

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: 2810645 Ontario Inc.
475 Grey Street
Public Participation Meeting

Date: February 7, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2810645 Ontario Inc. relating to the property located at 475 Grey Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022, to amend the 1989 *Official Plan* for the City of London Planning Area by **ADDING** a policy to Chapter 10, Policies for Specific Areas, to permit a maximum residential density of 96 units per hectare (UPH) in the form of stacked townhouses to align the 1989 *Official Plan* policies with the Neighbourhoods Place Type policies of *The London Plan*;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022, to amend Zoning By-law No. Z.-1, in conformity with the 1989 *Official Plan* as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R2 Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone; and,

Summary

Summary of the Request

The applicant requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject site from a Residential R2 Zone to a Residential R8 Special Provision (R8-4(_)) Zone for the purpose of constructing two (2) 2.5-storey (11.0 meter) stacked townhouse buildings three units high with a total of thirty-six (36) residential units (18 units per building). The Residential R8 zone would also permit Apartment buildings, Handicapped person's apartment buildings, Lodging house class 2, Senior citizen apartment buildings, Emergency care establishments, and continuum-of-care facilities as uses on the subject site.

The following zoning special provisions were requested to facilitate the development:

- a parking rate of 0.9 spaces per residential unit for a total of thirty-four (34) on-site parking spaces (minimum) in place of 1.25 space per residential unit (45 spaces);
- stacked townhouses to a maximum of three (3) units high in place of a maximum of two (2) units high;
- a maximum residential density of 96 units per hectare (UPH) in place of a maximum of 75 units per hectare (UPH);
- a minimum exterior side yard setback (Maitland Street) of 3.3 meters in place of 7 meters;
- a minimum rear yard setback of 3.3 meters in place of 4.8 meters; and,
- a minimum front yard setback (Grey Street) of 3.2 meters in place of 7 meters.

The City also initiated an amendment to the 1989 *Official Plan* to add a policy to Chapter 10, Policies for Specific Areas, to permit a maximum residential density of 96 units per hectare (UPH) in the form of stacked townhouses 3 units high to align the 1989 *Official Plan* policies with *The London Plan* policies that apply to the subject site.

Purpose and Effect of the Recommended Actions

The purpose and effect of the recommended Official Plan and Zoning By-law amendments is to recommend the approval of the requested amendments to permit residential infill and intensification in the form of two (2) 2.5-storey (11.0 meter) stacked townhouse buildings three units high for a total of thirty-six (36) residential units with associated special provisions.

Rationale for the Recommended Actions

- i) The recommended amendment is consistent with the *Provincial Policy Statement (PPS)*, 2020, which encourages the regeneration of settlement areas, opportunities for intensification and redevelopment, and higher density residential development within transit supportive areas. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future.
- ii) The recommended amendment to Zoning By-law Z.-1 conforms to the Residential Intensification policies and the Infill Housing and Conversion of Non-Residential Buildings policies of the 1989 *Official Plan*, and criteria for Policies for Specific Residential Areas which allow Council to address intensification opportunities through specific policies which provide additional guidance to the general Residential policies.
- iii) The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of the Neighbourhoods Place Type policies of *The London Plan* and implements Key Directions of *The London Plan*.
- iv) The re-use of the subject land supports Council's commitment to reducing and mitigating climate change by making efficient use of existing infrastructure and focusing intensification and growth in already developed areas.
- v) The subject lands are an appropriate location for residential infill and intensification in a stacked townhouse form. The recommended amendments are consistent with and appropriate for the site and surrounding context.

Linkage to the Corporate Strategic Plan

This application supports the Strengthening our Community and Building a Sustainable City area of focus in the Corporate Strategic Plan by ensuring London's growth and development is well planned and sustainable over the long term.

Linkage to Council's Climate Emergency Declaration

On April 23, 2019, Municipal Council declared a Climate Emergency. Through this declaration, the City of London is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure and the regeneration of existing neighbourhoods. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation.

Analysis

1.0 Background Information and Context

1.1 Previous Reports Related to this Matter

This application is the first application on record of this site.

1.2 Property Description

The subject site is comprised of one (1) rectangular-shaped vacant lot located at the southeast corner of the intersection of Grey Street and Maitland Street. In *The London Plan*, Grey Street is categorized as a Neighbourhood Connector and Maitland Street is categorized as a Neighbourhood Street.

The site is flat and there are no trees or significant vegetation on the property. The subject site has been vacant since approximately 2012 when lumber yard buildings were removed. The Owner/Developer is pursuing a Record of Site Condition (RSC) for the property.

The site abuts an active and operational Canadian National (CN) railway spur line to the east and a mixed-use building to the south.

Pedestrian connections to the site are provided by public sidewalks along both sides of Grey Street and both sides of Maitland Street.

The subject site is located within the SoHo Community Improvement Plan (CIP) Area.

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

- 1989 *Official Plan* Designation – Low Density Residential
- *The London Plan* Place Type – Neighbourhoods
- Zoning By-law Z.-1 Existing Zoning – Residential (R2-2)

1.4 Site Characteristics

- Current Land Use - vacant
- Frontage – 40.32 meters
- Depth – 86.9 meters
- Area – 0.375 hectares
- Shape – regular (rectangular)

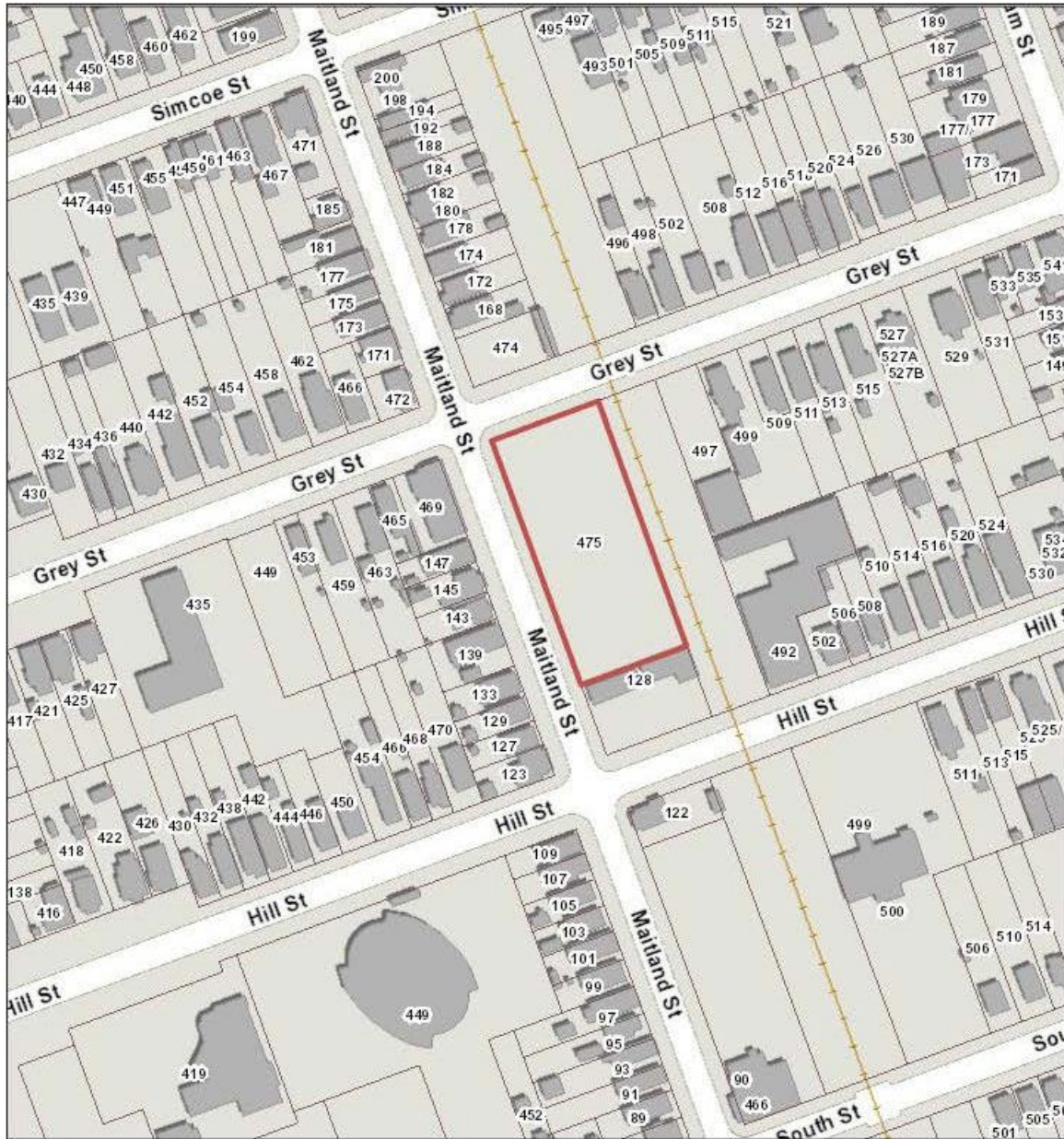
1.5 Surrounding Land Uses

- North – fenced-in outdoor storage area
- East – CN railway spur line
- South – Mixed-use multi-tenanted building which contains commercial, light industrial, and residential uses
- West/Northwest/Southwest – Residential uses comprising of single- and multi-unit buildings

1.6 Intensification

The proposed new thirty-six (36) residential units represents residential intensification within the Built-Area Boundary.

1.7 Location Map



LOCATION MAP		Legend
<p>Subject Site: 475 Grey Street File Number: OZ-9406 Planner: Laurel Snyder Created By: AM Date: 12/16/2021</p>		<ul style="list-style-type: none"> Subject Site Buildings Roads Lot Parcels
<p>Corporation of the City of London Prepared By: Planning and Development</p>		<p>Scale 1:2000</p>

2.0 Discussion and Considerations

2.1 Development Proposal

The property owner is proposing to develop two (2) 2.5 storey stacked townhouse buildings, 3 units high, eighteen (18) units per building (thirty-six (36) units total) with thirty-four (34) on-site surface parking spaces. The height of the buildings will not exceed 11.0 meters. Each residential unit will have an independent, direct exterior access. The fronts of the proposed buildings are oriented to and close to Maitland Street; and the parking will be situated behind the buildings.

The one vehicular access to the site (and on-site parking) will be via Maitland Street and located between the two buildings. New pedestrian connections in the form of sidewalks will connect the residential units to the public sidewalks for the units facing Maitland Street. New sidewalks will also connect residents around the buildings to the rear of the building and to the surface parking area.

Amenity space will be provided primarily in the form of balconies and porches for individual units.

Consistent with applicable CN policies and guidelines, a berm is proposed along the easterly lot line to provide a buffer between the rail line spur and the proposed development.

The site concept in the overall context of the surrounding area is shown in Figure 1. Renderings of the proposed buildings are showing in Figures 2 and 3. The proposed Site Plan is shown in Figure 4.

Figure 1: Site Concept and surrounding buildings and land uses (aerial perspective looking southeast)



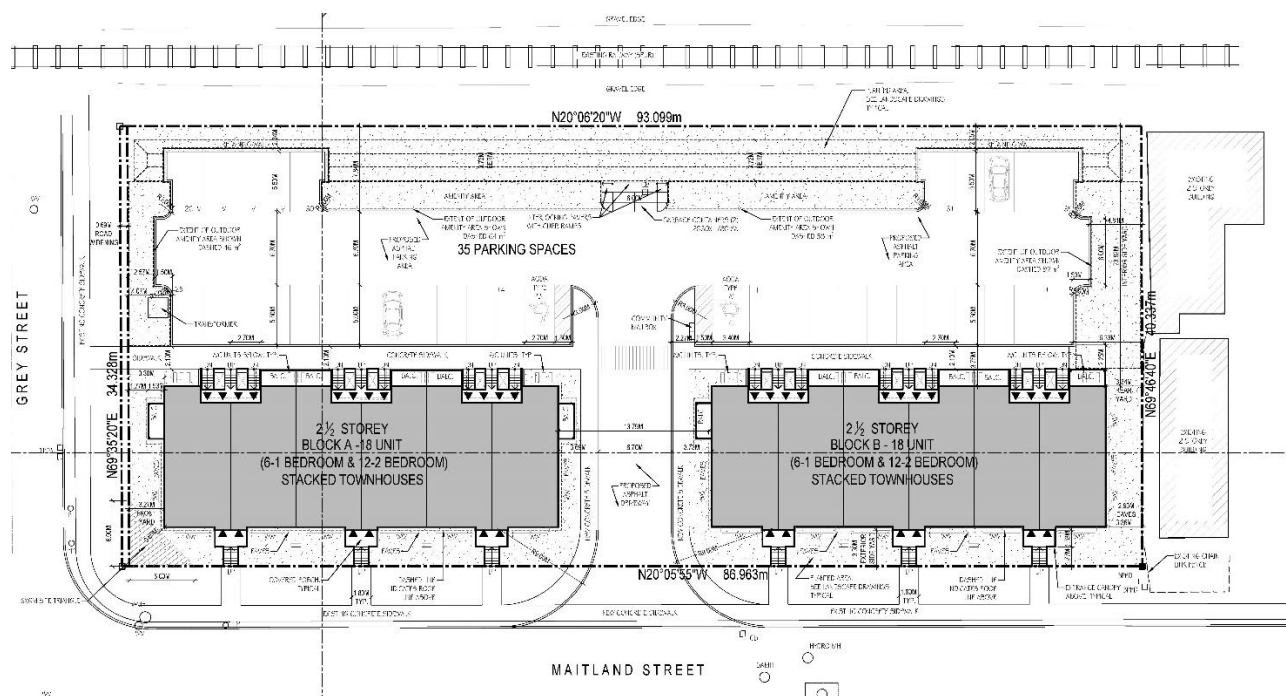
Figure 2: Rendering of Proposed Building for 475 Grey Street (looking southeast from the intersection of Maitland Street and Grey Street)



Figure 3: Rendering of Proposed Building for 475 Grey Street (looking west from the parking area)



Figure 4: Proposed Site Plan for 475 Grey Street



2.2 Requested Amendment

The applicant requested to change the zoning on the subject site from a Residential R2 Zone, which permits low density residential development in the form of single-detached, semi-detached, duplex, and two-unit converted dwellings, to a Residential (R8) Special Provision (R8-4(_)) Zone. The Residential R8 Zone will permits Apartment buildings, Handicapped person's apartment buildings, Lodging house class 2, Stacked townhousing, Senior citizen apartment buildings, Emergency care establishments, and continuum-of-care facilities as uses on the subject site. Special zoning provisions have been requested for:

- a minimum parking rate of 0.9 spaces per residential unit for a total of thirty-four (34) on-site parking spaces in place of 1.25 space per residential unit (45 spaces);
- stacked townhouses to a maximum of three (3) units high in place of a maximum of two (2) units high;
- a maximum residential density of 96 units per hectare (UPH) in place of a maximum of 75 units per hectare (UPH);
- a minimum exterior side yard setback (Maitland Street) of 3.3 meters where a 7-meter setback is required;
- a minimum rear yard setback of 3.3 meters where a 4.8-meter setback is required; and,
- a minimum front yard setback (Grey Street) of 3.2 meters where a 7-meter setback is required.

2.3 Notice and Engagement (comments listed in Appendix C)

On October 20, 2021, a Notice of Application was sent directly to 149 property owners in the area surrounding the subject site, published in the *Public Notices and Bidding Opportunities* section of *The Londoner*, and circulated to applicable City staff, agencies, and organizations through the Planning & Development Circulation List process. A Planning Application sign was placed on the site, and details of the application were posted on the City's website.

One (1) verbal comment was received from a member of the public. The comment provided support for the proposed development if it is built as presented in the renderings shown in the Notice of Application.

Input provided by City staff, agencies and organizations is in Appendix C.

2.4 Policy Context (see more detail in Appendix D)

Provincial Policy Statement (PPS), 2020

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

Section 1.1 of the *PPS* encourages healthy, livable, and safe communities to be sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. To achieve this, the *PPS* directs and focuses growth and development to Settlement Areas. The *PPS* also states that the vitality and regeneration of Settlement Areas is critical to the long-term economic prosperity of our communities (1.1.3). Planning authorities are therefore directed by the *PPS* to provide for an appropriate range and mix of housing options and densities, and to meet projected requirements of current and future residents of the regional market area (1.4.1).

The *PPS* also anticipates that growth and development will meet the needs of active transportation and community connectivity (1.5.1) and make efficient use of municipal resources including servicing and infrastructure (1.6.6.2).

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 Key Directions (54_) that must be considered to help the city effectively achieve its vision. These directions provide focus for the transformation of London as collectively envisioned. Under each Key Direction, a list of planning strategies is presented. These strategies are foundations for the policies in *The London Plan* and guide planning and development over the next 20 years. Key Directions relevant to this application are outlined below.

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

- Revitalizing our urban neighbourhoods and business areas; and,
- Planning for cost-efficient growth patterns that use our financial resources wisely. (Key Direction #1, Directions 1, 11).

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

- Implementing a city structure plan that focuses high-intensity, mixed use development to strategic locations – along rapid transit corridors and within the Primary Transit Area;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4, 5).

The subject site is in the Neighbourhoods Place Type at the intersection of a Neighbourhood Connector (Grey Street) and a Neighbourhood Street (Maitland Street) as identified on *Map 1 – Place Types, and Map 3 – Street Classifications. Based on the frontage being along Grey Street and the site being in Central London, permitted uses within the Neighbourhoods Place Type include single detached, semi-detached, duplex,

converted dwellings, townhouses, secondary suites, home occupations, group homes, triplexes, small-scale community facilities, fourplexes, stacked townhouses, and low-rise apartments (*Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 1 storey, and the maximum permitted height is 2.5 storeys (*Table 11 – Range of Permitted Heights in Neighbourhood Place Types).

City of London 1989 Official Plan

The subject site is designated Low Density Residential in accordance with Schedule 'A' of the *1989 Official Plan*. The Low Density Residential designation permits detached, semi-detached, and duplex dwellings. Where appropriate, some multiple-attached dwellings such as row houses or cluster houses may also be permitted. Residential infill, intensification and conversion of non-residential buildings may also be permitted subject to the provisions of policies 3.2.3 (Residential Intensification). Certain secondary uses of a non-residential nature which are integral to and compatible with a neighbourhood environment are also permitted in this designation including group homes, home occupations, community facilities, funeral homes, and office conversions (Section 3.6). The Low Density Residential designation also provides for purpose-designed Live/Work residential units and additional residential units in a single detached, semi-detached, or street townhouse dwelling, in accordance with applicable policies and zoning. Development shall have a low-rise form, and residential intensification will not exceed a net density of 75 units per hectare.

3.0 Financial Impact/Considerations

There are no direct financial impacts to the City of London associated with this application.

4.0 Key Issues and Considerations

4.1. Issue and Consideration #1: Use

Provincial Policy Statement, 2020

To meet the long-term needs of communities, the *PPS* encourages an appropriate, affordable, and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons (1.1.1b)). The *PPS* also promotes the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

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

The London Plan

Policy 916_ in the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods including: 3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Policy 918_ provides further direction for planning and public works. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the two (2) proposed 2.5-storey stacked townhouse buildings would contribute to the existing mix of housing types in the community.

The subject site is in the Neighbourhoods Place Type at the intersection of a Neighbourhood Connector (Grey Street) and a Neighbourhood Street (Maitland Street) as identified on *Map 1 – Place Types, and *Map 3 – Street Classifications. *Table 10 – Range of Permitted Uses in Neighbourhoods Place Type shows the permitted primary and secondary permitted uses within the Neighbourhood Place Type by street classification (921_). As per Table *10, the following uses are permitted on the subject site: single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, group homes, triplexes, small-scale community facilities, fourplexes, stacked townhouses, and low-rise apartments.

1989 Official Plan

The *1989 Official Plan* supports providing opportunities for the development of a broad range of residential uses to satisfy the different requirements for housing types (3.1.1 ii). The subject site is designated Low Density Residential in the *1989 Official Plan*. This designation permits detached, semi-detached, and duplex dwellings. Where appropriate, some multiple-attached dwellings such as row houses or cluster houses may also be permitted. Residential infill, intensification and conversion of non-residential buildings may also be permitted subject to the provisions of policies 3.2.3 (Residential Intensification). Certain secondary uses of a non-residential nature which are integral to and compatible with a neighbourhood environment are also permitted in this designation including group homes, home occupations, community facilities, funeral homes, and office conversions (Section 3.6). The Low Density Residential designation also provides for purpose-designed Live/Work residential units and additional residential units in a single detached, semi-detached, or street townhouse dwelling, in accordance with applicable policies and zoning.

Analysis

Consistent with the *PPS* and conforming to *The London Plan* and recommended amendment to the *1989 Official Plan*, the proposed two (2) 2.5-storey stacked townhouse buildings will positively contribute to the existing range of housing in the community. Importantly, the addition of thirty-six (36) new residential units (18 units per building) will add to the choice and diversity in housing options for current and future residents; key goals of *The London Plan*. Also consistent with the *PPS*, *The London Plan*, and the *1989 Official Plan*, the recommended amendment facilitates the development of a vacant and underutilized site.

Proximity to an Active CN Railway Spur Line

The Applicant is aware of the issues with developing residential uses abutting a railway right-of way.

The standard recommended building setback for new residential development in proximity to a principal branch line or secondary branch line the setback is 15 metres. There is also a requirement for a 2.5 meter-tall berm sloping on either side at a ratio of 2.5:1. The standard design would result in a loss of usable land area at the rear of the site where the berm would have to be constructed. There may be opportunities to reduce this setback using other construction methods such as the implementation of a crash wall. These can be further explored as part of the subsequent Site Plan Approval process.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The *PPS* recognizes that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). To achieve this, *PPS* policies require planning authorities to direct growth and development to Settlement Areas and base land use patterns on densities and a mix of land uses which efficiently use land and resources (1.1.3.2). The *PPS* is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3 b)). The *PPS* promotes densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, (1.4.3 d)).

The London Plan

The London Plan contemplates residential intensification in appropriate locations and in ways that are sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_ 2. and 5., and 953_ 1.). *The London Plan* directs that intensification may occur in all place types that allow for residential uses (84_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 1 storey and a maximum height of 2.5 storeys (with a bonus of up to 4 storeys in Central London) is contemplated within the Neighbourhoods Place Type where a property has frontage on a Neighbourhood Connector (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953_3.).

1989 Official Plan

The General Objectives For All Residential Designations encourages infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities (3.1.1 vi)).

Policies directing the Low Density Residential designation are typically applied to low-rise, low density housing forms (3.2). The Low Density Residential designation also encourages redevelopment of underutilized properties within established built-up areas for the purpose of residential intensification (which includes infill housing and conversion of non-residential buildings) at a scale compatible with the context of the surrounding neighbourhood (3.2.1) and on sites that can reasonably accommodate more residential development than what currently exists on the site within the context of the surrounding established residential neighbourhood (3.2.3.1). In these situations, residential intensification can be contemplated up to a density of 75 units per hectare (UPH) within the Low Density Residential designation. The density of the proposed stacked townhouse development is 96 units per hectare. Although this is consistent with the intent and policies of both the *PPS* and *The London Plan*, approval of the recommended zoning requires an amendment to align the *1989 Official Plan* with the policies Neighbourhoods Place Type policies of *The London Plan*.

Analysis

The subject site is in SoHo Community Improvement Plan (CIP) Area, an area currently characterized by a mix of uses, low density housing, mid-rise apartment buildings, and a range of institutional and recreational facilities (e.g., churches, school, parks). The Old Victoria Hospital lands are a prominent site intended for future development within SoHo. The redevelopment of these lands will add to the mix of uses and changing character of the overall community. The subject site is also within proximity to the Hamilton Road commercial corridor, the Adelaide commercial corridor both of which are characterized by a mix of uses, forms, and intensities.

The London Plan states that residential intensification is key in achieving the overall vision for the city. The proposed development represents a form of residential intensification through infill development. Facilitating the redevelopment of an underutilized site within a Settlement Area is consistent with the *PPS*. The proposed increased intensity of the site will support the use of existing transit services and recreation opportunities in the area (parks, bike lanes). The subject site is in an area where both the *1989 Official Plan* and *The London Plan* direct and support residential intensification.

It is standard process for City staff to recommend Policies for Specific Areas in the *1989 Official Plan* where a proposed development advances Council's direction stated in *The London Plan*. The subject site has frontage on a Neighbourhood Connector street (Grey Street) which allows for up to 4 storeys in height; the proposal complies with the allowable maximum height in *The London Plan*. As the requested density of 96 units per hectare exceeds the density permitted by the *1989 Official Plan*, a City-initiated Official Plan amendment in the form of a Special Policy to allow for additional density for this development is recommended.

Proposed Yard Reductions

To allow for the proposed number of residential units on the site (thirty-six (36)), a request was made to reduce exterior, rear, and front yard setbacks. The proposed massing and orientation of the buildings on the site allow for appropriate separation from and transition to adjacent uses within the surrounding context.

Proposed On-Site Parking Reduction

A minimum of thirty-four (34) on-site parking spaces is proposed, which equals 0.9 parking spaces per unit. It is anticipated that not all future occupants will own a private vehicle and will therefore not require an on-site vehicular parking spot. The subject site is located within a short walking distance to London Transit Routes (1, 3, 5, 16, 92), Bike Lanes and Signed Bike Road Routes, and bounded by public sidewalks, all of which facilitate transportation not requiring private vehicles. The south leg of the Bus Rapid Transit system is also being implemented along the Wellington Road corridor which is in proximity to the subject site.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

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

The London Plan

The London Plan encourages compact urban forms of development as a means of planning and managing for growth (7_, 66_) an encourages growing "inward and upward" to achieve compact forms of development (59_, 79_). *The London Plan* specifically supports residential intensification in neighbourhoods (937_ - 940_) and provides direction for planning regarding intensification. Specifically, that planning will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live (918_).

Within the Neighbourhood Place Type an according to the urban design considerations for residential intensification, “compatibility” and “fit” will be evaluated from a form-based perspective by considering the following:

- site layout in the context of the surrounding neighbourhood
- building and main entrance orientation
- building line and setback from the street
- height transitions with adjacent development
- massing appropriate to the scale of the surround the neighbourhood (953_ 2. A – f).

Like the Planning Impact Analysis in the *1989 Official Plan*, the Our Tools section of *The London Plan* outlines considerations for evaluating planning and development applications (1578_).

1989 Official Plan

The *1989 Official Plan* recognizes that residential intensification is an appropriate way to provide opportunities for efficient use of land and encouraging compact urban form. Residential intensification is permitted the Low Density Residential Designation (3.2.3). Applications for residential intensification will be evaluated based on Section 3.7 – Planning Impact Analysis (3.3.3 ii). Appendix D of this report includes a Planning Impact Analysis addressing matters of form.

Analysis

The recommended intensification of the subject site is consistent with the goals of the *PPS*, *The London Plan*, and *1989 Official Plan*. The proposed development would optimize the use of land and public investment in infrastructure. It would also contribute to achieving more compact forms of growth within existing settlement areas.

The massing and location of the proposed buildings on the site are consistent with urban design goals. The scale of the buildings is complementary with the streetscape and overall area. More specifically, the proximity of the proposed buildings to the streets will help to define the street edges and redefine a long-vacant and underutilized site. The proposed residential units are street-oriented, as they have ground-floor entrances and balconies facing the streets and connect to public sidewalks.

Although the proposed buildings are taller than the surrounding buildings, the Urban Design Peer Review Panel (UDPRP) stated that the overall massing and overall built form of the project represents a logical fit with the neighbourhood context.

Adequate buffering from the CN Rail Line to the building face is provided, and consistent with urban design goals, the parking area is located behind the building, abutting the CN Rail Line. Additional detail regarding the construction of berms and/or crash wall(s) between the CN rail corridor and the parking area will be discussed at the Site Plan Approval stage.

Proposed Form – Stacked Townhouses 3 units high

The current definition of Stacked Townhouses allows three or more units attached side-by-side and two (2) units vertically stacked. The proposed form is for three (3) units vertically stacked in part to achieve a greater number of units on the subject site (i.e., greater density). This form of Stacked Townhouse has been permitted elsewhere in the City of London but to date, a new city-wide definition has not been proposed, nor have additional or revised regulations or provisions for three-unit vertically Stacked townhouses been introduced. In previous applications, the amended zoning included an amendment to the definition of “Stacked Townhouses” to allow a third unit to be vertically stacked while utilizing the zoning regulations pertaining to the general two-unit Stacked Townhouse use. This matter can be further examined as part of the Re-Think Zoning project.

Conclusion

The recommended amendment is consistent with the *Provincial Policy Statement, 2020* and conforms to the in-force policies of *The London Plan*, including but not limited to the Key Directions and the Neighbourhoods Place Type policies. The recommended

amendment is in conformity with the in-force policies of the *1989 Official Plan*, including but not limited to, the Low Density Residential designation and the Criteria for Policies for Specific Areas.

The recommended amendment will facilitate the development of an underutilized site within the Built Area Boundary and the Primary Transit Area. It will also allow for a land use, intensity, and form appropriate for the site and area. The amendment will support the viability of the site, provision of a new form of housing opportunities, and the efficient use of existing municipal services and infrastructure. This amendment is also consistent with Council's Climate Emergency declaration, as it supports the use of existing municipal services and infrastructure and assists with reducing emissions and use of resources by reducing on-site parking (i.e., less vehicle trips, higher use of other modes of transportation).

Prepared by: Laurel Davies Snyder, MCIP, RPP
Planner II, Core Area & Urban Regeneration

Submitted by: Michael Tomazincic, MCIP, RPP
Manager, Strategic Land Development

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

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Economic Development.

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989, relating to 475
Grey Street.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – February 15, 2022
Second Reading – February 15, 2022
Third Reading – February 15, 2022

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to Section 10 of the Official Plan for the City of London Planning Area – 1989 to provide for a permitted residential density that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 475 Grey Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the PPS and the in force policies of the 1989 Official Plan and The London Plan. The recommendation provides the opportunity for residential intensification and re-use of a vacant lot in the form of two (2) 2.5-storey stacked townhouse buildings, located at the intersection of a Neighbourhood Connector Street and a Neighbourhood Street within an existing neighbourhood. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood. The recommended amendment would help to achieve the vision of the Neighbourhoods Place Type, providing a range of housing choice to accommodate a diverse population of various ages and abilities.

D. THE AMENDMENT

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

1. Section 10 – Policies for Specific Areas of the Official Plan of the City of London – 1989 is amended by adding the following:

475 Grey Street

At 475 Grey Street, in addition to the uses permitted within the Low Density Residential, the development of two (2), 2.5-storey (11.0 meter) stacked townhouse buildings three units high with a total of thirty-six (36) residential units may be permitted with a maximum density of 96 units per hectare. The City Design policies of The London Plan shall apply.

Appendix B

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

By-law No. Z.-1-21_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 475 Grey Street.

WHEREAS 2810645 Ontario Inc. has applied to rezone an area of land located at 475 Grey Street, as shown on the map attached to this by-law, as set out below.

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 475 Grey Street, from a Residential R2 (R2-2) Zone to a Residential R8 Special Provision (R8-4) Zone.
- 2) Section Number 12.4 of the Residential 8 (R8-4) Zone is amended by adding the following special regulations:

_)	R8-4(475 Grey Street	
	a)	Regulations	
		i) Front Yard Depth (Minimum)	3.2 meters
		ii) Rear Yard Depth (Minimum)	3.3 meters
		iii) Exterior Side Yard Depth (Minimum)	3.3 meters
		iv) Density (Maximum)	96 units per hectare
		v) Parking (Minimum)	34 spaces or 0.9 spaces/unit
		vi) The definition of "STACKED TOWNHOUSE" permits units to be stacked three (3) units high.	

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

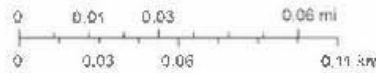
First Reading – February 15, 2022
Second Reading – February 15, 2022
Third Reading – February 15, 2022

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



Subject Site: 475 Grey Street
 File Number: OZ-9406
 Planner: Laurel Snyder
 Created By: AM
 Date: 12/16/2021

Legend
 Subject Site



Corporation of the City of London
 Prepared By: Planning and Development
 Scale 1:2000

Appendix C – Agency and Departmental Comments

City of London - Parks Planning and Design

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

City of London – Environmental and Engineering Services Department

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

The following items are to be considered during a future development application stage:

Transportation

- Widening requirements (0.692m) for Grey Street to achieve 10.75m from centreline
- Provide a 6.0m x 6.0m daylight triangle at Grey Street and Maitland Street
- Provide a TMP for any work in the ROW
- Ensure 1.5m clearance between infrastructure and proposed driveways, co-ordination with Hydro may be required for relocation of guy-wire/hydro pole
- Ensure proper separation with CN rail crossing as per Crossing Guidelines.

Water

- Water is available to the site via the municipal 150mm CI watermain on Maitland Street (west side of road) and the 200mm PVC watermain on Grey Street. The municipal 1050mm concrete watermain on Maitland Street (east side of road) is not to be utilized by the proposed development.
- Servicing shall comply with section 7.9.4 of the City's Design Specifications and Requirements Manual.
- Any proposed servicing, sewers or PDCs crossing the municipal 1050mm concrete watermain on Maitland Street shall be done as per City standard 7.4.7.3.
- Any existing water services to the site shall be abandoned as per City standards (cut and capped at the main).
- A water servicing report will be required addressing domestic water demands, fire flows, water quality and future ownership of the development.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Wastewater

- The municipal sanitary sewers available to service the subject property are a 200 mm diameter sanitary sewer on Grey Street and a 300 mm diameter sanitary sewer on Maitland Street.
- Additional comments may be forthcoming as part of a future application.

Stormwater

1. As per as-constructed drawing 7165S1, the site (at C=0.65) is tributary to the existing 900 mm storm sewer on Maitland Street. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
2. As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100-year return period

storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.

3. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. Please note that the installation of monitoring wells may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
4. As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4); therefore, the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the Stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and,
 - shall comply with riparian right (common) law.

The consultant shall update the servicing report and drawings to provide calculations, recommendations, and details to address these requirements.

5. As requested in Section 2.3 of the preliminary Functional Servicing Report, SWED can confirm that the quality control target for the subject site is to be 70% ("normal") TSS removal. Any previously provided comments stating otherwise are erroneous.
6. As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the flow from the site must be discharged at a rate equal to or less than the existing condition flow (regardless of any pre-existing sewer design). The consultant is to calculate allowable release rates based on the C value of pre-development site conditions.
7. Additional SWM related comments will be provided upon future review of this site.
8. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
9. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
10. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100-year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.

11. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
12. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
13. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

City of London – Urban Design

The applicant is commended for providing a building and site design that incorporates the following design features: a built form that establishes a built edge along the Maitland Street frontage, provides for active building uses along the street edge, generally in keeping the vision and form policies of The London Plan (in terms of height and massing), includes all parking located in the rear yard away from the street frontage.

- Design 'Block A' to have regard for its corner location. Building massing and articulation should address the intersection of Maitland Street and Grey Street;
 - Consider pulling the North balcony on building 'A' towards the intersection of Maitland Street and Grey Street to provide corner emphasis and enhanced detail on the intersection. Consider doing the same for each side elevation balcony to provide greater architectural detail towards Maitland Street.
- Design the Grey Street-flanking elevation of 'Block A' so it is oriented to the street by providing enhanced architectural details, such as wrap-around porches, entrances and a similar amount of windows, materials and articulation as is found on the front elevation;
- The proposed parallel parking spaces are not functional as they are located on a dead-end drive aisle. A reduction in the number of parking spaces and/or units may be necessary to ensure the functionality of the site;
- Screen any surface parking exposed to a public street with enhanced landscaping;
- This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP), and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month, once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an upcoming meeting and the assigned planner as well as the applicant's agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Wyatt Rotteau at 519.661.CITY (2489) x7545 or by email at wrotteau@london.ca.

City of London – Urban Design Peer Review Panel (UDPRP)



Development Services
6th Floor, City Hall
300 Dufferin Avenue
London, ON
N6A 4L9

Urban Design Peer Review Panel Memo

To: Proponents

- Matt Campbell, Planner, Zelinka Priamo Ltd.
- Cynthia Zahoruk, Architect, Cynthia Zahoruk Architect Inc.

From: Urban Design Peer Review Panel (UDPRP)

- Mike Davis, Planner
- Leo Lin, Architect
- Adrienne Hossfeld, Architect
- Terence Lee, Landscape Architect
- Kyle Poole, Landscape Architect

Regrets:

- Tim Wickens, Architect

RE: Zoning By-law Amendment, 475 Grey Street, November 17, 2021.

The Panel noted that the overall massing and overall built form of the project represents a logical fit with the neighbourhood context and will fill an existing gap in the streetscape. The following comments were provided to inform the on-going planning and design process for the project:

- The Panel noted that the overall organizing framework for the site makes sense, with the built form focused towards Maitland Street and the parking area abutting the rail line.
- It is understood that the proposed access from Grey Street may need to be relocated due to proximity conflicts with the adjacent rail line. The reconfiguration of the site access will likely conflict with the current proposed location of the common amenity space. City Staff and the Applicant should work to ensure that a similar quality and sized common amenity space is maintained in any revised development concept for the site.
- The Panel expressed appreciation for elements of the preliminary architectural design concept, particularly the “transitional” vernacular and the softness of the cladding treatment and lighter colour palette.
- The Panel recommends that architectural design of the street-facing façade (along Maitland Street) be the focus of architectural improvements. To improve the overall curb appeal of the building and add character, the following recommendations were made:
 - Include additional articulation in the façade treatment, possibly through the introduction of bay windows;
 - Introduce additional material and/or colour variation to further break down the mass and flatness of the west façade;
 - Consider adding balconies or Juliette balconies;
 - Consider flipping the unit floor-plans and the east-west design of the building elevations to orient more unit entrances, windows and balconies to the street-facing side of the building.
- The Panel strongly recommended that the Applicant ensure that the proposed air conditioning units are located at the rear of the building, screened from view of the street.

Concluding comments:

This UDPRP review is based on City planning and urban design policy, the submitted brief, and noted presentation. It is intended to inform the ongoing planning and design process. Subject to the comments and recommendations above, the proposed development will make a positive contribution to the evolving SoHo neighbourhood context.

Sincerely on behalf of the UDPRP,

Mike Davis, UDPRP Chair

CN Railway

Hello Laurel,

Thank you for consulting CN on the application mentioned in subject. It is noted that the subject site is adjacent to CN's Branch Line. CN has concerns of developing/densifying residential uses abutting our railway right-of-way. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. Please refer to CN's guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 15 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2 meters above grade at the property line, with side slopes not steeper than 2.5 to 1.
2. The Owner shall install and maintain a chain link fence of minimum 1.83 meter height along the mutual property line.
3. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
4. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 meters of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
5. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:
 - "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
6. The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway

property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.

7. A minimum 30 metre setback is required for vehicular property access points from at-grade railway crossings.
8. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
9. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
10. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

It is noted that the proposed site plan does not respect the criteria mentioned in points 1, 2 et 7. CN will review the N&V and storm water management reports and anticipates the opportunity to review a revised site plan, taking into consideration the CN development guidelines.

Please, take note that a CN work permit may be required given the proximity of the construction zone to CN property line. A work permit application may be submitted to CN public works via permits.gld@cn.ca, for their review and authorisations prior to the construction phase of the project.

Thank you and do not hesitate to contact me with any questions.

Best regards

Ashkan Matlabi, Urb. OUQ. MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



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**Reply Sheet for City of London Applications
to be Reviewed by
London Hydro Engineering**

Date: October 21, 2021
 To: City of London Planning Division – Room 609
 Attn: Laurel Davies Snyder

RE: Address: 475 Grey Street
Applicant: City of London and 2810645 Ontario Inc.
File/Ref #: OZ-9406

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input checked="" type="checkbox"/>

Signed: 
 Hans Schreff
 Manager - Developer & Operations Support,
 Engineering & Operations Administration Dept.
 519-661-5800 ext. 5014

Committee of Adjustment
 Notice of Application
 Site Plan Consultation
 Site Plan Application

Ministry of the Environment (MOE)

UPPER THAMES RIVER
CONSERVATION AUTHORITY

"Inspiring a Healthy Environment"



October 28, 2021

City of London – Development Services
P.O. Box 5035
London, Ontario N6A 4L9

Attention: Laurel Davies Snyder (via email)

Dear Ms. Davies Snyder:

Re: Application to Amend the Official Plan and Zoning By-law - File No.OZ-9406
Applicant: City of London and 2810645 Ontario Inc.
475 Grey Street, London, ON

The Upper Thames River Conservation Authority (UTRCA) has reviewed this proposal as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 157/06. The proposal has also been reviewed through our role as a public body under the *Planning Act* as per our Conservation Authority Board approved policies contained in *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. Finally, UTRCA has provided advisory comments related to policy applicability and to assist with implementation of the *Thames Sydenham Source Protection Plan* under the *Clean Water Act*.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION: Clean Water Act

The subject lands have been reviewed to determine whether or not they fall within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). For policies, mapping and further information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required. The UTRCA has no objections to this application.

Thank you for the opportunity to comment.

Yours truly,
UPPER THAMES RIVER CONSERVATION AUTHORITY

A handwritten signature in black ink that reads "Spratt".

Stefanie Pratt
Land Use Planner

Appendix D – 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 in the following sections.

Provincial Policy Statement, 2020

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Land Use Patterns
 - 1.1.1
 - 1.1.2
 - 1.1.3
- 1.4 Housing
 - 1.4.1
 - 1.4.3
- 1.6.7 Transportation Systems
- 1.7 Long-Term Economic Prosperity
- 1.8 Energy Conservation, Air Quality and Climate Change

The London Plan

Policies subject to London Planning Appeals Tribunal Appeal PL170100 indicated with asterisk).

- 7_ to _18 - Our Challenge - Planning for Change and Our Challenges Ahead
- 19_ to 23_ - City Building for Economic Growth and Prosperity
- 51_ to 52_ - Our Strategy, Values
- 53 - Our Strategy, Vision
- 54_ to 62_ - Our Strategy, Key Directions
- 64_ to 66_ - Our City, Planning for Growth and Change
- 79_ to 87_ - Our City, The Growth Framework, Intensification
- 88_ to 92_ - Our City, The Growth Framework, Primary Transit Area
- 93_ to *94_ - Our City, The Growth Framework, Central London
- 100_ to 109_ - Our City, The Mobility Framework
- 126_ - Our City, The Economic Framework
- 129_ - Our City, The Economic Framework, Downtown, Transit Villages, Rapid Transit
- 143_ to 145_ - Our City, The Community Framework, Neighbourhoods
- 152_ to 165_ - Our City, Urban Regeneration
- 189_ to 193_ - City Building Policies, City Design
- 194_ to 196_ - City Building Policies, City Design, How are we going to achieve this?
- 221_ to 241_ - City Building Policies, City Design, Streetscapes
- 252_ to 269_ - City Building Policies, City Design, Site Layout
- 270_ to 283_ - City Building Policies, City Design, Parking
- 284_ to 300_ - City Building Policies, City Design, Buildings
- 306_ - City Building Policies, City Design, Urban Design Peer Review Panel
- 313_ City Building Policies, Mobility, What are we trying to achieve?
- 346_ to 361_ - City Building Policies, Mobility, Active Mobility
- 366_ to 369_ - City Building Policies, Parking
- 497_ - City Building Policies, Homelessness Prevention and Housing, What are we trying to achieve?
- 505_ to 515_ - City Building Policies, Homelessness Prevention and Housing, How are we going to achieve this? Creating housing opportunities
- 753_ Place Type Policies, Planning Measures to plan for use, intensity and form
- 916_ - 919_, *920 to 923_, *935_, 936_, *Table 11, 937_ to 940_, 949_, 952_- Place Type Policies, Urban Place Types, Neighbourhoods
- 949
- 1578_ - Our Tools, Evaluation Criteria for Planning and Development Applications
- *Map 1 – Place Types
- Map 3 – Street Classifications
- Map 8 – Community Improvement Project Areas

1989 Official Plan

- 1.2 Purpose of the Plan, Physical Growth Purposes
- 2.1.3 Strategic Priorities
- 2.2.1 Official Plan Vision Statement
- 2.3 Planning Principles
- 2.5.2 Housing Demand Forecast
- 2.6.2 Growth Management Principles
- 3.1.1 General Objectives for all Residential Designations
- 3.1.2 Low Density Residential Objectives
- 3.1.3 Multi-family, Medium Density Residential Objectives
- 3.1.4 Multi-family, High Density Residential Objectives
- 3.2 Low Density Residential
- 3.2.1 Low Density Residential, Permitted Uses
- 3.2.3 Low Density Residential, Residential Intensification
- 10.1 Policies for Specific Areas, Purpose
- 11.1 Urban Design Principles, Urban Design Policies
- 12.1 Housing Policies, Housing Objectives
- 12.2 Housing Policies, Housing Supply
- 19 Implementation

3.7 Planning Impact Analysis

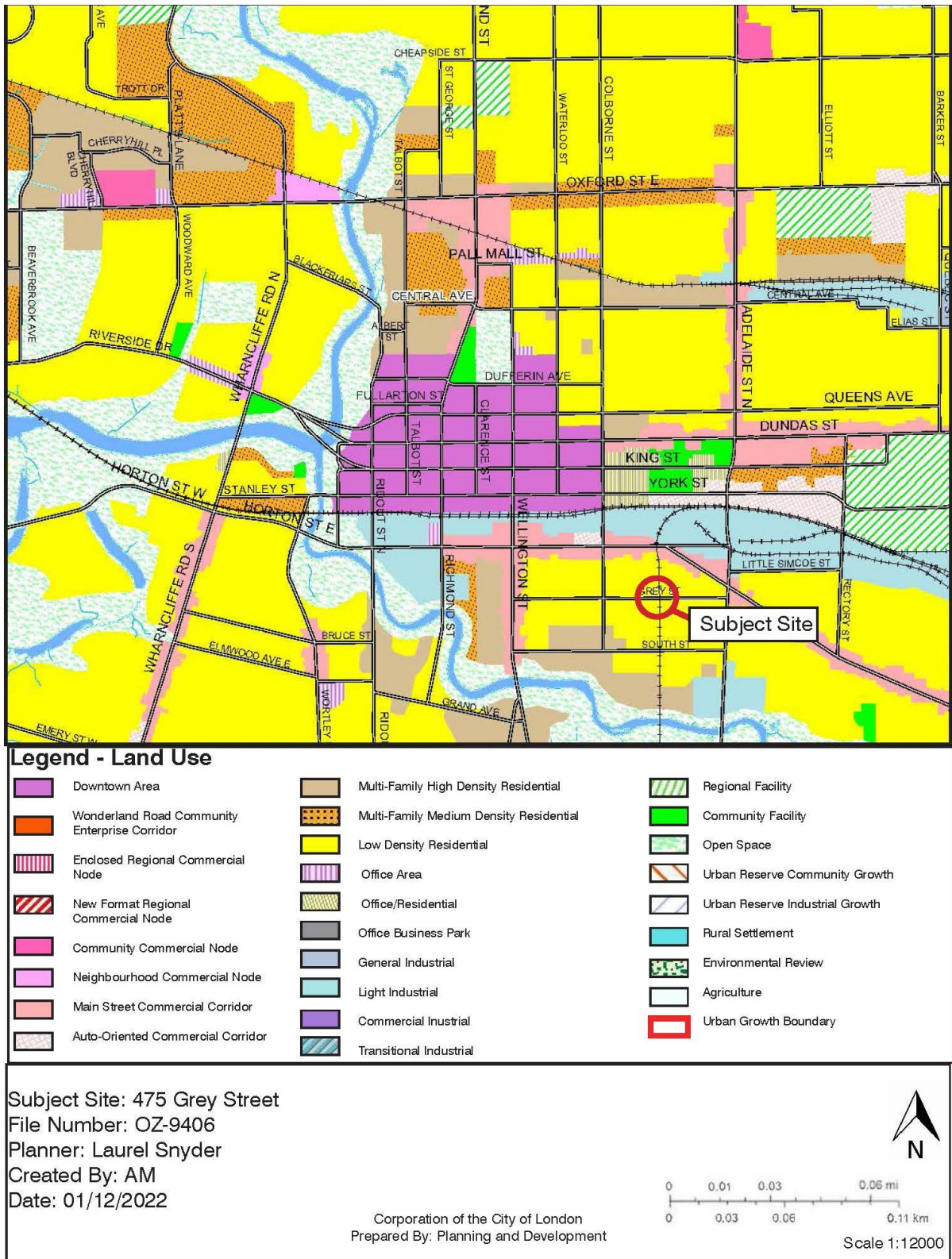
	Criteria that may be considered	Response
a)	The policies contained in the Section relating to the requested designation.	The proposed land use conforms with the in-force policies of <i>The London Plan</i> . The City initiated an amendment to the <i>1989 Official Plan</i> to add a policy to Chapter 10, Policies for Specific Areas, to permit a maximum residential density of 96 units per hectare to align the <i>1989 Official Plan</i> policies with <i>The London Plan</i> policies that apply to the subject site.
b)	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 Official Plan, consistent with other residential uses in the area, and contributes to providing a range of housing forms.
c)	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 parcel of land is rectangular and appropriately-sized to accommodate the intensity of the proposed use without adversely affecting surrounding uses.
d)	The supply of vacant land in the area which is already designated and/or zoned for the proposed use.	The subject site is vacant and flat and zoned for residential uses.
e)	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.	<p>The subject site is within two (2) blocks of Meredith Park, and within four (4) blocks of the Thames Valley Parkway (TVP) and associated public open space.</p> <p>The subject site is within a short walking distance to London Transit Routes (1, 3, 5, 16, 92), Bike Lanes and Signed Bike Road Routes, and bounded by public sidewalks, all of which facilitate transportation not requiring private vehicles. The south leg of the Bus Rapid Transit system is also being implemented along the Wellington Road</p>

	Criteria that may be considered	Response
		corridor which is in proximity to the subject site.
f)	The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	Not applicable.
g)	The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses.	<p>The Applicant is commended for:</p> <ul style="list-style-type: none"> the overall massing and built form of the project; it represents a logical fit with the neighbourhood context and will fill an existing gap in the streetscape; and, providing a building and site design that incorporates the following design features: a built form that establishes a built edge along the Maitland Street frontage, provides for active building uses along the street edge, is generally in keeping with the vision and form policies of The London Plan (in terms of height and massing), and includes all parking located in the rear yard away from the street frontage.
h)	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.	Not applicable.
i)	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.	A Traffic Impact Study or similar study was not required as part of a Complete Application. City staff did not identify concerns with the single vehicular access point on Maitland Street. Existing public sidewalks will be connected to the proposed development to further facilitate access.
j)	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>The Applicant is commended for:</p> <ul style="list-style-type: none"> the overall massing and built form of the project; it represents a logical fit with the neighbourhood context and will fill an existing gap in the streetscape; and, providing a building and site design that incorporates the following design features: a built form that establishes a built edge along the Maitland Street frontage, provides for active building uses along the street edge, is generally in keeping with the vision and form policies of The London Plan (in terms of height and massing), and includes all parking located in the rear yard away from the street frontage. <p>To further support City design goals, the Applicant is encouraged to pay additional attention to detailed design input and</p>

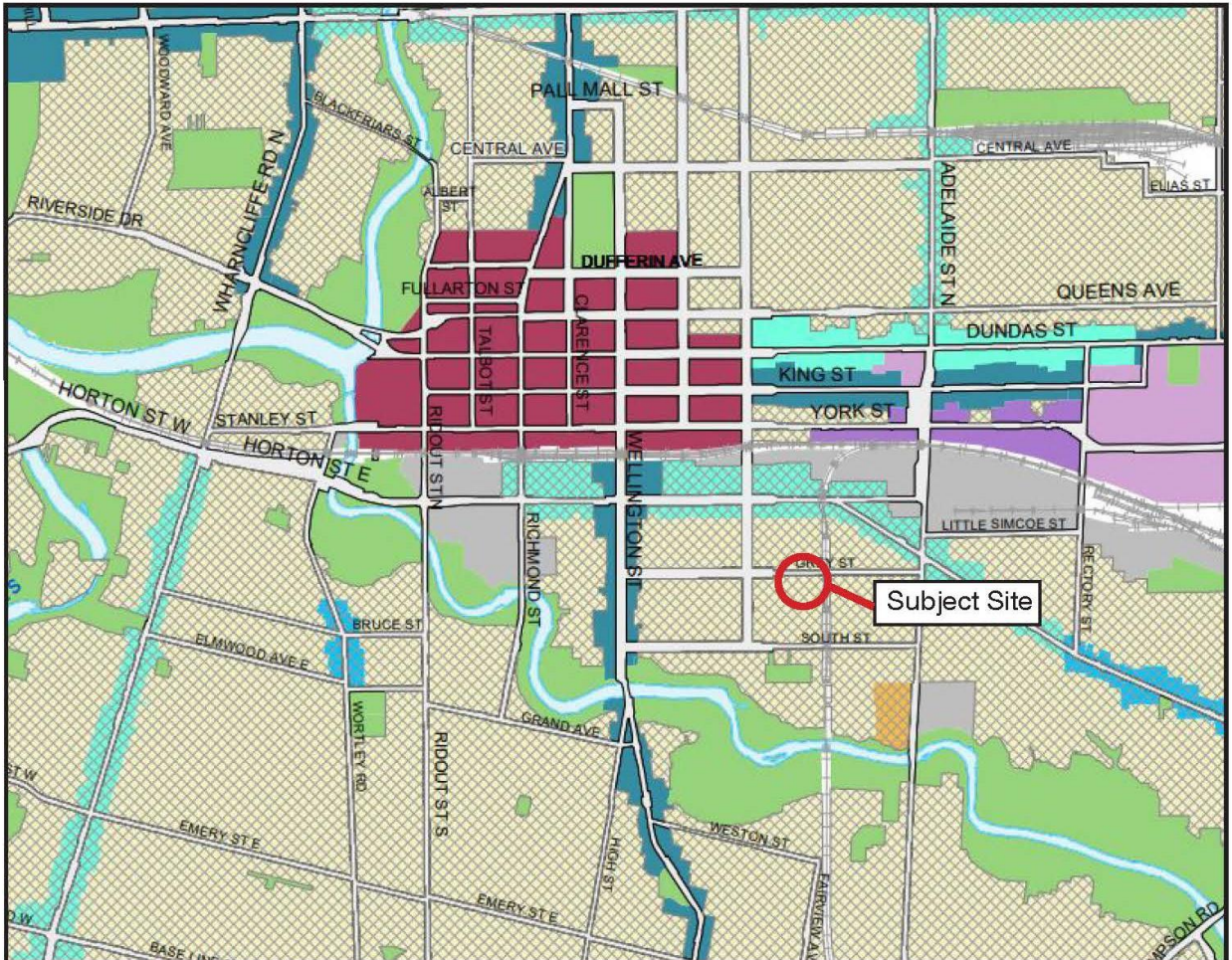
	Criteria that may be considered	Response
		comments provided by the UDPRP and Urban Design staff at the Sign Plan Approval stage.
k)	The potential impact of the development on surrounding natural features and heritage resources.	Not applicable.
l)	Constraints posed by the environment, including but not 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>The Applicant is aware of the issues with developing residential uses abutting a railway right-of way.</p> <p>The standard recommended building setback for new residential development in proximity to a principal branch line or secondary branch line the setback is 15 meters. There is also a requirement for a 2.5 meter tall berm sloping on either side at a ratio of 2.5:1. The standard design would result in a loss of usable land area at the rear of the site where the berm would have to be constructed. There may be opportunities to reduce this setback using other construction methods such as the implementation of a crash wall. These can be further explored as part of the subsequent Site Plan Approval process.</p>
m)	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>The requested amendment conforms with the in-force policies of the Official Plan and the Zoning By-law.</p> <p>The requirements of the Site Plan Control By-law will be considered including but not limited to site functionality, provision, and orientation of amenity space (common), placement of air conditioning units, and the layout of parking spaces.</p>
n)	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.	Landscaping, design of the buildings (articulation, material, etc.) in combination with the placement of the parking behind the buildings is expected to mitigate adverse impacts on surrounding land uses and streets.
o)	Impacts of the proposed change on the transportation system, including transit.	The residential intensification of the subject lands will have a positive impact on the transportation system. Decreasing the number of on-site parking spaces will provide a more transit supportive form of development. With additional residents in the area, the existing infrastructure will be utilized by a greater number of people on a more frequent basis.

Appendix E – Relevant Background

Additional Maps



1989 Official Plan – Schedule A – Land use

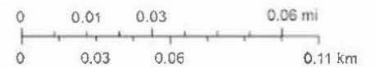


Legend - Place Types

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

Subject Site: 475 Grey Street
 File Number: OZ-9406
 Planner: Laurel Snyder
 Created By: AM
 Date: 01/12/2022

Corporation of the City of London
 Prepared By: Planning and Development



Scale 1:12000

The London Plan – Map 1 – Place Types

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z.1

R1 - SINGLE DETACHED DWELLINGS
 R2 - SINGLE AND TWO UNIT DWELLINGS
 R3 - SINGLE TO FOUR UNIT DWELLINGS
 R4 - STREET TOWNHOUSE
 R5 - CLUSTER TOWNHOUSE
 R6 - CLUSTER HOUSING ALL FORMS
 R7 - SENIOR'S HOUSING
 R8 - MEDIUM DENSITY/LOW RISE APTS.
 R9 - MEDIUM TO HIGH DENSITY APTS
 R10 - HIGH DENSITY APARTMENTS
 R11 - LODGING HOUSE

DA - DOWNTOWN AREA
 RSA - REGIONAL SHOPPING AREA
 CSA - COMMUNITY SHOPPING AREA
 NSA - NEIGHBOURHOOD SHOPPING AREA
 BDC - BUSINESS DISTRICT COMMERCIAL
 AC - ARTERIAL COMMERCIAL
 HS - HIGHWAY SERVICE COMMERCIAL
 RSC - RESTRICTED SERVICE COMMERCIAL
 CC - CONVENIENCE COMMERCIAL
 SS - AUTOMOTIVE SERVICE STATION
 ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

RF - REGIONAL FACILITY
 CF - COMMUNITY FACILITY
 NF - NEIGHBOURHOOD FACILITY
 HER - HERITAGE
 DC - DAY CARE

OS - OPEN SPACE
 CR - COMMERCIAL RECREATION
 ER - ENVIRONMENTAL REVIEW

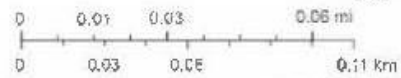
OB - OFFICE BUSINESS PARK
 LI - LIGHT INDUSTRIAL
 GI - GENERAL INDUSTRIAL
 HI - HEAVY INDUSTRIAL
 EX - RESOURCE EXTRACTIVE
 UR - URBAN RESERVE

AG - AGRICULTURE
 AGC - AGRICULTURE COMMERCIAL
 RRC - RURAL SETTLEMENT COMMERCIAL
 TGS - TEMPORARY GARDEN SUITE
 RT - RAIL TRANSPORTATION

OR - OFFICE/RESIDENTIAL
 OC - OFFICE CONVERSION
 RO - RESTRICTED OFFICE
 OF - OFFICE

"H" - HOLDING SYMBOL
 "D" - DENSITY SYMBOL
 "H" - HEIGHT SYMBOL
 "B" - BONUS SYMBOL
 "T" - TEMPORARY USE SYMBOL

Subject Site: 475 Grey Street
 File Number: OZ-9406
 Planner: Laurel Snyder
 Created By: AM
 Date: 12/16/2021



Corporation of the City of London
 Prepared By: Planning and Development

Scale 1:2000

Appendix E – Applicant’s Reply to UDPRP Comments

Comment:
The Panel noted that the overall organizing framework for the site makes sense, with the built form focused towards Maitland Street and the parking area abutting the rail line.
Applicant Response:
Acknowledged
Comment:
It is understood that the proposed access from Grey Street may need to be relocated due to proximity conflicts with the adjacent rail line. The reconfiguration of the site access will likely conflict with the current proposed location of the common amenity space. City Staff and the Applicant should work to ensure that a similar quality and sized common amenity space is maintained in any revised development concept for the site.
Applicant Response:
The required entrance off Maitland indeed conflicts with the large amenity area that was proposed. Smaller, separate amenity spaces are now contemplated.
Comment:
The Panel expressed appreciation for elements of the preliminary architectural design concept, particularly the “transitional” vernacular and the softness of the cladding treatment and lighter colour palette.
Applicant Response:
Acknowledged.
Comment:
The Panel recommends that architectural design of the street-facing façade (along Maitland Street) be the focus of architectural improvements. To improve the overall curb appeal of the building and add character, the following recommendations were made: <ul style="list-style-type: none"> • Include additional articulation in the façade treatment, possibly through the introduction of bay windows; • Introduce additional material and/or colour variation to further break down the mass and flatness of the west façade; • Consider adding balconies or Juliette balconies; • Consider flipping the unit floorplans and the east-west design of the building elevations to orient more unit entrances, windows and balconies to the street-facing side of the building.
Applicant Response:
Acknowledged. These comments will be regarded through future revisions during the Site Plan Approval process
Comment:
The Panel strongly recommended that the Applicant ensure that the proposed air conditioning units are located at the rear of the building, screened from view of the street.
Applicant Response:
Acknowledged.

Form Completed By: Matt Campbell