

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Nabataeans Homes (c/o Stantec Consulting Ltd.)
1467 Wharncliffe Road South
File Number: OZ-9680, Ward 10
Public Participation Meeting

Date: February 21, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Nabataeans Homes relating to the property located at 1467 Wharncliffe Road South:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2024, to amend the Southwest Area Plan (SWAP), for the City of London by **CHANGING** the designation of the subject lands **FROM** Commercial **TO** Medium Density Residential on Schedule 4 Southwest Area Land Use Plan, and Schedule 10 Central Longwoods Neighbourhood Land Use Designations;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on March 5, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone **TO** a holding Residential R8 Special Provision (h-149*R8-4(_)) Zone;

IT BEING NOTED, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendments are consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii) The recommended amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and the Shopping Area Place Type policies;
- iii) The recommended amendments conform to the Southwest Area Secondary Plan, including but not limited to the Central Longwoods Neighbourhood policies; and
- iv) The recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Southwest Area Secondary Plan, to redesignate the property from a Commercial designation to a Medium Density Residential designation. Further, the applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with additional special provisions to permit a 3.5 storey residential stacked townhouse development with a maximum density of 77 units per hectare (uph). Staff are recommending a holding provision (h-149) to ensure sanitary and stormwater management servicing reports will be prepared and implemented.

Special provisions requested by the applicant and recommended by staff include: a maximum density of 77 uph, whereas 75 uph is the maximum permitted, a minimum front yard depth of 4.5 metres, whereas 7.0 metres is required; a minimum exterior side yard depth of 5.3 metres, whereas 7.0 metres is required; and a minimum exterior parking setback of 2.0 metres, whereas 3 metres is required.

The recommended action will permit a 3.5 storey, 20 unit residential development.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – Bostwick East Area Plan (O-6872) – September 12, 2005

PEC Report – Bostwick East Area Plan (O-6872) – May 30, 2005

1.2 Planning History

The subject lands comprise part of the Bostwick East Plan. In 2003, the City of London and Sifton Properties Limited initiated the Bostwick East Area Plan as a developer-led community plan to guide development for the lands bounded by Southdale Road West, Wharncliffe Road South and Wonderland Road South. City Council adopted Official Plan Amendments in 2005 to implement the Area Plan. The lands are now subject to the *Southwest Area Secondary Plan (SWAP)*, and more specifically the policies for the Central Longwoods Residential Neighborhood. *SWAP* was approved by the Ontario Municipal Board on April 29, 2014, and is intended to provide a comprehensive land use plan, servicing requirements and servicing strategy for the lands south of Southdale Road, east of the Dingman Creek and north of the Highway 401/402 corridor.

1.3 Property Description and Location

The subject site is a corner property located at the intersection of Wharncliffe Road South and Morgan Avenue, within the Bostwick Planning District. The site has a total area of approximately 0.26 hectares, with a 45.7 metres frontage along Wharncliffe Road South and a 57.9 metres frontage along Morgan Avenue, and a total maximum lot depth of 57.9 metres. The lands currently contain a single detached dwelling and detached accessory garage and generally slope downward from Morgan Avenue and Wharncliffe Road South. A swale is running along the north and west boundaries.

The subject site is part of a growing commercial and medium-density residential community, with a mix of existing and future single detached, townhouse and multi-unit dwellings, ranging in built form and height in the surrounding area from two to three storeys. A number of planning applications are ongoing on the lands abutting the

subject lands. The property immediately to the northeast is vacant and is anticipated for future residential development, and the property across Morgan Avenue to the southwest was redesignated to a Restricted Service Commercial land use. Several adjacent sites across Wharncliffe Road, to the southeast and southwest of the subject site, are currently under construction with a mix of low and medium density residential in the form of single detached dwellings, townhouses and multi-unit dwellings. To the northwest of the subject lands is a long-term care residential property with frontage onto Morgan Avenue.

Wharncliffe Road is an arterial road classified as a Civic Boulevard on Map 3-Street Classifications of The London Plan. The road segment between Morgan Avenue and Bradley Avenue has a traffic volume of approximately 15,000 vehicles per day. The subject site also has frontage onto Morgan Avenue, which is classified as a Neighbourhood Connector on Map 3-Street Classifications of The London Plan. The site is located on an existing LTC transit route, with a bus stop located on Wharncliffe Road South in front of the subject site.

Site Statistics:

- Current Land Use: single detached dwelling
- Frontage: 45.7 metres (149.9 feet) onto Wharncliffe Road South & 57.9 metres (190.0 feet) onto Morgan Avenue
- Depth: 57.9 metres (190 feet)
- Area: 0.264 hectares (0.65 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Residential
- East: Residential
- South: Residential & Open Space
- West: Open Space & future Commercial

Existing Planning Information:

- Existing The London Plan Place Type: Shopping Area
- Existing Special Policies: Southwest Area Secondary Plan: Commercial
- Existing Zoning: Urban Reserve (UR4)

Additional site information and context is provided in Appendix C.

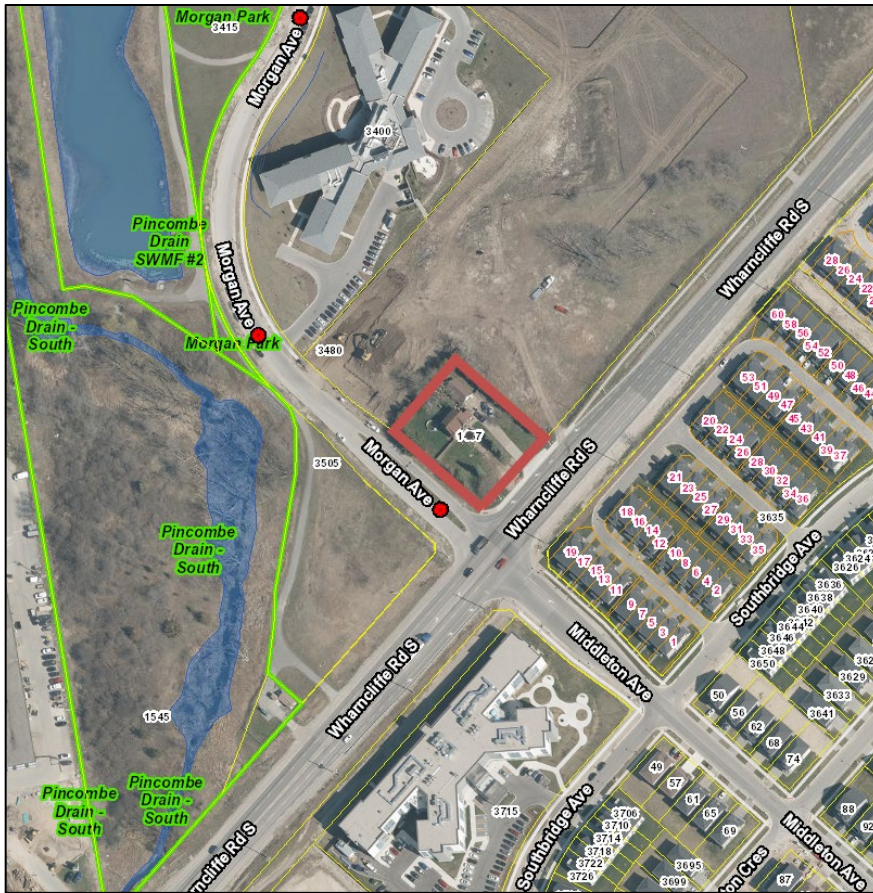


Figure 1- Aerial Photo of 1467 Wharncliffe Road South and surrounding lands



Figure 2 - Streetview of 1467 Wharncliffe Road South (view looking northwest from Wharncliffe Road S)

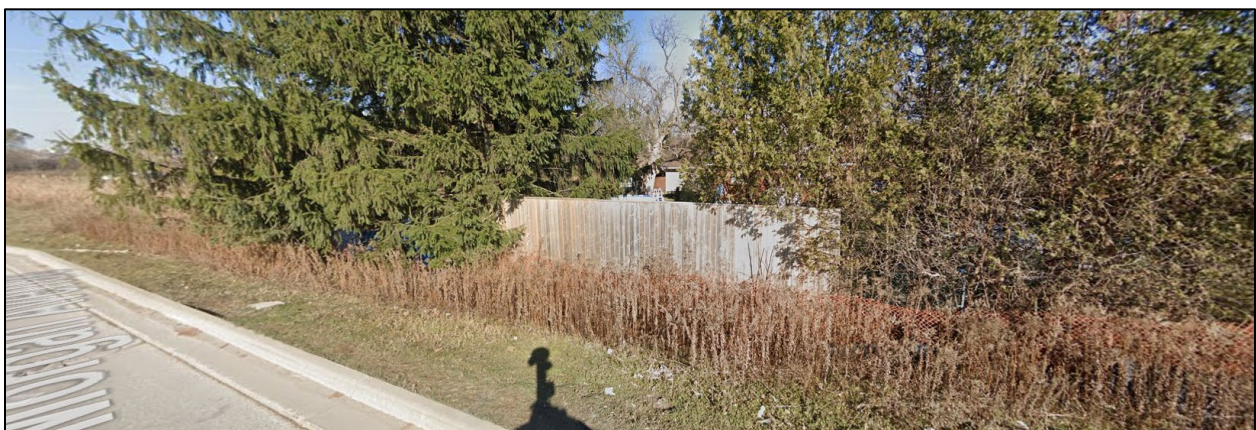


Figure 3: Streetview of 1467 Wharncliffe Road South (view looking northwest from Morgan Avenue)

2.0 Discussion and Considerations

2.1 Development Proposal

In November 2023, the City accepted a complete Official Plan and Zoning By-law amendment application. The development proposal is comprised of a 3.5 storey, 20-unit, residential stacked townhouse development with a maximum density of 77 units

per hectare. The original conceptual site plan is shown below as Figure 4. Building renderings and elevations are shown in Figures 5-7 below.

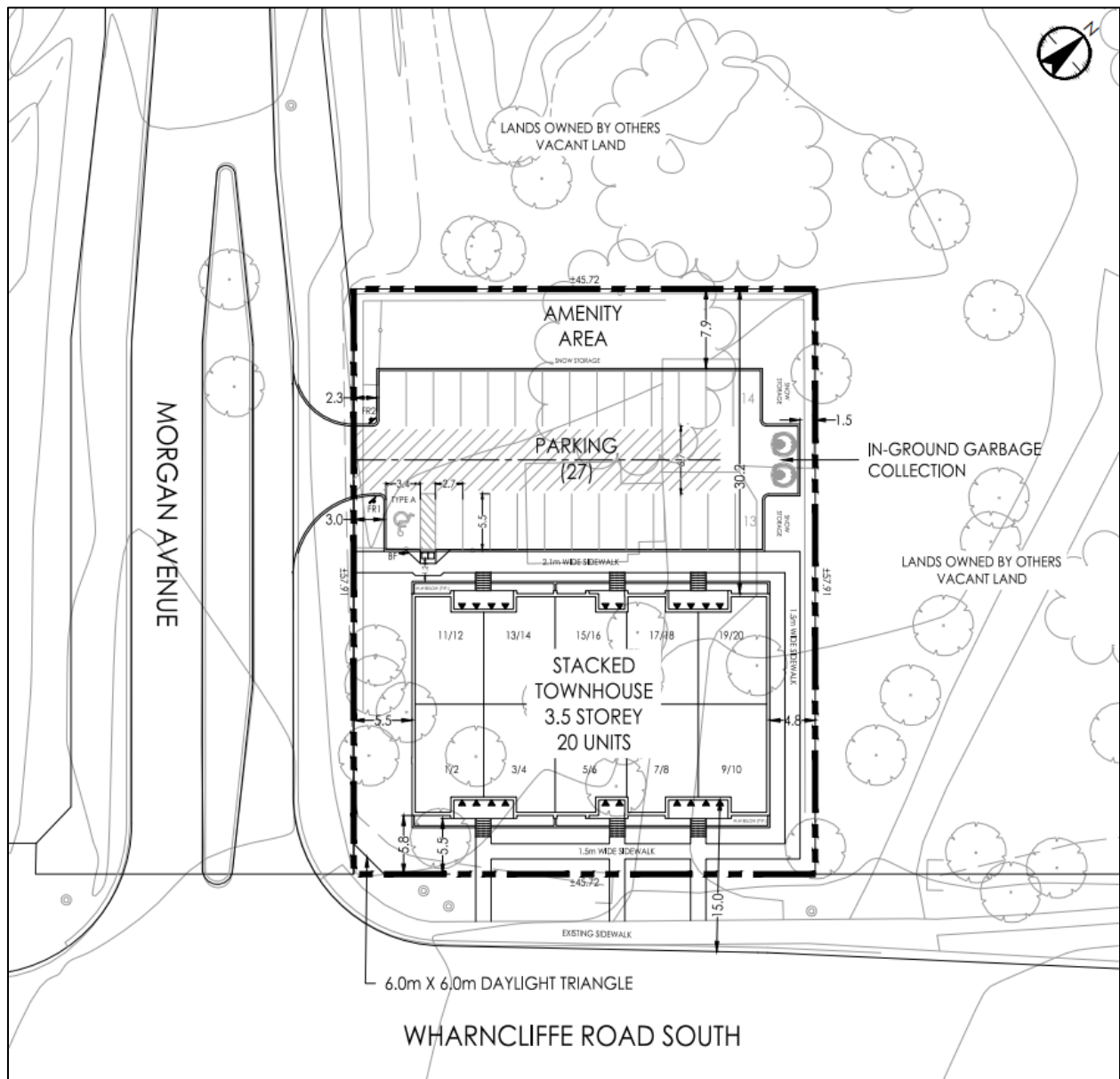


Figure 4: Conceptual Site Plan



Figure 5: Rendering front elevation of proposed stacked townhouse development at 1467 Wharncliffe Road.



Figure 6: Rendering rear elevation of proposed stacked townhouse development at 1467 Wharnccliffe Road South.

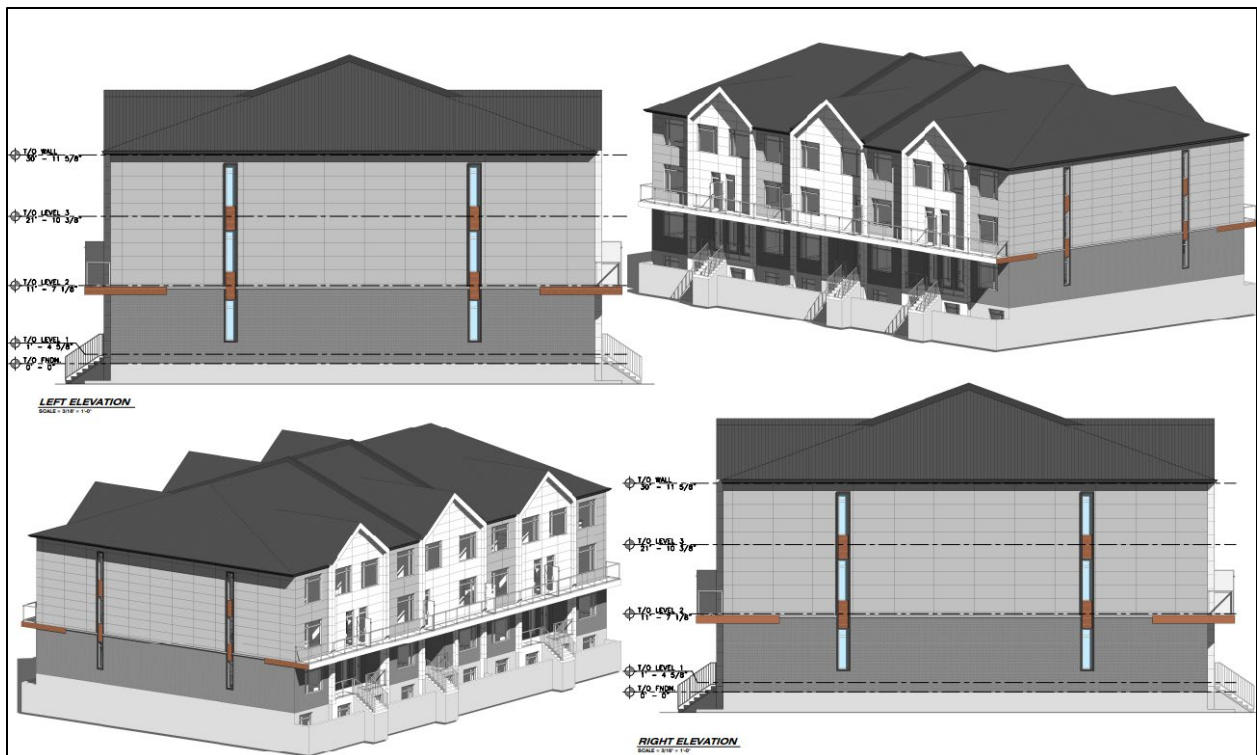


Figure 7: Renderings left and right elevation of proposed stacked townhouse development at 1467 Wharnccliffe Road South.

2.2 Revised Development Proposal (November 2023)

Based on comments provided by Staff, the applicant submitted a revised conceptual site plan, shown in Figure 8 below. The revised development proposal continues to comprise of a 3.5-storey, 20-unit, stacked townhouse development with a maximum density of 77uph. Revisions to the development proposal include:

- an additional barrier free accessible parking space;
- a pedestrian connection from the building sidewalk to the proposed amenity space; and,
- clarification that private garbage collection will be used.

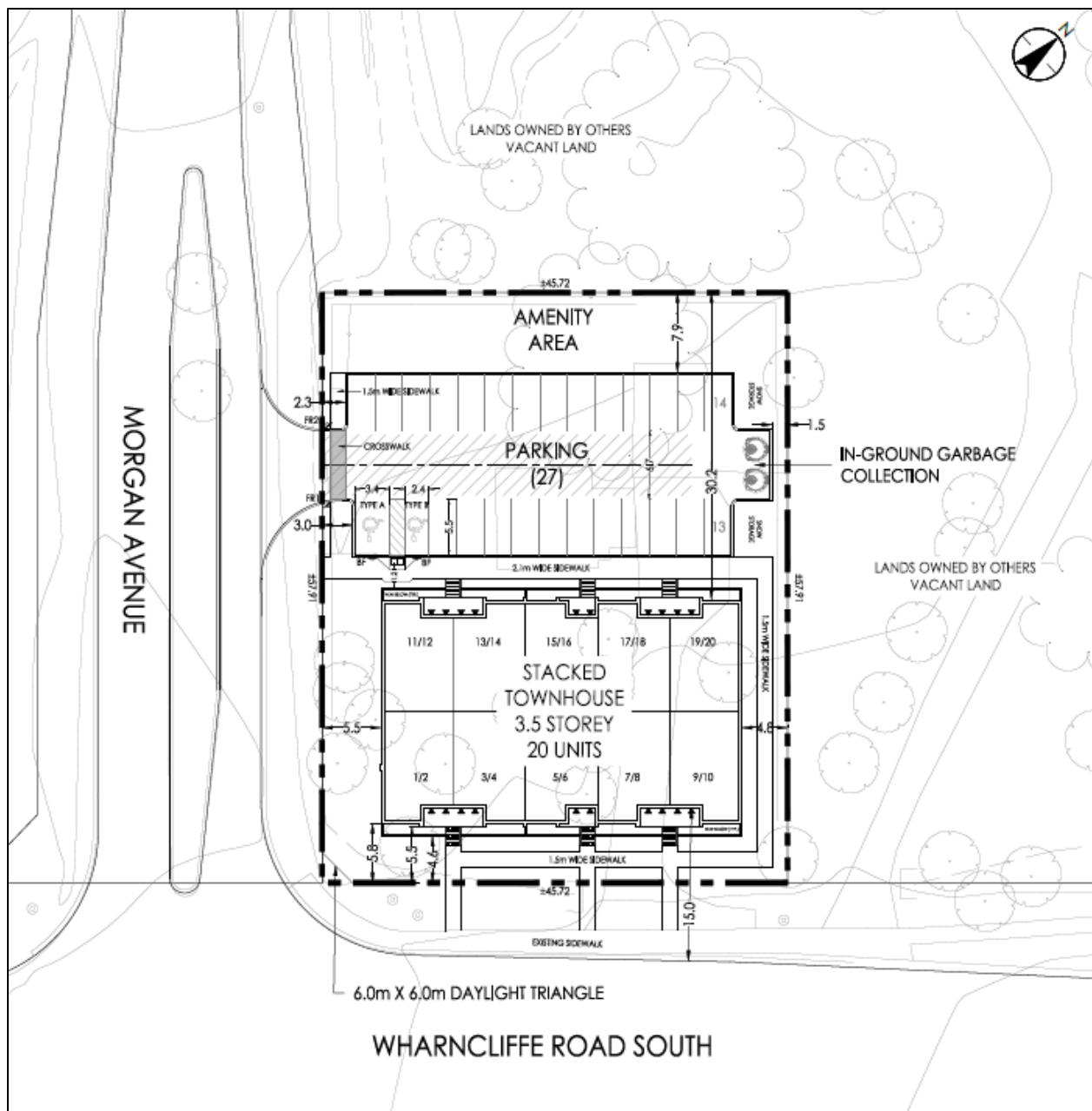


Figure 8: Revised Conceptual Site Plan (received November 2023)

The proposed development includes the following features:

- Land use: residential
- Form: stacked townhouse development
- Height: 3.5 storeys (12.6m)
- Residential units: 20 units
- Density: 77 units per hectare
- Gross floor area: 2,940.8m²
- Building coverage: 27.7%
- Parking spaces: 27 surface parking spaces
- Bicycle parking spaces: no bicycle parking
- Landscape open space: 39.4%
- Functional amenity space: 360m²

Additional information on the development proposal is provided in Appendix “C”.

2.3 Revised Development Proposal (January 2024)

The applicant submitted a revised conceptual site plan, shown in Figure 9 below. The revised development proposal continues to comprise of a 3.5-storey, 20-unit, stacked townhouse development with a maximum density of 77uph. Revisions to the development proposal include:

- Request for special provision for minimum front yard depth of 4.5 metres, instead of 4.6m;
- Request for special provision for exterior side yard depth of 5.3 metres, instead of 5.5m.

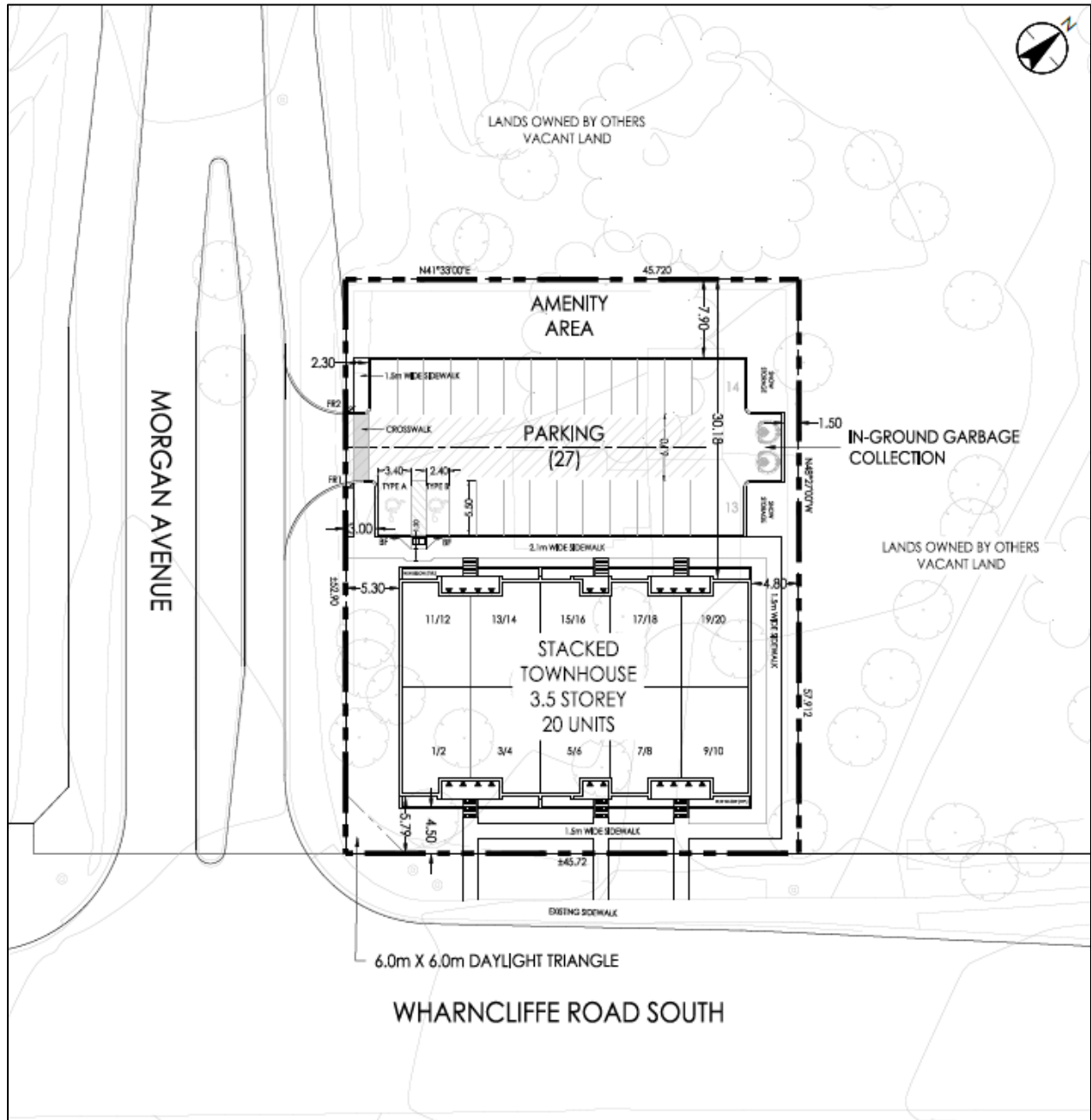


Figure 9: Revised Conceptual Site Plan (received January 2024)

The proposed development includes the following features:

- Land use: residential
- Form: stacked townhouse development
- Height: 3.5 storeys (12.6m)
- Residential units: 20 units
- Density: 77 units per hectare
- Gross floor area: 2,940.8m²
- Building coverage: 27.7%
- Parking spaces: 27 surface parking spaces
- Bicycle parking spaces: no bicycle parking
- Landscape open space: 39.4%
- Functional amenity space: 360m²

Additional information on the development proposal is provided in Appendix “C”.

2.4 Requested Amendment(s)

The applicant has requested to redesignate the property from a Commercial designation to Medium Density Residential designation in the *Southwest Area Secondary Plan (SWAP)*. Further, the applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Urban Reserve (UR4) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R8-4 Zone)	Required	Proposed
Maximum Density (units per hectare)	75	77
Minimum Front Yard Depth (metres)	7.0	4.5
Minimum Exterior Side Yard Depth (metres)	7.0	5.3
Minimum Parking Setback from right-of-way (metres)	3.0	2.0

2.4 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- The following site layout and built form features have been acknowledged and should be carried forward:
 - Continuous street wall along Wharncliffe Road and Morgan Avenue with primary entrances and direct pedestrian connections to Wharncliffe Road South.
 - Appropriately sized amenity space for the proposed residential units.
 - Continuous and safe pedestrian connections through the site.
- There are no immediate storm or sanitary sewer connections available. It will ultimately be up to the owner to demonstrate how they can service their site.
- A holding h-149 is required to ensure sanitary and stormwater servicing reports have been prepared and implemented.

Detailed internal and agency comments are included in Appendix “E” of this report.

2.5 Public Engagement

On November 16, 2023, Notice of Application was sent to 62 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 30, 2023. A “Planning Application” sign was also placed on the site.

There was one response received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

No concerns were expressed by the public.

Detailed public comments are included in Appendix “F” of this report.

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 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 which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, livable, and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1.b) & 1.1.1.e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). Further, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation; 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 use and opportunities for intensification and redevelopment (1.1.3.2). Finally, the PPS supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce, and by encouraging a sense of place by promoting well-designed built form (1.7.1.b) & 1.7.1.e)).

The proposed development meets the intent of the PPS policies by introducing residential intensification in the form of stacked townhouse dwellings within the urban growth boundary and in close proximity to transit and other services.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

Southwest Area Secondary Plan

The *Southwest Area Secondary Plan (SWAP)* has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning Bylaw amendment is consistent with it. The subject lands are designated Commercial pursuant to Schedule 10 (Central Longwoods Residential Neighbourhood Land Use Designations) of the *SWAP*.

3.0 Financial Impact/Considerations

3.1 Financial Impact

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

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Shopping Area Place Type in The London Plan (TLP 877_). Policy 877_1 of the Shopping Area Place Type permits a broad range of retail, service, office, entertainment, recreational, educational, institutional and residential uses. The proposed stacked townhouse residential use aligns with the goals of The London Plan to plan for infill and intensification of various types and forms and by ensuring a mix of housing types within our neighbourhoods (TLP 59_4).

Southwest Area Secondary Plan

Within *SWAP*, the subject site is located within the Central Longwoods Neighbourhood and has been designated Commercial, which does not permit residential development (*SWAP* Schedule 10 – Central Longwoods Residential Neighbourhood Land Use Designations). As such, the applicant has requested an Official Plan Amendment to redesignate the subject lands from its current Commercial designation to a Medium Density Residential designation, which would permit the proposed stacked townhouse development.

The intent of the Low and Medium Density Residential designation is to encourage a mix of housing types, forms and intensities throughout the Central Longwoods Neighbourhood. The focus of new development will be of a mix of low to mid-rise housing forms, which range from single detached dwellings to low-rise apartment buildings, throughout the Central Longwoods Neighbourhood (10.0.i). Uses that are generally permitted within Medium Density Residential areas include single detached, semi-detached and duplex dwellings, triplexes, fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged (10.1.ii). The proposed stacked townhouse development is supported by the policies of the Provincial Policy Statement, contemplated in the *Shopping Area* Place Type in the London Plan (TLP 877) and a permitted use in the Medium Density Residential Designation of *SWAP* (10.1.ii).

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), and a diversified mix of housing types and densities (1.1.3.4). The proposed height of 3.5 storeys development conforms with the Shopping Area Place Type in The London Plan which contemplates a standard maximum height of four storeys (TLP 878_2).

The proposed residential intensity will facilitate an appropriate scale of development that is compatible with the existing neighbourhood character (TLP 878_4). Further, the stacked townhouses can be accommodated on a parcel that is of sufficient size to support their use and can provide sufficient setbacks to buffer the neighbouring existing and future commercial and residential development. The redevelopment of the parcel will facilitate the efficient use of land and existing municipal services, as servicing is available for the proposed uses.

Southwest Area Secondary Plan

SWAP provides that the Central Longwoods Neighbourhood will provide for residential

development of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood (10.0.i)). Higher intensity mid-rise, transit-oriented development is along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network within these neighbourhoods to support the provision of transit services (10.i). As provided in policy 10.1.ii, within the Medium Density Residential Designation shall have a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. The applicant has requested a special provision to permit a maximum density of 77 units per hectare, more detail is provided in Section 4.4 of this report. As set out in Policy 43 of The London Plan, it is intended that the policies of the plan will allow for a reasonable amount of flexibility through interpretation (TLP, 43_).

The proposed 3.5 storey stacked townhouse development with special provision to permit a maximum density of 77 uph are supported by the policies of the Provincial Policy Statement, contemplated in the *Shopping Area* Place Type in the London Plan (TLP 878) and generally in keeping with the intensity policies for the Medium Density Residential Designation of *SWAP* (10.1.ii).

4.3 Form

The proposed built form on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the *Shopping Area* Place Type in The London Plan (TLP 878_1). It is the intent of The London Plan to allow for more intense and efficient use of *Shopping Area* sites through redevelopment, expansion and the introduction of residential development (TLP 878_1).

The proposed built form facilitates an appropriate form and scale of residential intensification on a lot of sufficient size to accommodate the proposed development and to help mitigate planning impacts on adjacent uses (TLP 878_5). Specifically, the proposed built form supports a positive pedestrian environment directly to Wharnccliffe Road South and the public transit stop located in front of the proposed development. The proposed development will add to the mix of housing types within the neighbourhood and is designed to be a good fit and compatible with the surrounding context (TLP 193_).

The stacked townhouses are oriented towards the higher-order street classification (Wharnccliffe Road South), and would have a walk-up front entrance and portico, with a varied street-fronting façade and use a variety of materials to add interest to the building design (TLP 261_ & 301_). The proposed stacked townhouse development would be accessible from Morgan Avenue, with 27 surface parking spaces provided behind the building and screened with landscaping from Morgan Avenue to minimize the visual exposure of parking areas to the street (TLP 269_).

Southwest Area Secondary Plan

As set out in *SWAP*, the Urban Design Policies in Section 3.9 provide that all development shall be designed in a form that is to be compact, pedestrian-oriented and transit friendly (3.9.i a)). Further, building densities and land uses located along transit routes are to be designed to support transit and the users of those services, which is the case for the proposed stacked townhouse development located close to a public transit stop. *SWAP* provides that buildings shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street (3.9.iii a)). Building on corner lots shall be sited and massed towards the intersection, which has been achieved through the requested special provisions for reduced front yard and exterior side yard setbacks.

The proposed stacked townhouse development with special provisions for front yard setbacks, exterior side yard setbacks and parking area setbacks are supported by the policies of the Provincial Policy Statement, contemplated in the *Shopping Area* Place Type in the London Plan (TLP 878_) and in keeping with the Urban Design policies of *SWAP* (3.9).

4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from an Urban Reserve (UR4) Zone to a Residential R8 Special Provision (R8-4(□)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

A maximum density of 77 units per hectare.

The intent of maximum density within the Southwest Area Plan is to ensure intensity for new development is higher than found in more recent suburban neighbourhoods and to encourage the integration of a range of housing types (SWAP, 10.1.i). Policy 10.1.iii) of SWAP sets out a maximum density of 75 units per hectare in the Medium Density Residential Designation of the Central Longwoods Neighbourhood in SWAP, similar to the maximum density of 75 uph in the requested Residential R8-4 Zone variation (ZBL 12.3). In this case, the increased maximum density of 77 units per hectare is considered appropriate to facilitate the stacked townhouse development, prioritize intensification within the Urban Growth Boundary and increase the utilization and activity of future commercial development, public services, infrastructure and transit in proximity to the subject site.

A reduced front yard setback of 4.5 metres

The applicant has requested a reduced front yard setback of 4.5 metres, whereas 7.0 metres is the minimum required. The reduced front yard setback is a relatively minor reduction that contributes an active and comfortable pedestrian environment (TLP 259_). Further, the reduced front yard setback will help to establish a continuous street wall along Wharncliffe Road.

A reduced exterior side yard setback of 5.3 metres

The applicant has requested a reduced exterior side yard setback of 5.3 metres, whereas 7.0 metres is the minimum required. The requested special provision is a minor reduction that would site the building closer to the street to provide a comfortable pedestrian environment, and will help to establish a continuous street wall along Morgan Avenue.

A reduced minimum parking setback of 2.0 metres from ROW

The applicant has requested a reduced minimum parking setback of 2.0 metres from the right-of-way, whereas 3.0 metres is the minimum required. This minor deviation from the Zoning By-law is appropriate to facilitate the development while providing screening to reduce the visual impact of the parking area located in the rear yard. The reduced parking setback is considered sufficient for the provisions of site maintenance and functionality between the parking area and lot line,

4.5 Holding Provision

Sanitary and Stormwater servicing

h-149: To ensure the orderly development of the lands the symbol shall not be deleted until sanitary and stormwater servicing reports have been prepared and confirmation that sanitary and stormwater management systems are implemented to the satisfaction of the City Engineer.

Conclusion

The applicant has requested an amendment to the Southwest Area Secondary Plan to change the designation of the subject lands from Commercial to Medium Density Residential on Schedule 4 Southwest Area Land Use Plan, and Schedule 10 Central Longwoods Neighbourhood Land Use Designations.

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from an Urban Reserve UR4 Zone to a holding Residential R8 Special Provision (h-149*R8-4()) Zone. Staff are recommending approval of the requested Official Plan and Zoning By-law Amendment with a holding provision and special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to The London Plan and the Southwest Area Secondary Plan and will permit a 3.5 storey, 20-unit, residential stacked townhouse development.

Prepared by: Isaac de Ceuster
Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

Copy: Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to 1467 Wharncliffe Road South

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, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on March 5, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – March 5, 2024
Second Reading – March 5, 2024
Third Reading – March 5, 2024

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, by changing the designation of the subject lands from Commercial to Medium Density Residential on Schedule 4 Southwest Area Land Use Plan, and Schedule 10 Central Longwoods Residential Neighbourhood Land Use Designations.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1467 Wharnccliffe Road South in the City of London.

C. BASIS OF THE AMENDMENT

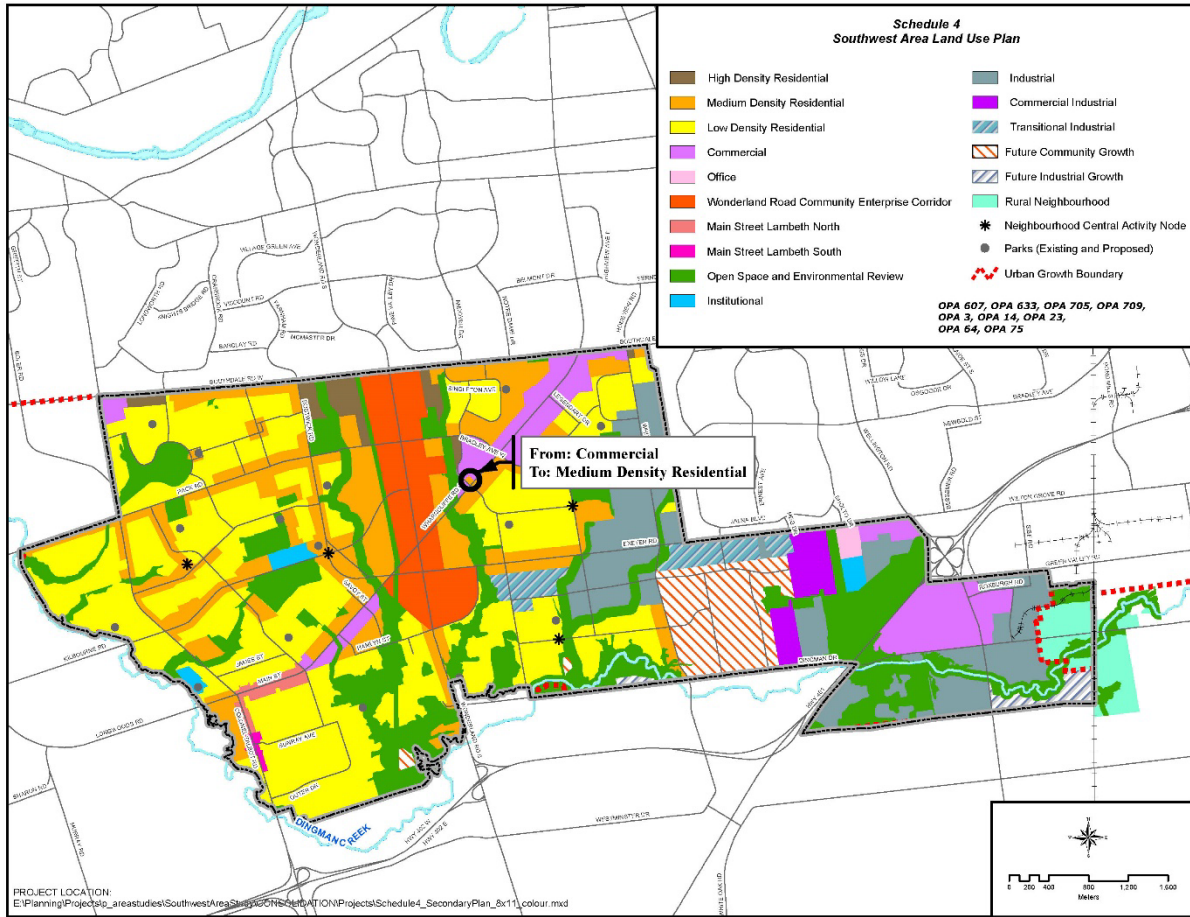
The recommended amendment is consistent with the PPS and policies of The London Plan and the Southwest Area Secondary Plan. The recommended amendment facilitates a 3.5 storey, 20-unit, residential stacked townhouse development. The recommended development will contribute to intensification within the Urban Growth Boundary, add to the mix of housing types within the neighbourhood and provides a compact, pedestrian-oriented and transit-friendly built form.

D. THE AMENDMENT

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

1. Section 1565_5 of The London Plan, List of Secondary Plans – Southwest Area Secondary Plan, Schedule 4 Southwest Area Secondary Plan Land Use Plan, and Schedule 10 Central Longwoods Residential Neighbourhood Land Use Designations is amended by redesignating the subject lands, as indicated on “Schedule 2” attached hereto from Commercial to Medium Density Residential.

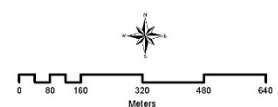
“Schedule 1”



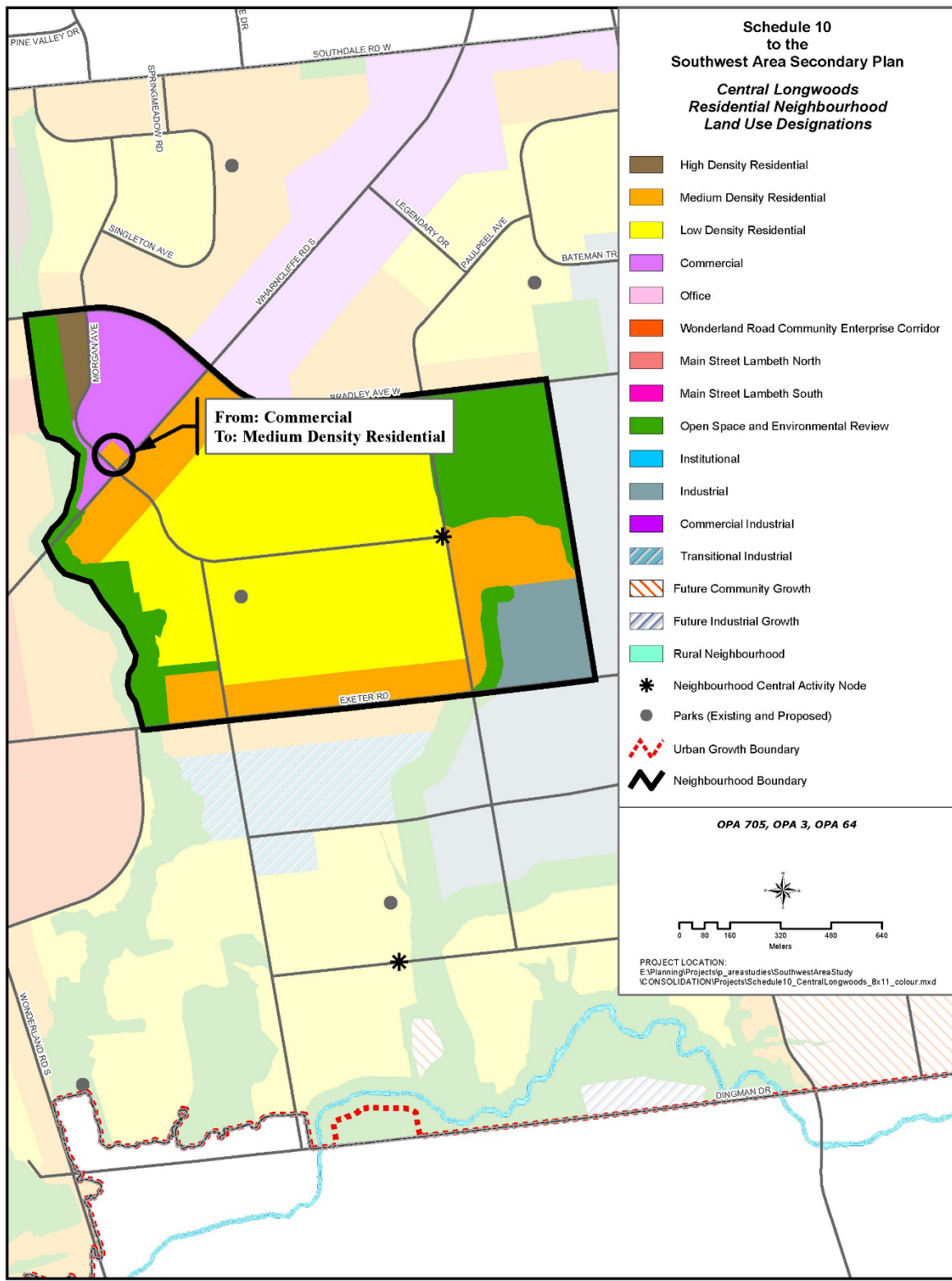
**Schedule 10
to the
Southwest Area Secondary Plan
Central Longwoods
Residential Neighbourhood
Land Use Designations**

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 705, OPA 3, OPA 64



PROJECT LOCATION:
E:\Planning\Projects\p_area studies\Southwest Area Study
V:\CONSOLIDATION\Projects\Schedule 10_Central Longwoods_8x11_colour.mxd



Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1467 Wharnccliffe Road South

WHEREAS Nabataeans Homes has applied to rezone an area of land located at 1467 Wharnccliffe Road South, as shown of 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 1467 Wharnccliffe Road South, as shown on the attached map comprising part of Key Map No. A111, **FROM** an Urban Reserve (UR4) Zone **TO** a holding Residential R8 Special Provision (h-149*R8-4(_)) Zone.
2. Section Number 12.4 of the Residential R8-4 Zone is amended by adding the following Special Provisions:

R8-4 () 1467 Wharnccliffe Road South

a. Regulations

- | | |
|--|------------------|
| i) Density – Units per hectare (maximum) | 77 |
| ii) Front Yard Setback (minimum) | 4.5m (15.1 feet) |
| iii) Exterior Side Yard Setback (minimum) | 5.3m (18.0 feet) |
| iv) Parking Setback from Westerly Lot Line (minimum) | 2.0m (6.6 feet) |

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.

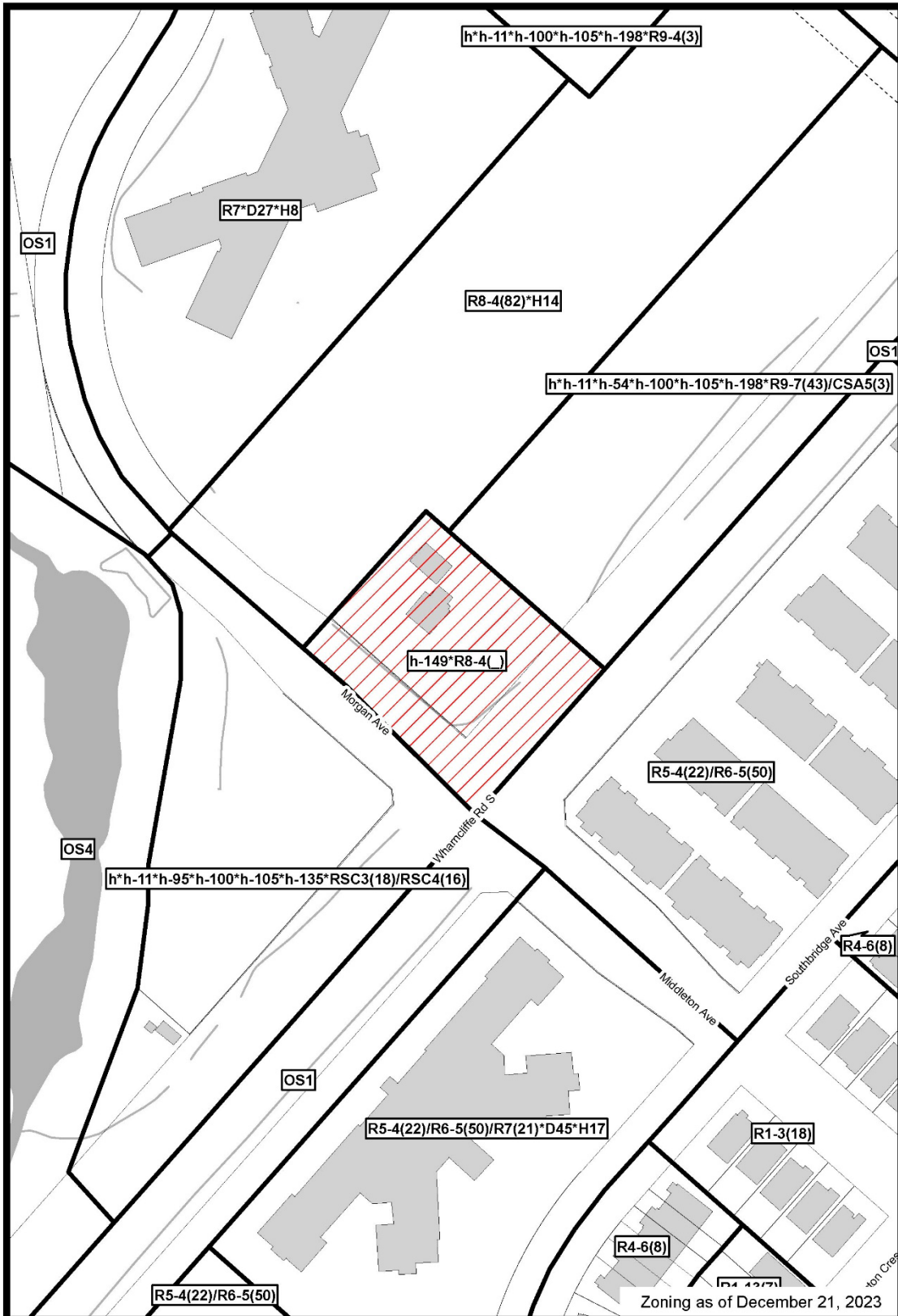
PASSED in Open Council on March 5, 2024

Josh Morgan
Mayor


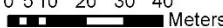

Michael Schulthess
City Clerk

First Reading – March 5, 2024
Second Reading – March 5, 2024
Third Reading – March 5, 2024

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



Zoning as of December 21, 2023

<p>File Number: OZ-9680 Planner: ID Date Prepared: 2024/01/17 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Single Detached Dwelling
Frontage	45.7 metres (Wharncliffe Road South), 57.9 metres (Morgan Avenue)
Depth	57.9 metres (190 feet)
Area	0.264 Hectares (0.65 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Residential
East	Residential
South	Residential & Open Space
West	Open Space & Future Commercial

Proximity to Nearest Amenities

Major Intersection	Wharncliffe Road South, Morgan Avenue (0 metres)
Dedicated cycling infrastructure	Bradley Avenue West, 500 metres
London Transit stop	Wharncliffe Road South, 0 metres
Public open space	Pincombe Park, 250 metres
Commercial area/use	Wonderland Road/West Wood Centre, 1,000 metres
Food store	Loblaws Wonderland Road, 1,100 metres
Community/recreation amenity	Bostwick Community Centre, 1,700 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Shopping Area, Civic Boulevard & Neighbourhood Connector
Current Special Policies	Commercial Designation in Central Longwoods Neighbourhood of <i>SWAP</i>
Current Zoning	Urban Reserve (UR-4) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Medium Density Residential Designation in Central Longwoods Neighbourhood of <i>SWAP</i>
Requested Zoning	Residential R8 Special Provision (R8-4()) Zone

Requested Special Provisions

Regulation (R8-4)	Required	Proposed
Density units per hectare (maximum)	75	77
Front Yard Depth (minimum)	7.0 metres	4.5 metres
West Exterior Side Yard Depth (minimum)	7.0 metres	5.3 metres
Parking setback from ROW (minimum)	3.0 metres	2.0 metres

C. Development Proposal Summary

Development Overview

The development proposal comprises of a 3.5-storey stacked townhouse development containing 20 units, with a maximum density of 77 uph.

Proposal Statistics

Land use	Residential
Form	Stacked Townhouses
Height	3.5 storeys (12.6 metres)
Residential units	20
Density	77 Units per hectare
Gross floor area	2,940.8m ²
Building coverage	27.7%
Landscape open space	39.4%
Functional amenity space	360m ²
New use being added to the local community	No

Mobility

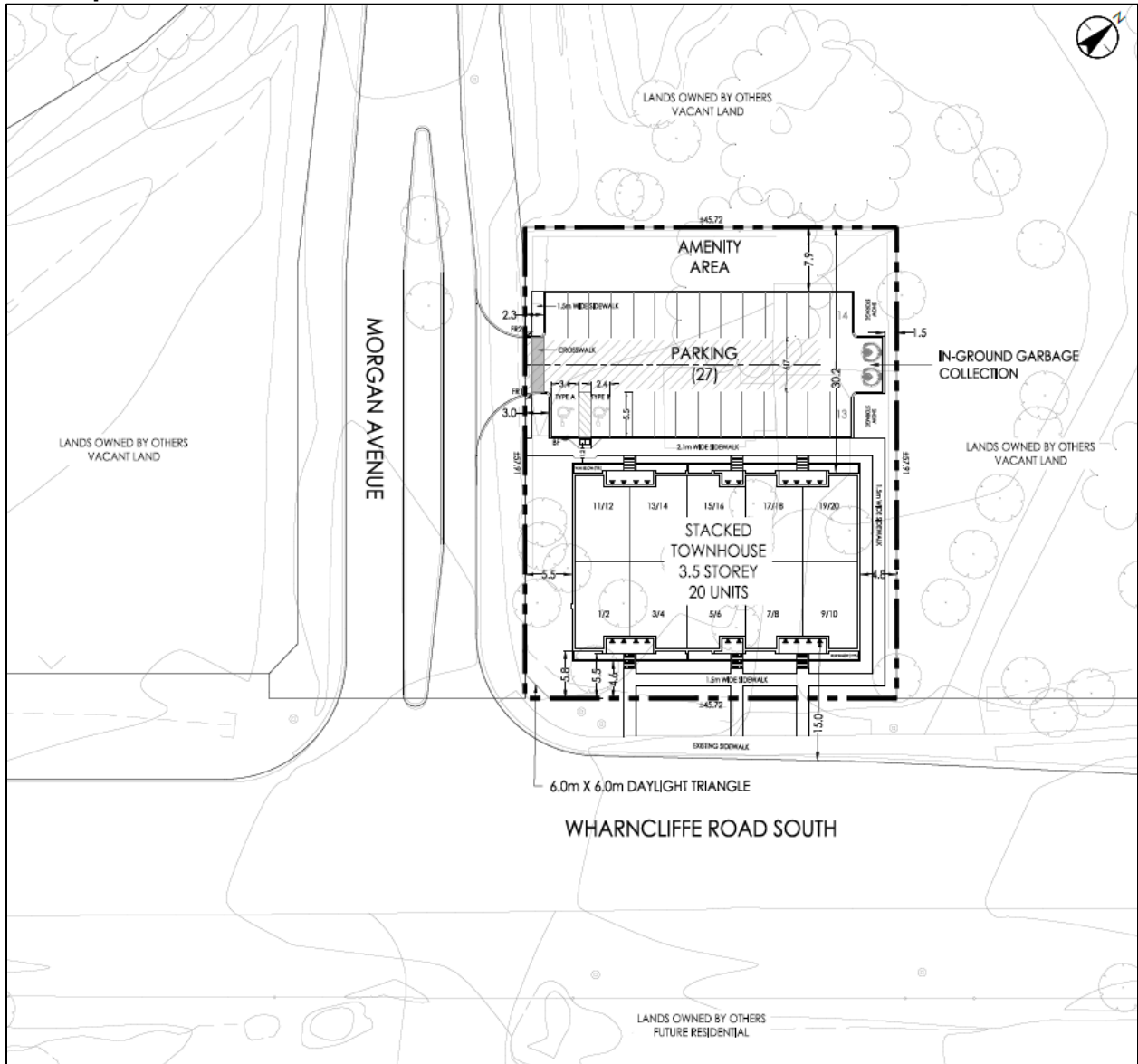
Parking spaces	27 surface spaces
Vehicle parking ratio	1.35 Spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	N/A
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

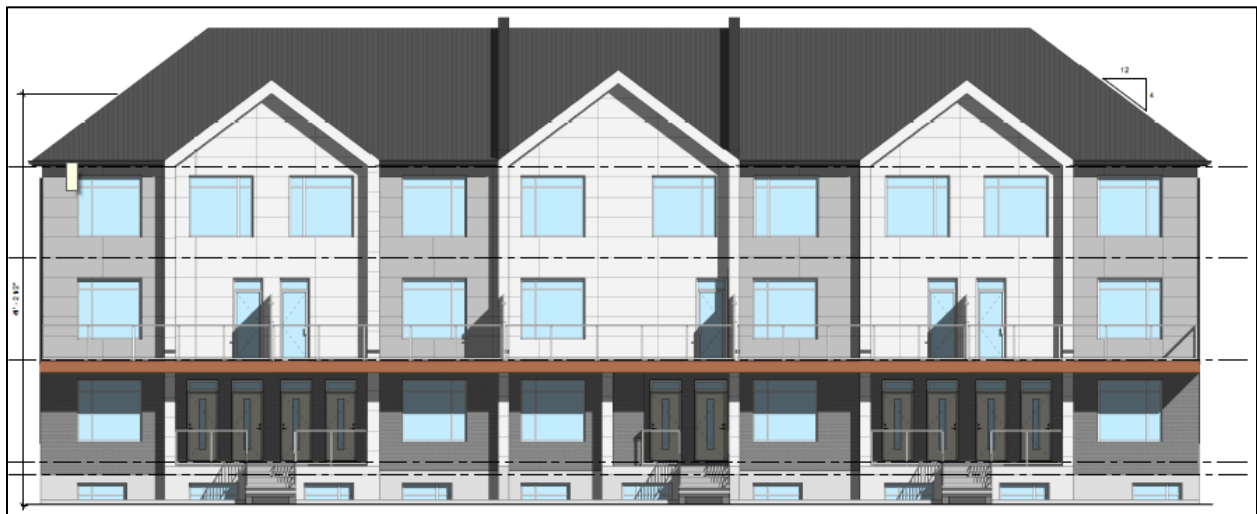
Tree removals	Yes
Tree plantings	No
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

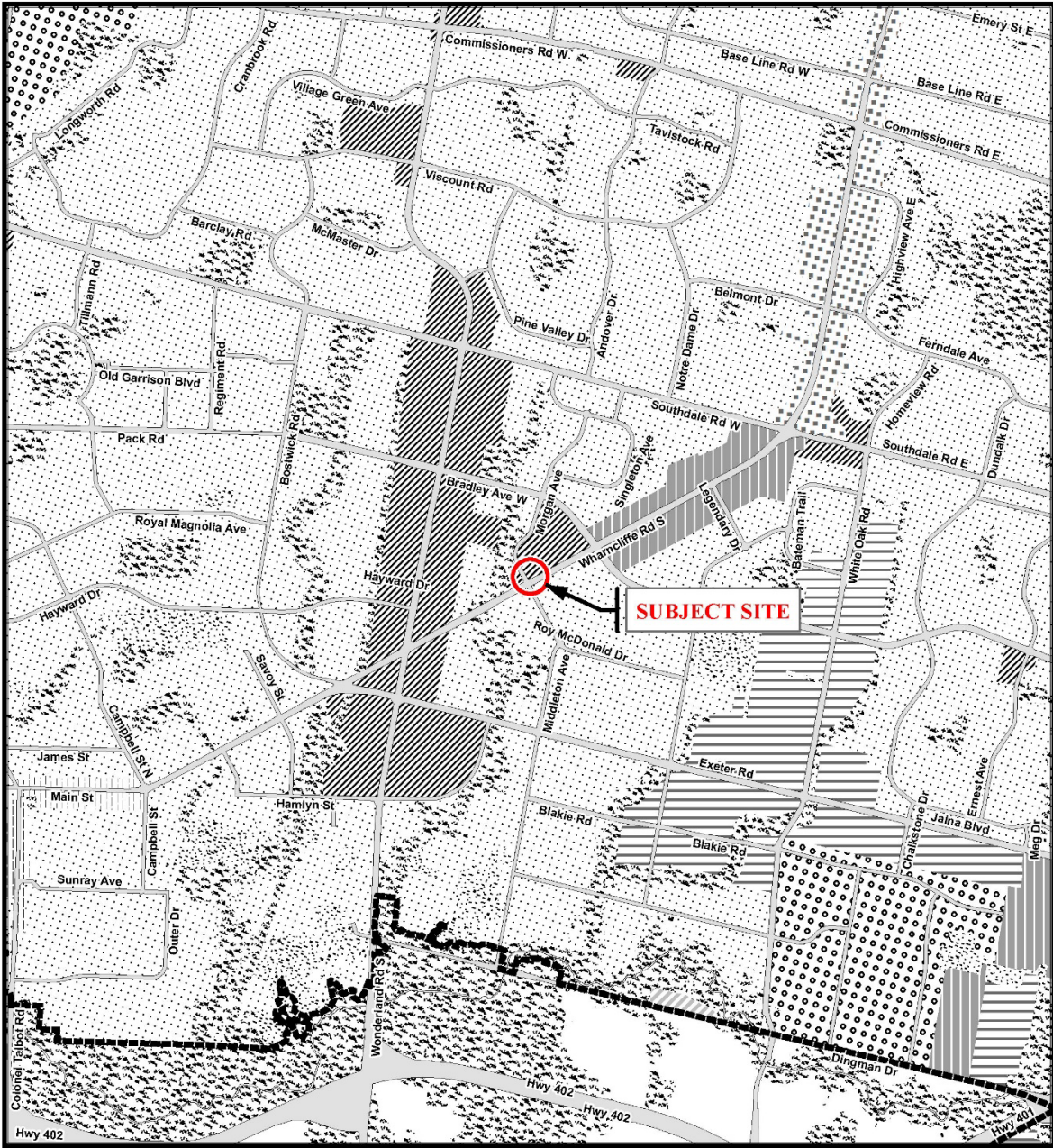
Appendix D – Additional Plans and Drawings

Concept Site Plan



Front Elevation





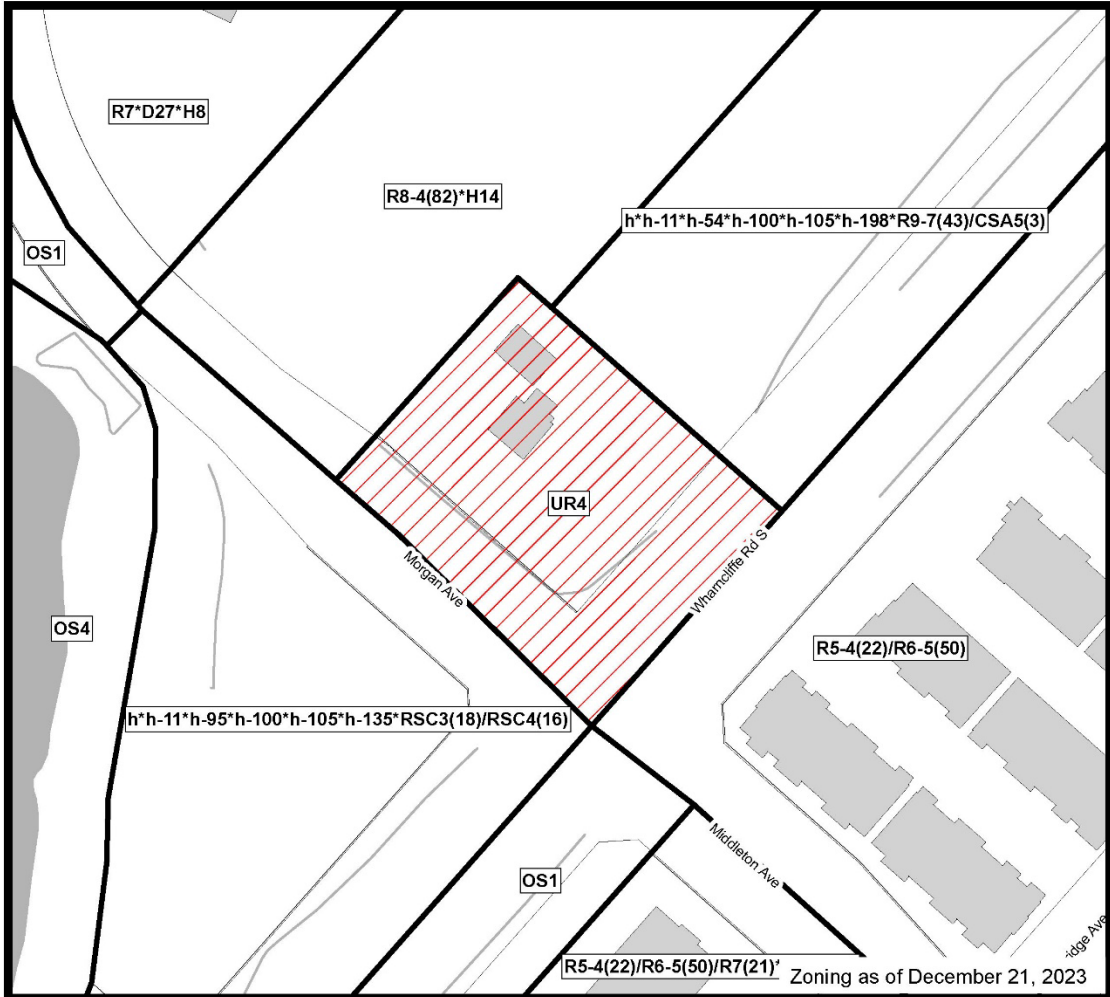
Legend

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

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

<p>CITY OF LONDON Official Plan LONDON PLAN MAP 1 - PLACE TYPES - PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000 Meters</p>	<p>File Number: OZ-9680 Planner: ID Technician: RC Date: 2023/01/17</p>
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Project Location: E:\Planning\Projects\p_officialplan\workconso\00\excerpts_LondonPlan\mxd\OZ-9680-Map1_PlaceTypes.mxd



Zoning as of December 21, 2023



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: RSC2/RSC4

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9680

ID

MAP PREPARED:

2024/01/17

RC

1:1,250

0 5 10 20 30 40

Meters

Appendix E – Internal and Agency Comments

UTRCA

- The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.
- The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

Urban Design

The proposed development is located within the commercial designation in the Southwest Area Secondary Plan, the Shopping Area Place Type of The London Plan and the Urban Reserve zone. The proposed zoning and Place Type allows for townhouse development, and therefore Urban Design is generally supportive of this application. Please see below for specific Urban Design comments:

- The following site layout and built form features have been acknowledged and should be carried forward:
 - Continuous street wall along Wharncliffe Road South and Morgan Avenue with primary entrances and direct pedestrian connections to Wharncliffe Road South.
 - Appropriately sized amenity space for the proposed residential units.
 - Continuous and safe pedestrian connections throughout the site.

Matters for Site Plan

- Provide a high level of transparent glazing and other architectural elements such as wrap around porches on west building façade to allow for passive surveillance and activation on Morgan Avenue (refer to The London Plan, Policy 291).
- Provide landscape screening along the north and south frontages of the building to reduce the effects of headlight glare from both the street and parking area into the lower units.

Site Plan

Major Issues

- None

Matters for OPA/ZBA

- Special provisions required for:
 - Reduced front & exterior side yard depth
 - Increased density
 - Reduced parking setback from road allowance

Matters for Site Plan

- All site plan details for landscaping, tree preservation, fencing, parking, pedestrian access, garbage etc. will be addressed through standard site plan review.

Ecology

- This is to conform that there are currently no ecological planning issues related to this property and/or associated study requirements.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Engineering

- There are no immediate storm or sanitary sewer connections available.

- As per the accepted servicing drawings for SPA22-059, 3480 Morgan Avenue will potentially be providing storm and sanitary outlets at the common property line but it will be up to the application to coordinate a shared servicing agreement with the owner of this property. Should this approach not be suitable, alternative outlets are available but it will ultimately be up to the owner to demonstrate how they can service their site.
- Recommendation to a h-149 as it captures both storm and sanitary.

Parks Planning and Design

Matters for Site Plan

- Parkland dedication will be required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized through the Site Plan Approval process.

Landscape Architect

Major Issues

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions.

Matters for Site Plan

- The setback between the parking lot and Morgan Avenue does not meet Site Plan Control Bylaw requirement of 3.0m. Vegetative screening of the parking lot will be required in accordance with London Plan Policy 278_ Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.
- Treed parking islands is a requirement of the Site Plan Control Bylaw- 1/15 stalls. LP Policy 277 Policy 401.14 Surface parking lots should be designed to include a sustainable tree canopy at 20 years of anticipated growth. Appropriate soil volume, drainage and appropriate technology will be used to ensure the long-term sustainability of trees. Provision of islands may impact number of stalls available for residents.
- A total of 447 cm dbh is proposed for removal. In accordance with London Plan Policy 399 [1 replacement tree is required for every 10 cm dbh removed], a recommendation will be made to Site Plan for 45 replacement trees on site.

Heritage

- This is to confirm that heritage has no concerns with this application.

London Hydro

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

Appendix F – Public Engagement

Community Engagement

Public liaison: On November 16, Notice of Planning Application was sent to 62 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 30, 2023. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 3.5 storey, stacked townhouse development with 20 units. Possible Official Plan Amendment to the *Southwest Area Secondary Plan* to redesignate the subject lands from Commercial to Medium Density Residential designation. Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR4) zone to a Residential R8 Special Provision (R8-4(_)) Zone. Special Provisions: Maximum density of 80 UPH, reduced front yard depth of 5m, reduced exterior side yard depth of 5m, reduced, reduced parking setback from right-of-way of 2m.

One public comment was received:

Hello,

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Many thanks!

Kind regards,

Exxon Mobile