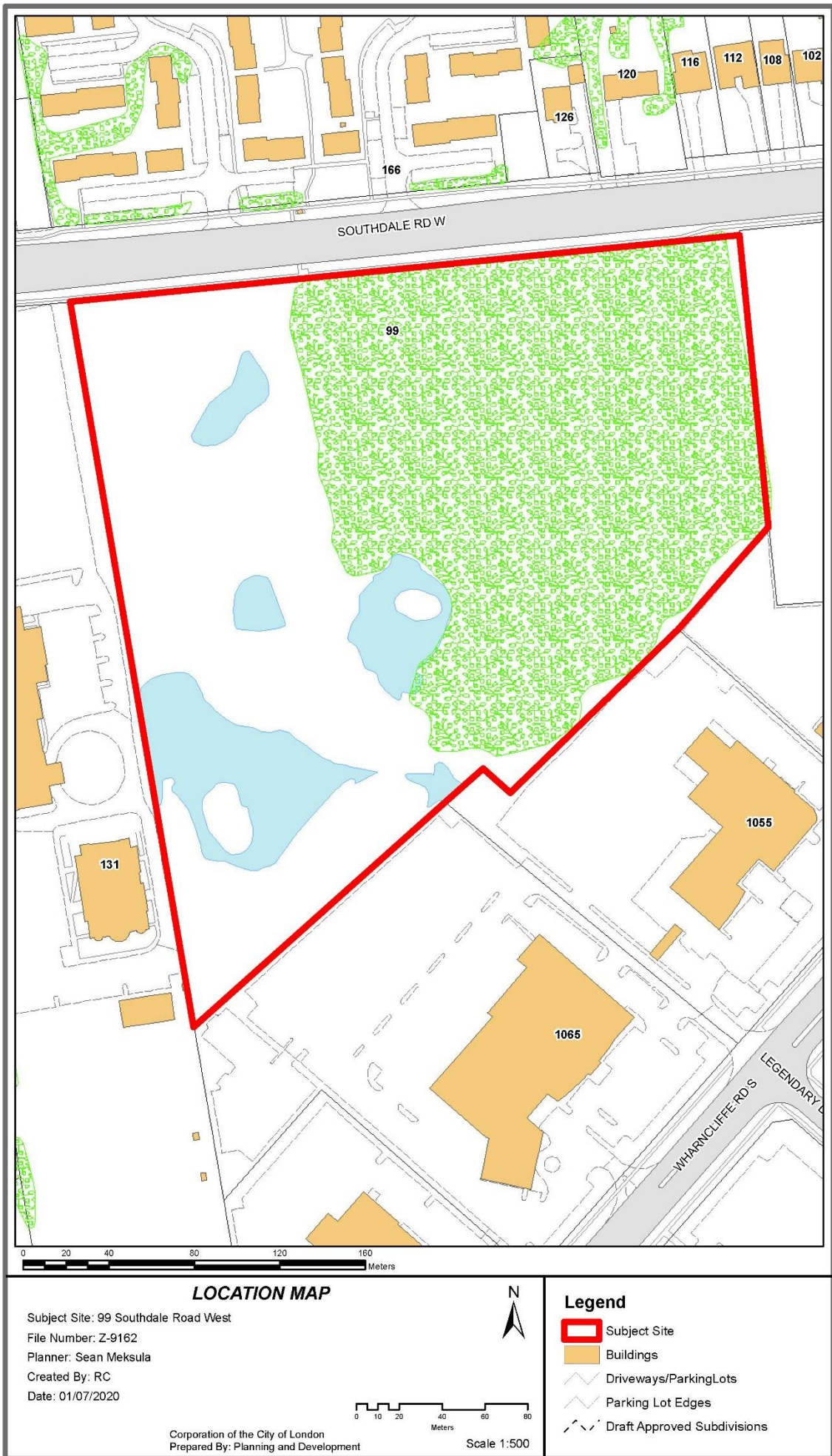
### 1.5 Surrounding Land Uses

- North – medium and low density residential
- East – commercial
- South – commercial
- West – community centre, medium and low density residential

### 1.5 Intensification (724 units)

- This development represents intensification inside the Built-Area Boundary and inside of the Primary Transit Area.

# 1.6 Location Map

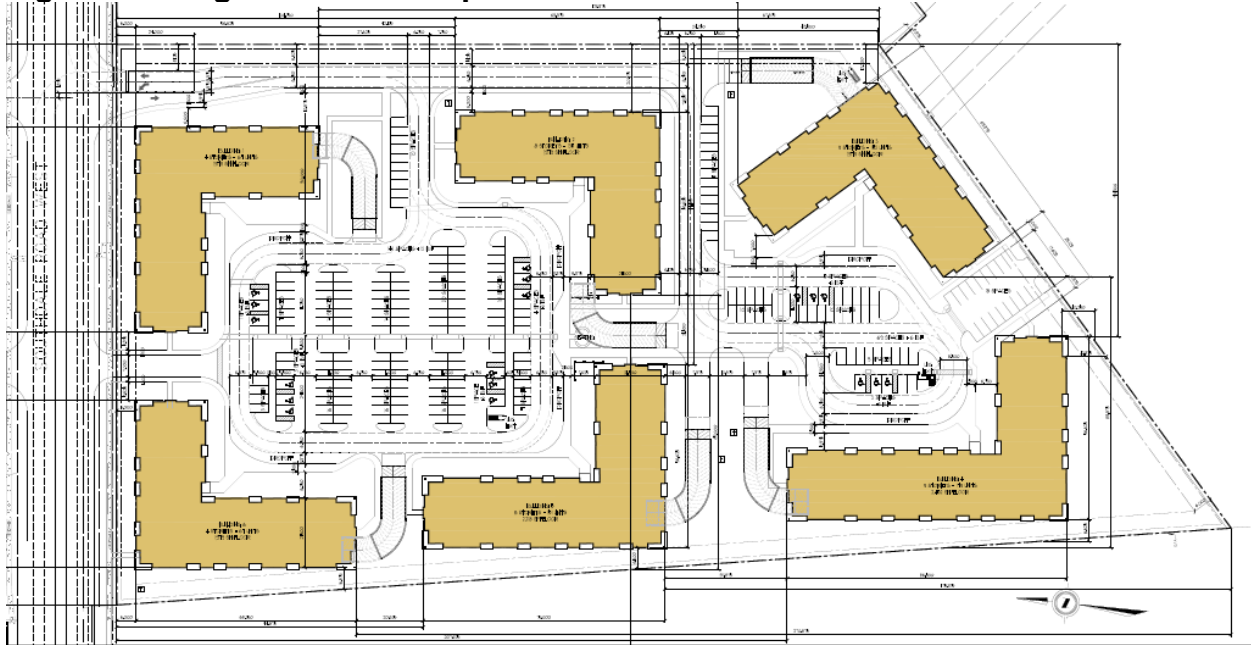


## 2.0 Discussion and Considerations

### 2.1 Original Development Proposal (December 2020)

In November 2019, the City accepted a complete application that proposed a for the development of two 4-storey, residential apartment buildings (Buildings '1' and '6') at the front of the property consisting of 134 units; two 8-storey, residential apartment buildings (Buildings '2' and '5') at the middle of the property consisting of 286 units; and, two 9-storey, residential apartment buildings (Buildings '3' and '4') located on the rear portion of the site consisting of 331 units at a density of 110 units per hectare.

**Figure 2 – Original Site Concept Plan**



**Figure 2 – Original Site Concept Plan**

### 2.2 Revised Development Proposal

Through the initial review it was determined that the 10-storeys couldn't be achieved through bonusing because the SWAP policies (20.5.4.1 iv) e)) restrict height to a maximum of 9-storeys. Subsequently, the plan and application were revised to provide for a height of 9-storeys and the density was reduced to 96 uph, both of which comply with SWAP policies and, therefore, removed the need for bonusing.

The applicant also subsequently revised the development proposal in response to Urban Design comments. The revised proposal is for the development of two 4-storey, residential apartment buildings (Buildings '1' and '6') at the front of the property consisting of 134 units; two 8-storey, residential apartment buildings (Buildings '2' and '5') at the middle of the property consisting of 286 units; and, two 9-storey, residential apartment buildings (Buildings '3' and '4') located on the rear portion of the site consisting of 304 units. The proposed development will contain a total of 724 units for a density of 96 units per hectare. A total of 1,179 parking spaces will be provided with 221 parking spaces at grade and 958 parking spaces underground.

The majority of the parking for the proposed apartment buildings will be provided within underground parking structures with visitor parking and overflow parking being provided in surface parking areas. The 4-storey buildings have one level of underground parking, while the 8 and 9 storey buildings each have two levels of underground parking. Ingress and egress to the site is provided from two new access points at Southdale Road West. The proposed easterly access will be a full-turns access and located opposite the access for the townhouse development on the north side of Southdale Road West. The westerly access will be a restricted right-in/ right-out access, also located opposite another existing access for the townhouse development. The right-in and right-out restriction is based on the proposed access's proximity to the existing controlled intersection of Southdale Road West.

The rhythm of at-grade openings is consistent across all storeys and elevations. Private outdoor amenity spaces for each unit are typically recessed into the building, separated by multiple columns of contrasting materials and/or colours. Through the use of a mix and range of materials, colours, and textures, a variety of vertical and horizontal articulation has been achieved, as illustrated in the conceptual renderings. Balconies are provided for all the residential units and landscaping will be used to enhance the appearance of the building setbacks in the front, side, rear yards and landscape strips/islands will buffer the automotive dealerships and community centre from the proposed buildings.

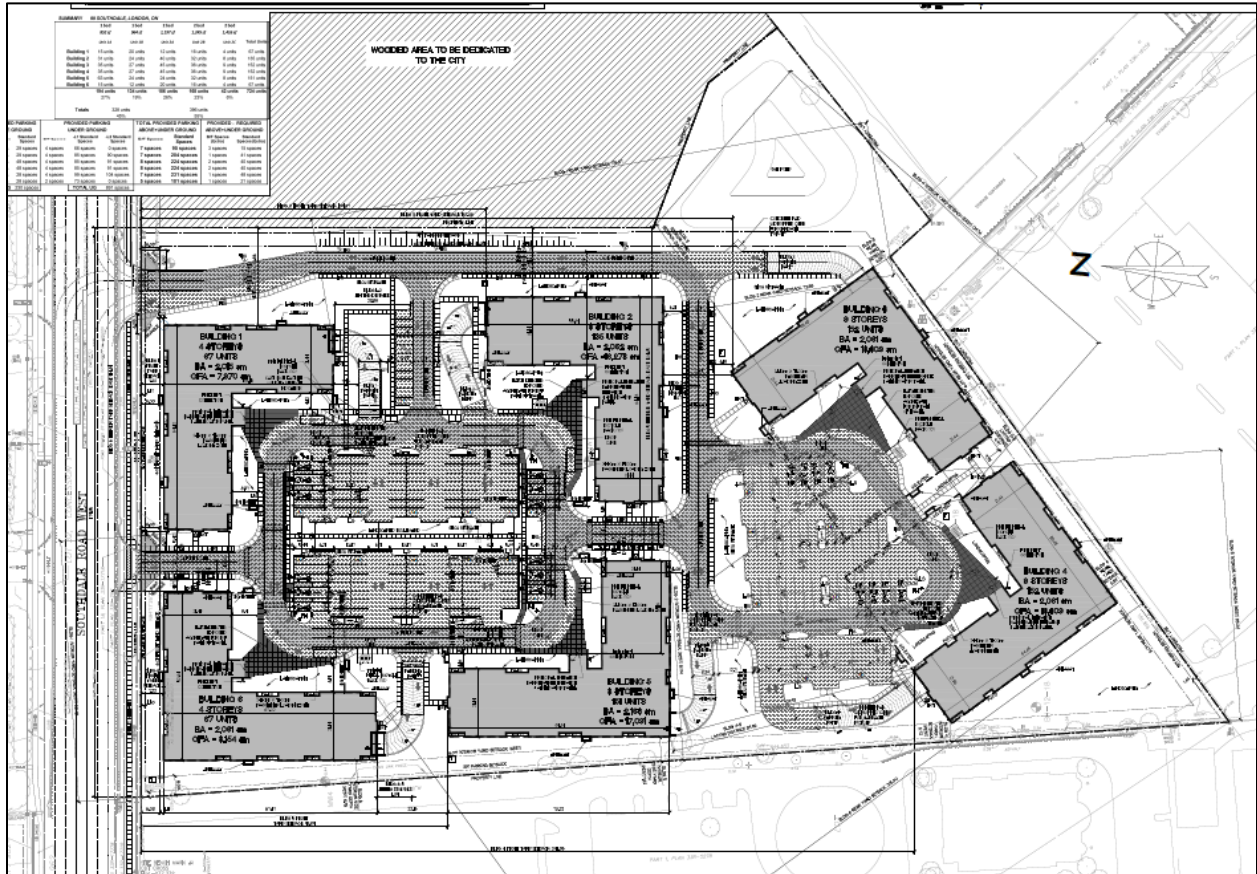


Figure 3 – Revised Site Concept Plan

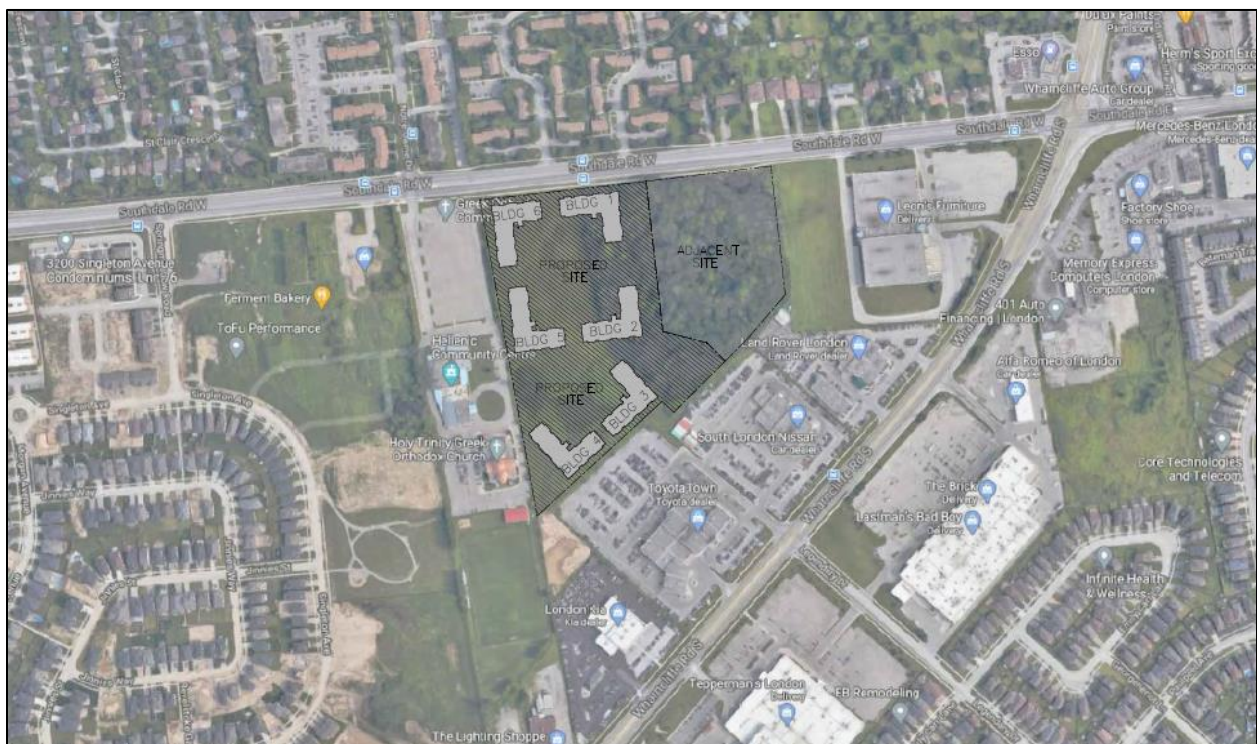


Figure 4 – Aerial view of subject lands and surrounding area



**Figure 5 – Northwest view from Southdale Road**

### **2.3 Proposed Amendments**

An amendment to Zoning By-law Z.-1 has been requested to change the zoning from an Urban Reserve (UR4) Zone and Environmental Review (ER) Zone to a Residential R9 Special Provision (R9-5(\_\_\_\_)) Zone and Open Space (OS4) Zone to permit apartment buildings with a maximum density of 96 units per hectare. Special provisions are requested to establish a minimum front yard setback of 6.0m along an Southdale Road West, a minimum rear yard setback of 6.0m, a minimum east interior side yard setback of 12.0m, a minimum west interior side yard setback of 6.5m and a maximum height of 29.5m.

### **2.4 Community Engagement (see more detail in Appendix B)**

A Notice of Application was sent to property owners within a 120-metre radius of the subject site on January 22, 2020, and was published in *The Londoner* on January 23, 2020. One “Possible Land Use Change” sign was placed on the subject site, fronting onto Southdale Road West. Written and verbal replies were received from five individuals requesting information on the status of the application. A revised notice was published in *The Londoner* on October 8, 2021 and sent to property owners.

The public’s comments generally included:

- Scale, intensity and height
- Too many units
- Parking reduction
- Traffic volume and safety
- Access
- Privacy/Overlook
- Light/Noise
- Crime
- Lack of green space
- Affect on the wetlands
- Buffering
- Sufficiency of Servicing Infrastructure
- Obstruction of view
- Type of tenancy
- Loss of property value

### **2.5 Policy Context (see more detail in Appendix C)**

The subject site is located in the Multi-Family Medium Density Residential designation in the 1989 Official Plan and in the Neighbourhood Place Type in The London Plan. Note that certain London Plan maps and policies are under appeal before the Local Planning Appeal Tribunal (LPAT).



## **Provincial Policy Statement, 2020**

### *Provincial Policy Statement, 2020*

The Provincial Policy Statement (PPS) 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 which are sustained by accommodating 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), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. It also promotes cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

The PPS encourages settlement areas (1.1.3.1 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, along with the surrounding infrastructure, public service facilities are planned or available, and avoid the need for their unjustified and/or uneconomical expansion and are also transit-supportive (1.1.3.2).

The policies of the PPS states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected need (1.1.3.3) while promoting appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form (1.1.3.4) and support active transportation, that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.1.3.2, 1.6.7.4).

The PPS also provides for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents (1.4 Housing). Planning authorities shall provide all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It promotes densities for new housing which efficiently use land, resources, and the infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

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

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.

These lands are designated as Multi-family, Medium Density Residential and Open Space on Schedule 'A' of the (1989) *Official Plan*. The Multi-Family, Medium Density Residential designation permits multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged may be permitted (Section 3.3.1.). Section 3.3.3 i) states: normally height limitations will not exceed four storeys. In some instances, height may be permitted to exceed this limit, if determined through a compatibility report as described in Section 3.7.3. to be appropriate subject to a site-specific zoning by-law amendment and/or bonus zoning provisions. Section 3.3.3 ii) states: Exceptions to the density limit may be made without amendment to the *Official Plan* for developments which qualify for density bonusing under the provisions of Section 19.4.4. of this Plan. Developments which are permitted to exceed the density limit of 75 units per hectare (30 units per acre) shall be limited to a maximum density of 100 units per hectare (40 units per acre).

Multi-Family, Medium Density Residential (MFMDR) areas are intended to permit multiple-unit residential developments that have a low-rise profile, and densities ranging between those found in Low Density Residential and Multi-Family, High Density Residential areas. Lands designated as MFMDR serve as a transition between Low

Density Residential areas and more intense forms of land use. The preferred location of Multi-Family, Medium Density Residential uses include lands in close proximity to Shopping Areas, Commercial Districts, Open Space, Regional Facilities and lands abutting arterial roads, primary collector, or secondary collector roads with a transition from low density residential to medium density uses. Additionally, the subject lands are within the East Bostwick Area Plan, and the Southwest Area Secondary Plan boundaries. Where there is conflict between these sets of policies, direction is provided on which set of policies prevail.

Only a small strip of land along the Southdale Road South is designated as Open Space for the required parkland dedication for the entire block. The dedication of the majority of the woodlot supports the preservation and protection of natural cultural heritage features and woodlands for these lands.

### **East Bostwick Area Plan**

The East Bostwick Area Plan states that intent is to achieve a mix of residential uses along the streetscape, provide authentic neighbourhoods with mixed use opportunities, preserve and incorporate heritage features, and provide for passive and active recreational needs. Alternative development standards, and the application of cluster housing, only, for lands designated Multi-family, Medium Density Residential through zoning regulations must be addressed with the design guidelines to ensure that desired development standards are implemented in a way which promotes livable communities and to achieve a range of housing types and ensure that a critical mass will be created and approved consistent with the design guidelines in the East Bostwick Area Plan (Section 7.3). Existing open spaces should be retained and enhanced to contribute to the Overall parks and open space system in the Bostwick East community. Parks for both passive and active recreation opportunities benefit various levels of activity by local residents and provides views into the natural features of the community (Section 7.3.4)

The preparation of site plans will be required for multi-unit residential developments greater than three units, commercial developments and public buildings. These plans will be reviewed and approved by the City to ensure that buildings, parking areas and access locations are in accordance with proper functioning and integration with adjacent land uses, streets/driveway locations and facilities, and consistency with this Area Plan. The site plan approval process will also address issues related to landscaping, grading and drainage, parking and urban design principles, where, appropriate (Section 9.4)

### **Southwest Area Secondary Plan**

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

The subject lands are located within the North Longwoods Residential Neighbourhood in the Southwest Area Plan (SWAP). The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood in Parts 20.5.6 through 20.5.15. The Secondary Plan serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the Official Plan and provides a greater level of detail than the general policies in the 1989 Official Plan. The Southwest Area Plan promotes sustainable growth patterns, strong neighbourhoods and natural heritage features that are unique to the southwest area. The North Longwoods Neighbourhoods are areas which have already experienced a significant number of planning approvals and are currently under development (Part 20.5.11). Higher intensity mid-rise, transit-oriented development is encouraged along portions of the arterial road network to support the provision of transit services as detailed in Section 20.5.4.1 iv) of the General Residential policies.

The permitted uses are determined by the North Longwoods Residential Neighbourhood policies, and Policy 20.5.4.1 iv) e) of the General Residential policies allow the built form and intensity of development to occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys. A residential density exceeding 100 units per hectare (up to 120 units per hectare) may be permitted through a site-specific zoning by-law amendment, site plan application, and associated urban design review subject to the conformity with the policies of Section 11.1 of the Official Plan and the SWAP Secondary Plan. The primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan shall be permitted.

An excerpt from Land Use Schedule 'A' is found at Appendix E

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

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

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

#### **4.1 Use, Intensity and Form**

*Provincial Policy Statement, 2020 (PPS)*

The PPS seeks to create healthy, liveable, and safe communities sustained by promoting efficient development patterns, and compact and cost-effective development (1.1.1). The proposed development is in keeping with these objectives as it provides a compact and cost-effective development within a settlement area helping establish an appropriate land use pattern and contributing to the range and mix of land uses in the area. The development will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas).

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

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

*The London Plan*

This application is being reviewed under all applicable policies and where there is more specific guidance or a conflict between the general policies and the Secondary Plan, the Southwest Area Secondary Plan policies prevail.

The subject site is within the “Neighbourhoods Place Type” in the London Plan along a “Civil Boulevard” which permits residential uses such as townhouses, stacked townhouses and low-rise apartment buildings up to 4-storeys (6-storeys with Type II Bonusing) storeys in height.

The London Plan encourages “inward and upward” growth to achieve compact built form within existing built-up areas of the City. The proposed development is a form of residential intensification that is of a compact built form, located in an existing built-up area in the City of London. Residential intensification may be permitted in all Place Types that allow for residential uses.

Compatibility and fit of residential intensification proposals are evaluated from a form perspective in The London Plan. The subject lands are located on an under-utilized portion of the lands along Southdale Road West that is well-separated from sensitive land uses. Although the proposed 4-storey buildings are located close to the front and side lot lines, there are sufficient separations and buffers between the proposed buildings and the surrounding land uses. Drive aisles, parking, and landscaping separates the proposed development to the south and west, the wooded area will buffer and screen from the east; Southdale Road West and mature trees separate and buffer from the residential uses to the north.

Furthermore, policies within the London Plan, place a strong emphasis on higher intensity development to be located along higher order roads as outlined in the residential Tables pertaining to height. Although the development exceeds the height permissions in the London Plan the proposed development conforms to the purpose and intent of The London Plan by providing a more intense form of development along a higher order road (Southdale Road West). However, as noted above, the proposed height and density are reflective of the prevailing Southwest Area Secondary Plan height and density policies (20.5.4.1 iv) e)). In this case, the proposed 9-storey height and 96 UPH density are permitted on the subject lands.

#### *(1989) Official Plan*

The subject lands are designated “Multi-Family, Medium Density Residential” in the (1989) Official Plan. This designation contemplates multiple-attached dwellings, such as row houses or cluster houses, low-rise apartments buildings; rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged.

The subject lands are located along a major arterial roadway (Southdale Road West) and are proximate to the commercial corridor along Wharnccliffe Road South, the commercial node at Southdale Road West and Wonderland Road South, and the commercial corridor along Wonderland Road South. The subject lands are also proximate to other MFMDR designated lands along the Southdale Road West corridor. The development will be adjacent to dedicated public open space. Other public parkland, and open space areas are interspersed throughout the adjacent neighbourhoods.

Within this designation medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonus (3.3).

In addition to the MFMDR designation on the lands there is also a portion designation Open Space. As indicated above in the Section 1.1 Planning History and Section 2.5 Policy Context, the Open Space designation relates to a previous Ontario Municipal Board hearing decision, that concluded that the wooded area is not significant, but that the landowner would provide 0.72 ha of parkland dedication along the Southdale Road West frontage. An excerpt from that OMB decision is as follows:

“To delete the Vegetation Patch outside ESA's and Wetlands for the south side of

Southdale Road West, west of Wharncliffe Road South on Schedule "B" - Flood Plain and Environmental Features;"

A site-specific policy was added to Chapter 10 of the '89 OP addressing the parkland dedication amount:

"For the approximately 7.7 ha (19 acres) of land located on the south side of Southdale Road West and west of Wharncliffe Road South, municipally known as 99 Southdale Road West, which is designated Open Space and Multi-Family Medium Density Residential, the owner shall dedicate to the City and the City shall acquire from the owner as public parkland dedication .72 ha (1.8 acres) of land designated as Open Space." The owner has also agreed to dedicate 2.83 hectares of the woodlot to the city as discussed below in the Natural Heritage section of this report.

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

#### *Southwest Area Secondary Plan (SWAP)*

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

The subject lands are designated "Multi-Family, Medium Density Residential" and "Open Space" on Schedule 4 and Schedule 12 in SWAP. These designations reflect the designation established in the 1989 Official Plan. The subject lands are also within the North Longwoods Neighbourhood in SWAP. The North Longwoods Neighbourhood policies provide additional details on permitted uses for the subject lands further to the general land use policies. The permitted uses for the subject lands shall be consistent with the MFMDR designation policies of the 1989 Official Plan. These uses, and the permitted density and height have been previously provided in this report (75 UPH and 4-storeys, including the opportunity to exceed these limits subject to additional criteria). The general built form is also meant to be consistent with the policies of the 1989 Official Plan.

The proposed development ensures a compact residential development, is an effective use of land and ensures that the community caters to the needs of all ages, stages of life and income groups. (20.5.1.4.ii) This has been achieved in this development by the apartments providing an alternative form in the area and increasing the range and mix in the area. Location and form are good for all ages in walking distance etc.

A majority of the parking for the proposed apartment buildings will be provided within underground parking structures with visitor parking and overflow parking being provided in surface parking areas. All surface parking areas are provided internal the subject lands, screened from view from the street and abutting properties by the proposed buildings. The provision of underground parking allows for a suitable building orientation with appropriate setbacks that provide opportunities for open space, including the retained wooded area, for residents to enjoy.

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

Looking at the Built Form and Intensity policies (20.5.2) the proposed development's use of articulation and appropriate massing strategically sited throughout the property provide an appropriate transition for adjacent land uses. This can be seen through the proposed building height and intensity between the commercial uses to the east and the institutional and residential to the west. Also, the proposed apartment buildings are largely distanced from the lower density to the north, southwest, and southeast providing for a compatible height transition.



**Figure 6 – Overall Conceptual Rendering (original concept)**

As noted, the general policies of SWAP note that the intent of the “Medium Density Residential” land use designation is to provide for transit-oriented low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the arterial road network. It is important to note that the subject site is within the very specific policy area for residential intensity adjacent to arterial roads and section 20.5.4.1.iv, e) applies. This identifies that development shall be a minimum of 2-storeys in height, and a maximum of 9-storeys in height, with a maximum density of 100 UPH.

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

a) *Function and Purpose*

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

b) *Character*

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

c) *Intent*

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

d) *Built Form and Intensity*

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

The proposed development seeks to permit a higher level of residential intensity on the subject site because it is along Southdale Road West, an arterial road. SWAP identifies that arterial roads are the preferred location for this form of development as they can accommodate higher levels of traffic and tend to provide high levels of public transit service. The proposed development provides a 6.0m setback from Southdale Road West helping create a street-oriented built form and provides surface parking behind the buildings ensuring it is screened from the street. As mentioned, underground parking is also provided along with pedestrian connections throughout the site. The policy also suggests that residential development may develop at a slightly higher density than the typical medium density developments due to the proximity along these arterial roads.



The proposed level of intensity is consistent with these policies as they are proposing densities at 96 uph with a height reaching nine storeys. The remainder of the criteria has been reviewed under Urban Design below.

#### *SWAP and Official Plan – Urban Design*

SWAP outlines urban design policies (20.5.3.9) as they relate to the public realm and the building and site design. Southdale Road West is an arterial road, which is intended to have the highest form of design treatment and act as a socially vibrant public space. A range of design features, including sidewalks, tree plantings, landscaping, paving treatments, and/or lighting, is possible for the proposed development.

The proposed development consists of six apartment buildings. There are two, 4-storey mid-rise, buildings oriented along the Southdale Road frontage with a strong street edge. There is an increase in height transition of 4-storeys to 9-storeys from Southdale Road to the rear of the property to provide a transition from the adjacent residential to the commercial. Across Southdale Road there are townhouses. There were public concerns with regards to obstruction of view from the public living in the townhouse. Through the process staff suggested that the 4-storey buildings be positioned along the frontage of Southdale Road E to provide a transition from the townhouses to the proposed 8 and 9-storey buildings. Along with this, the buildings provide flat roofs with mechanical penthouses and parapets. The parapets correspond with non-balcony locations, breaking up the façade of the buildings.



**Figure 7 – North- west from Southdale Road**

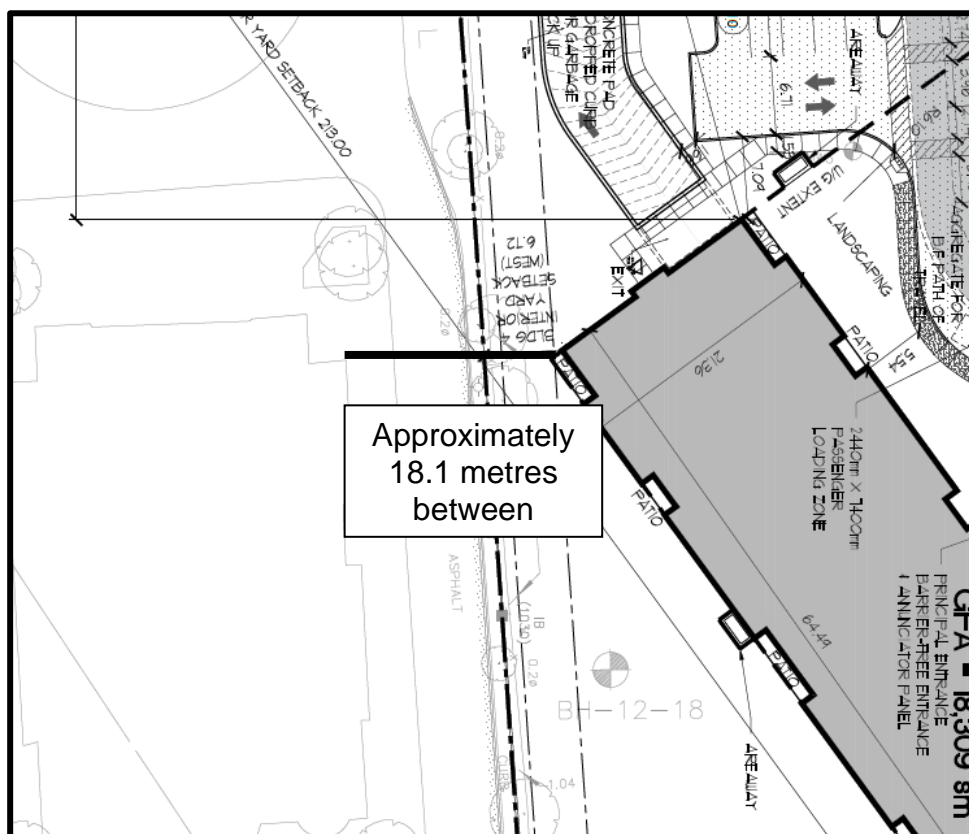
Also, a significant road widening is required along Southdale Road. Staff encouraged the 4-storey buildings be located close to the Southdale Road to provide a strong street wall. A special provision is being recommended to ensure buildings are set back to accommodate trees, door swings, balconies, and awnings.

The intensity of development within the developable area is suitable for the site. In addition, the proposed form of development has made a strong effort to maintain a scale and form that responds to the surrounding land uses. The proposed development supports Development Design Policy (20.5.3.9.i) as the subject site is located along a major transit route with a proposed density that will support this transit. As indicated, the development provides an appropriate height and massing along Southdale Road West, across from the existing residential uses to the north. The location and orientation of these buildings fronting Southdale Rd enforces prominent site lines along the street with visual interest all while creating a comfortable pedestrian environment.

The development also provides increased building heights and massing on the south portion of the property adjacent to existing commercial uses. A 6.0 metre setback is

proposed for the 9-storey apartment buildings to the rear lot line adjacent to the commercial uses. This will provide sufficient space for landscaping and contribute to the overall functionality of this area. The recommended setback will result in minimal impacts to the abutting commercial uses as the existing commercial buildings are located approximately 85 to 100 metres away from the proposed buildings ensuring future compatibility between the land uses.

To the west of the subject site is the Hellenic Centre. A corner of one of the proposed 9-storey buildings is proposed to be setback 6.1m from the lot line adjacent to the Hellenic Centre which is setback approximately 12.0m, for a total of approximately 18.1 metres between the two buildings (See Figure 11 Below). The proposed apartment is angled in a manner which results in the built form moving away from the property line limiting the impacts of the proposed height on the Hellenic Centre and ensuring compatibility between the two land uses. Through the review process staff and the applicant have worked together to come up with the current site layout. The proposed development is considered entirely appropriate in its context from both a compatibility and intensity perspective, however it is worth noting that further modifications can be made through the site plan approvals process.



**Figure 11 – Approximate distance between existing building to the west and proposed building to the east**

Overall, the development’s ability to provide for an increased height with a continuous active street wall along the Southdale Road frontage, provides a positive interface for pedestrians. The buildings provide a unique design variation through an appropriate scale, form, and use of materials which in turn provides for an appropriate human scale along Southdale Road. The development has positioned the height and massing at appropriate locations with a transition in uses where the impacts of the height will be limited on the abutting properties.



**Figure 9 – Closer views of the internal design**

As mentioned, SWAP outlines that building heights of up to 9 storeys is contemplated for properties fronting arterial roads. The proposed 9 storeys in height is in keeping with the purpose and intent of the SWAP for developments along arterial roads.

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

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



**Figure 10 – Looking south onto the rear of the subject site**

The different heights contribute to the pedestrian environment and aids in the transition between the apartments adjacent to the existing commercial and residential properties. The overall development uses setbacks and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment throughout the development while reducing large expanses of blank wall along the street and internal to the site.

The proposed site design and building layout provide a compatible form of development. As mentioned, further refinements to the development concept through the Site Plan Approval process will consider additional mitigating measures. This is a positive development that provides a strong, positive streetscape and allows residents of the community an option for this type of housing.

#### **4.2 Zoning By-law**

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

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

The subject lands are currently zoned “Urban Reserve (UR4)” with a small portion of the lands zoned Open Space, and a larger area Environmental Review in the City of London Z.-1 Zoning By-Law.

The recommendation proposes to amend the Zoning By-law to a Residential R9 Special Provision Zone (R9-5(\_)) Zone and Open Space (OS4) Zone:

- to permit apartment buildings with special provisions for a minimum front yard setback of 6.0m along an Southdale Road West, a minimum rear yard setback of 6.0m, a minimum east interior side yard setback of 12.0m, a minimum west interior side yard setback of 6.5m, a maximum height of 29.5m and the density, lot area, lot coverage and landscaped open space calculation shall be based on a lot area which includes the lands in the abutting Open Space (OS4) Zone

The proposed building height for the apartment buildings to permit a maximum 29.5m is proposed in order to afford flexibility in the final building design. Although there are reduced side yards proposed, all the functional requirements of the side yards, such as access between buildings, landscaping, and services, are adequately provided for within the setback to ensure mitigation measures have been addressed for compatibility between land uses.

Looking at the policies in SWAP and the intent to provide a strong and continuous street edge along major arterial roads, the recommended minimum front yard setback of 6.0m is appropriate and will provide flexibility in building placement. Locating buildings close to the street line promotes a strong street edge which in turn creates a positive pedestrian experience.

The maximum building heights are proposed to be 4, 8 and 9-storeys which are contemplated in SWAP for medium density residential uses along arterial roads. Given the analysis in this report staff have determined that the proposed height variations are appropriate for the subject lands within the surrounding context. The proposed setbacks establish appropriate distances between buildings and lot lines to ensure a compatible development plan. Furthermore, the applicant has advised that landscaping along the lot lines of the subject lands, including such elements as evergreen trees and fencing, may be used to further enhance the transition between uses.

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

#### **4.3 Natural Heritage**

The west portion of the subject lands contains a pond, and the east portion of the subject lands contains a woodlot. The proposed development is directed towards the western half of the subject lands adjacent existing development to the west and south. A portion of the wooded area is proposed to be removed to allow for additional development area, and preferred vehicular access point. However, the balance of the wooded area is to be conveyed to the City of London for conservation purposes. This portion is proposed to be amended to an Open Space (OS4) Zone. While this wooded area has been studied and permitted to be removed by the Ontario Municipal Board, through discussions with staff, the proposed development arrangement has been prepared, as mentioned, to focus the density to the western half and allow the dedication of the wooded area. As discussed previously in this report, the wooded area was deemed non-significant, and through the OMB hearing the vegetation patch was deleted from Schedule "B" of the Official Plan and a specific area policy was added to Chapter Ten of the Official Plan addressing parkland dedication and the wooded area.

Through the review of the proposed application and the 2.33 hectare existing woodlot to be dedicated to the City, staff have no additional concerns with the proposal.

Through the process the Upper Thames River Conservation Authority (UTRCA) remained concerned about potential wetland features on the subject property and as a result hydrogeological and environmental work was undertaken confirming that no wetlands features existed on the lands, only a pond. The UTRCA removed the requirement for an Environmental Impact Study as a result of this work, however an EMP (Environmental Management Plan) is required through the site approval process. Also, UTRCA staff have confirmed the development concept is generally consistent with the concept and that approval of a Section 28 permit from the UTRCA is required for the proposed development to ensure the terms and conditions identified they have identified are addressed.

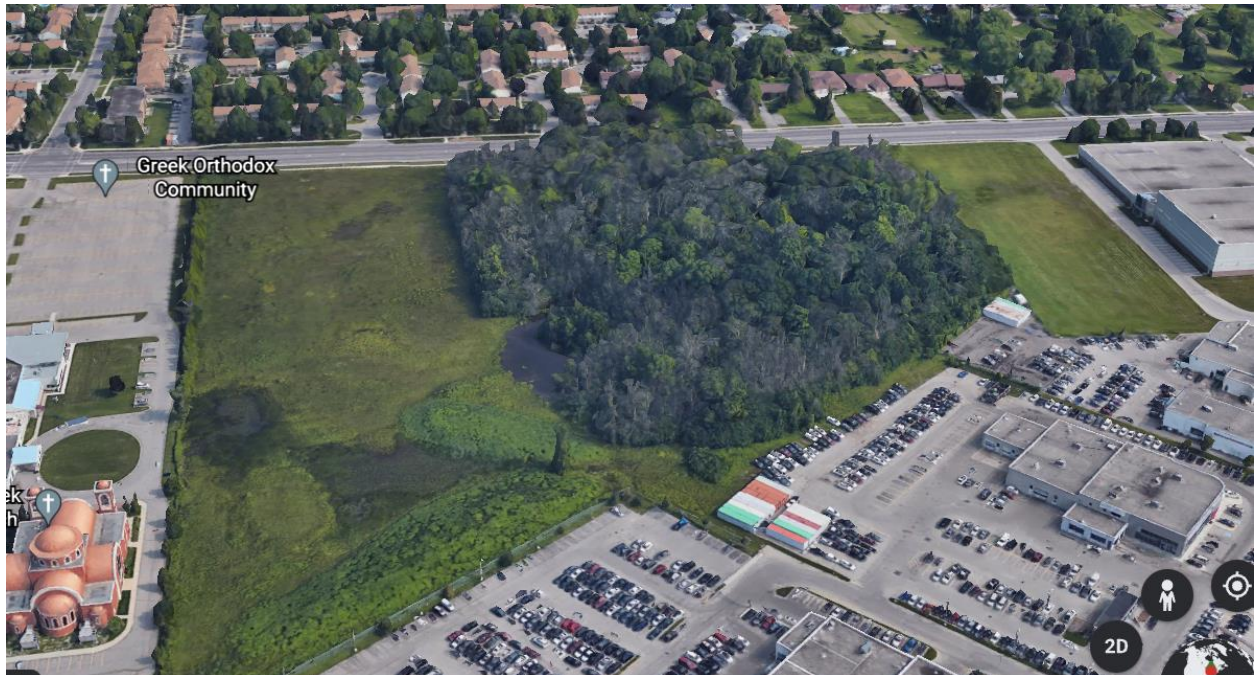


Figure 11 – area of the Woodlot and pond

#### 4.4 Transportation Impact Assessment

The Transportation Division had requested a Traffic Impact Assessment to determine the impact this development will have on transportation infrastructure and improvements that may be required.

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

### Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to the Southwest Area Secondary Plan, and 1989 Official Plan policies. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site.

The development ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where a higher density can be accommodated given the existing municipal infrastructure, frontage on an arterial road, existing public transit, and close proximity to a major commercial node.

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

**Reviewed by:** Mike Corby, MCIP, RPP  
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

Copy: Heather McNeely, Manager, Current Development

## Appendix A Zoning By-law Amendment

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

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 99 Southdale Road West.

WHEREAS Southdale West Holdings Inc. has applied to rezone an area of land located at 99 Southdale Road West, as shown on the map attached to this by-law, as set out below;

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 99 Southdale Road West, as shown on the attached map comprising part of Key Map No. A110 from an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone to a Residential R9 Special Provision Zone (R9-5( ) Zone and Open Space (OS4) Zone.
- 2) Section Number 13.4 of the Residential R9 (R9-5) Zone is amended by adding the following Special Provisions:

R9-5( ) 99 Southdale Road West

a) Regulations:

- |      |  |             |
|------|--|-------------|
| i)   | Height<br>(maximum)  | 29.5 metres |
| ii)  | Front yard<br>(minimum)  | 6.0 metres  |
| iii) | West Side Yard<br>(minimum)  | 6.5 metres  |
| iv)  | East Side Yard<br>(minimum)  | 12.0 metres |
| v)   | Rear Yard  | 6.0 metres  |
| vi)  | The density, lot area, lot coverage and landscaped open space calculation shall be based on a lot area which includes the lands in the abutting Open Space (OS4) Zone. |             |

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

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

PASSED in Open Council on December 7, 2021.

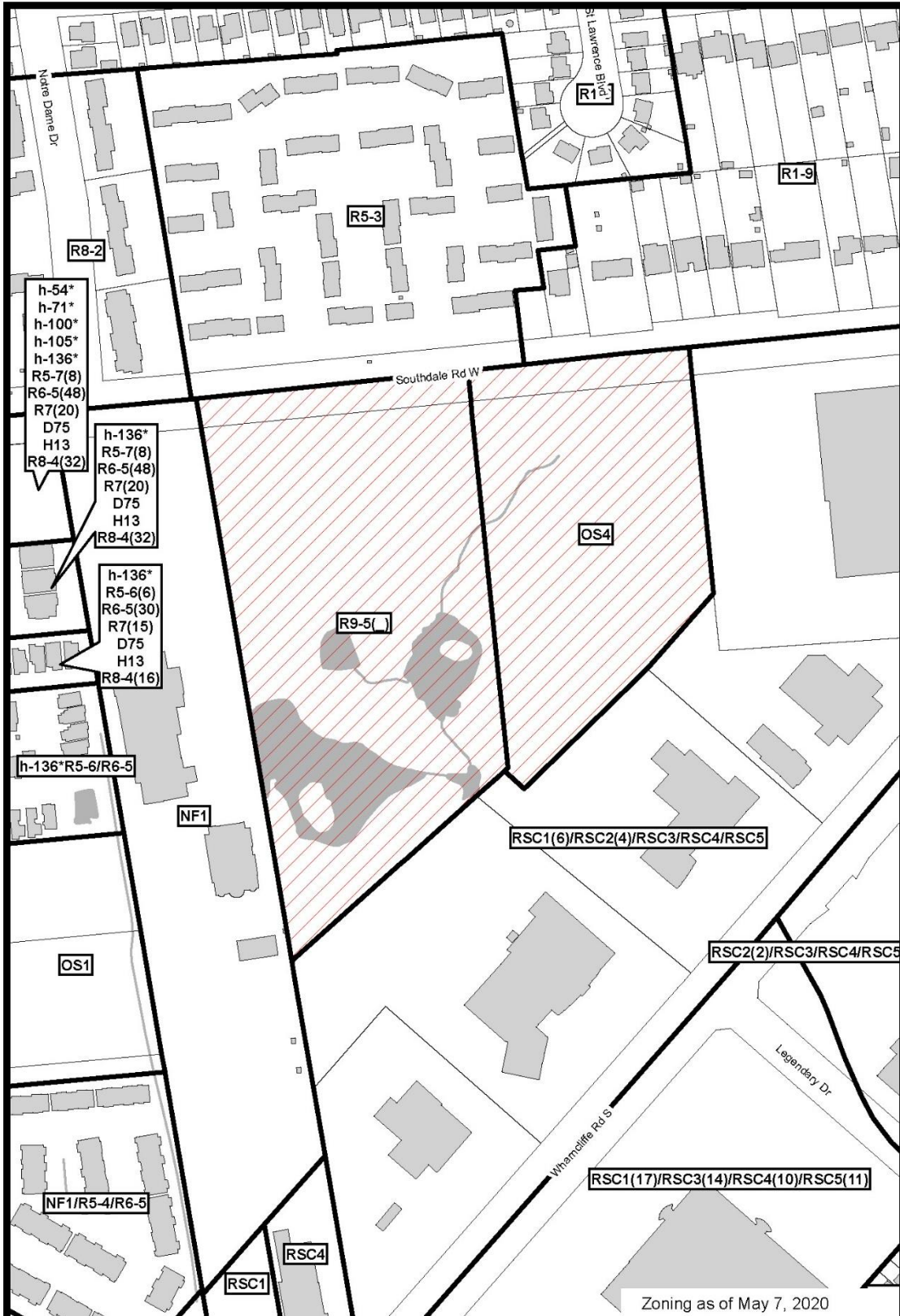
Ed Holder  
Mayor

Catharine Saunders  
City Clerk


First Reading – December 7, 2021  
Second Reading – December 7, 2021  
Third Reading – December 7, 2021



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




File Number: Z-9162  
 Planner: SM  
 Date Prepared: 2020/06/15  
 Technician: RC  
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



## Appendix B – Public Engagement

### Community Engagement

A Notice of Application was sent to property owners within a 120-metre radius of the subject site on January 22, 2020, and was published in *The Londoner* on January 23, 2020. One “Possible Land Use Change” sign was placed on the subject site, fronting onto Southdale Road West. Written and verbal replies were received from five individuals requested information on the status of the application. A revised notice was published in *The Londoner* on October 8, 2021, and sent to property owners

The public’s comments generally included:

- Scale, intensity and height
- Too many units
- Parking reduction
- Traffic volume and safety
- Access
- Privacy/Overlook
- Light/Noise
- Crime
- Lack of green space
- Affect on the wetlands
- Buffering
- Sufficiency of Servicing Infrastructure
- Obstruction of view
- Type of tenancy
- Loss of property value

Good evening,

I'm writing to voice my concern over the planning application revisions at 99 Southdale Rd West. Putting this many units will destroy the protected green space on Southdale.

Traffic will be impossible if 751 units are added. It's too high density.

What are the plans for schools in the area as the closest one is already over capacity with too many students in portables.

I'm also concerned about a higher crime rate.

Thanks,  
Kristina Hanke

In response to recently receiving the Revised Notice of Application for 99 Southdale Road West, my position on this matter has not changed. I am strongly opposing any planning application for future development.

I oppose this application due to many facts / concerns:

1. FACT - Buildings of this magnitude will destroy the **Protected Wetland** to the east of this property. Geese, ducks, reptiles, bull frogs, and other living creatures, including our provincial flower – trilliums - will be not protected at all.

- The land was not designed for this magnitude of structural development. Development will increase noise and air pollution and be a hindrance to our community in so many ways. It would be a disgrace to allow this application to be approved. I noticed that a paragraph has been removed from the original Application – *“open space lands that will be dedicated to the City beyond the prescribed parkland dedication amount to the benefit of the surrounding neighbourhoods”*. What is the intent here by removing this paragraph? Is the City not involved with the building design and protecting open lands for the benefit of the surrounding neighbourhoods? That is clearly sending a wrong message; i.e. City has no responsibility or concern about this neighbourhood nor its eco-systems – only looking to seek profit and changing the landscape to be a city with concrete, not trees. What benefit is it to the residents of London to change the current landscape at 99 Southdale Road W.? Does the city not care about protecting its eco-systems and maintaining a healthier living environment for its residents?
2. FACT - High Density will increase the issue with traffic even more so. I recall citing my concerns when widening of Southdale was in the planning stages. I stated that with the higher volume of traffic and increase in speed limit, this will attract car racers / speeders and it would make it very dangerous and difficult with getting in / out of our complex. Years later, my concerns were proven to be correct. This is a fact. Speeders continue and the traffic is so dense that we have difficulty entering / exiting our complex directly across the street at 166 Southdale Road West which houses 161 units. One resident was hit by a car and still walks with a cane (others, including myself have had near misses with cars).
    - Having only one entry and one exit point of the proposed development on Southdale Road W. facing north will create even more havoc with entering / exiting our complex, especially when the centre lane is used not only for entering the complex (from the west), but for exiting (to the east) as the centre lane is used in order to cross over to the eastbound lanes. Proposed development will house at least 2,000 residents (751 units) and if each unit has two cars, that is a total of 4,000 cars going in and out of the proposed development. Currently, our complex has 161 units with a maximum of 372 vehicles. The Greek Hellenic Centre hosts several events and traffic going west uses the centre lane for turning left (south) into that complex. So... you have traffic coming from all directions in the centre lane - traffic from the east turning into the proposed complex (south), traffic from the west turning into our complex (north) that has two entry points, plus traffic from our complex (two entrances) turning east in the center lane to cross over into east-bound traffic. This will be even more of a traffic nightmare, not to mention the hindrance of the flow of traffic and impending safety concerns. I will reiterate that one neighbor who was hit by a car at Southdale and Notre Dame and now walks with a cane. The City has done very little to stop the continuous speeding, racing, noise violations (enhanced mufflers on vehicles) and pollution, so.... how is the City going to manage even more traffic, congestion, speeders, noise and safety within our neighbourhood?
  3. Higher crime rate will likely ensue with higher population density. Currently, there is crime to the west of the proposed planning property in high density areas (Singleton Ave. area) and when you build multiple high density buildings (rentals), the crime rate will increase.
  4. FACT - any development will impede the frontage view of residents within our complex. According to the City's Original Plan, there cannot be any obstruction in the frontage of our property (facing south).
  5. FACT – NOISE and AIR Pollution (with the high density of population and traffic) will significantly increase, which will affect residents' (including wildlife) health and well-being.

6. FACT – any kind of future construction will have a negative impact on the surrounding wildlife and residents – too many negative items to list, let alone the logistics involved with any future development of this magnitude.

The City of London needs to protect its (our) precious land at every cost. It is not always about making money / profit and appeasing developers in order to gain money / profit. Taxpayers of London have a voice and we need to be heard, not ignored. Many of us have lived in this neighbourhood for over twenty (20) years. I have seen the development over the years and the landscape has changed dramatically (not in a favourable way). I walk twice daily and I cannot even walk down Southdale Road West (between Wharncliffe and Wonderland), fearing that I will be hit by a car (as one of my neighbours was). I am frustrated with how the current traffic density, racing of motorists, noise, pollution, and higher crime rate is affecting our neighbourhood and causing havoc and anxiety for many of us. The City has a responsibility to continue in **protecting Designated Protected Wetlands** and to protect / safeguard the EXISTING residents of this area, and it can do so by vetoing this planning application.

**Pamela McInnes**

Please advise where the driveways will be located. Also, what will happen to the wetlands?

Regards,

Yvette Daigle

As a resident of Notre Dame Drive for the past 12 years I am again very disappointed with this next proposed planning for extremely high-density residential units that could hold the total population of a small town .

This would be in addition to a large, ugly and high-density multi-unit structure on the south west side of the Greek Orthodox Community Centre that is nearing completion. When the City was looking for input for that development, I had been assured that there would be a significant green-space created in conjunction with that development. **THIS DID NOT HAPPEN!**

Now another huge development with no provision for any public green-space or park is being proposed on what appears to be wetlands at 99 Southdale Rd West.

Traffic on Southdale Road in this area is already very heavy with speeders/racers frequenting the strip.

This development is further evidence of the thoughtless and non-visionary planning that the City of London continues to inflict upon its tax payers.

Why is the entire length of Southdale Rd from Wonderland Rd to Wharncliffe Rd on both sides of the road being devoted solely to high density multi- unit residential units?

I foresee even more road accidents, injuries and deaths on this road than what we already currently experience.

Regards,

**Tony Parker**

Good day Mr. Meksula and Mr. Van Meerbergen,

I would like to officially submit my opposition to the above-noted planning application, **#Z-9162**.

I was born and raised in London. My husband and I are retired and own a condo in the complex located at 166 Southdale Road West, which is directly across the street from your proposed development.

Can the city not leave **one single wooded area** alone in southwest London?? Is it necessary to fill every empty piece of land with high-rises??

Southdale Road West has already become unbelievably busy ... as it is, we generally experience quite a wait to exit our condo complex onto Southdale Road.

Although I am not certain, I have to wonder if this development would lower the value of our condos - and be an eyesore compared to the beautiful wooded area we currently enjoy, which we have always appreciated.

This particular part of the city is getting built-up very quickly but surely there is land to build such a development on Wonderland South or further up on Southdale?? Vacant/cleared land where you wouldn't have to destroy wooded acreage in order to build?? Remember ... the "Forest City"?????

Please consider our complex when making this decision - and the **already** WAY TOO busy traffic on Southdale Road West.

Thank you for your consideration.

Wendy Preib

I am in receipt of the recent planning application for this property and whilst I am not an individual to stand in the way of progress I am somewhat disappointed and concerned that this new development of high density housing does not appear to provide any "green-space" or community park, space of any kind. Regrettably other recent high density residential projects on the south side of Southdale Rd have also excluded any green space or community enhancement areas. Green space is disappearing as are trees and animal habitats. This whole area is now turning into high density residential housing with no consideration for green-space or community meeting places. Very sad.  
regards

Anthony Parker

To: Sean Meksula,

I wish to object to the re zoning of the concerned area on 99 Southdale Rd. West. I live right across the street from the area in question (at 166 Southdale Rd. West), and I feel that the area will be too congested with traffic in and out. It looks like the 2 entrances/exits are directly across from ours.

I've lived here over 20 years and have watched the development taking place all along Southdale Rd, and would hate to see the last piece of natural area disappear. There is wildlife in that field, including geese, that will be displaced. Just because there are no trees right in the field, doesn't mean that it isn't providing shelter and food for animals and birds, etc. It is an ecosystem that should be left alone.

Altogether, an undesirable plan.

Thankyou.

Mrs. Allyson Burdett

Hello,

In regards to this Notice Of Planning Application, I strongly oppose to the development of new apartment buildings (cluster of them – high density) in this area.

This area is considered a registered Protected Wetland by the City of London and should NOT be disturbed and/or developed, as it will affect the environment, wildlife and nature in this area. Canadian Geese, frogs and other wildlife live in this area. It would be a violation to develop in this area. There are trilliums in this area, as well, and any development would be in violation of the Ontario Trillium Protection Act, 2009.

When the development of Southdale Road W. was widened, it was recorded that this area is protected Wetlands and no development will ever take place.

Pamela McInnes

Good Afternoon Sean,

Please see the comments below submitted to Councillor Van Meerbergen from Carol Thorley concerning the 99 Southdale Rd West application:

I am concerned you are taking away more greenspace in this area by adding dense housing.

When does this stop.

Southdale Rd is already a busy corridor for traffic this would add more and require more roadwork increasing lanes can causing issues with existing homes.

There is a sense green area for wild life that has already been displaced by other intense construction. It is time to leave greenspace not build more dense buildings.

It probably would be a great idea to fix or rebuild existing homes not new leaving dilapidated buildings.

Carol Thorley



*Holy Trinity Greek Orthodox Community  
Of London & Vicinity*  
ΕΛΛΗΝΙΚΗ ΟΡΘΟΔΟΞΟΣ ΚΟΙΝΟΤΗΣ  
ΑΓΙΑΣ ΤΡΙΑΔΟΣ ΛΟΝΔΙΝΟΥ ΚΑΙ ΠΕΡΙΧΩΡΩΝ



October 26, 2021

**Alanna Riley, MCIP, RPP, Senior Planner**  
**Development Services**  
City of London  
300 Dufferin Avenue, 6<sup>th</sup> Floor  
London ON, PO BOX 5035  
N6A 4L9

Dear Ms. Riley,

**Re: Z-9162 Public Meeting for 99 Southdale Road West, Zoning By-Law Amendment**

We have respectfully reviewed the amended development proposal for 99 Southdale Road West and have the following comments and concerns to address with the Planning and Environment Committee.

To begin with, The Holy Trinity Greek Community of London and Vicinity is not opposed to the development of the subject lands, but we strongly object to the magnitude of the development as proposed. The current proposal does not reflect the conclusion of our previous discussions. We understand that our Church would be the focal point of the surrounding area and not distracted by larger more prevalent buildings.

Please reference, "Notice of The Adoption of An Official Plan Amendment by the Council of The Corporation of The City of London dated 7<sup>th</sup> day of February 2006". Under amendment 3.5.18 of Bostwick East Area Plan Amendment, it says, "... residential designated lands along the south side of Southdale Road West to address building form and massing, suitable scale and stepping of height from adjacent existing single detached dwellings and encourage reasonable visible sight lines to the Holy Trinity Greek Orthodox Church, prior to draft plan of subdivision approval and site plan approval."

We have developed our Hellenic Community Centre and especially our church to provide an architectural and activity focal point for the heart of this area.

The current proposal is requesting 8 and 9-storey high rise residential apartment dwellings adjacent to our property at 133 Southdale Road West and alongside our church is not within the "spirit and understanding" from the FINAL Official Plan Amendment made by the City of London in 2006. Our church will be dwarfed by these adjacent high rise apartment buildings. The light will be blocked out, visibility from Southdale Road will be obstructed and the openness and privacy we are accustomed to will be forever lost. The proposed look of this eastern development certainly is not compatible with the current look of the landscape west of our property.

In addition, we have the following questions/concerns related with the proposed development plan:

1. From our understanding, the proponent must have regard for the London Plan. Currently, the subject lands are in the Neighborhoods and Green Space Place Types in the London Plan. The Neighborhoods

131 Southdale Rd. W., London, ON N6J 2J2 • Tel: (519) 438-7951 • Fax (519) 438-6834  
Email: [londongreekcom@bellnet.ca](mailto:londongreekcom@bellnet.ca) • Website: [www.londongreekcommunity.org](http://www.londongreekcommunity.org)

Place Type permits "low-rise" apartments with a maximum height of 4 stories with the potential of up to 6 stories with Type 2 bonusing. Therefore, this allows for medium density up to a maximum height of 6 stories. However, the plan proposed is of multi-family, high density development which clearly exceeds the allowable heights and density by 2 and 3 stories. If permitted, this sets a dangerous precedent within the City's Urban Growth boundary for other future developments. We strongly object to these heights and density proposed.

2. Access to the subject lands via Southdale Road West has been an ongoing issue with past development proposals. This development proposes two (2) full access points for egress and ingress to the site. Has this access to the proposed development been resolved? Was there a requirement for a "Traffic Impact Analysis" to be undertaken in order to support the Zoning By-law Amendment and if so, what were the results / recommendations of this report? We have concerns with the increase in traffic along with the associated congestion that will be produced from this high-density addition to the area.
3. The proposed buildings overshadow our church from the east. Have "Shadow Studies" been conducted on the proposed development plan and its effects on our church/property?
4. Has a "Bird Study" been conducted due to the proximity of the woodlot to the east with respect to the heights of the buildings?
5. The proposed plan shows a requested density of 96 units/hectare. Is this density calculated on the total area (i.e., developable area and protected forested/open space area) or only on the proposed developable area? The density should be calculated for what is developable.

With all the above based concerns, we would like to state that we are strongly opposed to the current proposed Zoning By-law Amendment and Plan for 99 Southdale Road West. The proposed plan should respect and reflect those past decisions made for the area. Most importantly, the proposed plan for the east should show compatibility and be complementary towards the current look of the west development. We would prefer to see the Zoning By-law Amendment move the plan towards a multi-family, medium density of no more than the permitted 4 storeys without the Type 2 bonus allowed.

Yours truly,

John P. Tryphonopoulos, Vice President  
HOLY TRINITY GRAEK ORTHODOX COMMUNITY OF LONDON AND VICINITY  
133 Southdale Road W  
London, Ontario N6J 2J2  
519-857-8371  
[jtgramma@gmail.com](mailto:jtgramma@gmail.com)

cc: Paul Van Meerbergen, Ward Councillor

Hi Paul and Alana,

Please note that when I canvassed the neighbourhood there was a large percentage of residents that **did not receive** any notification from the City. Owners who have lived here for a few years did not receive a notice, nor did other residents.

I believe it is the City's responsibility to not only issue Notices of this nature to all residents (that are affected by a Notice), and to update its directory (in a timely fashion), as it is outdated. Perhaps the City can mail out notices to residents / occupants.

In addition, pursuant to my concerns stated in previous emails, the City has to recognize that no other housing of this magnitude (751 apartments, six buildings) has been developed/erected on the entire Southdale Road - from east to west - Pond Mills to



Westdel Bourne. In particular, there are no housing frontages facing south (such as ours - having only access points being on Southdale Road) that directly face any housing frontages facing north (with only access points being on Southdale Road).

According to London's Environmental Policies (excerpt below), London is to protect and conserve our natural resources.

Protection, management and enhancement of the environment is central to all of the planning that we do. Our Environmental Policies provide direction for: 1. The identification, protection, conservation, enhancement, and management of our Natural Heritage System. 2. The minimization of risks associated with Natural and Human-made Hazards. 3. The identification, protection, and conservation of our Natural Resources

WHAT ARE WE TRYING TO ACHIEVE? 1295\_ Our Environmental Policies will provide clear direction for the long-term protection and conservation of our Natural Heritage System and our Natural Resources and ensure that development is directed away from Natural and Human-made Hazards

Any development will impede our natural resources. The City will not be protecting its natural resources if it proceeds with the proposed development. It is far too large of a project.

**Pamela McInnes**

Thanks Alanna for taking the time to speak with me.

One question – does the City of London currently own all of the land between Leons and the Greek Hellenic Community Centre on Southdale Road W.?

**Pamela McInnes**

Thanks for your response.

I'm not a subject-matter expert with understanding zoning, therefore, I took the liberty of "googling" and found some information. My understanding is that no development / buildings can be erected in protected / designated Wetlands. The neighbourhood is strongly opposing ANY development at 99 Southdale Road W. This is a high density populated proposition in a very small area that has wildlife in the area that is full of water and vegetation, and will affect the landscape and be detrimental for all living creatures nearby, as well as having a tremendous negative impact to those who live directly across from 99 Southdale Road W and the surrounding area – which I have stated.

As well, I am questioning the validity of the holding company. I have reached out to professionals and did my own research and there is no registered Southdale West Holdings Inc. company that can be found. This is raising a red flag – many Asian companies are trying to gain land in southwestern Ontario for development. Is this a hidden corporation under a larger corporation or a "corrupt" company?

In speaking with a member of the Hellenic Community Centre, this "so-called" company is trying everything to gain access to this open space.

Another note – the pictorial shows that a significant portion of the protected Wetland will be removed to accommodate 751 units (six apartment complexes).

I am hoping that we can connect by phone to discuss further my concerns or is it best that I speak with Paul Van Meerbergen on this matter?

**Pamela McInnes**

## Appendix C – Policy Context

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

### ***Provincial Policy Statement, 2020 (PPS)***

Policy 1.1.3.1 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.2 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.3 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.1.3.4 Building Strong Health Communities, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, Settlement Areas

Policy 1.4.3 Building Strong Health Communities, Housing

Policy 1.7.1 Building Strong Health Communities, Long Term Economic Prosperity

Policy 2.6.1 Wise Use and Management of Resources, Cultural Heritage and Archaeology

Policy 2.6.2 Wise Use and Management of Resources, Cultural Heritage and Archaeology

### ***1989 Official Plan***

3. Residential Land Use Designation

3.1.1 v) - General Objectives for All Residential Designations

3.1.3 – Multi-family, Medium Density Residential Objectives

3.3 Multi-family, Medium Density Residential

3.3.1 Permitted Uses

3.3.3 Scale of Development

3.7 Planning Impact Analysis

11. Urban Design Principles

11.1.1 i), ii), xi), xv), xviii)

13. Heritage Resource Policies

13.4 Archaeological Resources

15. Environmental Policies

15.1.1 Natural Heritage Objectives

15.3.6 Ecological Buffers

15.3.7 Management and Rehabilitation Priorities

15.4.2 Wetlands

15.4.5 Significant Woodlands and Woodlands

15.4.7 Wildlife Habitat

15.4.14 Other Woodland Patches larger than 0.5 ha.

15.5.1 Purpose of Environmental Studies

15.7 Erosion and Wetland Hazards

19 Implementation

## 19.9.5 Noise, Vibration and Safety

i) Noise Attenuation

iv) Setback from High Pressure Pipelines

## 19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

### **Southwest Area Secondary Plan:**

20.5.1.2;

20.5.1.4;

20.5.2;

20.5.3;

20.5.4;

20.5.16;

Schedule 1, 2, 4, 12

### ***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 59\_2., 4., and 8. Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

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 90\_ Our City, City Structure Plan, The Growth Framework, Primary Transit Area

Policy 154\_8. Our City, Urban Regeneration

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 389\_ City Building Policies, Forest City, What Are We Trying to Achieve

Policy 393\_ City Building Policies, Forest City, How Are We Going to Achieve This, Urban Forestry Strategy

Policy 394\_ City Building Policies, Forest City, How Are We Going to Achieve This, Urban Forestry Strategy

Policy 398\_ City Building Policies, Forest City, How Are We Going to Achieve This, Strategic Approach

\*Policy 399\_3. and 4. b. City Building Policies, Forest City, How Are We Going to Achieve This, Strategic Approach, Protect More

Policy 497\_ City Building Policies, Homelessness Prevention and Housing, What Are We Trying to Achieve

Policy 554\_2. and 3. City Building Policies, Cultural Heritage, What Are We Trying To Achieve

Policy 557\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, The Register of Cultural heritage Resources

Policy 565\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 566\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 567\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 568\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, General Cultural Heritage Policies, Design

Policy 574\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Individual Heritage Properties

Policy 579\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Archaeological Resources

Policy 581\_ City Building Policies, Cultural Heritage, How Are We Going to Achieve This, Identification of Cultural Heritage Resources, Archaeological Resources

Policy 586\_ City Building Policies, Cultural Heritage, Specific Policies for the Protection, Conservation, and Stewardship of Cultural Heritage Resources, Individual Heritage Properties

Policy 608\_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 609\_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 616\_ City Building Policies, Cultural Heritage, Archaeological Resources

Policy 617\_ City Building Policies, Cultural Heritage, Archaeological Resources

\*Table 10 Range of Permitted Uses in Neighbourhoods Place Type

\*Table 11 Range of Permitted Heights in Neighbourhood Place Type

\*Policy 919\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

\*Policy 937\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

\*Policy 939\_6. Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

\*Policy 952\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Site Plan Approval for Intensification Proposals, Public Site Plan Approval Process

\*Policy 953\_2 a.-f. and 3. Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

\*Policy 1578\_ Our Tools Planning and Development Applications, Evaluation Criteria for Planning and Development Applications

Policy 1682\_ Our Tools, Planning and Development Controls, Site Plan Control, Public Site Plan Process

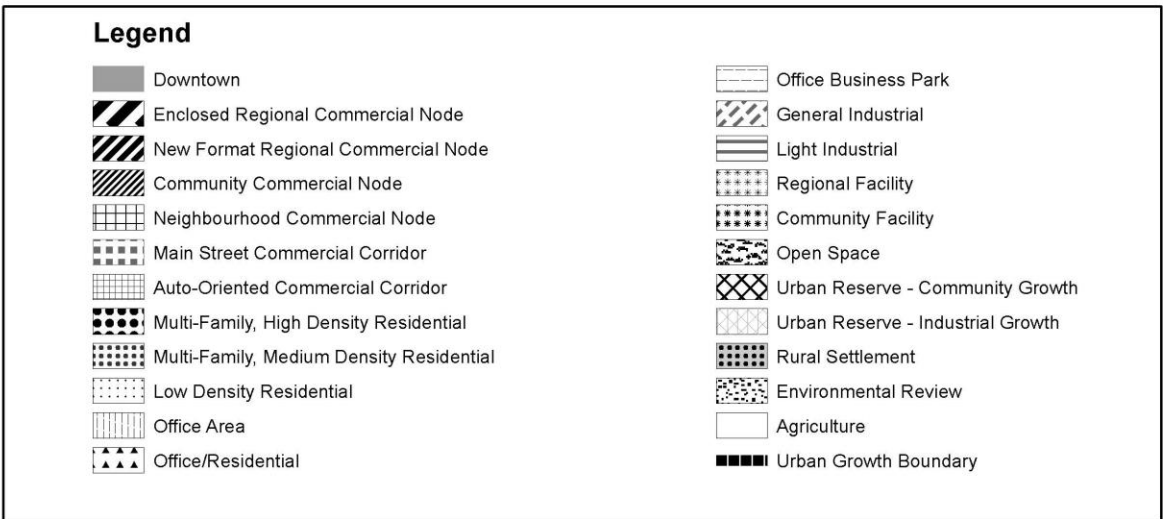
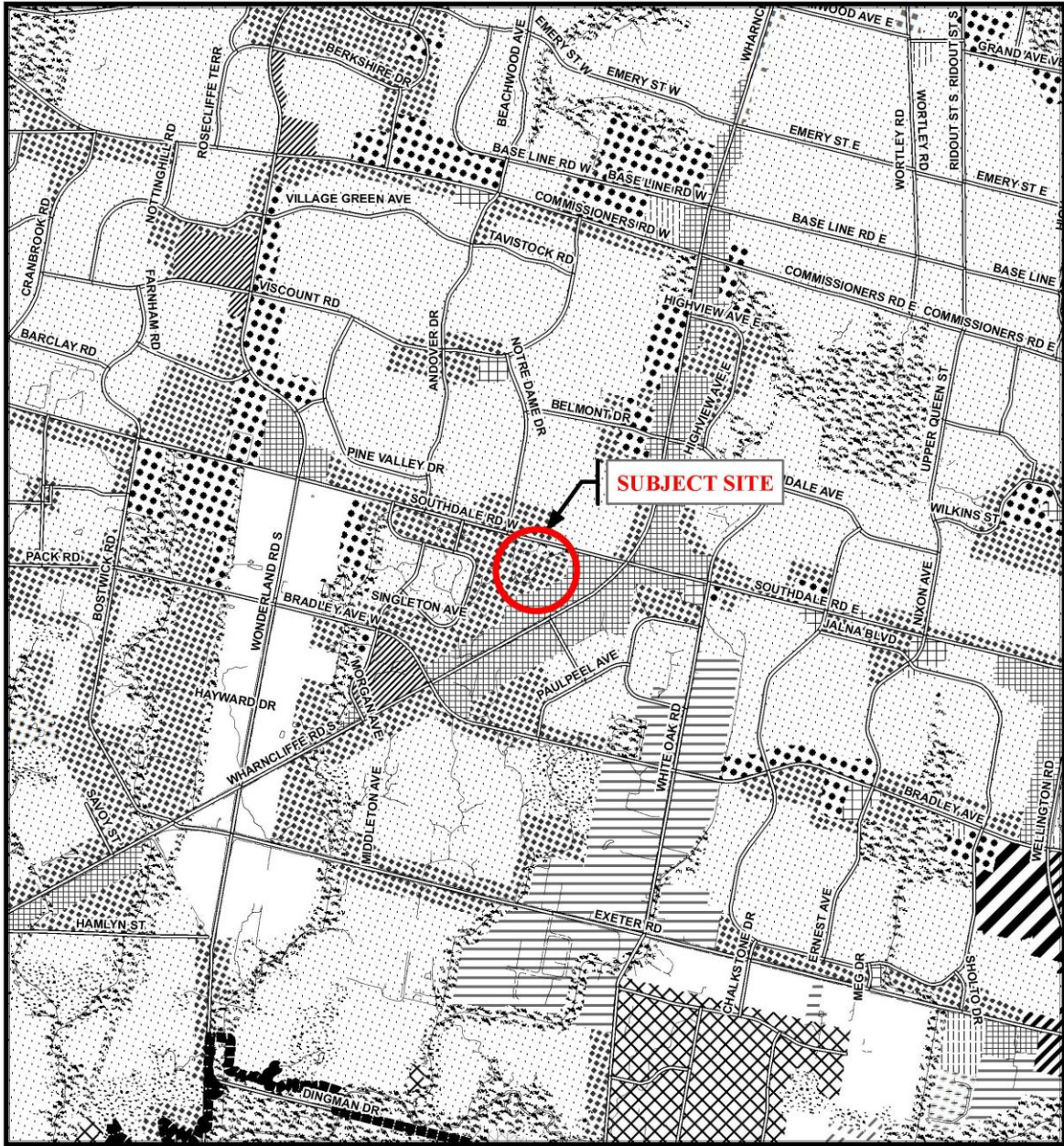
\*Policy 1683\_ Our Tools, Planning and Development Controls, Site Plan Control, Public Site Plan Process

3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.	The proposed land use is a contemplated use in the Southwest Area Secondary Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site is able to accommodate the intensity of the proposed use. Detailed site design at the site plan approval stage will help refine site elements.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use; and	There is no vacant land in the area which is already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high-density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.	The site is located close to office and commercial uses, elementary schools, numerous parks, and bus service on Southdale Road W
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	The proposal is not eligible to be considered for affordable housing as a bonus provision is not requested. Apartment units may be more intrinsically affordable than single detached dwellings.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale/height of the proposed development is mitigated to the east by the side-to-rear yard relationship between the development and commercial to the south, institutional to the west, and woodlot to the east. Suitable on-site setbacks provided from the rear of the building to the property to the south, impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.
The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties	Transportation has accepted the Transportation Impact Study and any additional concerns will be dealt with through the Site Plan Approval process.

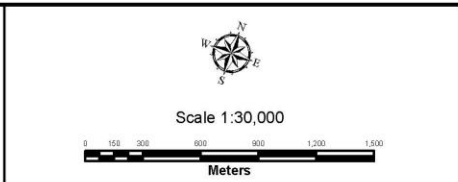
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>The applicant is commended for incorporating the following into the design of the site and buildings: locating the buildings close Southdale Road W with the parking lot at the rear. At the site plan stage, additional attention should be paid to detailed design criteria to further urban design goals.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>Not applicable.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>Not applicable.</p>
<p>Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment is consistent with the in-force policies of the Official Plan and Southwest Area Plan. The requirements of the Site Plan Control By-law will be considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage through the site plan approval process.</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>Enhanced, robust tree planting and landscaping in combination with privacy fencing, and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.</p>

# Appendix D – Relevant Background

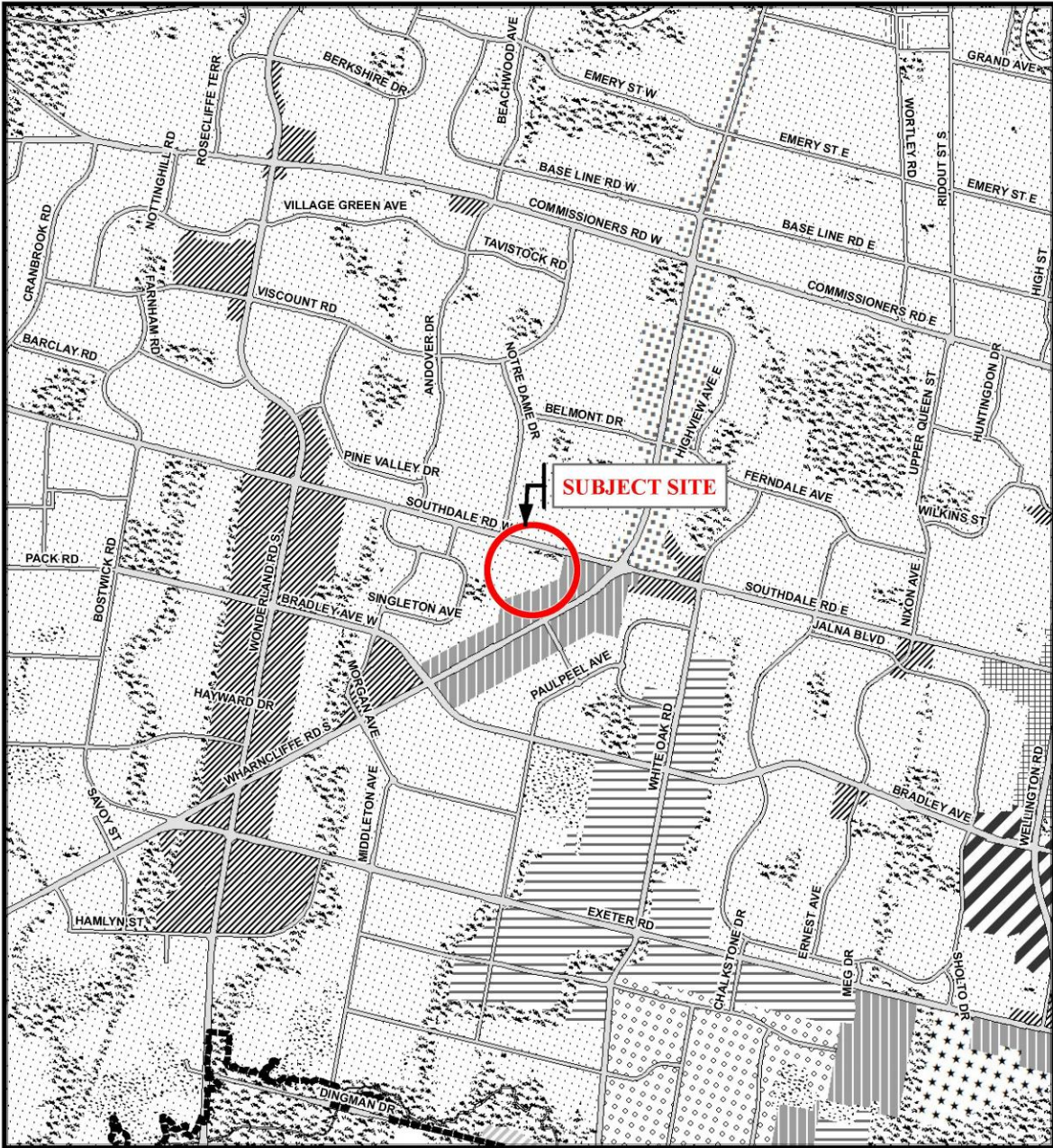
## Additional Maps



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



FILE NUMBER: Z-9162  
 PLANNER: SM  
 TECHNICIAN: RC  
 DATE: 2020/06/09



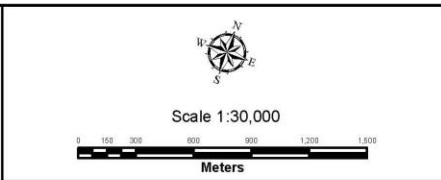
**Legend**

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

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

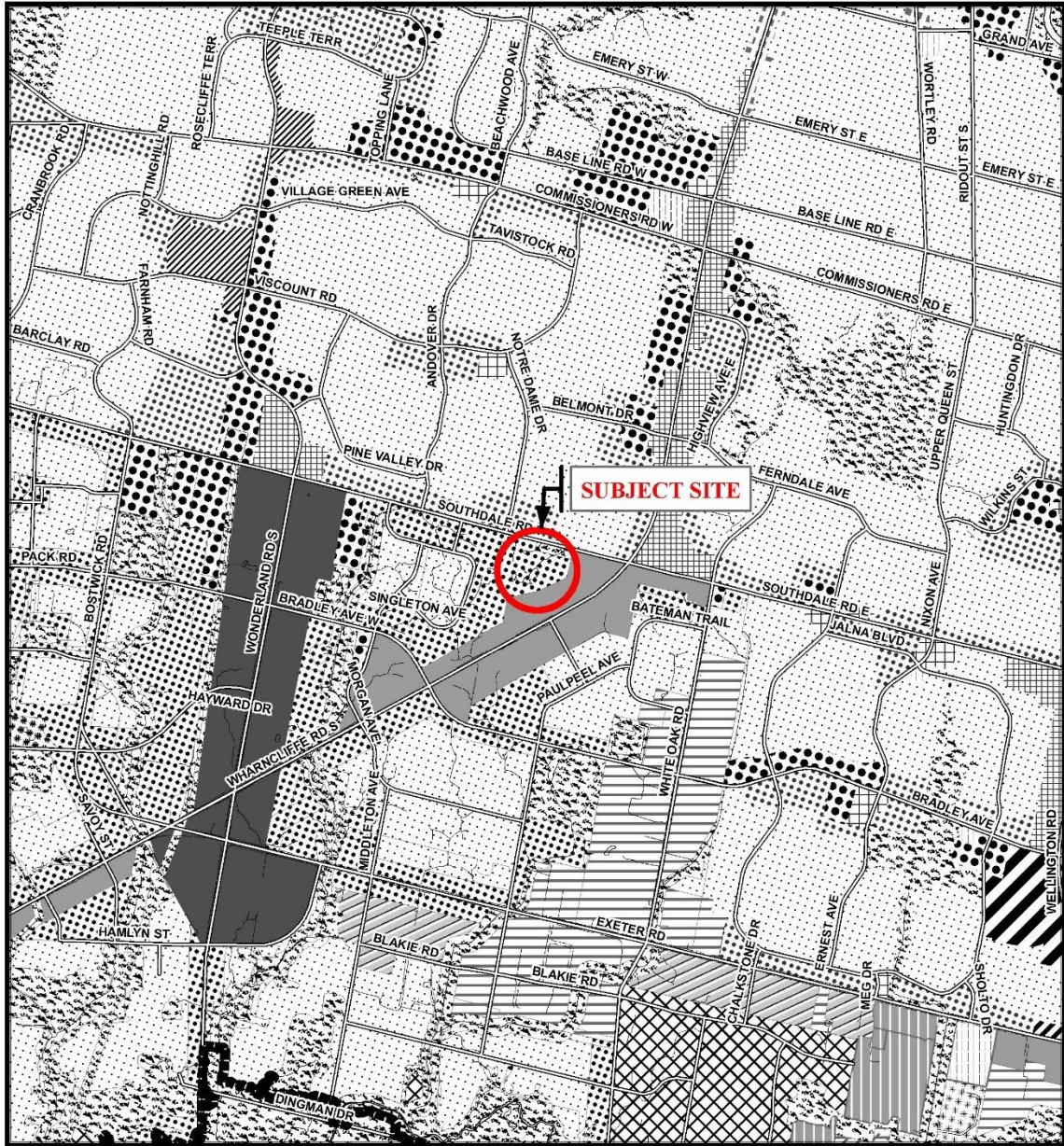
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

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



**File Number:** Z-9162  
**Planner:** SM  
**Technician:** RC  
**Date:** June 9, 2020





Legend	
	High Density Residential
	Medium Density Residential
	Low Density Residential
	Commercial
	Office
	Wonderland Road Community Enterprise Corridor
	Main Street Lambeth North
	Main Street Lambeth South
	Open Space
	Institutional
	Industrial
	Commercial Industrial
	Transitional Industrial
	Urban Reserve Community Growth
	Urban Reserve Industrial Growth
	Rural Settlement
	Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 1200 1500</p> <p>Meters</p>	<p>FILE NUMBER: 99 Southdale Rd West</p> <p>PLANNER: AR</p> <p>TECHNICIAN: RC</p> <p>DATE: November 12, 2021</p>
---	--	--

PROJECT LOCATION: e:\planning\projects\p\_official\planwork\consol00\excerpts\vmxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: LI1**

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:  
Z-9162 SM

MAP PREPARED:  
2020/06/09 RC

1:4,000  
0 20 40 80 120 160  
Meters

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