



## PLANNING & DESIGN REPORT

“WESTROCK”

1856 - 1870 OXFORD STREET WEST, LONDON

**Proposed Zoning Bylaw Amendment  
to permit a Mixed Use Commercial Building with  
223 Apartment Units**

Prepared by:  
**STRIK, BALDINELLI, MONIZ LTD.**  
301, 1599 Adelaide Street North  
London, ON, N5X 4E8

Prepared for:  
**Oxford West Gateway Inc.**  
201, 303 Richmond Street  
London, ON, N6G 2H8

SBM-20-3418

December 2021



**Attn: Michael Corby**  
Manager, Current Planning  
City of London  
355 Wellington Street  
London, Ontario N6A 3N7

23 December 2021  
SBM-20-3418

**RE: Planning & Design Report – 1856-1870 Oxford Street West, London**

Dear Mr. Corby,

Strik, Baldinelli, Moniz Ltd. has been retained by Oxford West Gateway Inc. to coordinate the preparation and submission of a Zoning By-law Amendment (ZBA) application for landholdings municipally addressed 1856-1870 Oxford Street West in the Riverbend South planning area of London, ON.

This report provides an introduction and policy review of the proposed development and the applicable relevant provincial and municipal policies. The application is being brought forward with the intent to construct a mixed use building with two towers, consisting of 223 apartment units and approximately 840 m<sup>2</sup> of ground floor commercial uses.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Laverne Kirkness, BES, RPP, MCIP  
Principal Planner, Planning Division Manager

P: 519-471-6667

C: 519-668-8060

E:lkirkness@sbmltd.ca

## **CONTENTS**

<b>1</b>	<b>Introduction</b> .....	<b>1</b>
<b>2</b>	<b>Site Description</b> .....	<b>2</b>
<b>3</b>	<b>Surrounding Land Uses</b> .....	<b>4</b>
<b>4</b>	<b>Spatial Analysis</b> .....	<b>6</b>
4.1	Regional Spatial Analysis (800m).....	6
4.2	Site Specific Spatial Analysis.....	8
<b>5</b>	<b>Pre-Application Consultation</b> .....	<b>9</b>
<b>6</b>	<b>Development Concept</b> .....	<b>10</b>
<b>7</b>	<b>Design Considerations</b> .....	<b>12</b>
<b>8</b>	<b>Supporting Studies</b> .....	<b>16</b>
8.1	Sanitary Servicing Feasibility Study.....	16
<b>9</b>	<b>Planning Policy Framework</b> .....	<b>16</b>
9.1	Provincial Policy Statement (PPS).....	16
9.2	The London Plan.....	17
9.3	City of London Official Plan (1989).....	20
9.3.1	Riverbend South Secondary Plan (RSSP).....	20
<b>10</b>	<b>Zoning Bylaw Amendment (ZBA) Request &amp; Analysis</b> .....	<b>23</b>
10.1	Existing Zoning.....	23
10.2	Proposed Zoning Bylaw Amendment.....	23
	Requested Special Provisions.....	25
10.2.1	Rationale:.....	26
10.3	Requested Zoning Bylaw Map Amendment.....	27
<b>11</b>	<b>Closing</b> .....	<b>28</b>

## **FIGURES**

<b>Figure 1.</b>	Subject Lands – Aerial View (Source: CityMap).....	<b>1</b>
<b>Figure 2.</b>	Location and Photo Key Map.....	<b>2</b>
<b>Figure 3.</b>	Regional Spatial Analysis (400m and 800m Radius).....	<b>7</b>
<b>Figure 4.</b>	Site Specific Spatial Analysis.....	<b>8</b>
<b>Figure 5</b>	Rendering of North Elevation – View from Riverbend Road.....	<b>11</b>
<b>Figure 6.</b>	Rendering of South Elevation – View from Riverbend Road.....	<b>11</b>
<b>Figure 7.</b>	Rendering of North Elevation – View from within WestRock commercial development.....	<b>12</b>
<b>Figure 8.</b>	Angular Plane measured from Centerline of Riverbend Road.....	<b>13</b>
<b>Figure 9.</b>	Rendering of East Elevation – View from Riverbend Road.....	<b>14</b>
<b>Figure 10.</b>	Rendering of North Elevation – View from Oxford Street West.....	<b>15</b>
<b>Figure 11.</b>	The London Plan (Map 1) Place Types (Left) and 1989 Official Plan Land Use Designations (Right).....	<b>19</b>
<b>Figure 12.</b>	Riverbend South Secondary Plan – Schedule A: Land Use.....	<b>21</b>
<b>Figure 13.</b>	Proposed Zoning Bylaw Amendment.....	<b>27</b>

## **APPENDICES**

**Appendix A** Conceptual Site Plan

**Appendix B** Building Renderings

**Appendix C** Building Elevations

**Appendix D** Sun Shadow Study

## **BIBLIOGRAPHY**

**Provincial Policy Statement, 2020**

**The London Plan**

**City of London 1989 Official Plan**

**Southwest Area Secondary Plan**

**City of London Zoning By-Law Z.1**

## 1 INTRODUCTION

The purpose of the following land use Planning Justification Report is to evaluate a proposed Zoning By-Law Amendment (ZBA) application for the lands at 1856-1870 Oxford Street West (the “Subject Lands”) within the context of existing land use policies and regulations, including the Provincial Policy Statement, the City of London Official Plan, The London Plan, Riverbend South Secondary Plan, and the City of London Zoning By-law.

The applicant is seeking to amend the Zoning Bylaw to permit a high density, mixed-use apartment building with ground floor commercial within the commercial development that is marketed under the name “WestRock”. The intent of this application is to create a complete community within WestRock that includes shopping and office employment and residential land uses – live, work and shop.

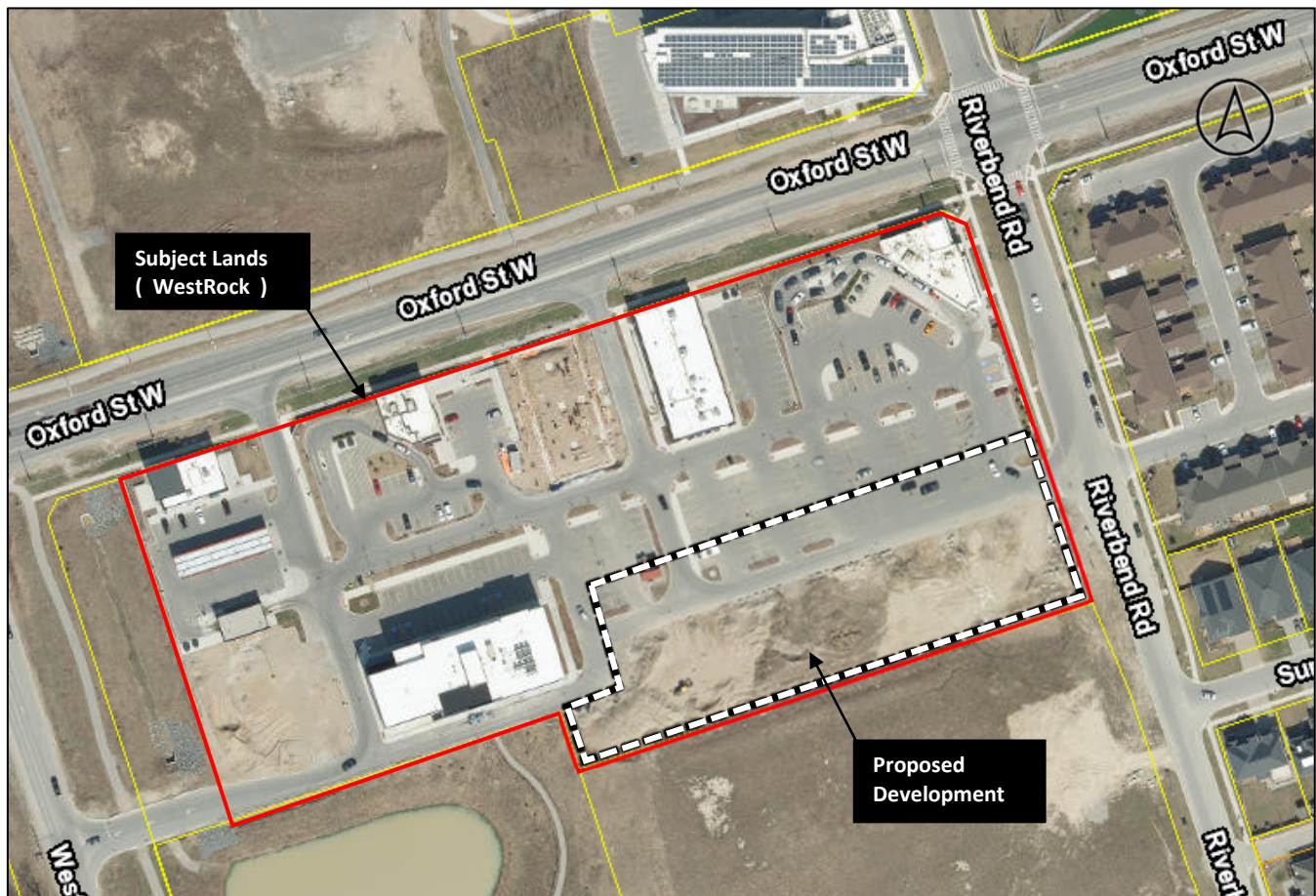


Figure 1. Subject Lands – Aerial View (Source: CityMap).

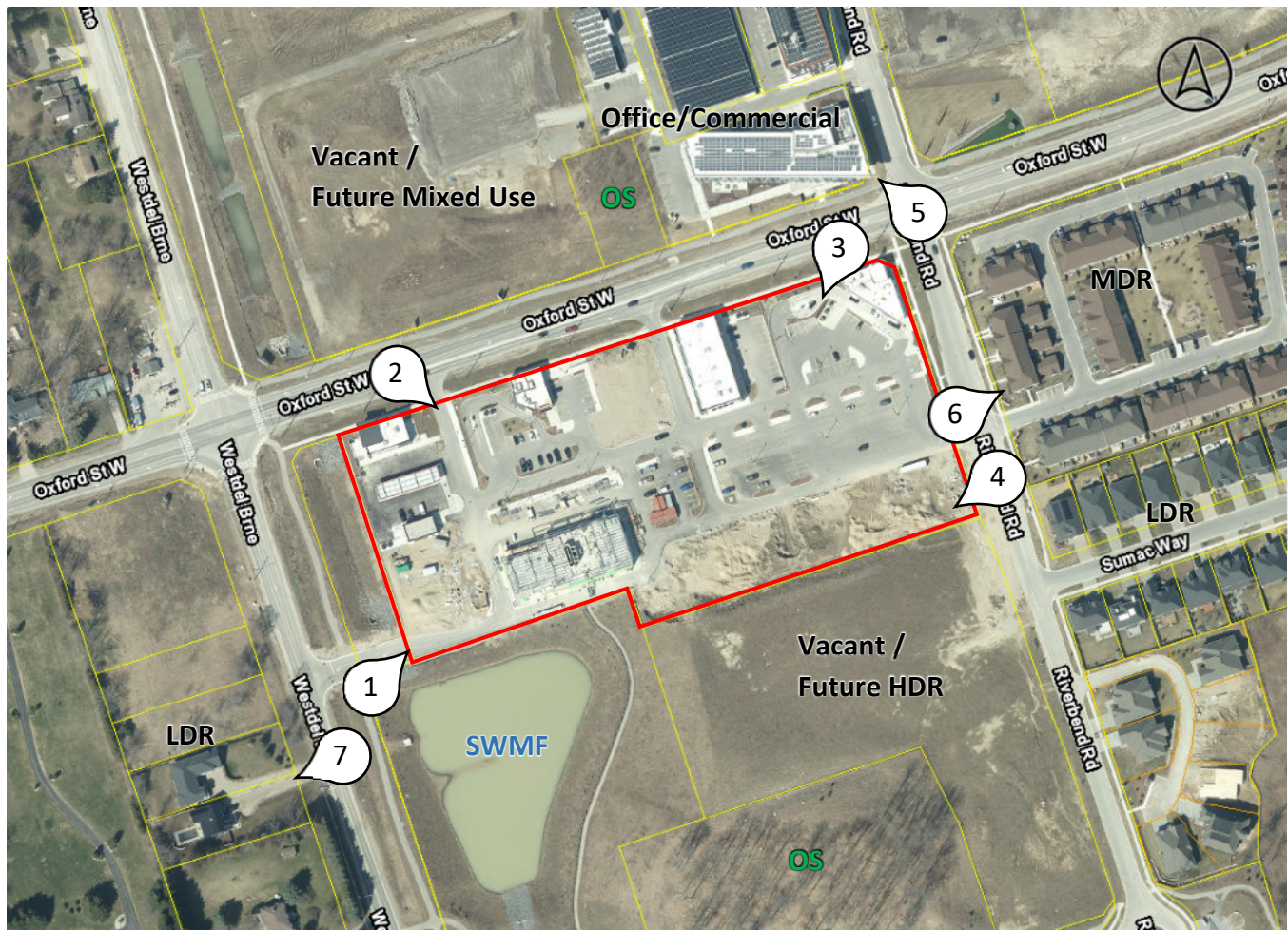


Figure 2. Location and Photo Key Map

## 2 SITE DESCRIPTION

WestRock is located in the west quadrant of the City of London, south of Oxford Street West, between Westdel Bourne to the west and Riverbend Road to the east. The large commercial lot that is approximately 3.28 hectares (8.1 acres) in area and is offered high visibility, frontage and access onto the two arterials (Westdel Bourne and Oxford Street West) and a collector (Riverbend Road). The commercial lot has been developed with eight existing commercial/office buildings and associated surface parking within the west and north portions of the site.

The proposed mixed use building would be located within the southeast portion of the site, which is currently vacant (refer to **Figure 1** and **Figure 2**). **Photos 1 – 4** reflect the existing context of the Subject Lands.



**Photo 1.** View of Subject lands looking east from Westdel Bourne.



**Photo 2.** View of Subject Lands looking southeast from Oxford Street West.



**Photo 3.** View of Subject Lands looking southwest from Oxford Street West and Riverbend Road intersection.



**Photo 4.** View of Subject Lands and proposed Development Area, looking west from Riverbend Road.

### **3 SURROUNDING LAND USES**

The surrounding uses consist of a mix of low to medium density residential, open space, commercial and office uses. Vacant lands to the south are planned for residential development or already under construction. More specifically:

**North:** Across Oxford Street West is the West Five community, consisting of Sifton Properties offices/headquarters (**Photo 5**), and ground floor retail uses (BDC(31) Zone). To the west of the office use is the Kilbourne Cemetery (OS3 Zone) and vacant lands planned for future commercial development (CSA5(7) Zone).

**East:** Across Riverbend Road is a cluster townhouse development (R5-4(13) Zone) (**Photo 6**) and single detached dwellings (R1-5 Zone) on Sumac Way.

**South:** Directly south is vacant land that is planned for medium density (R5-7, R6-5 & R8-4 Zones) and high density (R10-3(7) Zone) residential developments with a maximum height of 18 m and 48 m, respectively.

**West:** Directly abutting the Subject Lands is a linear stormwater management facility (OS Zone), abutting Westdel Bourne. Across the Westdel Bourne are large residential lots (**Photo 7**) with single detached dwellings (R1 Zone) fronting onto the arterial road with significant front yard setbacks.





**Photo 5.** View of Offices (Sifton), looking north from Oxford Street West and Riverbend Road intersection.



**Photo 6.** View of Medium Density Residential (Townhouses), looking east from Riverbend Road.



**Photo 7.** View of Low Density Residential (Single Detached Dwellings), looking west from Westdel Bourne.

## **4 SPATIAL ANALYSIS**

### **4.1 REGIONAL SPATIAL ANALYSIS (800M)**

The Subject Lands are located within the South Riverbend Neighbourhood that is actively being developed as a “complete community” with a mix of low, medium, and high density residential, commercial, employment, open space land uses, and St. Nicholas Catholic Elementary (K-9) School. **Figure 3** illustrates the community context within a 400m and 800m radii, representing straight line walking distances of 5 and 10 minutes, respectively.

Surrounding features include a connected network of open spaces and lands that are currently under development or planned for new community-oriented uses. The surrounding area provides several open space destinations including pedestrian paths and other recreational opportunities. Areas such as Warbler Woods & Kains Woods ESAs, Hickory Woods, Riverbend Park, as well as a connected stormwater management system offer unique ecological amenities throughout the community within an 800m distance.

Oxford Street West is planned high-volume arterial roadway serving the surrounding communities with direct connection to the downtown. Bus transit is anticipated to be extended to the Subject Lands when warranted. Presently, bus stop facilities are located to the east on Commissioners Road and Riverbend Road, providing linkage to Route #17 – Byron/Riverbend – Argyle Mall.

WestRock is a prime destination in the area, providing a large commercial destination that offers the day-to-day needs of the residents within the neighbourhood, as well as surrounding communities.

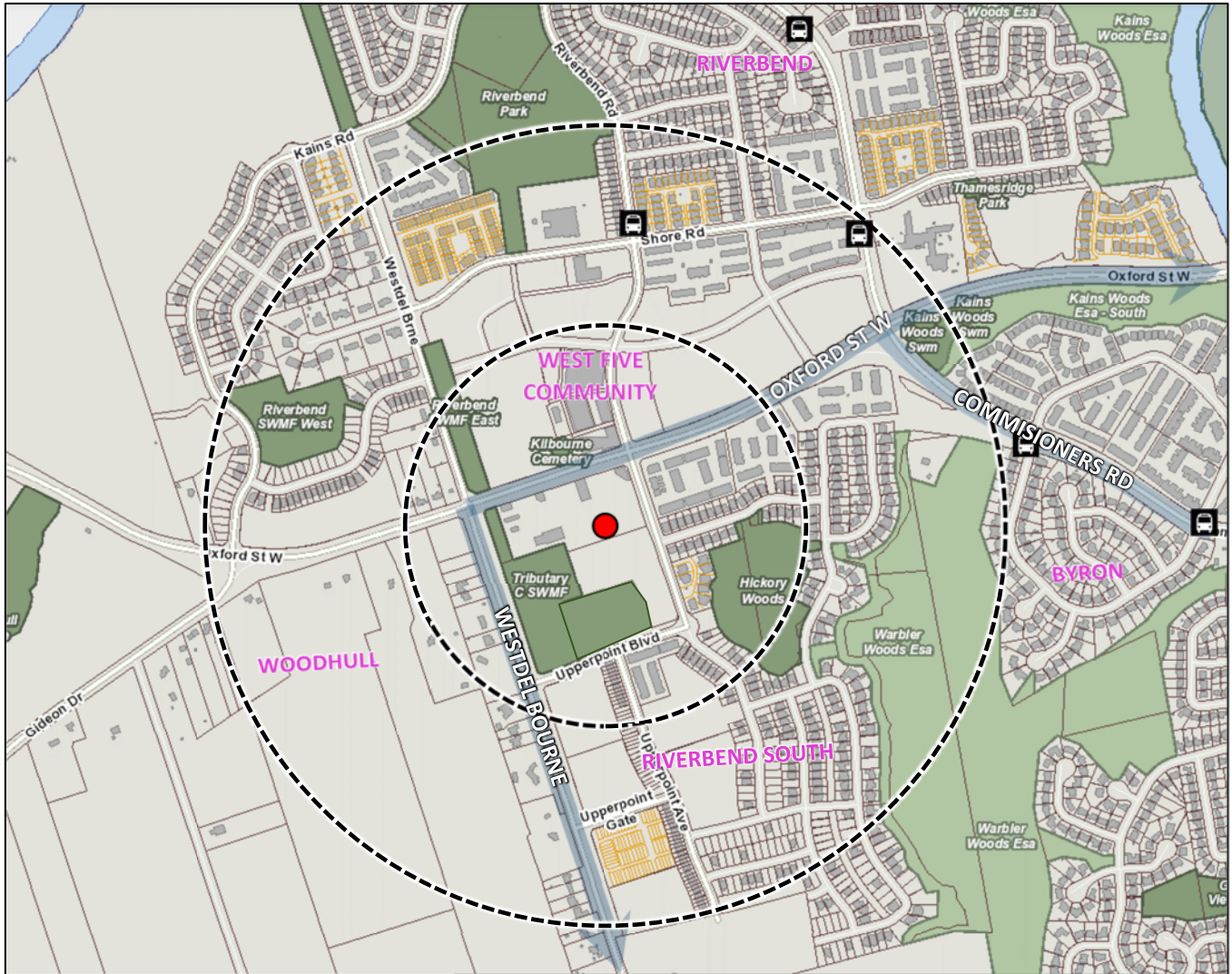


Figure 3. Regional Spatial Analysis (400m and 800m Radius)

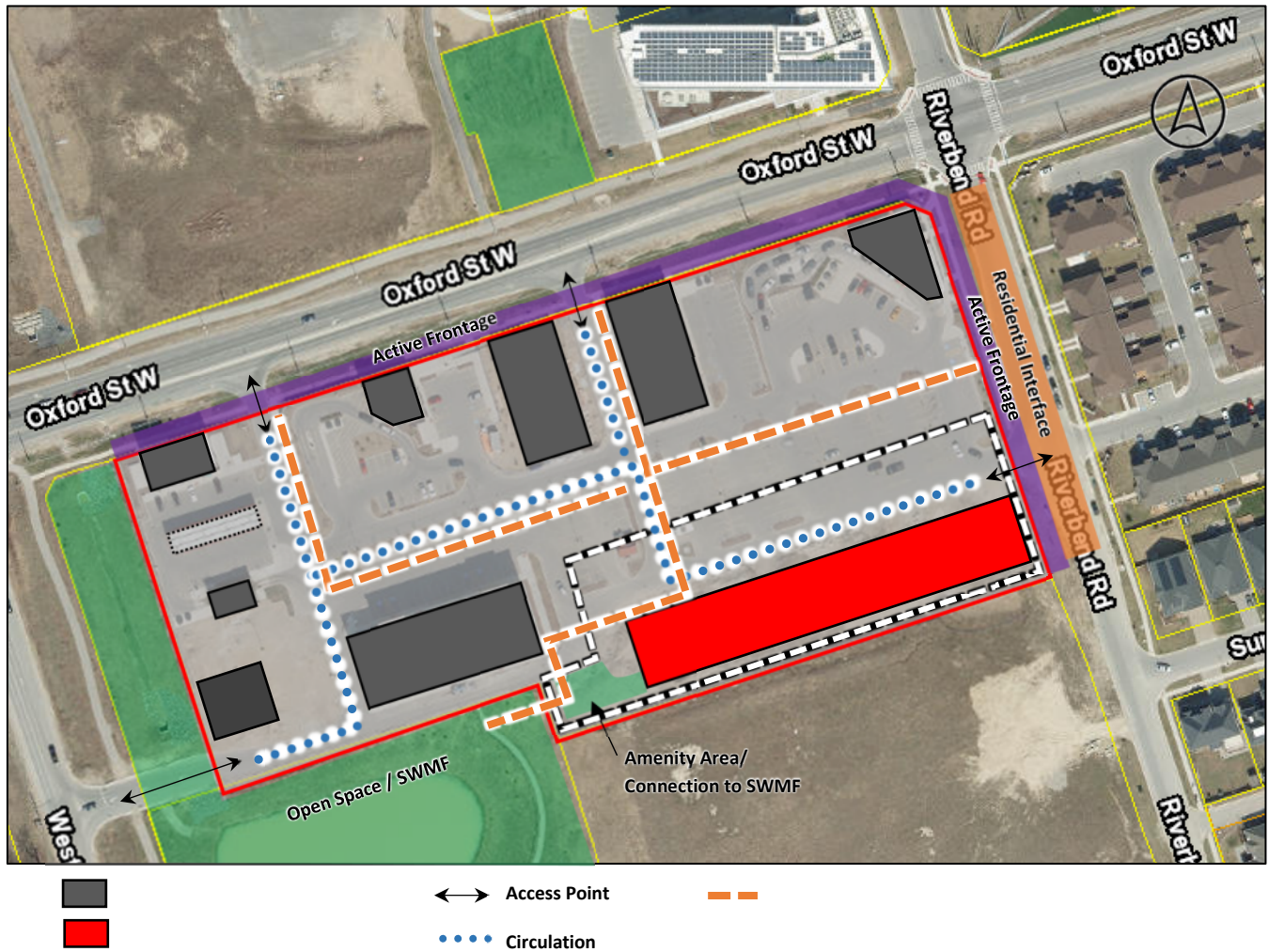


Figure 4. Site Specific Spatial Analysis

## 4.2 SITE SPECIFIC SPATIAL ANALYSIS

A Site Specific Spatial Analysis was conducted on the Subject Lands, including:

**Composition and Built Form:** The Subject Lands are presently being developed. There are seven commercial/office buildings constructed on the site, with one additional building currently underway at Westdel Bourne. These existing buildings comprise over 6,500 m<sup>2</sup> of gross commercial (non-residential) floor space for commercial and office uses. The existing buildings have been located along the periphery of the property limits and at the access points of the site, framing the entrances, and maintaining the surface parking to be located internal to the site.

**Edge Conditions:** The site is afforded with “Active Street Frontages” along two street; however, several physical conditions do not permit convenient pedestrian access to Westdel Bourne or Oxford Street

West. This grading constraint is also present along the east property limit. The proposed development would front Riverbend Road and would be architecturally treated to emphasize the street edge and promoting pedestrian activity as practically as possible and improve visual interest by using large windows, glazed walls, building entrances, and walkways connected to the public sidewalk. Riverbend Road is also identified as an existing “Residential Interface” that is subject to step back requirement to maintain a human scale, reduce perceptions of overlook, and maximize sun exposure.

Connectivity: There are presently four access points into the WestRock commercial development and no new accesses would be created with the proposed development. Sidewalks are currently located on all sides around WestRock. Walkways from the proposed development would connect residential and commercial entrances to the public sidewalk network. A stormwater management facility is located to the southwest of the proposed building and would also be connected by walkway/parkette to provide additional amenity to residents and visitors.

## **5 PRE-APPLICATION CONSULTATION**

A Pre-Application Consultation meeting was held on April 20<sup>th</sup>, 2021, with staff from the City of London to discuss the initial development proposal. At the meeting several urban design concern alternatives were recommended to the applicant. A subsequent redesign of the building has been made to increase tower separation by reducing the number of towers (from 3 to 2), create additional stepbacks from Riverbend Road, increase the podium height, and refine the architectural treatment of the façades.

The Record of Pre-Consultation identified that: *“There are inconsistencies with the proposed form, and intensity of the proposed development with the contextual and policy framework. The development of the lands should be consistent with intensity, and form for the lands contemplated within the policy framework.”* This is further reviewed in Section 9 of this Report. The proposed development and Land Use policy framework defers to the Riverbend South Secondary Plan, which provides the more detailed land use and built form policies envisioned for the Riverbend South community, while being consistent with or having regard for the citywide Official Plans.

## 6 DEVELOPMENT CONCEPT

The proposed development envisions a mixed use development consisting of a base podium consisting of approximately 840 m<sup>2</sup> of ground floor commercial and two 10 & 11 storey towers, containing 223 apartment units and. The Conceptual Site Plan is illustrated in **Appendix A**.

The building would be located to the southeast corner of the Subject Lands, aligned with the south property limit. Surface parking is located to the north of the building, internal to the site and screened from the public sidewalk with landscaping. Parking would be located such that the majority of required parking is internal to the building, within one level of underground parking and one level at-grade within the podium. Access to internal parking would be provided to the north and west sides of the building . Commercial uses have been oriented along the ground floor concealing internal parking and animating the pedestrian realm.

The modern architectural style would maintain consistency between the WestRock commercial development and the developments to the north of Oxford Street West, attract in a young vibrant tenant looking to live and work within a walkable radius.

The building would be designed to address Riverbend Road and the more sensitive residential land uses across the street by using stepbacks to create a more human-scale street edge. An angular plane of 45 degrees has been used along Riverbend Road, or 47 degrees from centreline of the road, to limit the building height and maximize sky view from this collector roadway. The façade along Riverbend Road would be designed using architectural elements to emphasize the building entrances, connected to the public sidewalk with walkways, and landscaped to provide a welcoming street interface.

Internal to the site and facing the internal parking area, seven ground floor commercial units provide an active facade for residents and visitors, animating the site, and encouraging a lively community node. Access to residential apartment units would be provided via principal building entrances located to the north and south side of the building.

For a visual depiction of the proposed building design, refer to **Appendix B** Building Renderings and **Appendix C** Building Elevations.



Figure 5 Rendering of North Elevation – View from Riverbend Road



Figure 6. Rendering of South Elevation – View from Riverbend Road



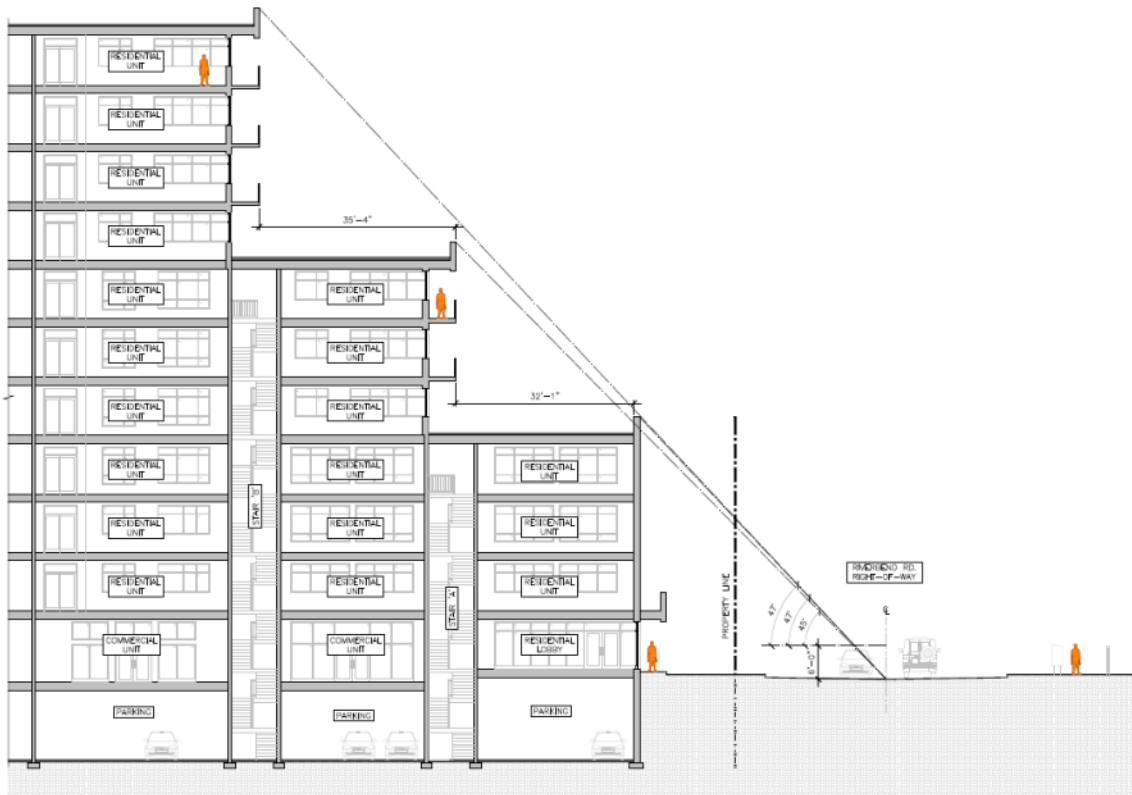
**Figure 7.** Rendering of North Elevation – View from within WestRock commercial development

## **7 DESIGN CONSIDERATIONS**

Several applicable documents within the City of London Planning framework provide guidelines and recommendations on urban design for the Subject Lands. The following outlines the urban design considerations that have been implemented with the proposed development and that are consistent with Section 20.6.5 of the Riverbend South Secondary Plan, Section 11.1.1 of the 1989 Official Plan, and Policies 221-305 of The London Plan.

Surrounding Context & Access to Sunlight: Lands to the east of Riverbend Road consist of low-rise cluster townhouses. The building would be designed with two significant step backs from Riverbend Road to provide a gradual height transition from the adjacent residential properties to a tower form using an angular plane of 45 degrees. The step backs will also provide increased privacy and opportunities for common amenity spaces above the ground floor, as well as present a more “human-scale” at street level and maximize sky view.





**Figure 8.** Angular Plane measured from Centerline of Riverbend Road

**Relationship to the Street:** The proposed mixed use building would be brought forward to the street, reducing the “front” yard setback from Riverbend Road. This street edge would include a principal entrance to the residential building component connected via wide pedestrian walkway to the public sidewalk on Riverbend Road (**Figure 9**).

**Building Massing:** the proposed building would enhance the street edge as well as the pedestrian experience within the WestRock commercial development by using architectural features to break-up the massing of each facade. An emphasis is placed on the podium level, emphasizing the ground floor commercial units, with Variations in colour, building articulations and additional canopies have been added at each residential entrance to highlight and direct pedestrian flow around the building

**Podium and Pedestrian Realm:** The proposed building would have a podium that varies in height, delineated by using building articulation, to emphasize the interface on Riverbend Road and between residential and commercial units. Façade treatment at-grade along the commercial “storefronts”

includes a higher proportion of glazing to clearly delineate commercial unit entrances. This facade was designed to mimic a more traditional neighbourhood style which accents the ground floor commercial space while keeping in mind the pedestrian scale.



**Figure 9.** Rendering of East Elevation – View from Riverbend Road.

**Tower:** The building would comprise of two residential towers on top of the podium, spaced to adequately provide privacy between buildings and reduce sun shadow impacts on the commercial spaces to the north (**Figure 10**).

The east tower would be 11-storeys in height and designed with setbacks from Riverbend Road to provide gradual height transition from the adjacent street. Multiple fin walls would be incorporated to break up the façade and provide articulation to the built form. This architectural treatment has been utilized in a manner to break the long North façade into more human-scale elements and provide visual interest from the street facing façade.

The west tower would be 10-storeys providing a varied tower height and designed to incorporate a mirrored image of the first tower to provide a cohesive rhythm between the two distinct towers. Likewise, fin walls would also be utilized within the design to break up the façade and provide articulation to the built form.



**Figure 10.** Rendering of North Elevation – View from Oxford Street West.

**Building Materials:** The material palette is composed of three primary elements. Brick masonry veneer is used to highlight the residential and commercial entrances/spaces as well as anchoring the base of the building. Multiple modern neutral colours on the towers above provide horizontal and vertical articulations to the building. Glass provides transparency, openness, and lightness throughout the building, while also creating additional horizontal & vertical articulations.

**Vegetation:** The site is largely developed and paved, thus there are limited opportunities for preservation or new planting. Landscaping areas would use various planting materials to be planted along building walkways, within parking islands and along the street facing façade to soften the modern elements, provide an inviting space for pedestrian traffic, and provide a common link between the development and surrounding neighbourhood. An amenity area with hard and soft landscaping would be located to the west end of the building, providing a green connection to the stormwater management facility to the southwest and to Oxford Street West.

**Parking & Loading:** Vehicular access to the development is provided by the existing drive-aisles established throughout the WestRock commercial development. Visitor and commercial parking would be located within the surface parking area, central to the Subject Lands. The majority of residential parking would be located internal to the building with two building accesses to the north and west

facades of the building. Locations for waste facilities will be explored as part of the detailed design stage of Site Plan Approval but would be stored internally until removal is scheduled.

## **8 SUPPORTING STUDIES**

### **8.1 SANITARY SERVICING FEASIBILITY STUDY**

A Sanitary Servicing Feasibility Study (SFS) has been completed by SBM, dated December 2021, and submitted under separate cover. The study was completed to determine the adequacy and capacity of the existing sanitary services in support of the Zoning By-Law Amendment (ZBA) and proposed site plan development. The following summarizes the analysis, recommendations, and conclusions of this report.

The Subject Lands are tributary to an existing 300 mm diameter sanitary stub at the southwest corner of the Subject Lands which connects to the existing sanitary manhole located within the Westdel Bourne ROW. This existing would be accommodated with sufficient capacity in the receiving sewers downstream of the proposed development.

Generally, the proposed development would be adequately serviced with existing municipal infrastructure available within the abutting rights-of-way. A more detailed design and servicing evaluation would be conducted through Site Plan Approval.

## **9 PLANNING POLICY FRAMEWORK**

### **9.1 PROVINCIAL POLICY STATEMENT (PPS)**

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

- The Subject Lands are located within the urban growth boundary, along an arterial corridor (Sections 1.1.3.1 and 1.1.3.2) and, as such, the proposed development promotes cost-effective development to minimize land consumption and servicing by utilizing existing facilities (Sections 1.1.1.b-e, h and 1.6.6.2).
- The proposed development makes efficient use of land and municipal services, is located in proximity to trails and supports walkability and transit, and would not create adverse impacts on surrounding properties (Sections 1.1.3.2 and 1.1.3.3).

- The proposed development provides a compact development and supports the range of housing options in the form of apartment dwellings, contributing to meeting housing needs in a location that is well suited for increased density (Sections 1.4.1 and 1.4.3).
- The use of existing municipal infrastructure (i.e., sewage, water, and stormwater) is being optimized through the proposed development along Westdel Bourne, Oxford Street West and Riverbend Road corridors (Section 1.6.6).

**Based on the above, it is the opinion of the writer that the proposed Zoning By-Law Amendment is consistent with the policies of the 2020 Provincial Policy Statement.**

## 9.2 THE LONDON PLAN

Although portions of the London Plan are still currently under appeal before the Local Planning Appeal Tribunal (LPAT), development proposals are to have regard for the policies in effect. The London Plan identifies the Subject Lands as being within the “**Shopping Area**” **place type** fronting Oxford Street West and “**Neighbourhoods**” **place type** (per Map 1) and fronting onto an “**Urban Thoroughfare**” and “**Neighbourhood Connector**” (per Map 3) (**Figure 11**).

Under the London Plan’s Key Direction #5 “*Build a mixed-use compact city*” (Policy 59), the proposed development achieves the objectives under Direction #5, by contributing to building “inward and upward” with a compact mixed use apartment building with access to two arterial roads and that intensifies a community commercial node, allowing residents to live, work and play. The proposed zoning bylaw amendment conforms with the character of the existing commercial buildings, is proximal to recreational amenities, will enhance walkability.

The intent of the “Neighbourhoods” place type is to permit a range of residential land uses and intensities that are compatible in form and offer a variety of housing choice, particularly with higher intensity/density along higher-order streets. The intent and approach of this place type is:

*“to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities” (Policy 919.6)*

London Plan lists the permitted uses for sites within the “Neighbourhoods Place Type” with frontage onto an “Urban Thoroughfare”, to include Low Rise Apartments (Table 10) up to four storeys in height (Table 11).

Urban design considerations associated with the “Neighbourhoods” place type are outlined in Policies 189-306 of the City Design chapter of The London Plan. The overarching design objectives are listed in Policy 193:

1. *A well-designed built form throughout the city.*
2. *Development that is designed to be a good fit and compatible within its context.*
3. *A high-quality, distinctive and memorable city image.*
4. *Development that supports a positive pedestrian environment.*
5. *A built form that is supportive of all types of active mobility and universal accessibility.*
6. *High-quality public spaces that are safe, accessible, attractive and vibrant.*
7. *A mix of housing types to support ageing in place and affordability.*
8. *Sustainably designed development that is resilient to long-term change.*
9. *Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.*

**Response:** The components of this proposal have been designed to achieve the applicable listed objectives in the following manner. The proposed development would be:

- **architecturally designed to feature a high-quality building using high-quality materials, lighting and colour, and designed to minimize massing and promote a human-scale development that is reflective of the existing commercial development and provides visual interest to the London west skyline.**
- **compatible with existing residential land uses by stepping back from Riverbend Road to not overlook or cast shadow onto the adjacent properties.**
- **create a distinctive street edge along Riverbend Road, contributing to the creation of a consistent streetwall and activating the public realm.**
- **support walkability by linking the site via walkways to the sidewalk network as well as the proximal multi-use trails and providing short and long term bicycle facilities, thereby supporting active modes of transportation.**
- **designed in accordance with Ontario Building Code and Zoning Bylaw regulations that ensure the capability for universal accessibility.**
- **offering an attainable housing type within an establishing community that offers housing choice and affordability.**

The City Design policies of the London Plan are mainly addressed and further refined through the Site Plan Approval process, including design considerations for positive pedestrian environment, building materials, landscaping, and connectivity.

The intent of the Shopping Area Place Type is, “to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development” (Policy 878.1).

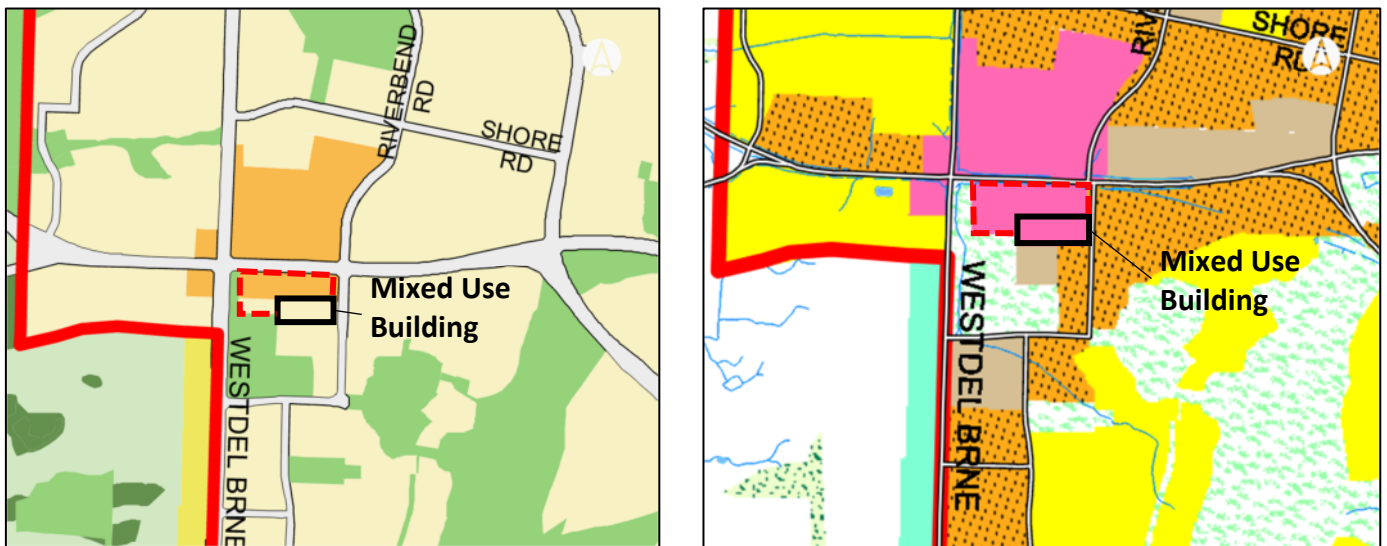
**Response: The general intent of the Shopping Area place type seeks the intensification of existing sites. The proposed development would introduce residential apartment uses to the commercial development, providing live-work opportunities.**

Policy 1556-1565 of The London Plan contains policies related to Secondary Plans, specifically 1558 which outlines the following:

*“Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.”*

The approved Riverbend South Secondary Plan provides more detailed policy direction in relation to land use, development intensity and building form. It is recognized that the proposed development is subject to the more detailed policies as set out in the Secondary Plan and the maps and policies of the Secondary Plan would prevail (see Section 9.3.1 of this Report).

**It is of the opinion of the writer that the proposed development supports the broad vision established for the “Neighbourhoods” Place Type. The existing WestRock commercial development with residential land uses conforms with the general urban design objectives of the London Plan.**



**Figure 11.** The London Plan (Map 1) Place Types (Left) and 1989 Official Plan Land Use Designations (Right)

### 9.3 CITY OF LONDON OFFICIAL PLAN (1989)

The 1989 City of London Official Plan (OP) provides high level land use policies which apply to all lands within the City of London. All development applications within the City of London are required to be in conformity with the policies and objectives of the OP.

The Subject Lands are designated “**Community Commercial Node (CCN)**” per Map 4, Schedule A – Land Use of the City of London Official Plan (**Figure 11**) and located an “**Arterial Road**” and “**Primary Collector**” as per Schedule “C”, and capable of accommodating higher volumes of traffic.

The CCN designation permits wide range of commercial uses including “**Multi-Family, High Density Residential**” (Section 4.3.7.3). The 1989 OP further acknowledges the Riverbend South Secondary Plan and states that “*more specific land use designations and associated policies may be established through the Secondary Plan*” (Section 20.1.1.).

#### 9.3.1 Riverbend South Secondary Plan (RSSP)

The Riverbend South Secondary Plan (RSSP) was adopted by Council in 2015 to redesignate the subject lands for community growth. The policies of the RSSP are to be read and interpreted in conjunction with the 1989 City of London Official Plan, which refers to specific land use designations. With the RSSP, the Subject Lands are designated “**Community Commercial Node**”. Under Section 20.6.3.2 of the RSSP:

*“Permitted uses within this area will be consistent with Section 4.3.7.[3] of the Official Plan. In addition, residential units above commercial and office uses will also be permitted to foster live-work opportunities.”*



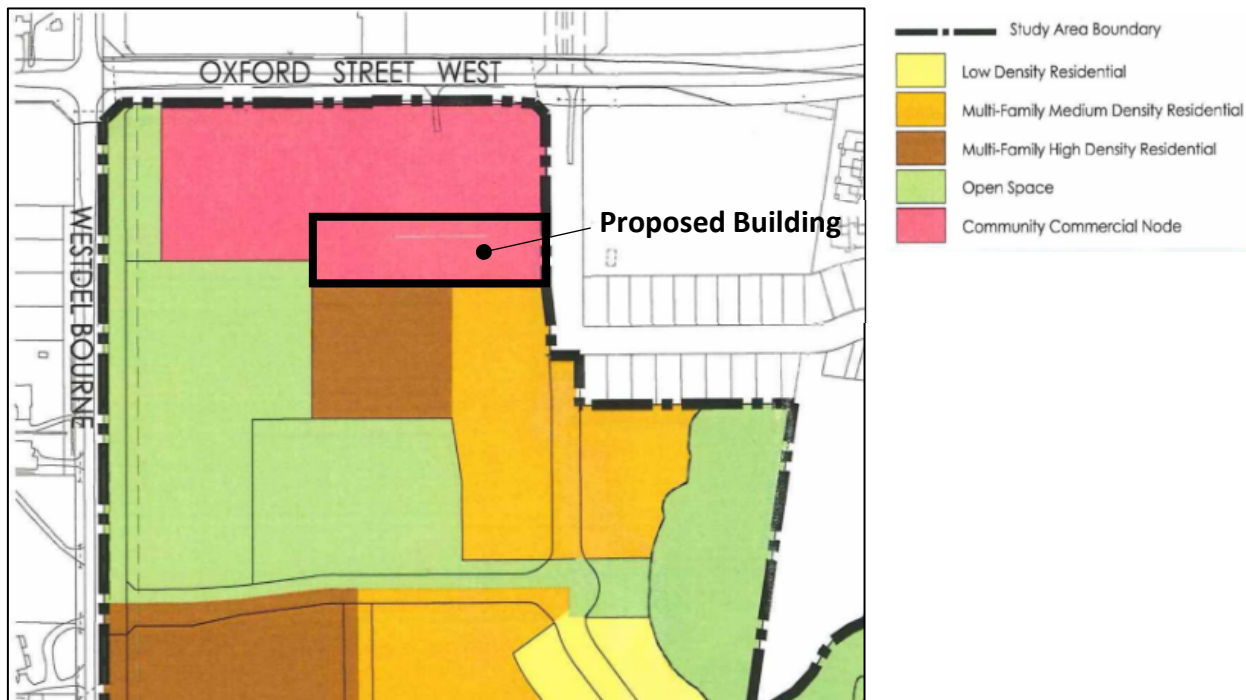


Figure 12. Riverbend South Secondary Plan – Schedule A: Land Use

Under Section 4.3.7.3 of the 1989 Official Plan, permitted uses include a variety of retail/commercial uses and “**Multi-Family, High Density Residential**”, which is described under section 3.4 (1989 OP) as:

*“Multi-family, high density residential uses ... may also be permitted in the designation through a zoning by-law amendment application, site plan application and consideration of design features which provide for the proper integration of the two uses.”*

**RESPONSE:** The proposed Zoning Bylaw Amendment seeks approval to permit the High Density Residential use and considers the integration of the two uses, as well as the adjacent street network and existing uses (refer to Section 7).

Section 3.4.1. outlines the objectives of Multi-family, High Density Residential as:

- i) Support the development of multi-family, high density residential uses at locations which enhance the character and amenity of a residential area and where arterial streets, public transit, shopping facilities, public open space, and recreational facilities are easily accessible; and where there are adequate municipal services to accommodate the development.*
- ii) Provide opportunities for the development of multi-family, high density residential buildings at locations adjacent to major public open space areas where compatibility with adjacent land uses can be achieved.*

*iii) Promote, in the design of multi-family, high density residential developments, sensitivity to the scale and character of adjacent land uses and to desirable natural features on, or in close proximity to, the site.*

**RESPONSE:** The WestRock commercial development provides an ideal location for compact residential development by providing opportunities to live, work and play within a short walking distance (refer to Section 4 Spatial Analysis). Commercial and employment opportunities existing within the Westrock site as well as the West Five community to the north. Amenities and recreation opportunities include the parks and trail network within the SWM facilities, or warbler woods further east. The proposed development also recognizes the more sensitive land uses to the east, stepping back the tower from podium on Riverbend Road. The proposed development meets these objectives.

Section 3.4.3 of the 1989 Official Plan describes the envisioned scale of development permitted for High Density Residential:

- Net residential density of less than 150 units per hectare;

**RESPONSE:** Pursuant to Section 3.4 1) of the Zoning By-Law, the non-residential component of the development is assessed at one (1) dwelling unit per 100 m<sup>2</sup> of gfa. On the overall site plan (Appendix A), the proposed development meets this criteria (refer to Section 10).

- “Height and density limitations that are specified in the Zoning By-law...” and guided by criteria under 3.4.3.i.:

- *“a transition in scale ... to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;*
- *a diversity of housing forms ... to minimize the overwhelming effect of large high-rise developments;*
- *high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) ... with densities and building heights decreasing as the distance from an activity node increases;*
- *massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and*
- *conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of a secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.”*

**RESPONSE:** The design considerations listed in Section 7 provide further detail to the above-listed criteria. The proposed residential building:

- is designed with building setbacks that alleviate the perception of building height from the adjacent street and reduces perceived shadow/privacy impacts on the existing residential uses to the east of Riverbend Road;
- contributes to the apartment unit housing supply in West London; and
- locates surface parking internal to the WestRock commercial development and connected with walkways. Internal and underground parking provides safe and convenient parking for residents of the building;

In the opinion of the writer, the proposed development conforms to the policies and objectives of the 1989 Official Plan and the Riverbend South Secondary Plan.

## **10 ZONING BYLAW AMENDMENT (ZBA) REQUEST & ANALYSIS**

### **10.1 EXISTING ZONING**

Presently, the Subject Lands are zoned Community Shopping Area (CSA5(6)) within the City of London Zoning By-Law. The CSA Zoning variations are generally intended to provide community-scale commercial lands with a wide variety of retails, personal service, office, recreation, and community facilities. High Density Residential uses are permitted under the CSA Zone by applying the Residential R8 or R9 Zones.

### **10.2 PROPOSED ZONING BYLAW AMENDMENT**

Per the General Purpose of the Section 22.1 of the Zoning Bylaw, a Zoning By-law Amendment is being requested to create a site specific zone for the Subject Lands to permit the proposed mixed use residential building.

**Table 1** provides a comparative analysis of the regulations of the existing CSA5(6) Zone as it relates to the proposed development per **Appendix A** Conceptual Site Plan .

**Table 1.** Zoning Data Table

Zoning Regulations	CSA5(6)	Provided	Conforms?
Permitted Uses	Varies (Non-Residential)	+ Dwelling Units	✗
Lot Area (m <sup>2</sup> ) Minimum	n/a	32,816	✓
Lot Frontage (m) Minimum	100	127	✓
Front Yard Depth (m) Minimum	0.0	1.5	✓
Exterior Yard Depth (m) Minimum	0.0	0.0	✓
Interior Side Yard Depth (m) Minimum	4.5 <sup>†</sup> (Abutting Residential)	2	✗
Interior Side Yard Depth (m) Minimum	3 (Abutting Non-Residential)	10	✓
Landscaped Open Space (%) Minimum	10	25	✓
Lot Coverage (%) Maximum	30	24	✓
Height (m) Minimum	12	40	✗
Gross Floor Area (m <sup>2</sup> )	30,000	29,379	✓
Density (UPH) Maximum	150	92	✓
Vehicle Parking	608	554	✗
Bicycle Parking	23 (7% Non-Residential)	136	✓
Bicycle Parking	168 (0.75 per Apt. dwelling)	168	✓

<sup>†</sup> Approved by Minor Variance (A.062/18)

**Table 2.** Overall Density Calculation

Existing Site	GFA (m <sup>2</sup> )
Bldg 1	280.90
Bldg 2	260.40
Bldg 3	827.15
Bldg 4	835.96
Bldg 5	410.12
Bldg 9	3615.00
Bldg 10	391.74
Bldg 11	119.01
<b>Total (m2)</b>	<b>6740.28</b>
<b>Unit Count</b>	<b>67.4028</b>
<b>Subtotal - Units</b>	<b>68</b>

Proposed Building	GFA (m <sup>2</sup> )	Apt. (du)
Commercial	840.00	
Residential Units		223
<b>Total (m2)</b>	<b>840.00</b>	
<b>Unit Count</b>	<b>9</b>	<b>223</b>
<b>Subtotal - Units</b>		<b>232</b>

Total - Units	300
Gross Area (m2)	32816
<b>Density</b>	<b>91.41882</b>

Note: Non-residential land uses are calculated at one (1) unit per 100m of gross floor area.

## REQUESTED SPECIAL PROVISIONS

Based on the above zoning data comparison, the regulations of the CSA5(\*\*) zone require special provisions to permit the proposed development, including additional permitted commercial uses, as follows:

### CSA5(\*\*) 1856-1870 Oxford Street West

#### a) Additional Permitted Uses

- i. Dwelling units

#### b) Regulations

- i. Front and Exterior Yard Setback (m) Minimum 0.0 metres
- ii. Internal Yard Depth (m) Minimum 2.0 metres
- iii. Height (Maximum) 40.0 metres
- iv. Dwellings (Maximum) 223 units
- v. Off-Street Parking (Minimum) 554 spaces
- vi. Permitted uses may be in stand-alone buildings that do not form part of a shopping centre.

### 10.2.1 Rationale:

#### Front and Exterior Yard Setback & Permitted Uses in Stand-Along Buildings:

There is no requested change to these two provisions, as they are already approved under CSA5(6) and would be carried forward with this new site specific zone. The front and exterior yards along Oxford Street West and Riverbend Road are intended to provide buildings and commercial frontages along the public realm to create a sense of place, per the Riverbend South Secondary Plan.

Internal Yard Depth: The proposed building is oriented east-west along the southern property limit. This would result in an internalized surface parking area between the commercial units fronting Oxford Street West and would adequately separate building height from the lower density residential uses east of Riverbend Road. To maximize the parking area for the commercial uses, the proposed building seeks permission to reduce the internal side yard depth from 4.5m to 2m. The purpose of the internal side yard is to protect for amenity space, reduce privacy and shadow impacts, and fire protection. With regard to these functions, the landowner has been in discussion with the landowner to the south to ensure that the planned development of those lands are capable to ensure that there is adequate separation space and functionality of both sites. With the experience of the applicant and developer, they are confident that the reduced internal setback would not create impediments to the future development of the southerly property.

Height: The requested increase to the building height from 12m to 40m to permit the 10 and 11 storey apartment towers. Comparable 8 – 9 storey residential buildings are located further north within the West Five neighbourhood on Riverbend Road. The proposed development would be 10 and 11 storeys in height and transitioned toward Riverbend Road to reduce the perception of the towers at street level. To the south of the site is planned for medium to high density residential and would anticipate a similar building height/intensity at a maximum of 18m and 48m, respectively. Therefore, the proposed building height would seem to fit with the existing and planned development. A sun shadow study has been completed by SBM and is found to be within acceptable limits of impact (**Appendix D**).

Dwellings: The maximum number of dwellings would limit the amount of residential development permitted within the commercial development. Any planned expansion or infill of the commercial development for additional residential dwellings would be required to apply for a subsequent zoning bylaw amendment.

**Off-Street Parking:** The Subject Lands are currently developed for commercial uses, including over 6,740 sq. m. of retail, restaurant and office uses. With the proposed mixed use building, the total required parking amounts to 608 spaces. The proposed building would accommodate 169 parking spaces internal to the building as well as 385 spaces within the central surface parking area, for a total of 554 parking spaces. Pursuant to 4.19.16.7 of the Zoning By-law, additional bicycle parking has been provided in lieu of 10% of the non-residential vehicle parking, representing 22 less vehicle spaces. The requested special provision would therefore request that the minimum parking provide a shortfall of 32 parking spaces for the entire WestRock commercial development, which is minimal when considering the site as a whole.

### 10.3 REQUESTED ZONING BYLAW MAP AMENDMENT

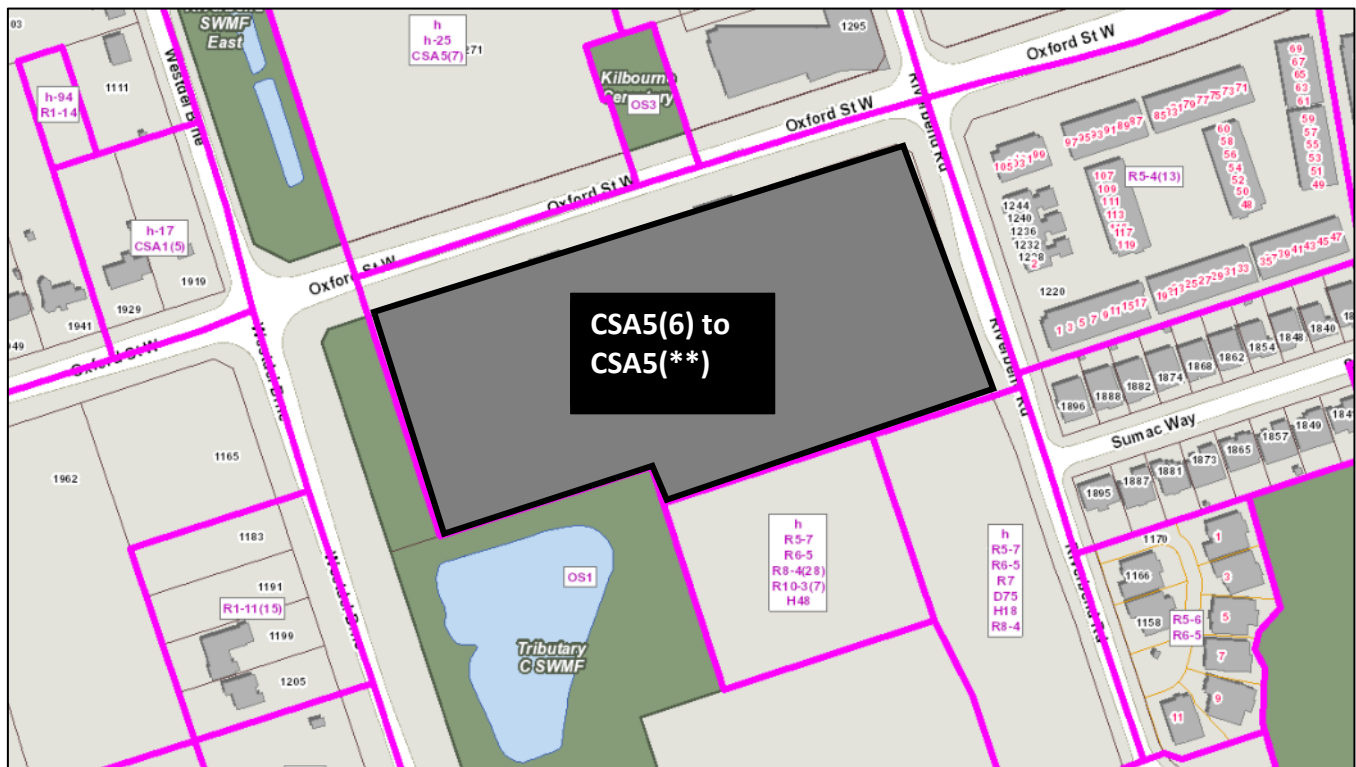


Figure 13. Proposed Zoning Bylaw Amendment

## 11 CLOSING

Given the above, the proposed Zoning By-Law Amendment to develop a mixed use building with two 10- and 11-storey towers, consisting of 223 apartment units and 840 m<sup>2</sup> of ground floor commercial, represents good planning for the following reasons:

- The proposal is consistent with the policies of the Provincial Policy Statement, 2020, which promotes healthy, liveable and safe communities by accommodating an appropriate intensification of uses within the urban growth boundary on full municipal services;
- The proposal conforms to the neighbourhood specific policies of the Riverbend South Secondary Plan under both the London Plan and 1989 Official Plan, that recognizes the need for a variety of housing and more intensive forms of development in commercial shopping centres;
- The proposed Zoning By-Law Amendment application would permit a mixed use, high rise apartment building that would contribute to housing choice and supply to meet the housing demand in the Riverbend community.
- The proposed development is of a height, scale and intensity that will result in a use and built form that is compatible with the surrounding uses and well suited for increased density given the location along two arterial roads;
- The proposed development has been designed to be sensitive to the adjacent low density residential uses using significant building setbacks and limits building height using an angular plane of 45 degrees measured from the mutual property line; and
- The proposal promotes cost-effective development patterns by providing a compact, efficient form of development that will utilize existing and planned services along Oxford Street, Westdel Bourne and Riverbend Road.

For the reasons noted above and throughout this report, the proposed Zoning By-Law Amendment application represents sound land use planning practice.

### **Strik, Baldinelli, Moniz Ltd.**

Planner • Civil • Structural • Mechanical • Electrical



Laverne Kirkness, BES, RPP, MCIP  
Principal Planner, Planning Division Manager



Nick Dyjach, CPT  
Planner



## LIST OF APPENDICES

**Appendix A** Conceptual Site Plan

**Appendix B** Building Renderings

**Appendix C** Building Elevations

**Appendix D** Sun Shadow Study

**APPENDIX A**  
**Conceptual Site Plan**

**ZONING DATA CHART**

GROSS SITE AREA: 3,2816 m <sup>2</sup>		ASPHALT AREA: 16,538 m <sup>2</sup>	
BUILDING AREA: 7,654.86 m <sup>2</sup>		LANDSCAPED AREA: 8416 m <sup>2</sup>	
ITEM	CSA5(6)*	REQUIRED	PROVIDED
1	PERMITTED USES	SEE PERMITTED USE NOTE ON SHEET SP1	SEE PERMITTED USE NOTE ON SHEET SP1
2	LOT FRONTAGE (m MIN)	100.0	128.3
3	LOT DEPTH (m MIN)	75.0	270.9
4	FRONT YARD AND EXTERIOR SIDE YARD SETBACK (m MIN)	0.0	1.51
5	REAR YARD AND INTERIOR SIDE YARD SETBACK (m MIN)	15.0	ABUTTING RESIDENTIAL 2.0*
6	LANDSCAPED OPEN SPACE (%) MINIMUM	10	25.6
7	LOT COVERAGE (%) MAX	30	23.3
8	HEIGHT MAXIMUM (m)	12	*40
9	GROSS FLOOR AREA (m <sup>2</sup> MAX)	30,000	29,379
11	LOADING SPACE REQUIREMENTS	SEE LOADING REQUIREMENTS NOTE	SEE LOADING REQUIREMENTS NOTE
12	BIKE SPACE REQUIREMENTS	SEE PARKING REQUIREMENTS NOTE	SEE PARKING REQUIREMENTS NOTE
13	VEHICLE PARKING	SEE PARKING REQUIREMENTS NOTE	SEE PARKING REQUIREMENTS NOTE

\*SITE SPECIFIC PROVISION REQUIRED

**PARKING REQUIREMENTS**

MINIMUM PARKING SPACE DIMENSIONS 2.7mX5.5m  
 TYPE A 3.4mX5.5m  
 TYPE B 2.4mX5.5m

APARTMENT PARKING REQUIRED: 1.25/UNIT 223 UNITS = 279 SPACES  
 OFFICE-BUSINESS, SERVICE & PROFESSIONAL: 1/40m<sup>2</sup> 2,000m<sup>2</sup> = 50 SPACES  
 COMMERCIAL PARKING REQUIRED: 1/20m<sup>2</sup> 5,580.28m<sup>2</sup> = 279 SPACES  
 TOTAL NON-RESIDENTIAL PARKING REQUIRED: = 329 SPACES  
 TOTAL PARKING REQUIRED: = 608 SPACES  
 TOTAL PARKING PROVIDED: = 554\* SPACES  
 BUILDING PARKING: = 169 SPACES  
 SURFACE PARKING: = 385 SPACES  
 SHORT TERM BICYCLE PARKING REQUIRED: 7% OF REQUIRED SPACES = 24 SPACES  
 SHORT TERM BICYCLE PARKING PROVIDED: = 136 SPACES  
 LONG TERM BICYCLE PARKING REQUIRED: 0.75/RESIDENTIAL UNIT = 168 SPACES  
 LONG TERM BICYCLE PARKING PROVIDED: = 168 SPACES  
 B/F PARKING REQUIRED: 2+2% OF TOTAL PARKING REQUIRED PROVIDED = 15 SPACES  
 8 TYPE 'A', 7 TYPE 'B'

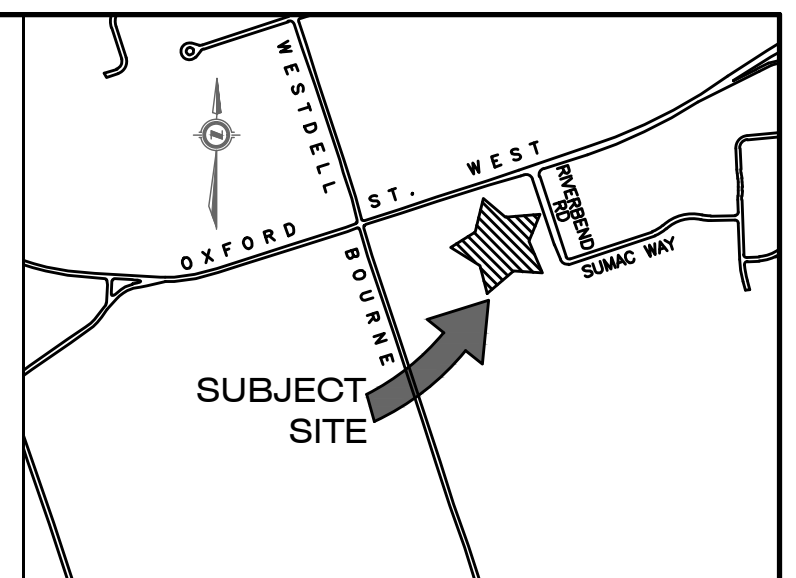
SHORT TERM BICYCLE PARKING REDUCTION:  
 1 SPACE/5 BICYCLE SPACES OVER REQUIRED SHORT TERM BICYCLE SPACES 112/5 = 22 SPACE REDUCTION

TOTAL PARKING DEFICIENCY = 32 SPACES DEFICIENT

\*SITE SPECIFIC PROVISION REQUIRED

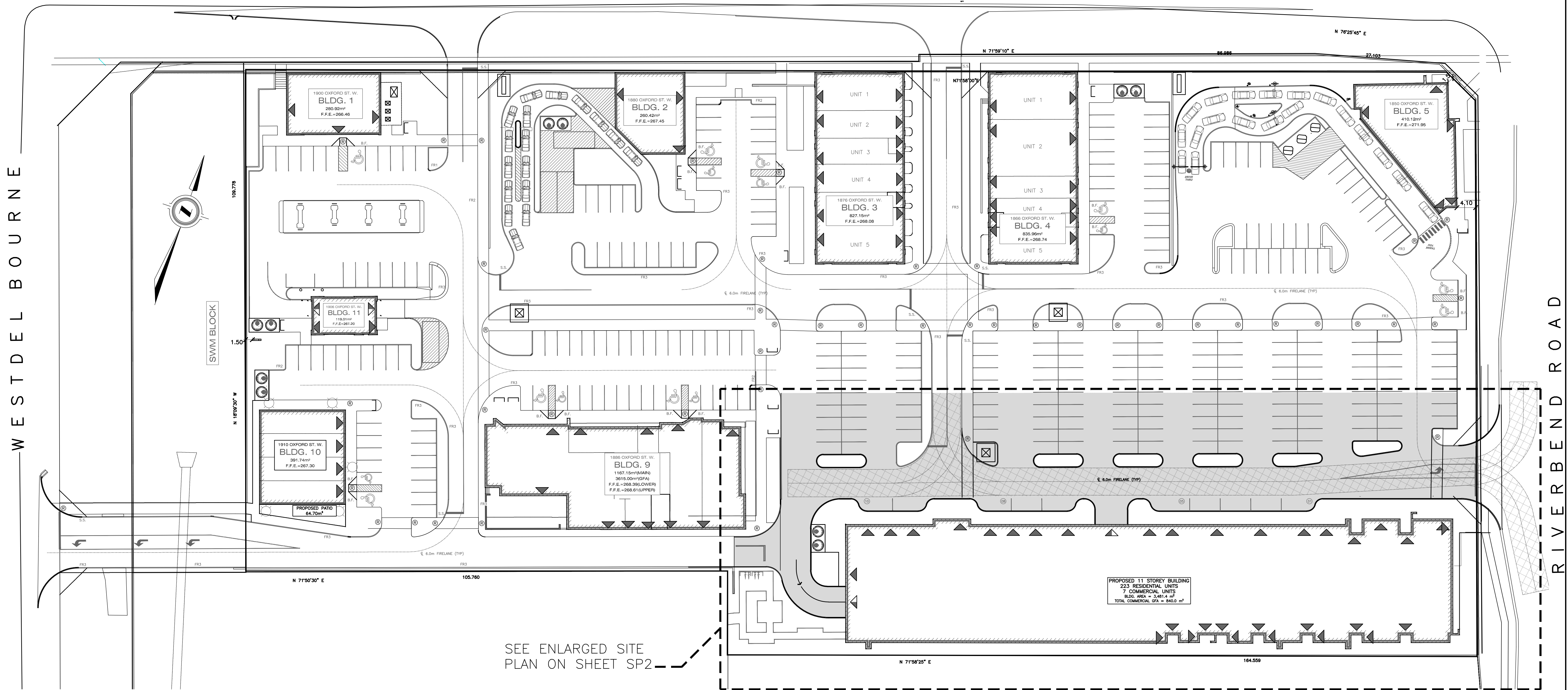
**LEGEND:**

- BUILDING ENTRANCE
- OVERHEAD DOOR
- PROPOSED LIGHT-DUTY ASPHALT
- PROPOSED CONCRETE
- EXISTING BUILDING
- PROPOSED BUILDING
- LIMITS OF SUBJECT PROPERTY
- VISITOR PARKING
- FIRE ROUTE
- FIRE ROUTE SIGNAGE



**KEY PLAN**  
N.T.S.

OXFORD STREET W



SEE ENLARGED SITE PLAN ON SHEET SP2

AS CONSTRUCTED SERVICES	COMPLETION	D/M/Y	BY	CONSULTANT:
DESIGN	BG	1	26/02/21	BG
DRAWN	BG	2	11/03/21	FS
CHECKED	ND	3	21/12/21	JSE
APPROVED	JSE			
DATE	11/08/2021			
CAD	20-3418			

**STRIK BALDINELLI MONIZ**  
 PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL  
 1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8  
 Tel: (519) 471-6667 Fax: (519) 471-0034  
 Email: sbm@sbmltd.ca

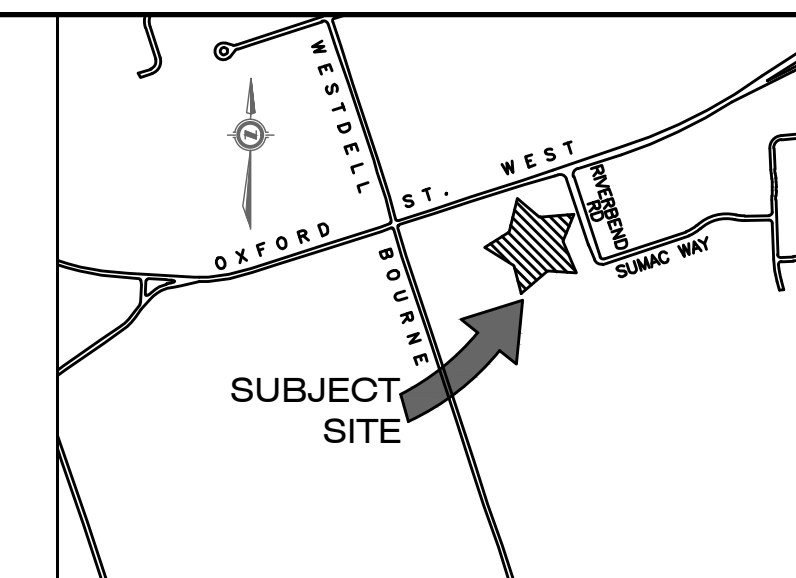
SEAL FOR GENERAL CONFORMANCE WITH THE OBC AND MUNICIPAL SITE PLAN CONTROLS AND ZONING BY-LAWS

YORK DEVELOPMENTS  
 303 RICHMOND ST #201  
 LONDON, ONTARIO N6B 2H8

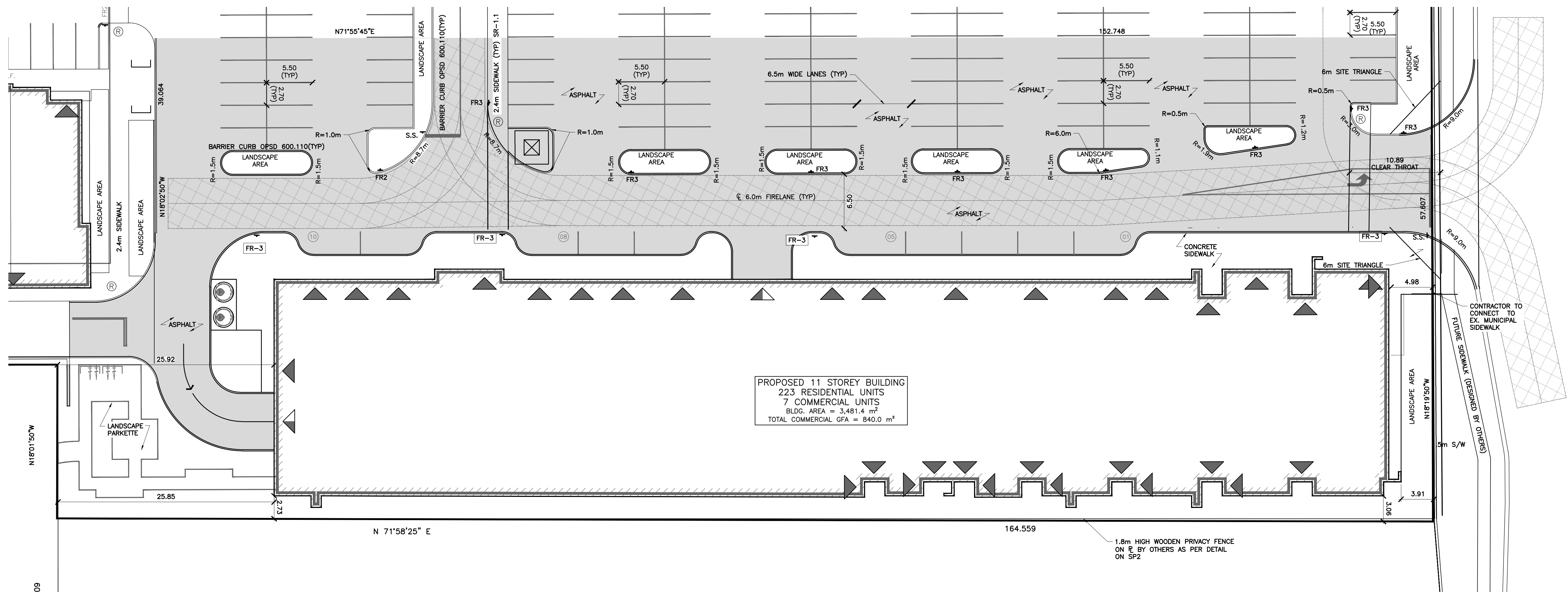
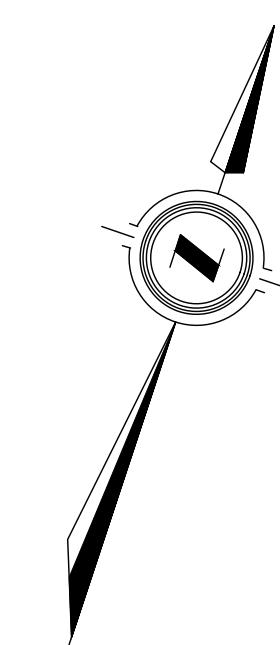
SCALE: 1:400  
 4.0 0 8.0m

OVERALL SITE PLAN & ZONING CHART  
 PROPOSED COMMERCIAL DEVELOPMENT  
 1826 & 1854 OXFORD STREET WEST  
 LONDON, ON.

PROJECT No.: SBM-20-3418  
 SHEET No.: SP1  
 PLAN FILE No.: -



**KEY PLAN**  
N.T.S.



RIVERBEND ROAD

AS CONSTRUCTED SERVICES	COMPLETION		D/M/Y	BY	CONSULTANT:
DESIGN	BG	1	26/02/21	BG	 PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL 1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8 Tel: (519) 471-6667 Fax: (519) 471-0034 Email: sbm@sbmltd.ca
DRAWN	BG	2	11/03/21	FS	
CHECKED	ND	3	21/12/21	JSE	
APPROVED	JSE				
DATE					
CAD	20-3418				

CLIENT:

**YORK DEVELOPMENTS**  
303 RICHMOND ST #201  
LONDON, ONTARIO N6B 2H8

SCALE: 1:250

TITLE: **ENLARGED SITE PLAN**  
PROJECT LOCATION: **PROPOSED COMMERCIAL DEVELOPMENT**  
1826 & 1854 OXFORD STREET WEST  
LONDON, ON.

PROJECT No.:	<b>SBM-20-3418</b>
SHEET No.:	<b>SP2</b>
PLAN FILE No.:	-

**APPENDIX B**  
**Building Renderings**



**1856 OXFORD PERSPECTIVE VIEW**



**REAR BUILDING VIEW**



**1870 OXFORD PERSPECTIVE VIEW**



**1856 & 1870 BUILDING PERSPECTIVE**



**1856 OXFORD - RIVERSIDE PERSPECTIVE VIEW**

#	ISSUED FOR	DATE
01	ISSUED FOR CLIENT REVIEW	2020.11.13
02	ISSUED FOR CLIENT REVIEW	2020.12.15
03	ISSUED FOR CLIENT REVIEW	2021.02.24
04	ISSUED FOR CLIENT REVIEW	2021.06.03
05	ISSUED FOR CLIENT REVIEW	2021.07.07
06	ISSUED FOR CLIENT REVIEW	2021.10.18
07	ISSUED FOR CLIENT REVIEW	2021.10.29
08	ISSUED FOR CLIENT REVIEW	2021.11.29
09	ISSUED FOR SITE PLAN APPROVAL	2021.12.10

PROJECT:  
**11 STOREY MULTI-USE BLDG**  
**1856, 1860, & 1870 OXFORD ST. W.**  
**LONDON, ON**

CLIENT:  
 Name: York Developments  
 Address: 303 Richmond St. Unit 201, London ON  
 Phone: 519-433-7587  
 Fax: 519-433-4499  
 E-mail: info@yorkdev.ca



266 DUFFERIN AVE, BRANTFORD, ON N3T 4S2 (226) 208-1543c patrick@pdarch.ca

DRAWING DESCRIPTION  
**RENDERINGS**

PROJECT #XX-YX POTA  
 SEM-20-3418  
 SCALE: AS INDICATED  
 REVIEWED: POTA  
 DRAWN: OMP DWG #

DO NOT SCALE DRAWINGS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS & REPORT DISCREPANCIES TO THE ARCHITECT PRIOR TO WORK. DRAWINGS REMAIN PROPERTY OF POTARCHITECT.

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**NORTH ELEVATION (OXFORD ST.)**  
SCALE: 1/16"=1'-0"

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**TOWER 'A' EAST ELEVATION**  
SCALE: 1/16"=1'-0"

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**TOWER 'A' WEST ELEVATION**  
SCALE: 1/16"=1'-0"

MATERIAL LEGEND			
MARK	DESCRIPTION	COLOUR	HATCH
(BR1)	BLOCK VENEER (TYPE SELECTION BY OWNER)	WHITE	[Hatch]
(BR2)	BRICK VENEER (TYPE SELECTION BY OWNER)	BLACK	[Hatch]
(PB1)	PRECAST CONC. BANDING	GREY	[Hatch]
(PC1)	PAINTED CONCRETE FINISH	WHITE	[Hatch]
(PC2)	PAINTED CONCRETE FINISH	LIGHT GREY	[Hatch]
(PC3)	PAINTED CONCRETE FINISH	BLACK	[Hatch]
(VS1)	VERTICAL METAL SIDING	LIGHT GREY	[Hatch]
(CP1)	STEEL C-CHANNEL /w TENSION RODS	LIGHT GREY	[Hatch]
(F1)	PRE-FINISHED METAL FLASHING	BLACK	[Hatch]
(GL1)	EXTERIOR GLAZING	CLEAR	[Hatch]
(SP1)	SPANDREL PANEL	TO MATCH GLAZING	[Hatch]
(BG1)	ALUMINUM & GLASS BALCONY GUARD	BLACK & CLEAR	[Hatch]
(OH1)	OVERHEAD GARAGE DOOR	TBD	[Hatch]
(MD1)	METAL DOOR	TBD	[Hatch]
(LF1)	LIGHTING FIXTURE, REFER TO PHOTOMETRICS DWGS FOR ADDITIONAL INFO.	TBD	[Hatch]
(SG1)	ILLUMINATED BLDG/ TENANT SIGNAGE LAYOUT	TBD, VARIES	[Hatch]

#	ISSUED FOR	DATE
01	ISSUED FOR CLIENT REVIEW	2020.11.13
02	ISSUED FOR CLIENT REVIEW	2020.12.15
03	ISSUED FOR CLIENT REVIEW	2021.02.24
04	ISSUED FOR CLIENT REVIEW	2021.06.03
05	ISSUED FOR CLIENT REVIEW	2021.07.07
06	ISSUED FOR CLIENT REVIEW	2021.10.18
07	ISSUED FOR CLIENT REVIEW	2021.10.29
08	ISSUED FOR CLIENT REVIEW	2021.11.29
09	ISSUED FOR SITE PLAN APPROVAL	2021.12.10

DO NOT SCALE DRAWINGS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS & REPORT DISCREPANCIES TO THE ARCHITECT PRIOR TO WORK. DRAWINGS REMAIN PROPERTY OF PDARCHITECT.

PROJECT:  
**11 STOREY MULTI-USE BLDG**  
1856, 1860, & 1870 OXFORD ST. W.  
LONDON, ON

CLIENT:  
Name: York Developments  
Address: 303 Richmond St. Unit 201, London ON  
Phone: 519-433-7587  
Fax: 519-433-4469  
E-mail: info@yorkdev.ca



DRAWING DESCRIPTION  
**ELEVATIONS**

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**NORTH ELEVATION (OXFORD ST.)**  
SCALE: 1/16"=1'-0"

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**TOWER 'B' WEST ELEVATION**  
SCALE: 1/16"=1'-0"

PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"



**TOWER 'B' EAST ELEVATION**  
SCALE: 1/16"=1'-0"

MATERIAL LEGEND			
MARK	DESCRIPTION	COLOUR	HATCH
(BR1)	BLOCK VENEER (TYPE SELECTION BY OWNER)	WHITE	[Hatch pattern]
(BR2)	BRICK VENEER (TYPE SELECTION BY OWNER)	BLACK	[Hatch pattern]
(PB1)	PRECAST CONC. BANDING	GREY	[Hatch pattern]
(PC1)	PAINTED CONCRETE FINISH	WHITE	[Hatch pattern]
(PC2)	PAINTED CONCRETE FINISH	LIGHT GREY	[Hatch pattern]
(PC3)	PAINTED CONCRETE FINISH	BLACK	[Hatch pattern]
(VS1)	VERTICAL METAL SIDING	LIGHT GREY	[Hatch pattern]
(CP1)	STEEL C-CHANNEL /w TENSION RODS	LIGHT GREY	[Hatch pattern]
(F1)	PRE-FINISHED METAL FLASHING	BLACK	[Hatch pattern]
(GL1)	EXTERIOR GLAZING	CLEAR	[Hatch pattern]
(SP1)	SPANDREL PANEL	TO MATCH GLAZING	[Hatch pattern]
(BG1)	ALUMINUM & GLASS BALCONY GUARD	BLACK & CLEAR	[Hatch pattern]
(OH1)	OVERHEAD GARAGE DOOR	TBD	[Hatch pattern]
(MD1)	METAL DOOR	TBD	[Hatch pattern]
(LF1)	LIGHTING FIXTURE, REFER TO PHOTOMETRICS DWGS FOR ADDITIONAL INFO.	TBD	[Hatch pattern]
(SG1)	ILLUMINATED BLDG/ TENANT SIGNAGE LAYOUT	TBD, VARIES	[Hatch pattern]

#	ISSUED FOR	DATE
01	ISSUED FOR CLIENT REVIEW	2020.11.13
02	ISSUED FOR CLIENT REVIEW	2020.12.15
03	ISSUED FOR CLIENT REVIEW	2021.02.24
04	ISSUED FOR CLIENT REVIEW	2021.06.03
05	ISSUED FOR CLIENT REVIEW	2021.07.07
06	ISSUED FOR CLIENT REVIEW	2021.10.18
07	ISSUED FOR CLIENT REVIEW	2021.10.29
08	ISSUED FOR CLIENT REVIEW	2021.11.29
09	ISSUED FOR SITE PLAN APPROVAL	2021.12.10

DO NOT SCALE DRAWINGS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS & REPORT DISCREPANCIES TO THE ARCHITECT PRIOR TO WORK. DRAWINGS REMAIN PROPERTY OF PDARCHITECT.

PROJECT:  
**11 STOREY MULTI-USE BLDG**  
1856, 1860, & 1870 OXFORD ST. W.  
LONDON, ON

CLIENT:  
Name: York Developments  
Address: 303 Richmond St. Unit 201, London ON  
Phone: 519-433-7587  
Fax: 519-433-4469  
E-mail: info@yorkdev.ca



DRAWING DESCRIPTION  
**ELEVATIONS CONT.**



PENTHOUSE ROOF  
ELEV: 131'-3"

ROOF/PENTHOUSE  
ELEV: 120'-9"

11TH FLOOR  
ELEV: 110'-3"

10TH FLOOR  
ELEV: 99'-9"

9TH FLOOR  
ELEV: 89'-3"

8TH FLOOR  
ELEV: 78'-9"

7TH FLOOR  
ELEV: 68'-3"

6TH FLOOR  
ELEV: 57'-9"

5TH FLOOR  
ELEV: 47'-3"

4TH FLOOR  
ELEV: 36'-9"

3RD FLOOR  
ELEV: 26'-3"

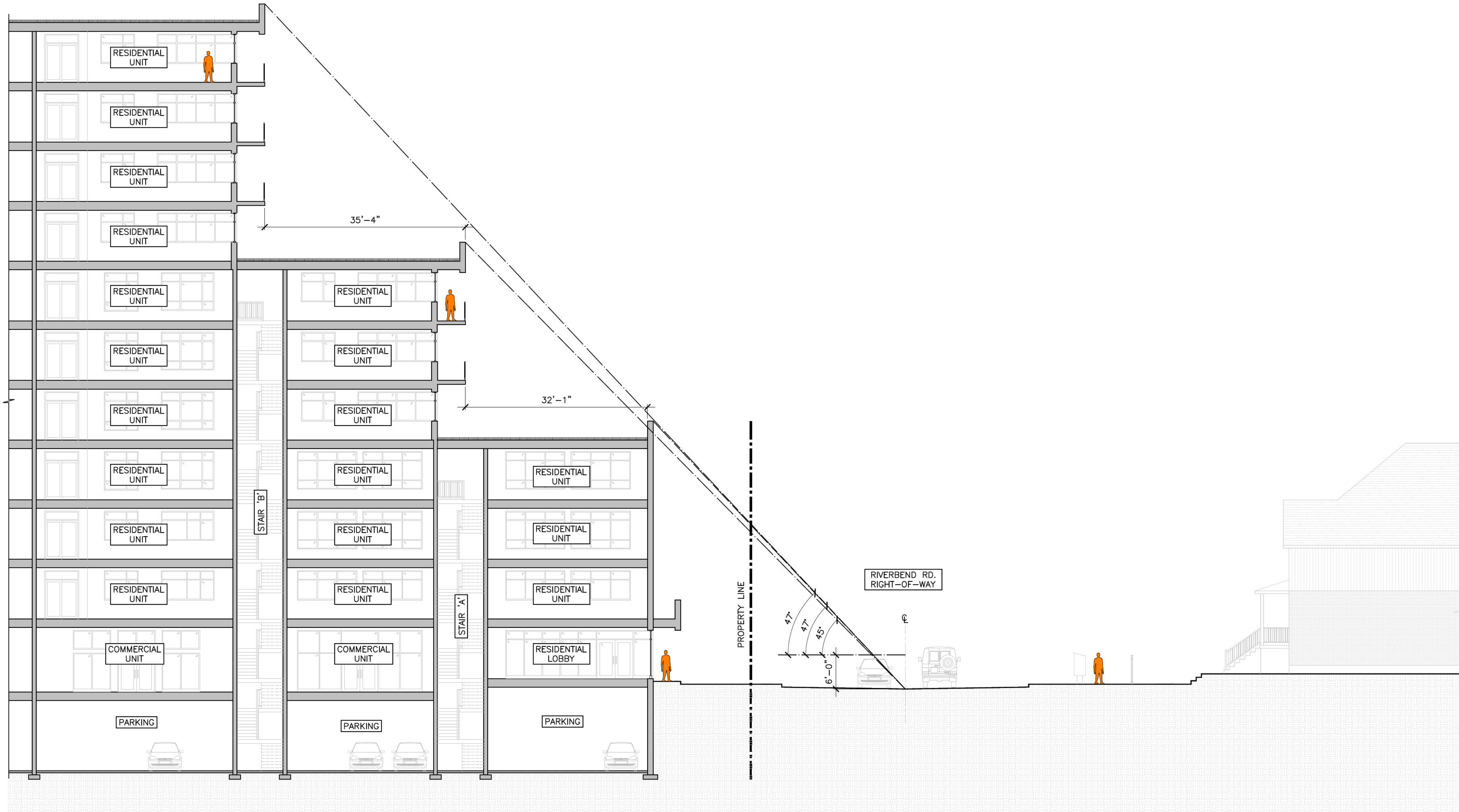
2ND FLOOR  
ELEV: 15'-9"

MAIN FLOOR PARKING  
ELEV: 5'-3"

COMMERCIAL FLOOR 2  
ELEV: 2'-11"

COMMERCIAL FLOOR 1  
ELEV: 0'-0"

U/G PARKING SLAB  
ELEV: -11'-0"

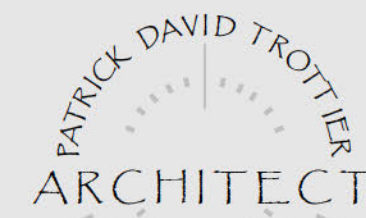


**PARTIAL BUILDING SECTION**  
SCALE: 3/32"=1'-0"

#	ISSUED FOR	DATE
01	ISSUED FOR CLIENT REVIEW	2020.11.13
02	ISSUED FOR CLIENT REVIEW	2020.12.15
03	ISSUED FOR CLIENT REVIEW	2021.02.24
04	ISSUED FOR CLIENT REVIEW	2021.06.03
05	ISSUED FOR CLIENT REVIEW	2021.07.07
06	ISSUED FOR CLIENT REVIEW	2021.10.18
07	ISSUED FOR CLIENT REVIEW	2021.10.29
08	ISSUED FOR CLIENT REVIEW	2021.11.29
09	ISSUED FOR SITE PLAN APPROVAL	2021.12.10

PROJECT:  
**11 STOREY MULTI-USE BLDG**  
1856, 1860, & 1870 OXFORD ST. W.  
LONDON, ON

CLIENT:  
Name: York Developments  
Address: 303 Richmond St. Unit 201, London ON  
Phone: 519-433-7587  
Fax: 519-433-4499  
E-mail: info@yorkdev.ca



266 DUFFERIN AVE, BRANTFORD, ON N3T 4S2 (226) 208-1543c patrick@pdarch.ca

DRAWING DESCRIPTION  
**PARTIAL BUILDING SECTION**

PROJECT #XX-XX POTA  
SEM-20-3418  
SCALE: AS INDICATED  
REVIEWED: POTA  
DRAWN: OMP DWG #



DO NOT SCALE DRAWINGS. CONTRACTOR SHALL VERIFY ALL DIMENSIONS & REPORT DISCREPANCIES TO THE ARCHITECT PRIOR TO WORK. DRAWINGS REMAIN PROPERTY OF PDARCHITECT.

**APPENDIX C**  
**Building Elevations**

APPENDIX D  
Sun Shadow Study



## **SHADOW IMPACT STUDY**

**PROPOSED 11 STOREY COMMERCIAL/MULTI-UNIT RESIDENTIAL BLDG  
1856-1870 OXFORD ST. W., LONDON, ONTARIO**

### **LONDON LOCATION**

1599 Adelaide Street N. Unit 301  
London, Ont, N5X 4E8  
P: 519.471.6667

### **KITCHENER LOCATION**

1415 Huron Rd., Unit 225  
Kitchener, Ont, N2R 0L3  
P: 519.725.8093

**Oxford West Gateway (c/o York Development)**  
303 Richmond St. Unit #201.  
London, Ontario N6B 2H8

December 22, 2021  
SBM-20-3418

**Attn: Carlos Ramirez**

**Re: Shadow Impact Study - Proposed 11 Storey Commercial/Multi-Unit Residential Building  
1856-1870 Oxford St. W., London, ON**

---

Mr. Carlos Ramirez

Strik, Baldinelli, Moniz Ltd, on behalf of Oxford West Gateway (c/o York Developments) has prepared the following Shadow Impact Study, in support of zoning amendments in accordance with the submitted Site Plan application.

## **1 BUILDING DESCRIPTION**

- 11 Storey Commercial/Multi-Unit Residential Building
  - 1 Storey U/G Parking c/w 151 parking spaces
  - Main Floor Podium c/w
    - 18 Parking Spaces
    - 7 Commercial Units (Total Area: 840m<sup>2</sup>)
    - 7 Residential Units
  - 2<sup>nd</sup>-3<sup>rd</sup> Floor Podium 28 Residential Units/Floor
  - 11 storey tower c/w step back at the 4<sup>th</sup> & 7<sup>th</sup> floors
    - 4<sup>th</sup>: 14 Residential Units/Floor
    - 5<sup>th</sup>-7<sup>th</sup>: 12 Residential Units/Floor
    - 8<sup>th</sup>-11<sup>th</sup>: 10 Residential Units/Floor
  - 10 storey tower
    - 10 Residential Units/Floor
- 3,481.4m<sup>2</sup> Ground Floor Building Area
- ~29,379m<sup>2</sup> Gross Floor Area
- ~133m x 27m Ground Floor Building Footprint

## **2 PROJECT OVERVIEW**

Our understanding is the City of London does not have formal Shadow Impact Study guidelines in place. As a result, **Strik, Baldinelli, Moniz Ltd. (SBM)** has employed the *City of Waterloo* Shadow Study guidelines as the basis for this report. The *City of Waterloo's* guidelines have been widely accepted in many other municipalities, including *The City of St. Thomas*, and *The Municipality of Central Elgin*.

As per the *City of Waterloo* Shadow Study guidelines, the subject sites at **1856-1870 Oxford St. W. London ON**, have been analyzed to ensure:

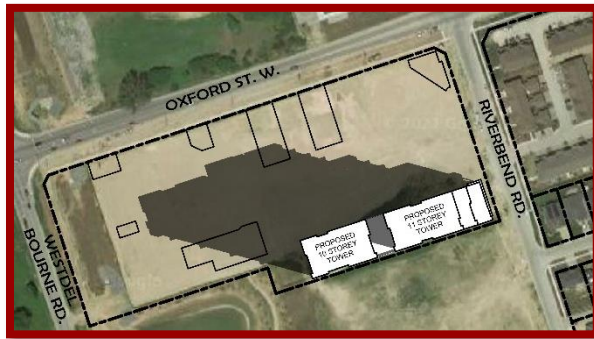
- As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a 4-hour equivalency); or
- As a principle, at least 50% of any property should be in full sun for at least two interval times (a 4-hour equivalency)

The Shadow Study was prepared to reflect the proposed building massing as described in Section 1, and the latest concept site plan which depicts the building location & orientation. The following includes an assessment of the shadows cast by the proposed development in consideration of the guidelines and the existing permissions (existing zoning).

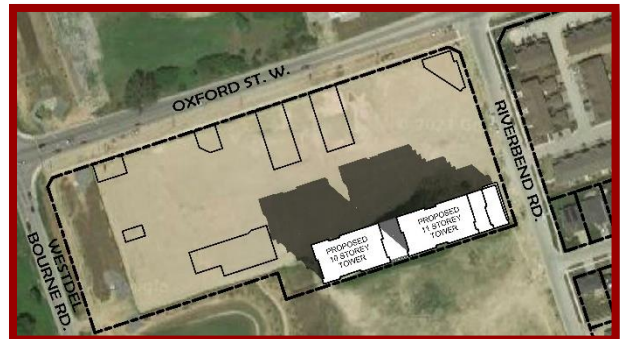
### 3 SOLAR STUDY OVERVIEW

#### 3.1 Spring/Fall Equinox (March/September)

During the Spring/Fall Equinox the shade impact of the proposed building masses will be contained to less than 50% of the proposed site at 1856-1870 Oxford St. W. Other impacts include shading of an adjacent property to the east on Riverbend Rd. For one-time interval, and the impact during that interval will result in more than 50% of the aforementioned site being shaded for no more than two consecutive time intervals. This is consistent and falls within the acceptable guidelines stated in Section 2. Other impacts will include a portion of Riverbend Rd. being covered during the time intervals just prior to sunset (~3:00pm-7:00pm)



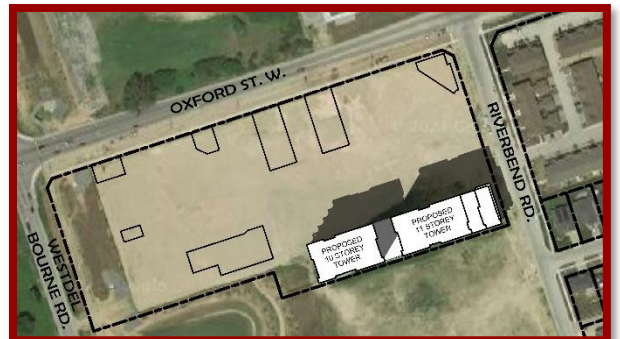
March 21 – 8am



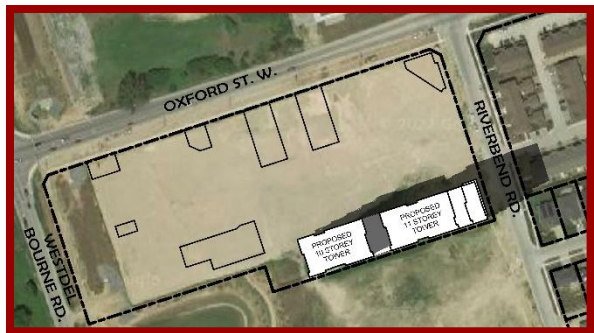
March 21 – 10am



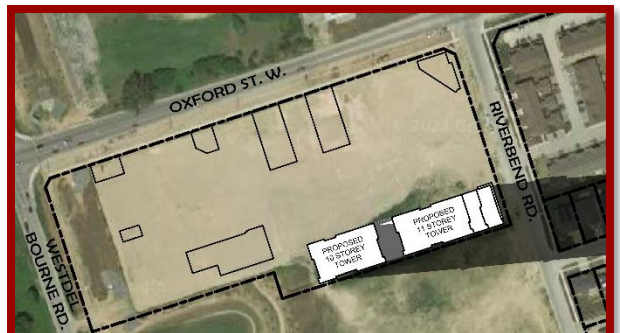
March 21 – 12pm



March 21 – 2pm



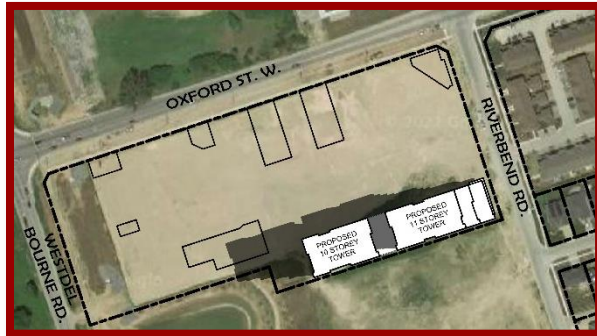
March 21 - 4pm



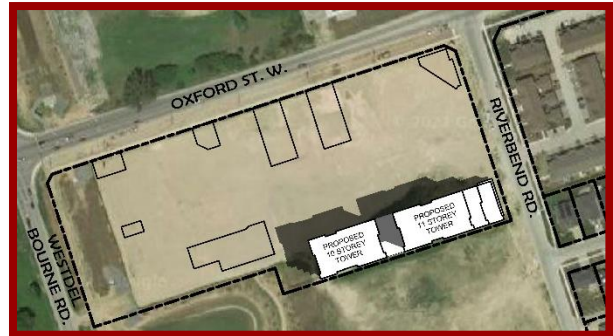
March 21 - 6pm

### 3.2 Summer Solstice (June)

During the Summer Solstice the shade impact of the proposed building masses will be contained to less than 50% of the proposed site at 1856-1870 Oxford St. W. However, an adjacent property to the east on Riverbend Rd. will be shaded for one-time interval, and the impact during that interval will result in more than 50% of the aforementioned site being shaded for no more than two consecutive time intervals. This is consistent and falls within the acceptable guidelines stated in Section 2. Other impacts will include a portion of Riverbend Rd. being covered during the time intervals just prior to sunset (~6:00pm-9:00)



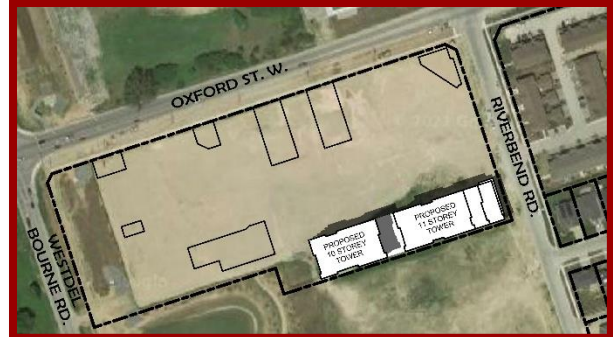
June 21 – 8am



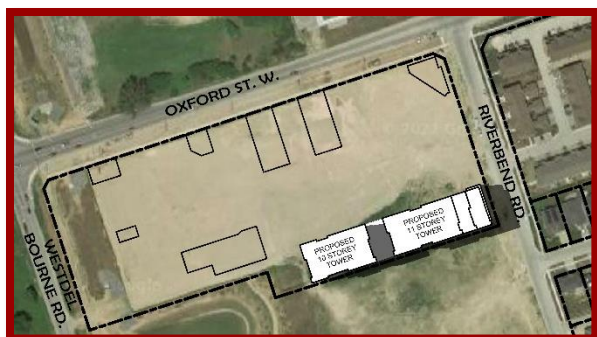
June 21 – 10am



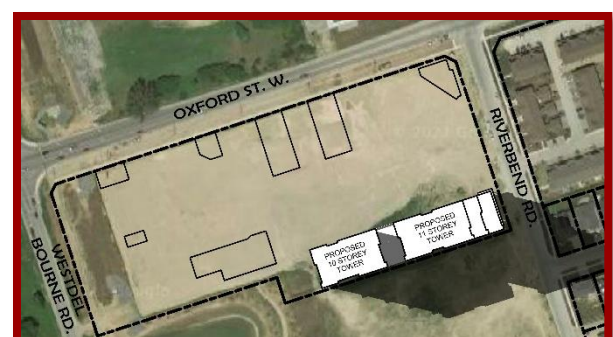
June 21 – 12pm



June 21 – 2pm



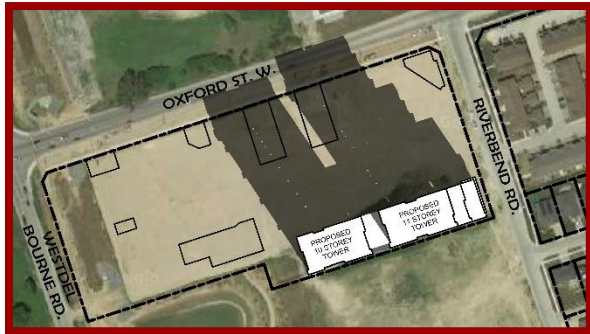
June 21 – 4pm



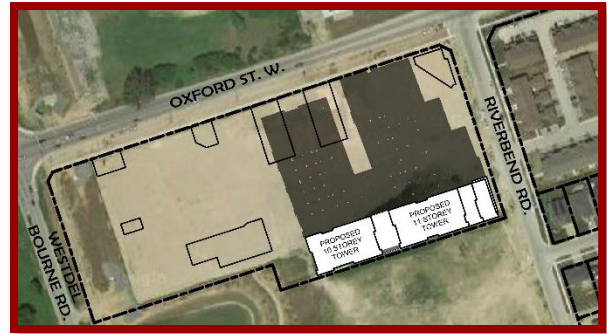
June 21 – 6pm

### 3.3 Winter Solstice (December)

During the Winter Solstice the shade impact of the proposed building masses will be contained to less than 50% of the proposed site at 1856-1870 Oxford St. W. Other impacts include shading of an adjacent property to the east on Riverbend Rd. For one-time interval, and the impact during that interval will result in more than 50% of the aforementioned site being shaded for no more than two consecutive time intervals. This is consistent and falls within the acceptable guidelines stated in Section 2. Other impacts will include a portion of Riverbend Rd. being covered during the time intervals just prior to sunset (~1:00pm-4:00pm)



December 21 – 10am



December 21 – 11am



December 21 – 12pm



December 21 – 1pm



December 21 – 2pm



December 21 – 3pm



#### 4 **CONCLUSION**

Due to the size of the buildings, site, and orientation of the proposed buildings, the Shade Impact to adjacent properties is minimal and generally bounded to the confines of the proposed sites, as well as portions of Riverbend Rd. Therefore, based on our analysis of the buildings shadowing, the impact of the proposed massing on adjacent properties appears to fall within acceptable limits, as per *The City of Waterloo Shadow Study Guidelines* as previously stated in Section 2 of this report.

Respectfully submitted,

#### **Strik, Baldinelli, Moniz Ltd.**

Civil • Structural • Mechanical • Electrical



Tomislav Tomljenovic, C.Tech. BCIN

Associate, Structural/Building Design Division Manager