

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: LJM Developments Ltd. c/o A.J. Clarke and Associated Ltd.
359 Wellington Road & 657 Base Line Road East
File Number: OZ-9719, Ward 11

Date: Public Participation Meeting on: July 16, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of LJM Developments Ltd. (c/o A.J. Clarke & Associates Ltd.) relating to the property located at 359 Wellington Road and 657 Base Line Road East:

1. the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024, to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Rapid Transit Corridor Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
2. the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 23, 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** a Residential/Bonus (R1-6*B-43) Zone and Automobile Service Station (SS1) Zone, **TO** a Residential R9 Special Provision (R9-7(_)) Zone;
3. The requested Special Provision to reduce the required bicycle parking ratio from 1.0 spaces per unit to 0.7 spaces per unit **BE REFUSED** for the following reasons:
 - i) The inability to accommodate bicycle parking for all units signifies an over-intensification of the site and does not promote the use of active transportation to residents.
4. The Site Plan Approval Authority **BE REQUESTED** to consider the following during the site plan process:
 - i) Consultation with the Municipal Housing Development division for the provision of three (3) or more affordable units;
 - ii) Landscaping to include at minimum 50% native species, with no invasive species planted;
 - iii) Investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
 - iv) Investigate air source heat pump options;
 - v) Include a minimum of 5% EV charging spots roughed in;
 - vi) Utilize bird friendly policies using the CSA standard;
 - vii) Provide a minimum 50% transparent glazing on the first storey facing public streets and multiple pedestrian connections from the building to the public sidewalks to promote walkability and transit usage.
 - viii) Provide building articulation and setbacks to create a human scale and mitigate impacts of the tall building.
 - ix) Provide weather protection and implement the recommendations of the wind study to ensure a comfortable pedestrian environment.
 - x) Explore opportunities to increase the amount of outdoor amenity space.
 - xi) Update the Traffic Impact Assessment and implement recommendations, including access restrictions.

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

- i) The 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, promote transit-supportive development and support long-term economic prosperity;
- ii) The amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and the Rapid Transit Corridor Place Type policies; and will facilitate a built form that contributes to achieving a compact City;
- iii) The recommended amendments facilitate the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill and redevelopment;
- iv) The recommended amendments would permit a 23-storey, 250-unit apartment building in a form that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan, to add a Specific Policy Area to the Rapid Transit Corridor Place Type to permit a 23-storey apartment building and an amendment to the Zoning By-law Z.-1 to rezone the property from an Automobile Service Station (SS1) Zone and Residential/Bonus (R1-6*B-43) Zone to a Residential (R9) Special Provision (R9-7(_)) Zone.

Requested special provisions include: a maximum height of 72.9 metres, a maximum density of 1391 units per hectare, a minimum exterior side yard of 0.8 metres, a maximum lot coverage of 61%, a minimum landscaped open space of 14%, and a minimum bicycle parking rate of 0.77 spaces per unit.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the Official Plan and Zoning By-law amendments, with the exception of the requested special provision for a reduced bicycle parking rate.

Staff are recommending the minimum long-term bicycle parking ratio of 0.9 spaces per unit, and a minimum short-term bicycle parking rate of 0.1 spaces per unit apply to the site, as per the existing general provisions of the Zoning Bylaw.

Staff are also recommending additional special provisions that were identified as necessary in the Site Plan consultation and that have been recommended to mitigate the impacts of the height and density of the development and implement the policies of The London Plan. All proposed special provisions are consistent with the applicant's submitted plans.

The recommended action will permit a **23-storey, 250-unit apartment building**.

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; and 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

None

1.2 Property Description and Location

The subject lands are located on the southwest corner of the intersection of Wellington Road and Baseline Road East, within the Highland Planning District. The subject lands consist of two lots, 359 Wellington Road and 657 Base Line Road East, which will be consolidated into one parcel to facilitate the proposed development. The site has a total area of approximately 0.17 hectares, with a 31.0 metres frontage along Baseline Road East, and a 33.5 metres frontage along Wellington Road. The lot at 359 Wellington Road is currently vacant, and 657 Baseline Road currently contains a single detached 1.5-storey dwelling and accessory structure. The existing buildings will be demolished to facilitate the proposed development.

The subject site is in an urban neighbourhood with a wide range of uses, including healthcare, shopping centres, single family dwellings, apartment buildings and retirement/care facilities. The neighbouring property to the west contains a nine-storey retirement development, and to the south is a 1-storey neighbourhood shopping centre. To the north, across Base Line Road, is a 1-storey financial institution. Finally, to the east, across Wellington Rd, is the London Health Sciences Centre.

Wellington Road is an arterial road classified as a Rapid Transit Boulevard on Map 3 – Street Classifications of The London Plan. The Wellington Gateway Rapid Transit route, currently under construction, runs on Wellington Road between Exeter Road and the downtown, with a station proposed at the intersection of Base Line Road East and Wellington Road. The road segment between Base Line Road East and Commissioners Road has a traffic volume of approximately 32,000 vehicles per day. The subject site also has frontage onto Base Line Road East, which is classified as a Neighbourhood Connector on Map 3 – Street Classifications of The London Plan. The road segment between Wellington Road and Balderstone Avenue has a traffic volume of approximately 11,500 vehicles per day. The site is located on several LTC transit routes, with bus stops located on Wellington Road and Base Line Road East in front of the subject site. Bike lanes are provided further to the west on Ridout Street.

Site Statistics:

- Current Land Use: vacant/residential
- Frontage: 31.0 metres along Base Line Road East, and 33.5 metres along Wellington Road.
- Depth: 40.0 metres
- Area: 0.17 hectares (0.42 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Commercial/retail uses and low-rise residential
- East: London Health Sciences Centre
- South: commercial/retail uses and surface parking
- West: Nine-storey retirement/care facility and low-rise residential

Existing Planning Information:

- The London Plan Place Type: Rapid Transit Corridor fronting a Rapid Transit Boulevard (359 Wellington Road) and Neighbourhoods Place Type fronting a Neighbourhood Connector (657 Base Line Road)
- Existing Special Policies: Rapid Transit Corridor Protected Major Transit Station Area (PMTSA)

- Existing Zoning:
 - 359 Wellington Road: Automobile Service Station (SS1)
 - 657 Base Line Road: Residential R1 and Bonus B-43 zone (R1-6 & B-43)

Additional site information and context is provided in Appendix "C".



Figure 1- Aerial Photo of 359 Wellington Road & 657 Base Line Road East and surrounding lands



Figure 2 - Streetview of 359 Wellington Road & 657 Base Line Road (view looking south from Base Line Road)

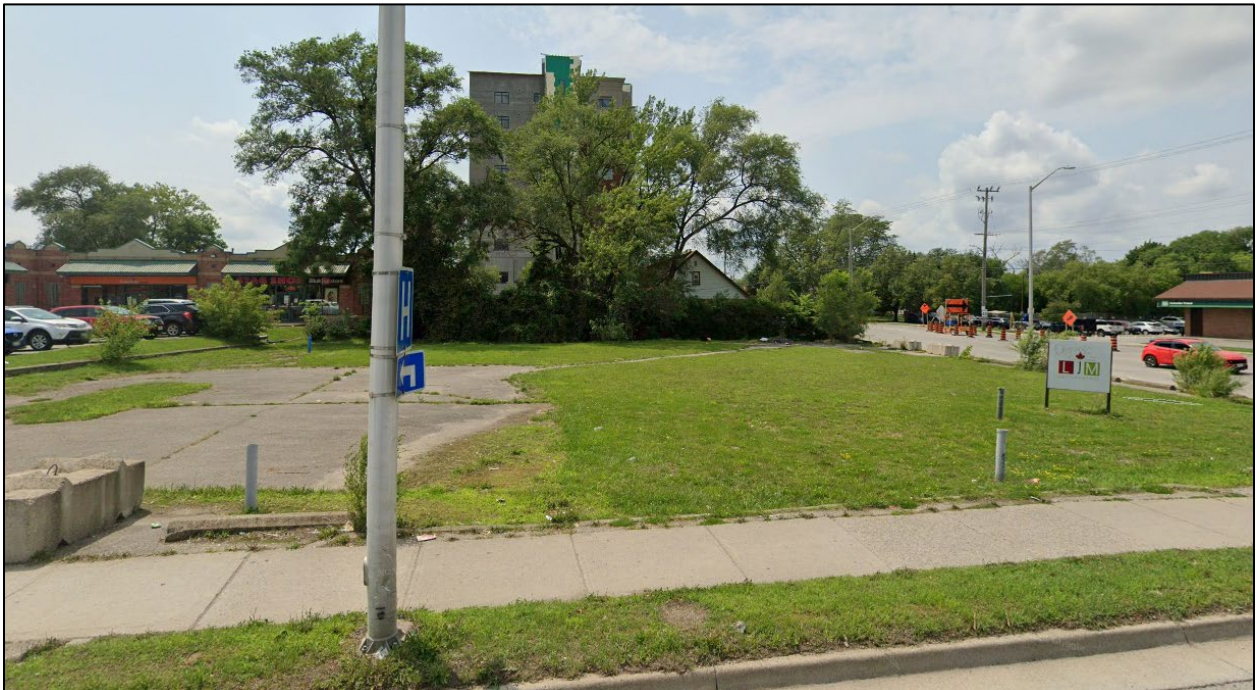


Figure 3 - Streetview of 359 Wellington Road & 657 Base Line Road (view looking west from Wellington Road)

2.0 Discussion and Considerations

2.1 Development Proposal

In March 2024, the City accepted a complete Official Plan and Zoning By-law Amendment application. The development proposal is comprised of a 23-storey residential apartment building development with 250 residential units, a six-storey podium and maximum density of 1,391 units per hectare (after road widening). A road widening of approximately 11.3 metres is accommodated along the Wellington Road frontage for the Wellington Gateway route of the London Bus Rapid Transit (BRT). The development includes four levels of underground parking providing 118 parking spaces and 192 bicycle parking spaces. Outdoor amenity space is proposed on the roof of the podium on the seventh floor, with indoor amenity space at grade.

The proposed development includes the following features:

- Land use: Residential
- Form: High-rise tower
- Height: 23-storeys (72.9 m)

- Residential units: 250 units
- Density: 1,391 units / hectare
- Gross floor area: 25,035 m²
- Building coverage: 61%
- Parking spaces: 118 underground spaces
- Bicycle parking spaces: 192 spaces
- Landscape open space: 14%
- Functional amenity space: 408 m² (indoor), 157 m² (outdoor podium terrace) and private balconies and/or terraces for individual units.

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

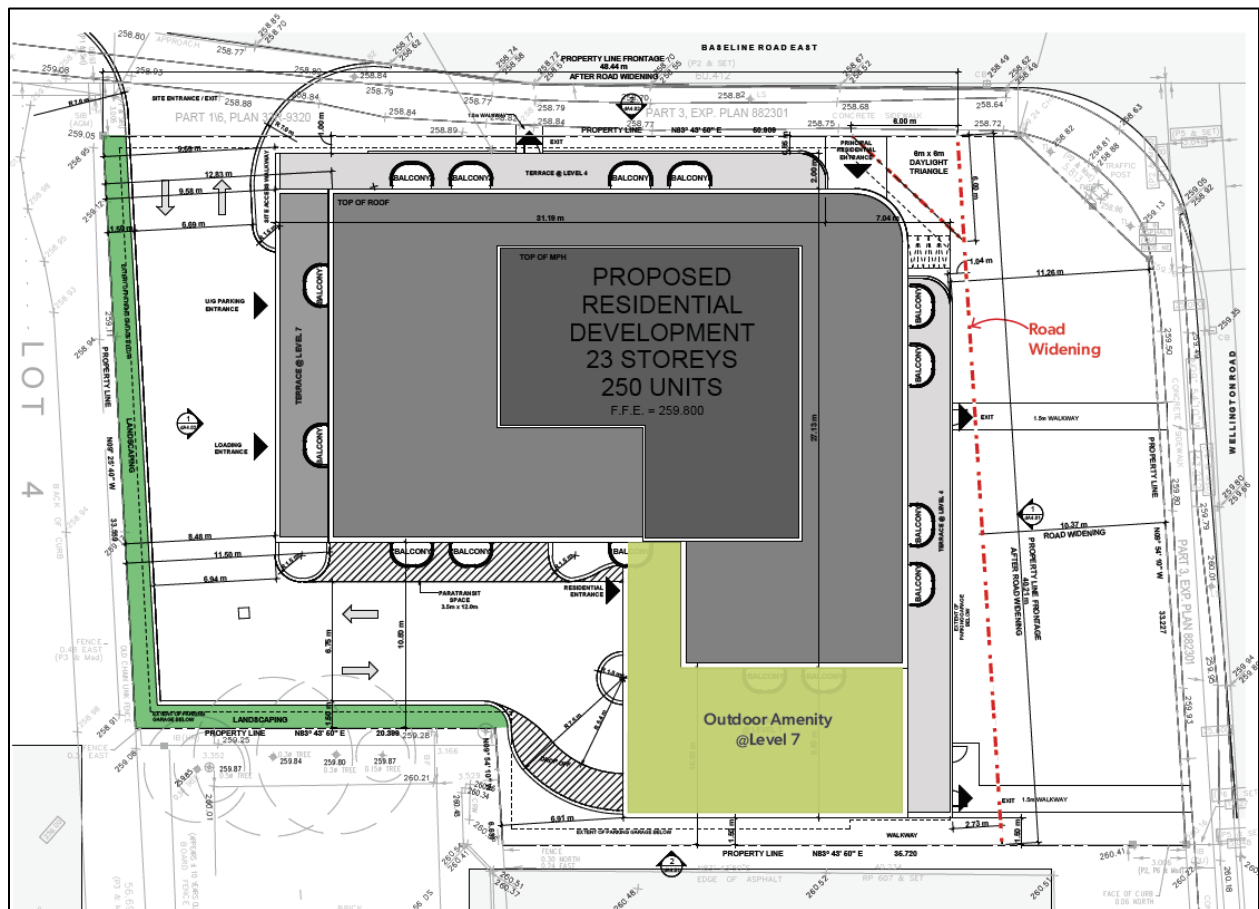


Figure 4 - Conceptual Site Plan (Received March 2024)

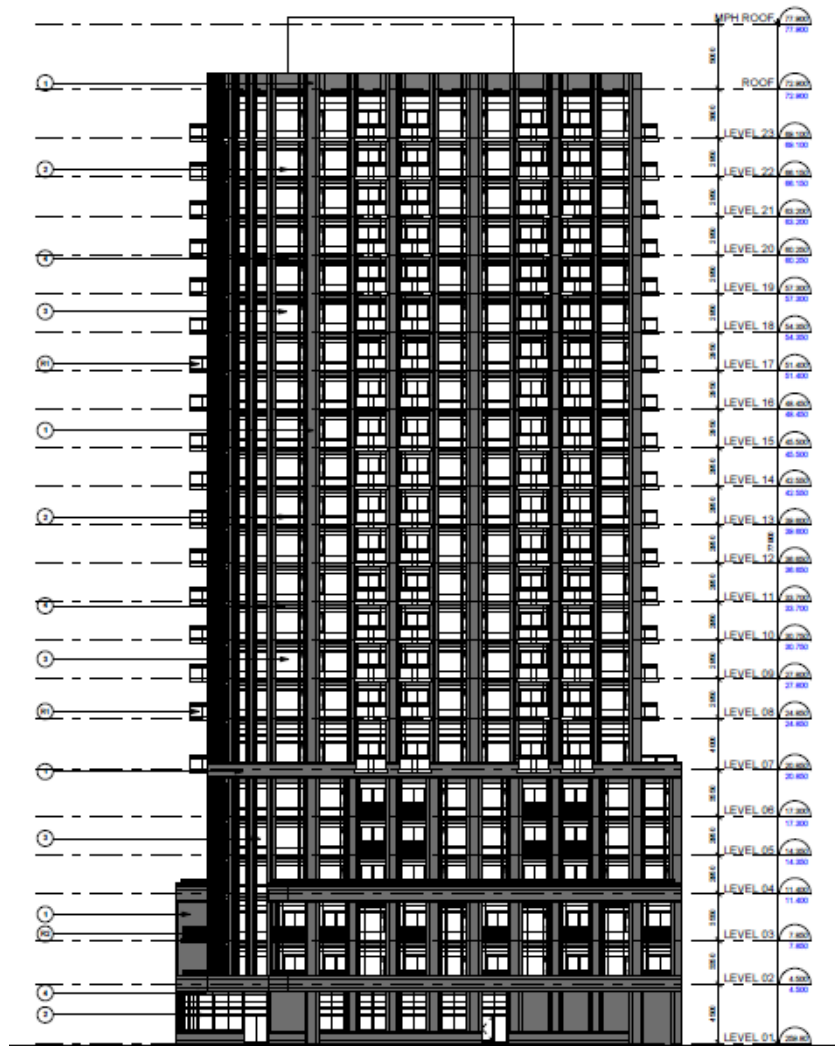


Figure 5 – North Elevation (Received March 2024)

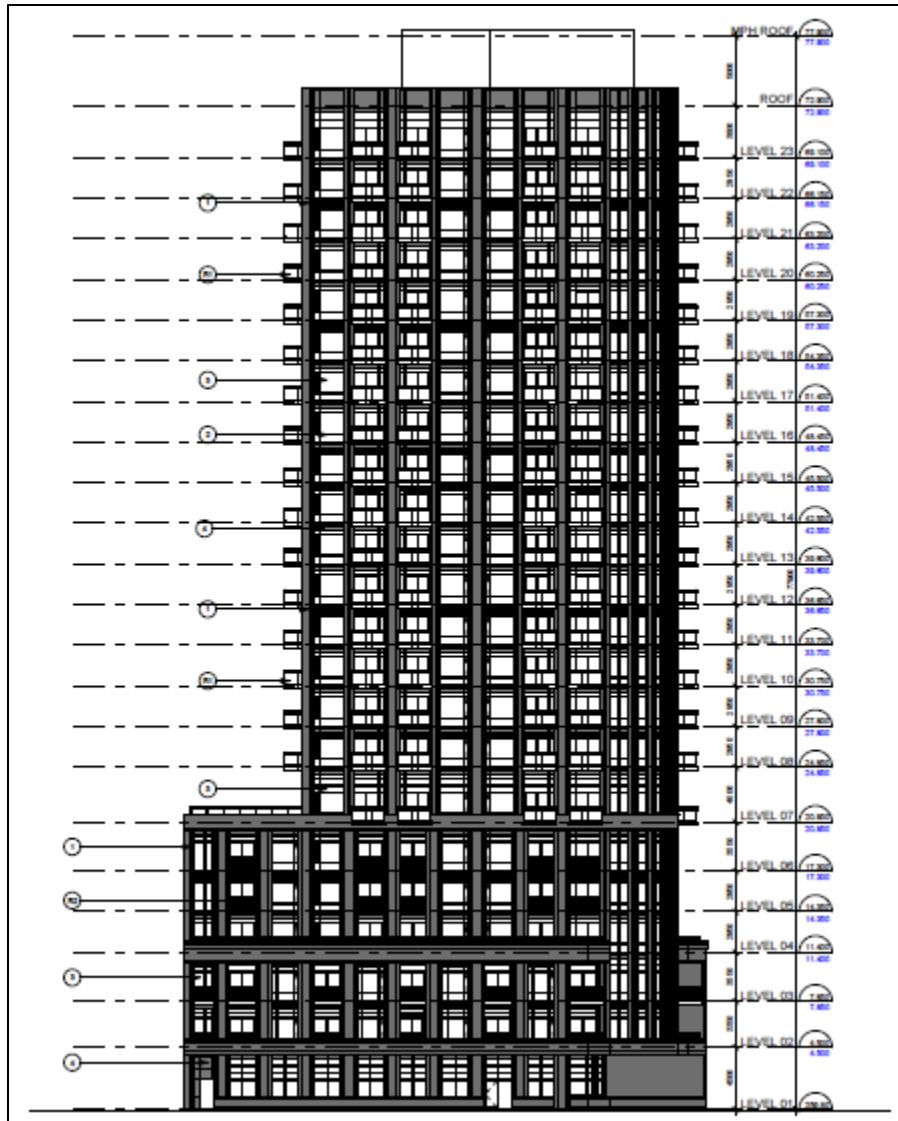


Figure 6 – East Elevation (Received March 2024)

Additional plans and drawings of the development proposal are provided in Appendix “C”.

2.2 Requested Amendment(s)

The applicant has requested to add a Specific Policy to the Rapid Transit Corridor Place Type in The London Plan, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Automobile Service Station (SS1) and Residential and Bonus (R1-6*B-43) Zone to a Residential R9 Special Provision (R9-7(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff. The staff recommended special provisions have been identified through the site plan consultation as necessary to facilitate the development, as well as to accommodate the proposed residents and mitigate the impacts of the development.

Regulation (R9-7)	Required	Proposed	Recommended
Front yard setback (min) m	16.0	0.8	0.8
Exterior side yard (min) m	16.0	-	0.8
Interior side yard (min) m	30.0	-	1.5
Rear yard setback (min) m	73.0	-	8.4
Lot coverage (max) percentage	30%	61%	65%
Landscape open space (min) percentage	30%	14%	14%
Height (max) m	-	72.9	75m

Regulation (R9-7)	Required	Proposed	Recommended
Maximum density (uph)	150	1,391	1,391
Bicycle Parking Spaces (ratio per unit)	1.0	0.77	1.0
Tower floorplate (min) m ²	-	750m ²	800m ²
Setback above the 6 th storey from the south property line (min) m	-	10.0m	10.0m
Setback above the 6 th storey from the west property line (min) m	-	11.5m	11.5m
Interior amenity space (min) m ²	-	400m ²	400m ²
Common outdoor amenity space – rooftop (min) m ²	-	150m ²	150m ²
Ground floor height (min) m	-		4.0m
Principle entrance location	-		Required to face Wellington Road or the intersection of Wellington Road and Base Line Road East.
Balconies & Encroachments	-		To permit unlimited encroachments into the west, north and east yards
Units to be 2 or more bedrooms (min) percentage	-	30%	30%

Staff are recommending **refusal** of the reduced bicycle parking ratio.

All other proposed special provisions are as shown on the proposed plans and are being recommended for approval as part of the zoning amendment. The special provisions for height and coverage have been rounded up to accommodate site and building changes that may be required through the site plan review.

2.3 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:

- Density and height
- Built Form
- Heritage
- Special Provisions

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

2.4 Public Engagement

On March 28, 2024, Notice of Application was sent to 28 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 April 11, 2024. A “Planning Application” sign was also placed on the site.

There were four responses 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.

Support expressed by the public relate to:

- Support for proposed development
- Support for affordable housing (rent geared to income)
- Request to include green building elements and environmentally friendly components (e.g. solar panels, heat pumps)
- Electric vehicle adoption

Concerns expressed by the public relate to:

- Development using natural gas or fossil fuel infrastructure.
- Consideration of all native species that currently inhabit the property.
- Capacity of existing sewer system

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of public interest related to land use planning and development. In accordance with Section 32 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).

Planning Authorities should promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4). New development proposed on lands adjacent to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3). Finally, energy conservation and efficiency, reduced greenhouse gas emissions and preparing for a changing climate shall be supported by promoting a compact form and structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and institutional uses and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1).

The proposed development meets the intent of the PPS policies by introducing a compact, residential development building development that would allow for the efficient use of land and infrastructure.

The London Plan, 2016

Interpretation of the Rapid Transit Corridor

Policy 43_ of The London Plan includes policies that will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan and the *Provincial Policy Statement, 2020*. In this case, interpretation is needed since the majority of the subject lands fall into the Rapid Transit Corridor Place Type and the smaller property at 657 Base Line Road East into the Neighbourhoods Place Type. As such, the following policy will apply; “The boundaries between place types as shown on Map 1 – Place Types of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained, and that the departure is advisable and reasonable. (TLP, 43_1). In line with the interpretation policies above, this report will only refer to the Rapid Transit Corridor Place Type policies.

Specific Area Policies

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that the above criteria have been satisfied and the requested Specific Area Policy is appropriate. An analysis of the conditions to consider a Specific Policy Area is addressed in Section 4.0 of this report.

Evaluation Criteria for all Planning and Development Applications, and Zoning up to or beyond the Standard Maximum Height

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.

The London Plan includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).

To provide certainty and to ensure that impacts of the additional height and density are

mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. Staff are recommending special provisions and Site Plan considerations that will help to sufficiently accommodate the proposed density and mitigate the impacts of the proposed development. An analysis is provided in Section 4.0 of this report.

Protected Major Transit Station Areas

The subject site is within the boundary of the Protected Major Transit Station Areas (PMTSA), as shown on Map 10 – Protected Major Transit Station Areas (TLP, 860A_). Each Rapid Transit Corridor Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare (TLP 860B). Further, the minimum building height is two storeys or eight metres and the maximum building height is 16 storeys for areas within 100 metres of a rapid transit station (TLP 860C). Within the Rapid Transit Corridor PMTSA, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. Additionally, a range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted, and mixed-use buildings will be encouraged (TLP 860E). As set out in The London Plan, development within the Rapid Transit Corridor Protected Major Transit Station Areas will conform with all other policies of the London Plan including the Rapid Transit Corridor Place Type and any Specific Segment or Specific Area Policies (TLP 860F).

The London Plan – City-led Heights Review

City staff are currently undertaking a review of the heights framework in The London Plan. The initial recommendations of the consultant are being presented to Planning and Environment Committee on July 16, 2024 – the same meeting as this report. Staff have considered the initial findings and recommendations for the heights review in the analysis of this Official Plan and Zoning Bylaw application.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Amendment to The London Plan

The applicant has requested an amendment to *The London Plan* to add a Specific Policy Area to the Rapid Transit Corridor Place Type to permit a residential apartment building with a maximum height of 23-storeys. As discussed in Section 2.5 of this Report, The London sets out policies for Specific Areas that may be considered in limited circumstances where the following conditions apply (TLP 1729-1734):

- 1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.*

The recommended site-specific amendment for a residential apartment building with a maximum height of 23-storeys is in keeping with The London Plan Key Directions, Rapid Transit Corridor Place Type, and Protected Major Transit Station Areas (PMTSA) policies by introducing intensification and redevelopment on an underutilized parcel located along a Rapid Transit Boulevard within 100 metres of a rapid transit station. With the exception of the maximum building height, the proposed development satisfied the policies of The London Plan.

- 2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.*

The requested Specific Policy Area to permit a residential apartment building with a maximum height of 23-storeys does not have an adverse impact on the integrity of the Rapid Transit Corridor and other relevant parts of The London Plan. The subject site is

situated along an established Rapid Transit Boulevard within the Protected Major Transit Station Area and is within 100 metres of a rapid transit station. Parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents (TLP, 828_). The site is currently underutilized, and well suited for intensification. The proposed development expresses a high-quality architectural design, includes underground parking and adds to the choice of dwelling types with varying locations, size, affordability, tenure, design and accessibility (TLP, 830_11)

- 3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.*

The site-specific amendment would permit a unique high-rise development with a maximum height of 23-storeys. The site is located at the intersection of a Rapid Transit Boulevard and Neighbourhood Connector, and is supported by existing transit and future rapid transit and a future station stop at this intersection. The proposal represents a site-specific intensification opportunity that would not establish a precedent for other properties in the area.

- 4. The proposed use cannot be reasonably altered to conform to the policies of the place type.*

Staff are of the opinion that the proposed residential apartment building with 23-storeys, and 250 units cannot be reasonably altered to conform to the policies of the Rapid Transit Corridor Place Type, which permits an upper maximum height of 16-storeys within 100 metres of a rapid transit station. The property to the west has recently been redeveloped and there is no opportunity for further consolidation of lands, leaving this site particularly small after the road-widening dedication is taken, and therefore necessitating a smaller tower floorplate and the need to build taller to accommodate the number of units which will make the site economically viable.

- 5. The proposed policy is in the public interest, and represents good planning.*

The site-specific amendment is in the public interest and does represent good planning as it facilitates the intensification of an underutilized site within the Rapid Transit Corridor Place Type and in proximity to a rapid transit station. The proposed high-intensity development is located at the intersection of a Rapid Transit Boulevard and Neighbourhood Connector, takes advantage of existing and future services and facilities and ensures a mix of housing types in the area.

Staff are of the opinion that the above conditions regarding the appropriateness of Specific Area Policies have been met, and are supportive of the site-specific Special Area policy for the Rapid Transit Corridor Place Type to permit a maximum height of 23 storeys.

4.2 Issue and Consideration #2: Use

The subject site is located within the Rapid Transit Corridor and Neighbourhoods Place Type, fronting a Rapid Transit Boulevard and Neighbourhood Connector. As set out in The London Plan, the Rapid Transit Corridor Place Type contemplates a range of residential, retail, service, office, cultural, recreational, and institutional uses (TLP 837_). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor (TLP 837_2). The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (TLP 830_11).

The proposed development includes active lobby and amenity areas on the ground floor to animate the streetscape. The applicant has also expressed interest in providing three affordable housing units, which will be further explored through consultation with Municipal Housing Development and can be implemented through an agreement with the City of London.

4.3 Issue and Consideration #3: Intensity

The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes (TLP 789_2). The Rapid Transit Corridor policies encourage intensification along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas (TLP 832_). As set out in Table 9 – Maximum Height in the Rapid Transit Corridor Place Type, development shall be between 2-12 storeys, with properties located within 100 metres of a rapid transit station being permitted an upper maximum height of 16 storeys (TLP, Policy 860C_).

Development within corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility (TLP, Policy 840_1). Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities (TLP, Policy 840_3).

The applicant has requested an Official Plan Amendment to add a Specific Policy to the Rapid Transit Corridor Place Type. As set out in Section 4.1 of this report, Staff are of the opinion that the conditions regarding the appropriateness of Specific Area Policies have been met and are supportive of the site-specific Special Area policy for the Rapid Transit Corridor Place Type to permit a maximum height of 23 storeys.

However, Staff have some concerns with the ability of the site to accommodate the requested density and provide for the necessary amenities the residents will need, as well as mitigate impacts on the surrounding properties.

Staff are not supportive of the reduced bicycle parking rate of 0.7 spaces per unit where 1.0 spaces per unit is required and are recommending refusal of this special provision.

Staff are also recommending certain features of the proposed development be incorporated into the Zoning provisions so that these positive features are carried forward at detailed design. These features, as shown on the plans, include:

- A mix of unit sizes requiring 30% of units to be 2+ bedrooms
- A minimum of 400m² interior amenity space
- A minimum of 150m² common outdoor amenity space (rooftop)

Staff are also recommending that opportunities to add additional outdoor amenity space be explored through the subsequent site plan process.

4.4 Issue and Consideration #4: Form

The Form policies of the Rapid Transit Corridor direct buildings to be sited close to the front lot line to create a pedestrian-oriented street wall while providing appropriate setbacks from properties adjacent to the rear lot line, break up and articulate the mass of large buildings fronting the street to support a pleasant and interesting pedestrian environment, and encourage windows, entrances and other features that add interest and animation to the street (TLP, Policy 841_). Surface parking areas should be located in the rear and interior side yards; underground parking and structured parking integrated within the building design is encouraged (TLP, Policy 841_12). In general, buildings are to be designed to mitigate the impact of new development on adjacent neighbourhood areas (TLP, Policy 841_13).

High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_).

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate the right-of-way, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

The proposed building includes a slender form, consistent with the City Building Policies as set out in The London Plan (TLP, Policy 292_). The tower floorplate is approximately 747m². Above the podium, the following step backs are proposed: 2.85m from Base Line Road East and 3.5m from Wellington Road. The tower placement provides separation from the adjacent properties to the south and west, with tower setbacks from the property lines of 10.0m and 11.5m respectively. Further, through the use of articulation and architectural elements, efforts have been made to reduce the apparent height and mass of the building at street-level through stepbacks and articulation.

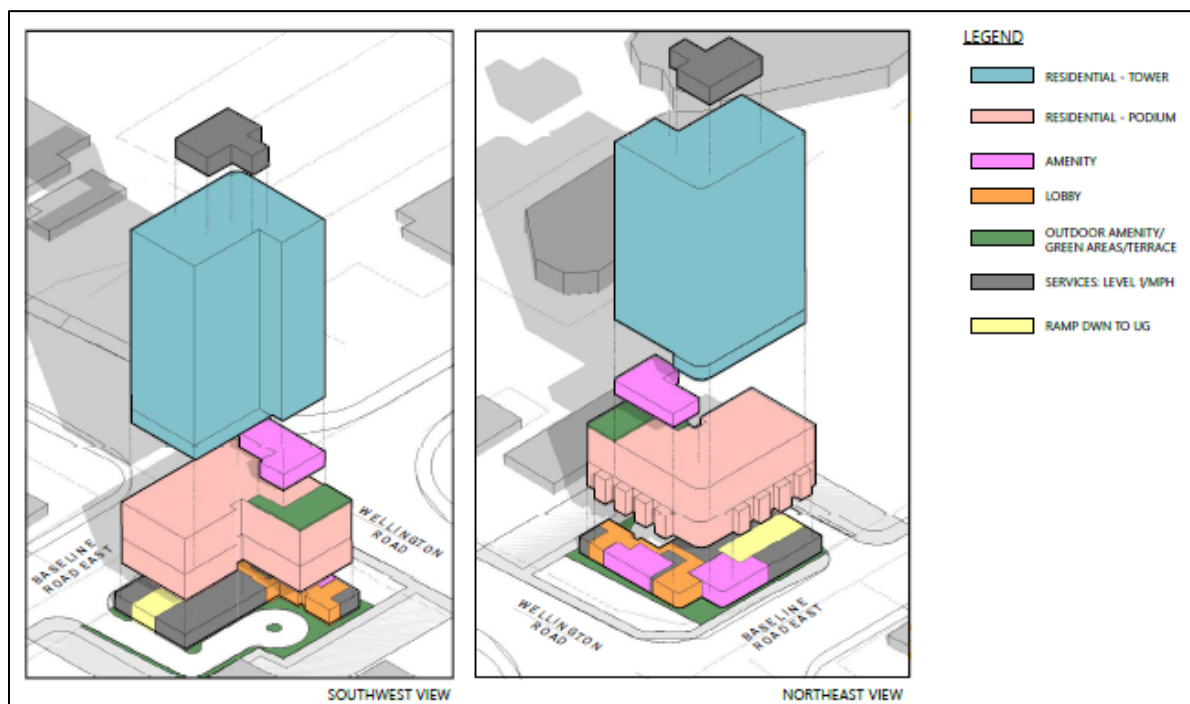


Figure 7 – Illustrative diagram different uses within the proposed development (Received March 2024)

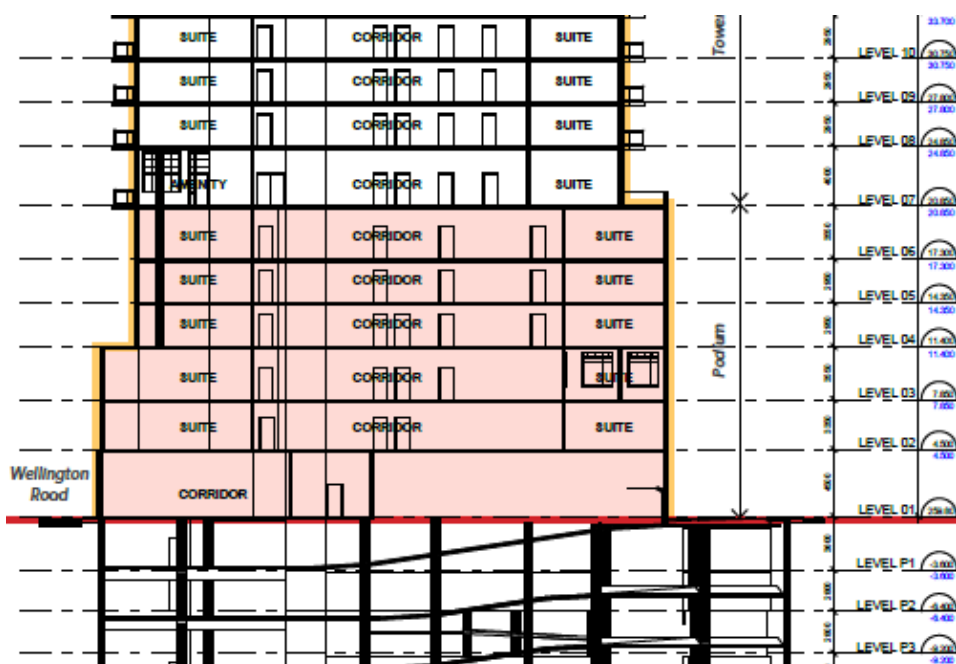


Figure 8 – Cross section Diagram base proposed development (Received March 2024)

The proposed built form is generally consistent with the Rapid Transit Corridor Place Type policies and the City Design policies by facilitating a compatible form of infill development along a Rapid Transit Corridor at a future station.

Staff are recommending the following design characteristics be incorporated into the Zoning special provisions:

- A maximum tower floorplate of 800m²
- Minimum tower setbacks of 10.0m and 11.5m from the south and west property lines, respectively.
- Ground floor height (minimum) fronting public streets: 4.0m
- Principal Building Entrance shall face towards Wellington Road or the intersection of Wellington Road and Base Line Road East

Staff are also recommending the following elements shown in the design be carried forward to site plan:

- Provide a minimum 50% transparent glazing on the first storey facing public streets and multiple pedestrian connections from the building to the public sidewalks to promote walkability and transit usage.
- Provide building articulation and setbacks to create a human scale and mitigate impacts of the tall building.
- Provide weather protection and implement the recommendations of the wind study to ensure a comfortable pedestrian environment.

4.5 Issue and Consideration #5: Other Considerations

Affordable Housing

Based on discussions between the applicant, and the Municipal Housing Development, the applicant has indicated they want to include 3 affordable units at 80% average market-rate for a period of 20 years. As part of the recommendation, direction has been provided to undertake consultation with the Municipal Housing Development division as part of the Site Plan Approval process.

Heritage

A scoped Heritage Impact Assessment and Stage 1-2 Archeological Assessment were prepared by THHC and AMICK Consultants and have been included as part of this application to provide an assessment of potential impacts of the proposed development on the cultural heritage value and archeological resources. No known potential impacts were found to the listed heritage property at 741-779 Base Line Road East (the London Health Sciences Centre), and no archaeological resources were found. As such, no heritage mitigation strategies are recommended.

Green Development

Several members of the public provided comments in support of the development and the incorporation of green building components into the design at the future detailed design stage.

Staff are recommending the following direction for the Site Plan Authority to consider:

- Landscaping to include at minimum 50% native species, with no invasive species planted;
- Investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
- Investigate air source heat pump options;
- Include a minimum of 5% EV charging spots roughed in;
- Utilize bird friendly policies using the CSA standard.

Traffic & Parking

A Transportation Impact Assessment (TIA) was prepared by Paradigm Transportation Solutions Limited and has been included as part of this application to analyze existing traffic conditions, traffic forecasts and assessment of the traffic impacts of the proposed development in the Wellington/Base Line Road East area. The Rapid Transit Boulevard Street Classification Wellington Road has a significant amount of traffic with approximately 34,000 vehicle movements per day, and the Neighbourhood Connector

Base Line Road East has approximately 11,500 vehicle movements per day. The subject site is in the Rapid Transit Corridor Place Type, which is exempt from minimum parking standards as set out in 4.19.9 and Figure 4.19 of the Zoning By-law Z.-1. The proposed development is adjacent to a rapid transit stop, and effectively leverages investment in the Wellington Gateway route of the London Bus Rapid Transit (BRT).

Transportation Staff expressed concerns with the left-out movement from the site driveway and therefore, the exit will be required to be restricted to the right-in / right-out movement by installing a median island along Base Line Road East. Alternatively, the access could be on Wellington Road which will already be restricted to right-in / right-out movements. Further, to reduce auto dependency, Transportation staff is recommending implementing Transportation Demand Management (TDM) measures such as unbundled parking, one-time transit passes for new tenants, transit awareness campaigns, carpool advisory programs, a bicycle repair station and carshare options.

Finally, Staff is not supportive of reduced bicycle parking, and as noted in the applicant's TIA, minimum bicycle parking should be provided at a rate of 1.0 space per residential units. Staff are recommending the existing bicycle parking rate in the general provisions of the Zoning Bylaw be applied to the site.

Staff are also requiring that the TIA be updated as part of the Site Plan applications and recommendations be implemented, including access restrictions.

Landscaping

A conceptual landscape plan designed by Adesso Design Landscape Architecture has been included as part of this application, as shown in Appendix D. The landscape plan includes shrubs along the property line, deciduous trees along Wellington Road and a fence with landscaping plantings along the south and east property line of the property to mitigate impacts on surrounding land uses. The proposed outdoor amenity space is located on the seventh floor and includes seating, shade structures and deciduous trees in planters with additional buffer planting.

Staff are recommending that 50% native species, and no invasives, be planted on the site as part of the site plan applications.

Shadowing & Wind Impact

As part of the complete application, the applicant submitted a shadow analysis (Kirkor Architects, January 2024). The analysis assessed the shadow impacts from the proposed development, shadow impact graphics are provided in Appendix "D", for June 21, September 21 and December 21 at 1-hour intervals between sunrise and sunset. Further, a pedestrian wind impact study was submitted (RWDI, September 2023) based on meteorological data, Wind Estimator software, wind-tunnel studies, engineering and criteria for pedestrian wind comfort and safety. At grade level, conditions on the sidewalks and walkways are generally expected to be suitable for pedestrian use throughout the year, with concerns about elevated wind speeds around the northwest and southeast corners. The outdoor common amenity area (Level 7) is predicted to be windier than desired for passive use during the year.

Wind control features are recommended at detailed design to provide shelter from undesirable wind flows, such as a tall parapet of at least 2 metres in height along the perimeter of the amenity area, landscape elements, and canopies/screens. Staff is recommending these to be incorporated through site plan approval.

Sanitary Servicing Constraints

As part of the complete application, the application submitted a Functional Servicing Report (MTE Consultants, January 2024) for the proposed 23-storey development. Wastewater engineering reviewed the report and noted that there is currently no available capacity. The downstream sewer is combined (storm and sanitary) and therefore there is no available capacity. However, upon completion of the BRT project along Wellington Road, there will be a dedicated sanitary sewer that will have additional capacity to accommodate this development.

4.6 Issue and Consideration #6: Special Provisions

As set out in Section 2.2 of this report, the applicant has requested several special provisions to facilitate the proposed development. Additional required special provisions were identified by staff as part of the site plan consultation, as well as to lock-in positive features of the proposed development.

Special provisions proposed by the applicant include:

- Height (maximum): 73m
- Density (maximum): 1391 units per hectare
- Exterior Side Yard Setback (minimum): 0.8m
- Landscaped Open Space (minimum): 14%
- Lot coverage (maximum): 63%
- Bicycle Parking Ratio (minimum): 0.77 per unit

Special provisions identified as required through Site Plan consultation include:

- Front Yard Setback (minimum) from the ultimate ROW of Wellington Road: 0.8m
- Interior Side Yard Setback - south (minimum): 1.5m
- Rear Yard Setback – main building (minimum): 8.4m
- Rear Yard Setback – parking garage (minimum): 0.3m
- To permit unlimited encroachments for balconies and canopies

The requirement for the above special provisions is largely due to applying an existing R9 base zone from the Z.-1 Zoning Bylaw, which is typically used for development on larger lots where setbacks are dependent on height. The Z.-1 Zoning Bylaw does not contain standard base zone variations that support linear high-density corridor development outside of the Downtown Zone and the Business District Commercial Zone, which were not deemed appropriate for this location or proposal. City Staff are currently undertaking a project that will establish interim transit-oriented zones for Z.-1 that can be applied to Downtown, Transit Villages and Rapid Transit and Urban Corridors.

For the subject site, the building footprint is required to facilitate functional movement of vehicles within underground parking and a substantial road dedication requirement will also be taken for the Wellington Rd frontage reducing the property to approximately 80% of its original size. Due to these site-specific constraints and the vision for the Rapid Transit Corridor in The London Plan, staff are supportive of the special provisions for density, landscape open space, and all yard setbacks. Staff are supportive of the special provisions for height and coverage, but are recommending to round these numbers up to 75m and 65%, respectively, to accommodate site and building changes that may be required through the site plan review.

Staff are not supportive of the reduction in bicycle parking ratio, which is discussed below in 4.7.

Special provisions recommended by Staff to accommodate the proposed density and mitigate impacts include:

- Building floor plate above the 6th storey: 800 m²
- Tower setback above the 6th storey – south (minimum): 10m
- Tower setback above the 6th storey – west (minimum): 11.5m
- Interior amenity space (minimum): 400m²
- Common outdoor amenity space – rooftop (minimum): 150m²
- Percentage of units to be 2 or more bedrooms (minimum): 30%
- Ground floor height (minimum) fronting public streets: 4.0m
- Principal Building Entrance shall face towards Wellington Road or the intersection of Wellington Road and Base Line Road East

Staff initially identified potential concerns with the proposed density of 1391 uph and the ability of the site to accommodate the proposed 250 units and their residents with appropriate amenities and facilities. Upon more detailed review, the proposed

development includes several features that staff are proposing to lock in as part of the special provisions to ensure they continue as part of the future detailed design.

Staff recommend recognizing the tower floorplate and interior yard tower setbacks to mitigate shadow impacts and protect for existing and future development on the adjacent properties.

Staff recommend including a minimum percentage of units with 2+ bedrooms to ensure the mix of unit sizes currently proposed.

Staff recommend including a minimum floor area for both indoor and outdoor amenity areas to ensure future residents have access to recreational areas beyond private balconies.

Finally, staff recommend including a minimum ground floor height and the location of primary entrances to face the Rapid Transit Boulevard to promote walkability and transit-oriented development, and to create a comfortable pedestrian environment along the street.

4.7 Issue and Consideration #7: Bicycle Parking

The applicant has requested a special provision to permit a minimum bicycle parking rate of 0.77 spaces per unit, for a total of 192 bicycle parking spaces. This includes 14 short-term bicycle parking spaces, whereas 25 are required, and 178 long-term bicycle parking spaces, whereas 225 are required.

The intent for the Rapid Transit Corridor Place Type is to be the most highly connected neighbourhoods with development that is pedestrian- and transit-oriented to support transit usage and provide convenient mobility options (TLP, Policy 827_ & 829_). The Rapid Transit Corridor Place Type is exempt from parking minimums for vehicles, and staff is supportive of the 118 proposed vehicle parking spaces for 250 units (0.47/unit). However, the requested reductions in long-term and short-term bicycle parking are not supported by Planning and Development and Transportation Staff and do not contribute to Key Direction #6 to place a new emphasis on creating active mobility choices to support safe, affordable, and healthy communities (TLP, Policy 60_1). While access to higher-order transit will be located nearby, cycling provides a no- to low-cost transportation alternative which emits zero emissions and promotes public health and activity.

Staff recommend maintaining the existing requirements in the Zoning By-law to ensure a minimum parking rate of 0.9 long-term bicycle spaces per unit, and 0.1 short-term bicycle parking spaces per unit. These bicycle rates were also recommended in the TIA provided by the applicant as part of a complete application.

In discussion with the applicant, they have indicated that, with slight modifications to their building design, they may be able to provide the required bicycle parking. Staff are recommending a minor increase to 65% coverage and 75m height to accommodate design changes. Staff recommend excluding canopies from the coverage calculation to promote overhead weather protection for outside bicycle parking. The increase to coverage and exclusion of canopies will not impact the required landscape open space.

Conclusion

The applicant has requested an amendment to the Official Plan and Zoning By-law to rezone the property from a Residential/ Bonus (R1-6/B-43) Zone and Automobile Service Station (SS1) Zone to a Residential Special Provision (R9-7(_)) Zone. Staff are recommending approval of the requested Official Plan and Zoning By-law Amendment with special provisions. Staff are recommending refusal of the reduction in bicycle parking.

The recommended action is consistent with the Provincial Policy Statement, 2020 and conforms to The London Plan policies including but not limited to Key Directions, the

City Structure Plan, City Design policies and the Rapid Transit Corridor Place Type. The recommended development is considered appropriate for the site and surrounding area.

Prepared by: Isaac de Ceuster
Planner, Planning Implementation

Reviewed by: Britt O'Hagan, MCIP, RPP
Manager, Current Development

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:
Catherine Maton, Manager, Planning Implementation
Michael Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

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 359 Wellington Road & 657 Base Line Road East

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 July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – July 23, 2024
Second Reading – July 23, 2024
Third Reading – July 23, 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 add a policy to the Specific Policies for the Rapid Transit Corridor Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a 23-storey apartment building, subject to the policies for Specific Area Policies contained in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 359 Wellington Road & 657 Base Line Road East in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for a 23-storey apartment building in a point tower form. The recommended amendment is 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; The recommended amendment conforms to The London Plan, including but not limited to Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of development for the site and surrounding neighbourhood.

D. THE AMENDMENT

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

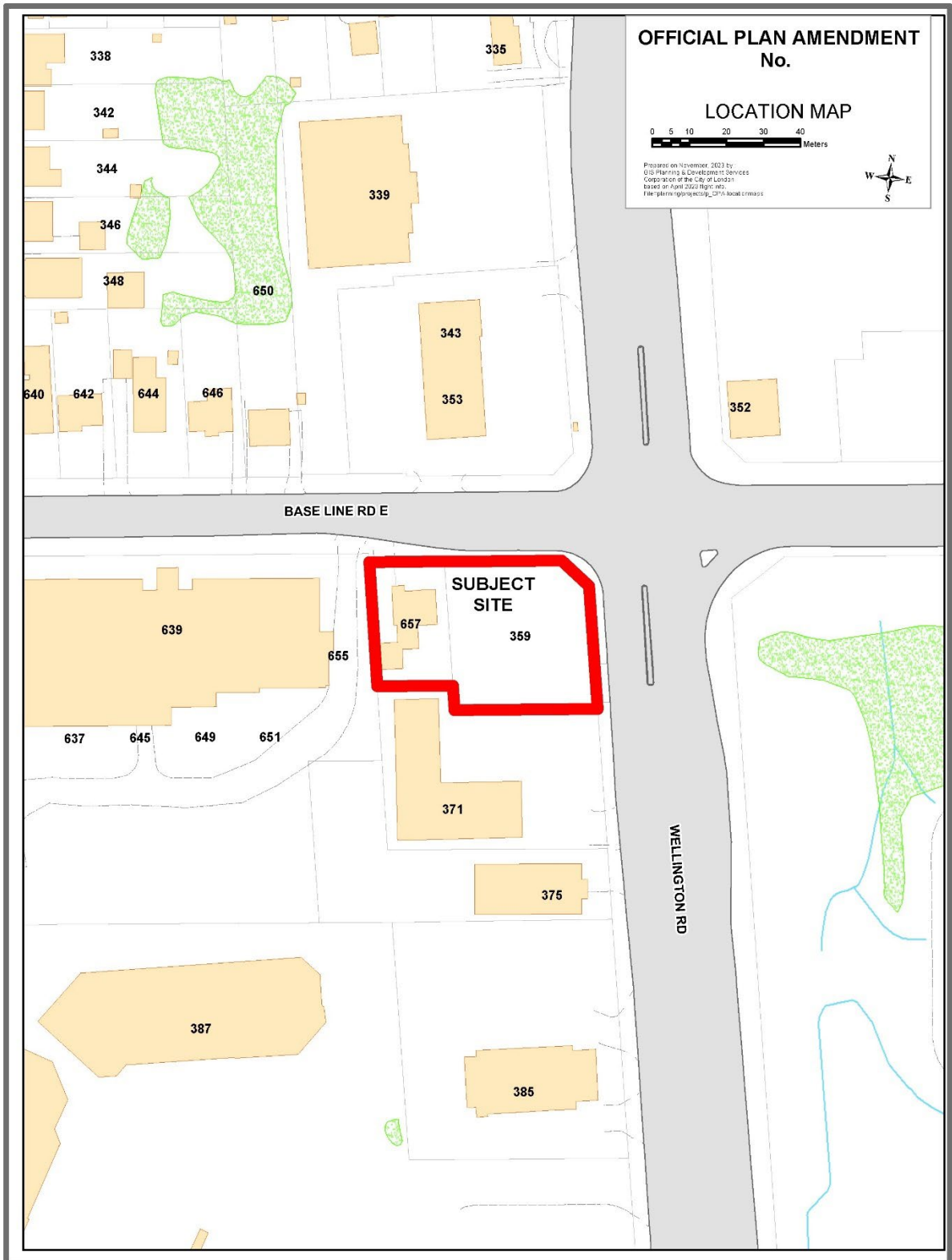
1. Specific Policies for the Rapid Transit Corridor Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

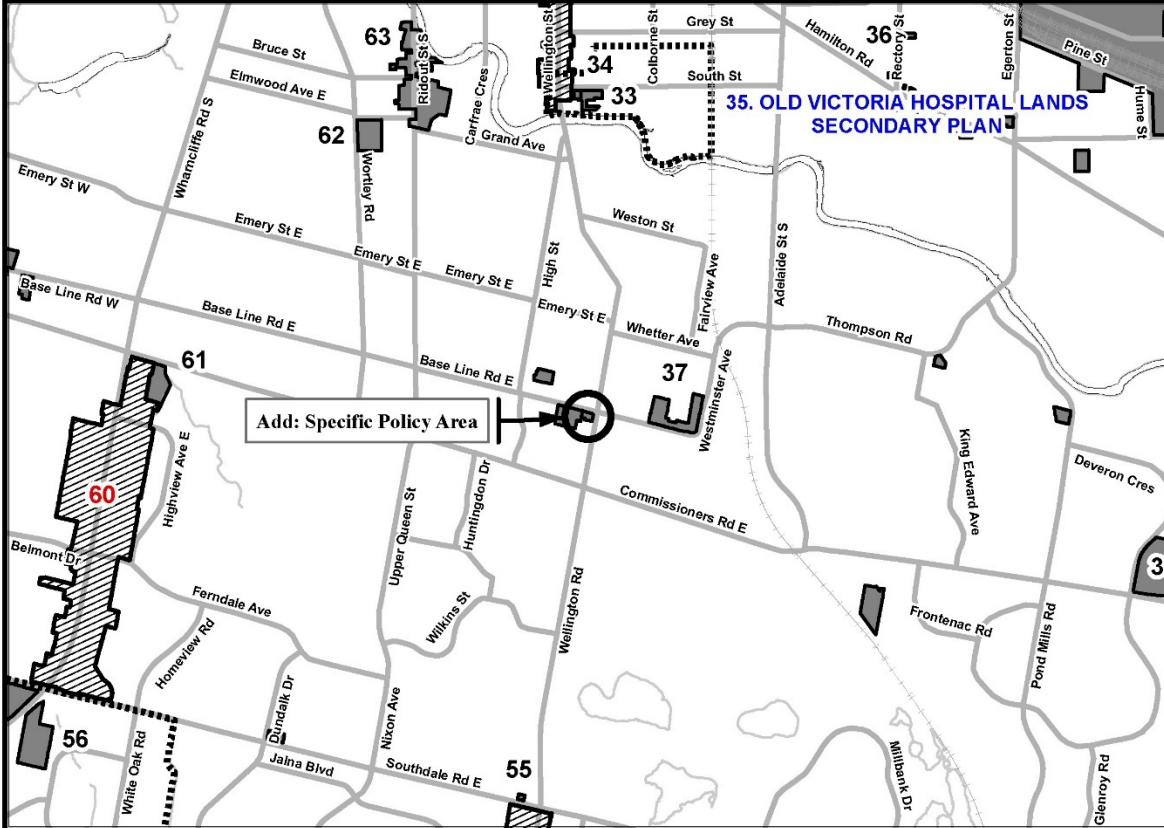
() 359 Wellington Road & 657 Base Line Road East

In the Rapid Transit Corridor Place Type located at 359 Wellington Road & 657 Base Line Road East, a 23-storey apartment building is permitted.


2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 359 Wellington Road & 657 Base Line Road East in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”









LEGEND

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

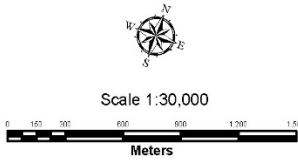
BASE MAP FEATURES

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

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

**SCHEDULE 1
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9719
PLANNER: IDC
TECHNICIAN: RC
DATE: 5/28/2024

Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 359 Wellington Road & 657 Base Line Road East.

WHEREAS LJM Developments c/o A.J. Clarke and Associated Ltd. has applied to rezone an area of land located at 359 Wellington Road & 657 Base Line Road East, as shown on the map attached to this by-law,

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 359 Wellington Road & 657 Base Line Road East, as shown on the attached map, **FROM** a Residential R1 (R1-6) Zone and Automobile Service Station (SS1) Zone **TO** a Residential Special Provision (R9-7(_)) Zone.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7(_) 359 Wellington Road & 657 Base Line Road East

a. Regulations

- i) Height (maximum): 75 metres
- ii) Density (maximum): 1391 units per hectare
- iii) Front Yard Setback (minimum) from the ultimate ROW of Wellington Road: 0.8 metres
- iv) Exterior Side Yard Setback (minimum): 0.8 metres
- v) Interior Side Yard Setback - south (minimum): 1.5 metres
- vi) Rear Yard Setback – main building (minimum): 8.4 metres
- vii) Rear Yard Setback – parking garage (minimum): 0.3 metres
- viii) Landscaped Open Space (% minimum): 14%
- ix) Lot coverage (maximum): 65%, excluding canopies
- x) Building floor plate above the 6th storey: 800 square metres
- xi) Tower setback above the 6th storey – south (minimum): 10 metres
- xii) Tower setback above the 6th storey – west (minimum): 11.5 metres
- xiii) Interior amenity space (minimum): 400m²
- xiv) Common outdoor amenity space – rooftop (minimum): 150m²
- xv) Percentage of units to be 2 or more bedrooms (minimum): 30%
- xvi) Ground floor height (minimum) fronting public streets: 4.0 metres
- xvii) Principal Building Entrance shall face towards intersection of Wellington Road and Base Line Road East
- xviii) To permit unlimited encroachments for balconies and canopies.

3. 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.

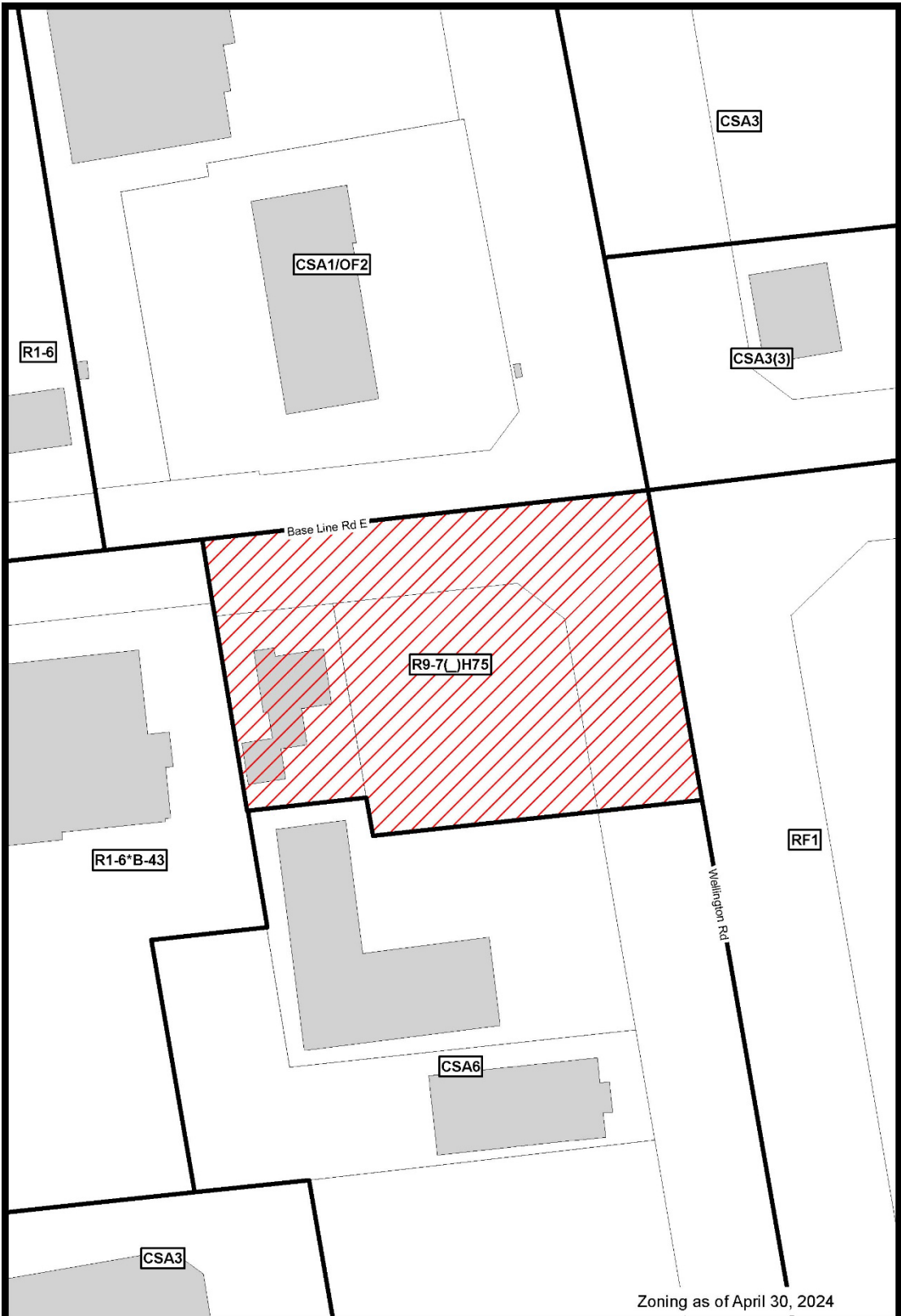
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – July 23, 2024
Second Reading – July 23, 2024
Third Reading – July 23, 2024

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




File Number: OZ-9719
Planner: IDC
Date Prepared: 2024/06/27
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential & Vacant
Frontage	Base Line Road East: 31.0m (101.7 ft); Wellington Road: 33.5m (109.9 ft)
Depth	40.0 metres (131.2 ft)
Area	0.17 hectares (0.42 acres)
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Commercial/retail and low-density residential
East	Institutional (London Health Sciences Centre)
South	Commercial/retail
West	9-storey retirement community and low-rise residential

Proximity to Nearest Amenities

Major Intersection	Base Line Road East & Wellington Road, 0 metres
Dedicated cycling infrastructure	Ridout Street South, 950 metres
London Transit stop	Base Line Road East, 0 metres; Wellington Road, 25 metres
Public open space	Rowntree Park, 750 metres
Commercial area/use	Skyline Commercial London South, 200 metres
Food store	Metro, 300 metres
Community/recreation amenity	Glen Cairn Community Centre, 4,500 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Rapid Transit Corridor Place Type, Rapid Transit Boulevard (Wellington Road) and Neighbourhood Connector (Base Line Road East)
Current Special Policies	Rapid Transit Corridor Protected Major Transit Station Area
Current Zoning	SS1 & R1-6

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site-specific Policy Area to permit maximum height of 23-storeys
Requested Zoning	Residential R9 Special Provision (R9-7(_))

Requested Special Provisions

Regulation (R9-7)	Required	Proposed
Exterior Side yard (minimum) metres	6.0	0.8
Lot coverage (maximum) %	30	61
Bicycle Parking Spaces (long-term) ratio	0.9	0.76
Height (maximum) metres	N/A	72.9
Maximum density (uph)	150	1391

C. Development Proposal Summary

Development Overview

The development proposal is comprised of a 23-storey apartment building with a total of 250 residential units, for a maximum density of 1391 uph.

Proposal Statistics

Land use	Residential
Form	Apartment
Height	23 Storeys (72.9 metres)
Residential units	250
Density	1391 units per hectare
Gross floor area	25,035 ²
Building coverage	61%
Landscape open space	14%
Functional amenity space	Indoor & outdoor amenity space, private balconies
New use being added to the local community	Yes

Mobility

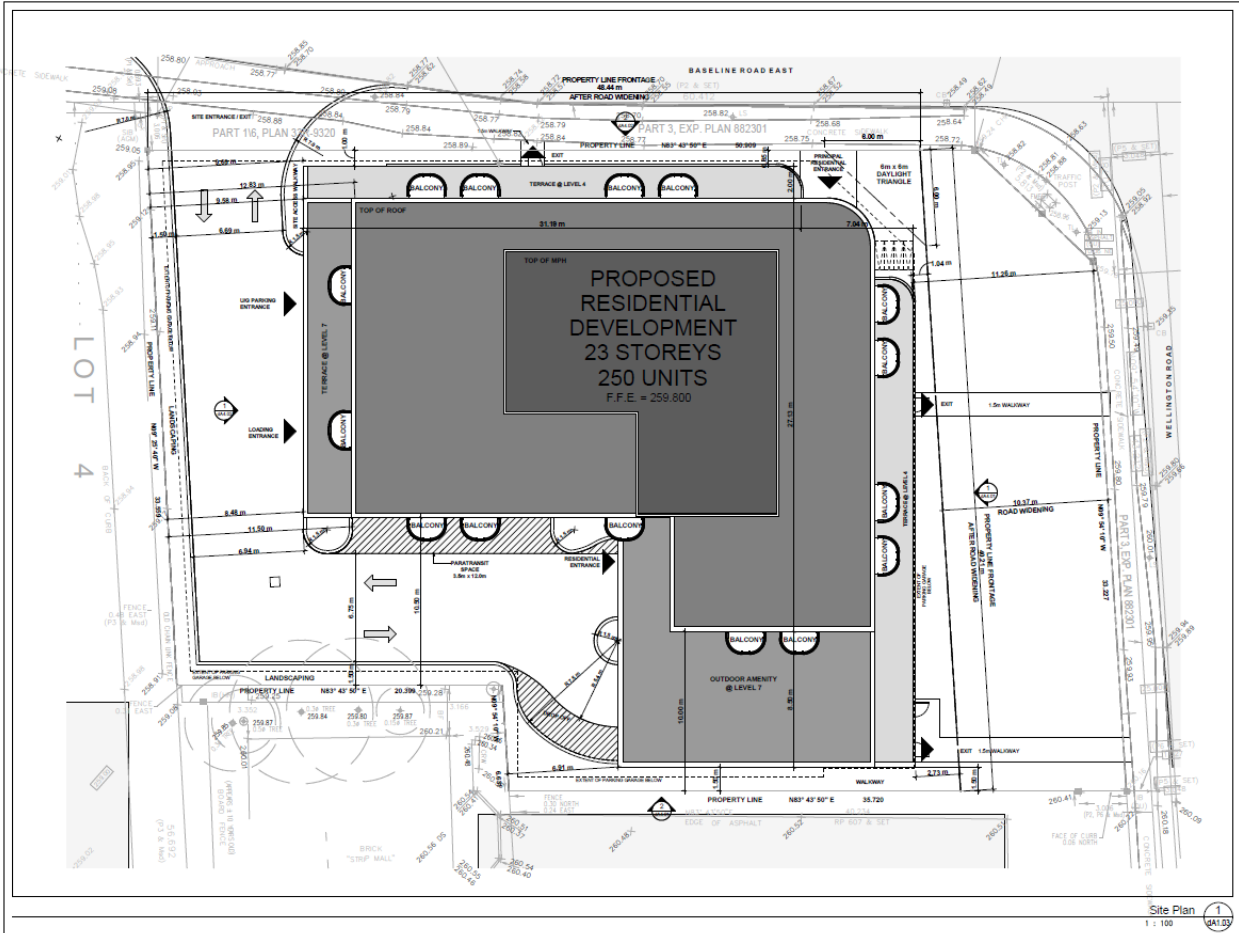
Parking spaces	150 underground,
Vehicle parking ratio	0.6 spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	192
Secured bike parking ratio	0.77 spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environmental Impact

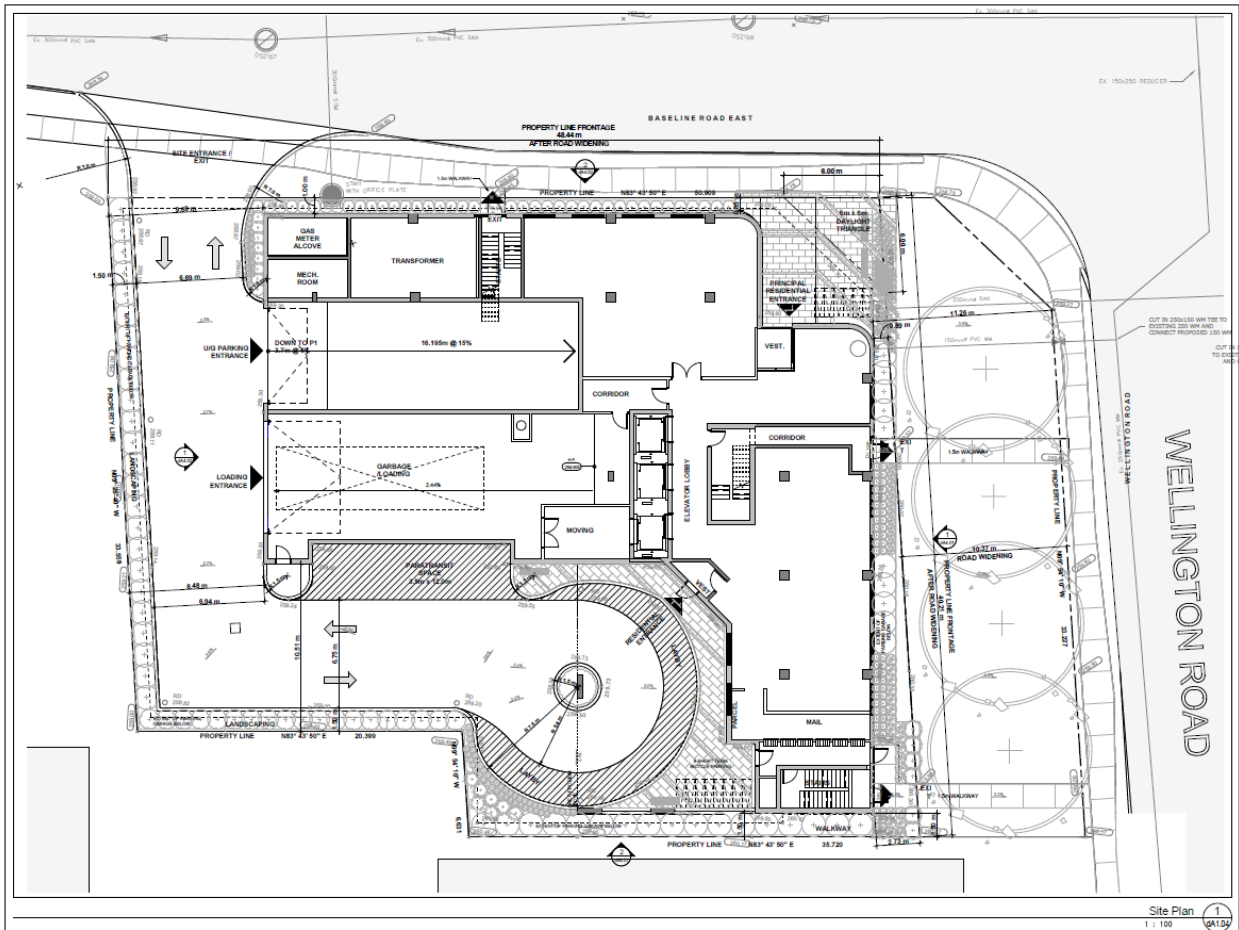
Tree removals	9
Tree plantings	Yes TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	TBD

Appendix D – Additional Plans and Drawings

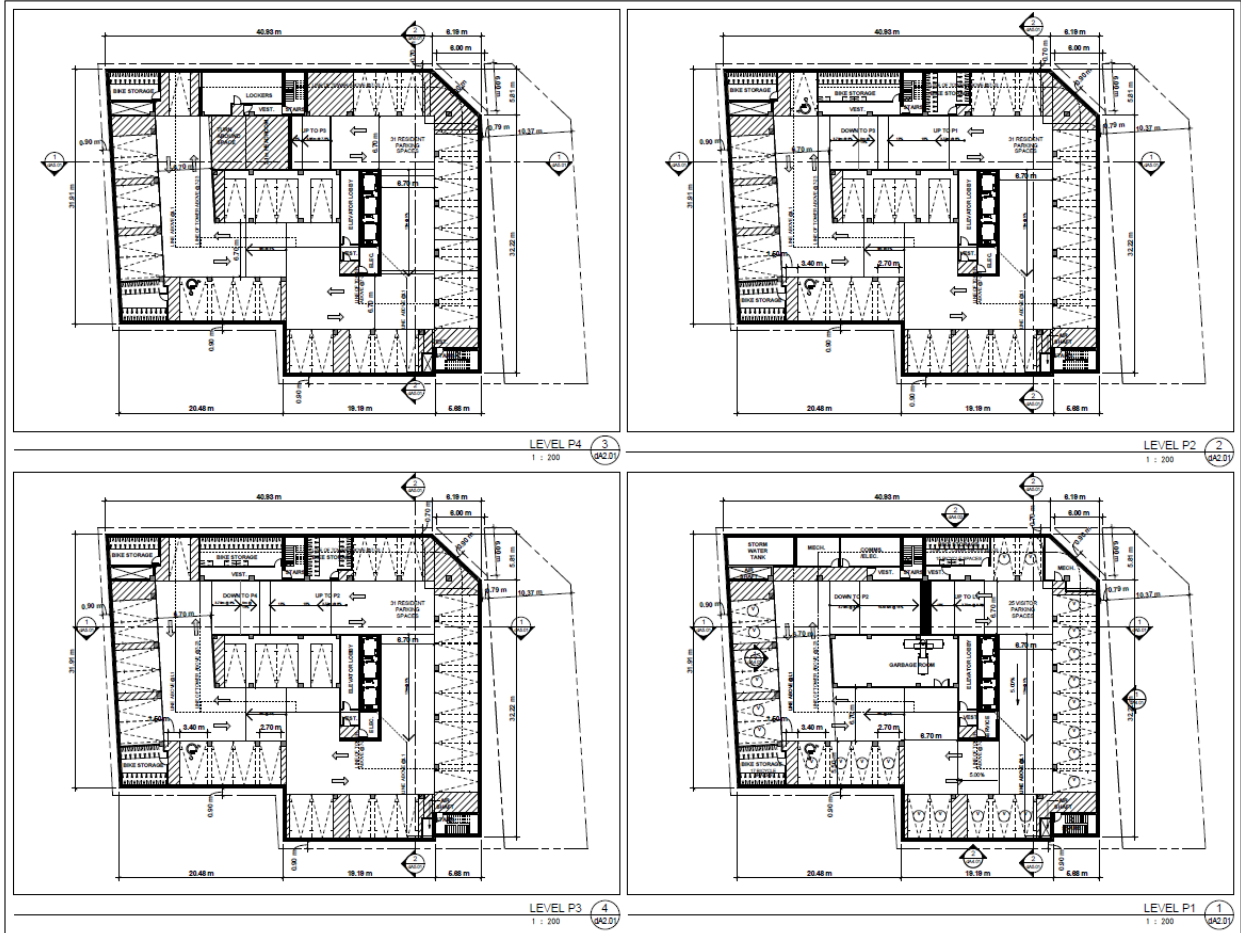
Conceptual Site Plan



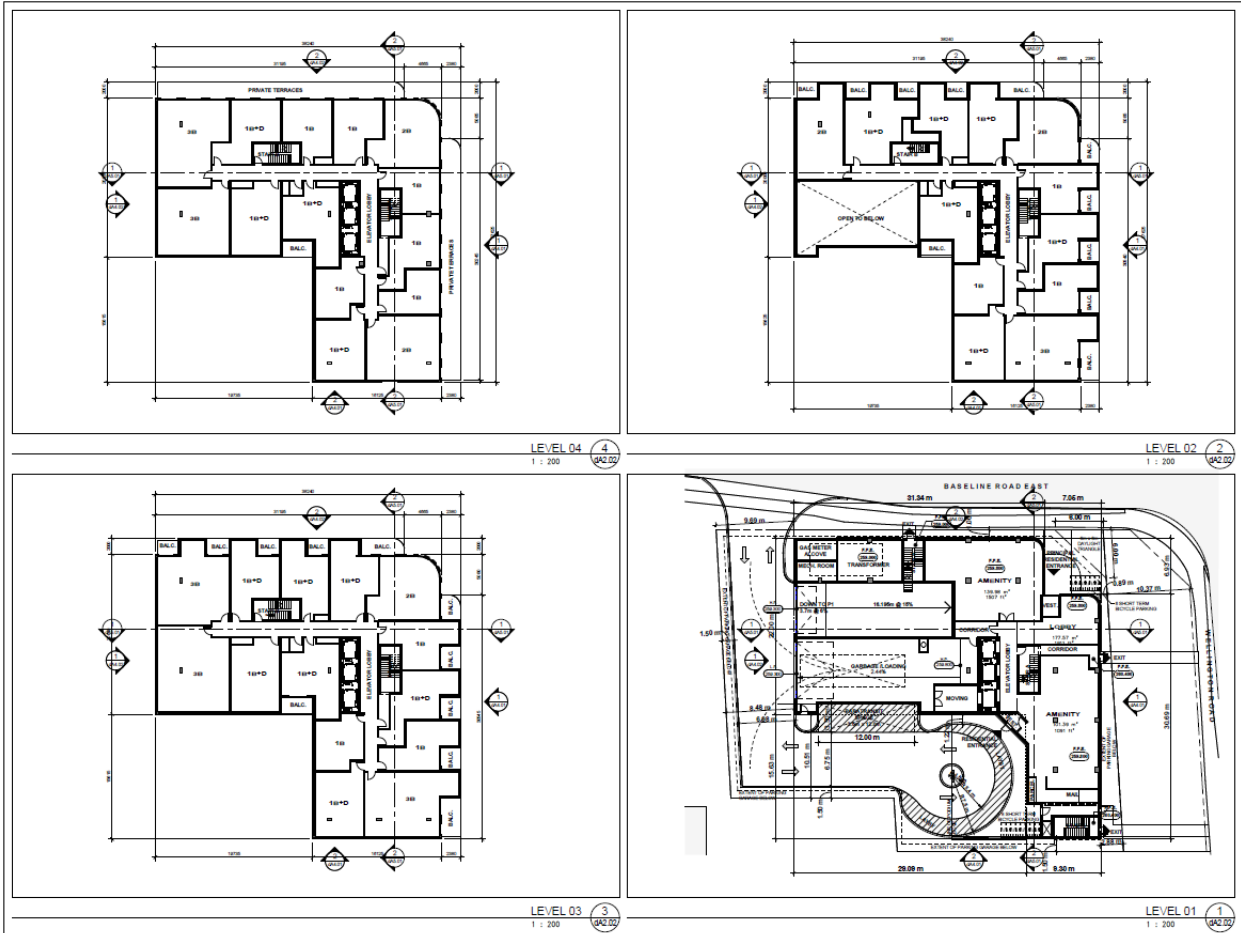
Conceptual Plan Level 1



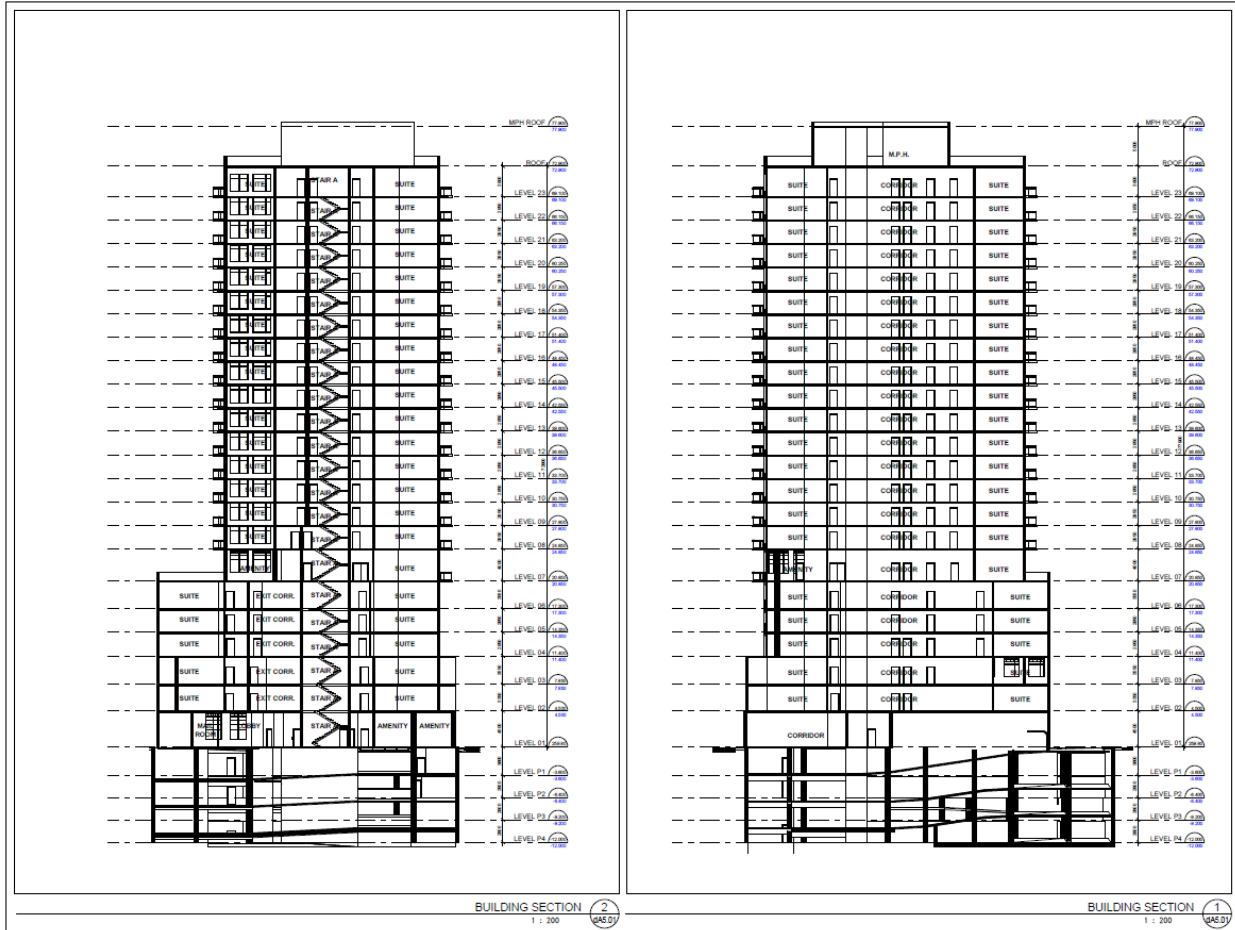
Conceptual Floor Plans Level Parking 1-4



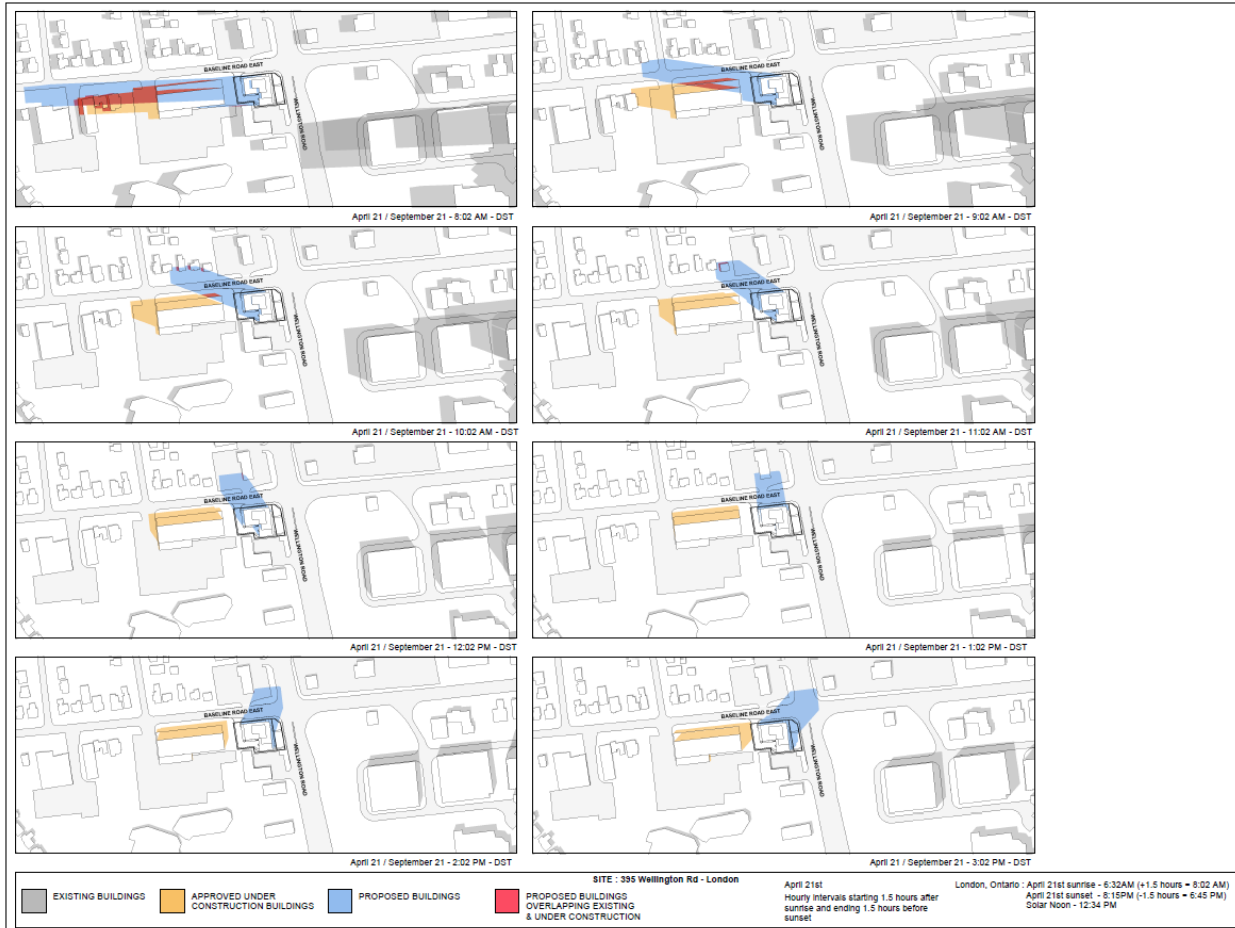
Conceptual Floor Plans Level 1-4

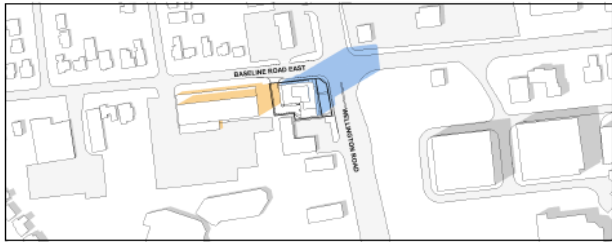


Building Sections

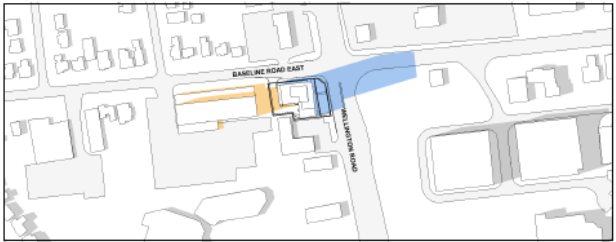


Shadow Study April/September

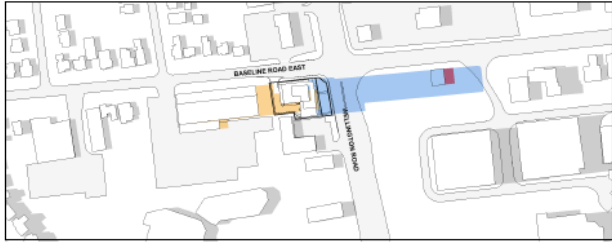




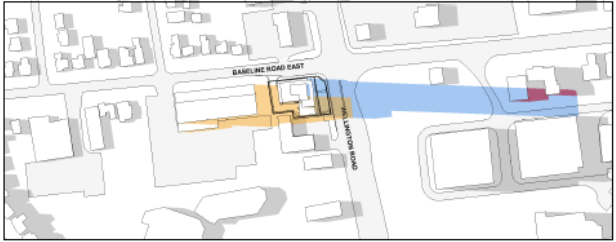
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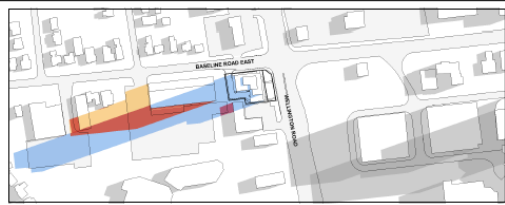


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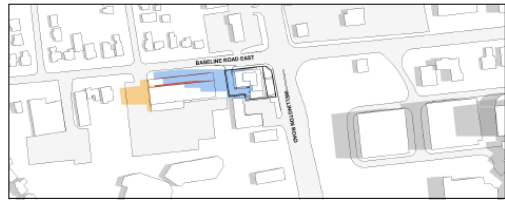
Shadow Study June



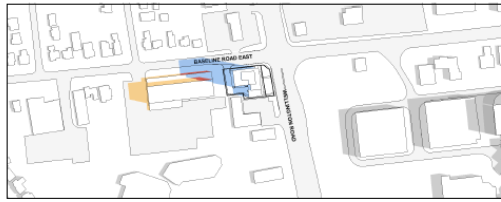
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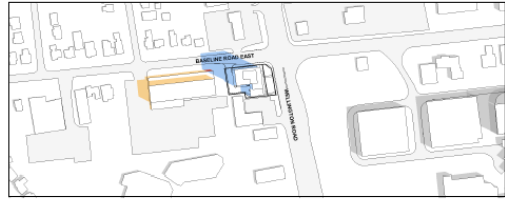
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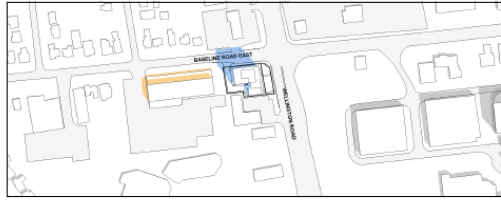
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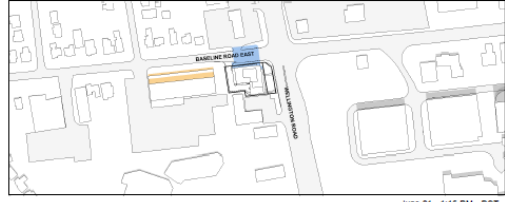
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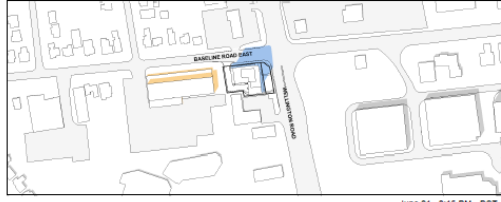
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June 21 - 12:16 PM - DST

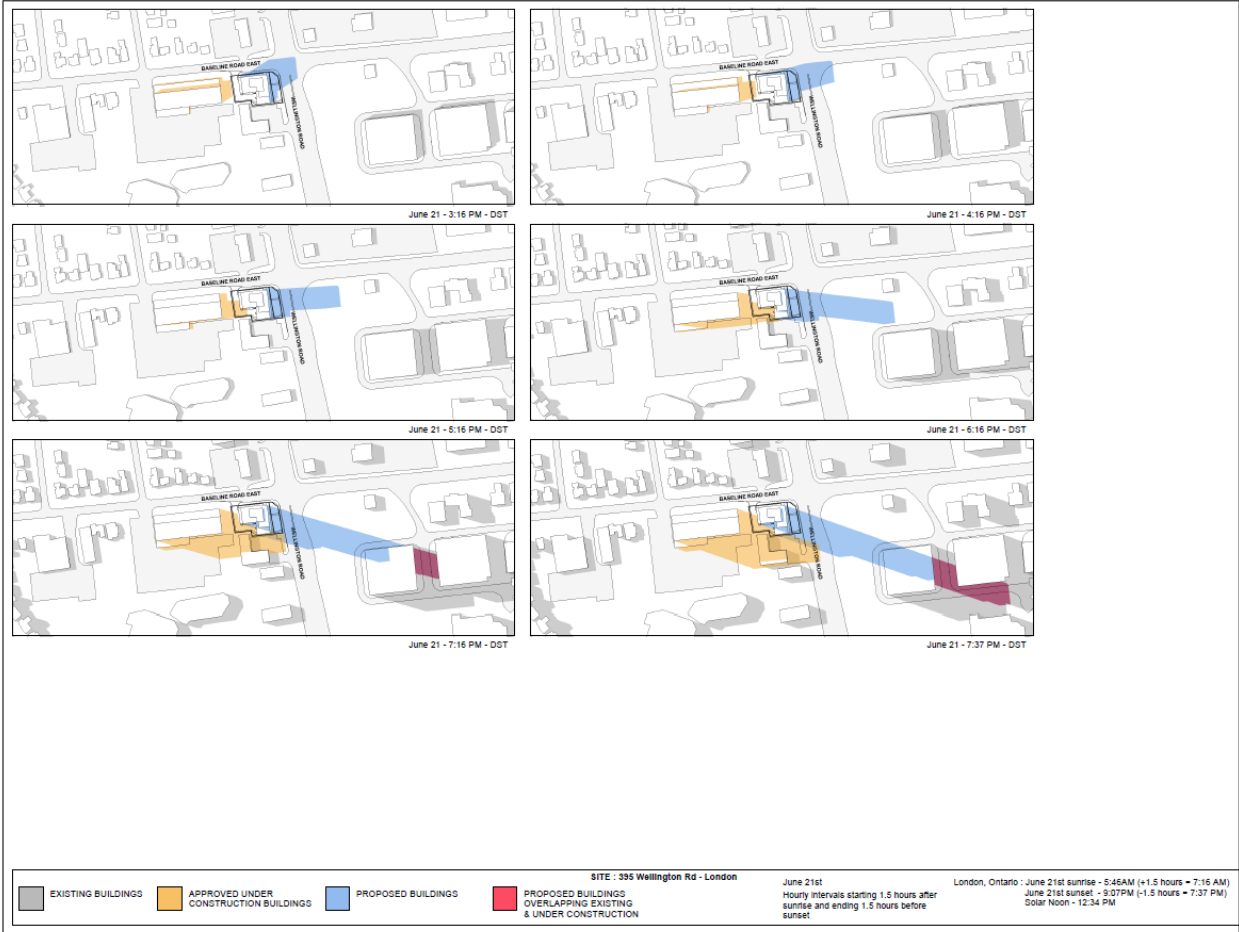


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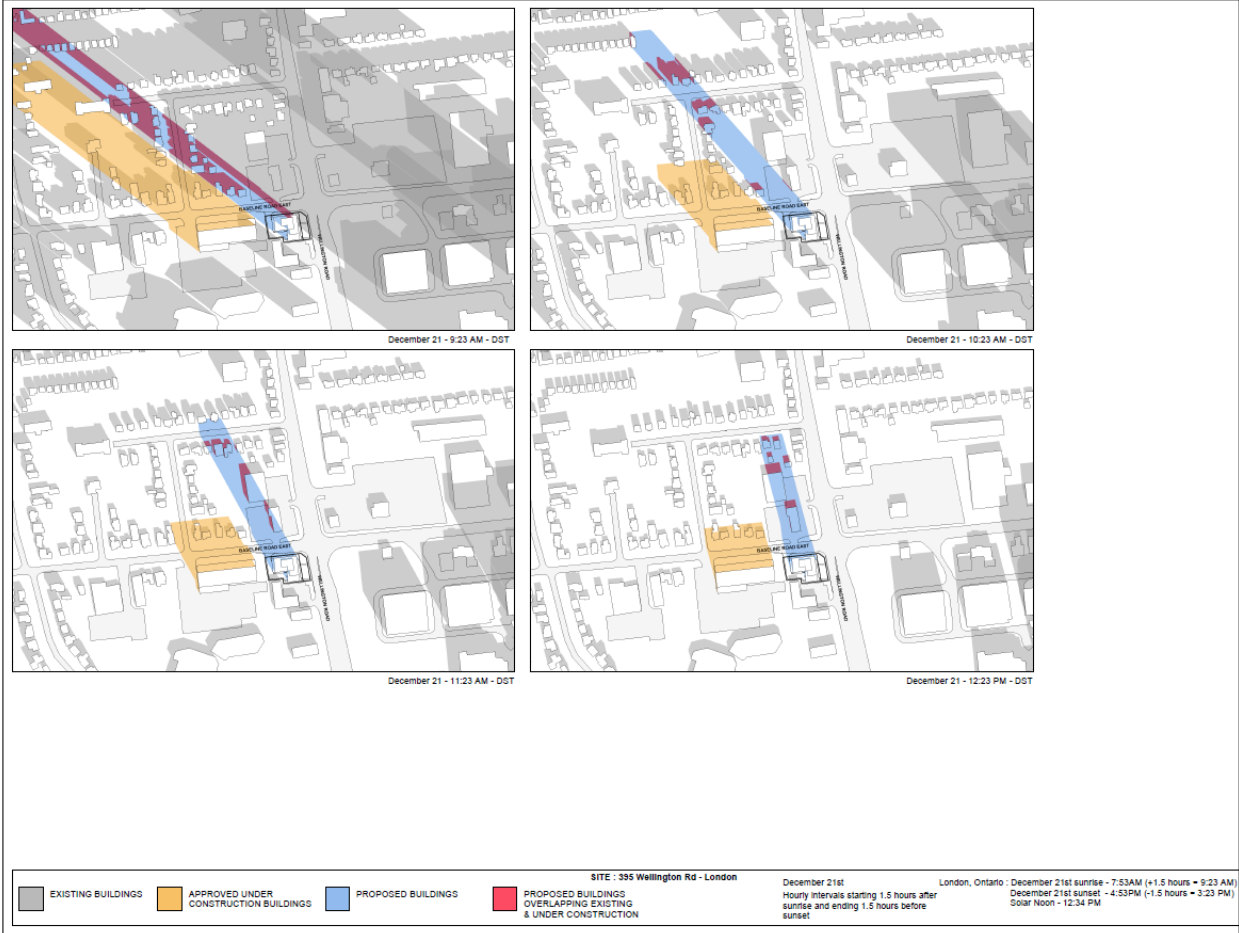


June 21 - 2:16 PM - DST

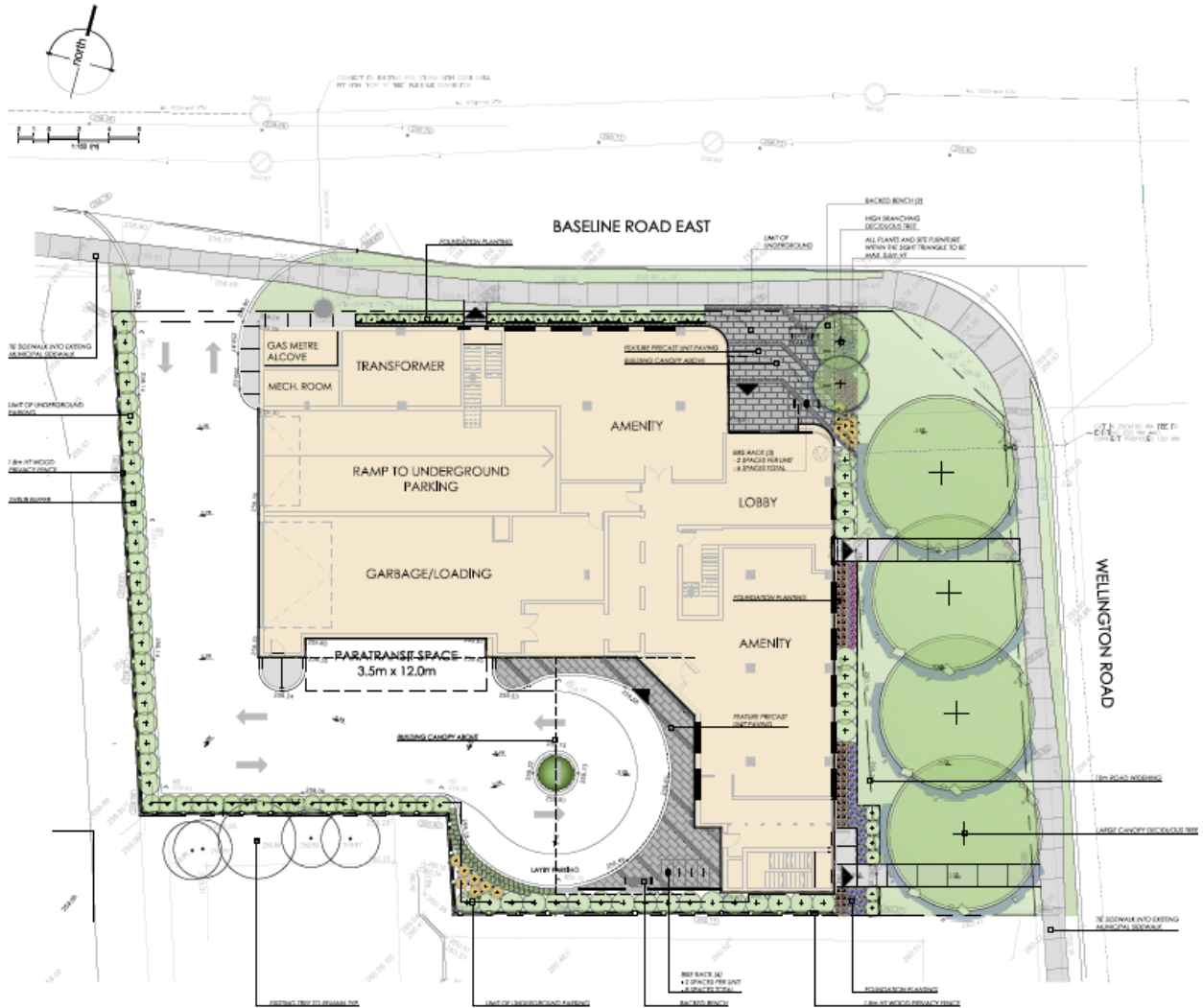
<p>■ EXISTING BUILDINGS</p> <p>■ APPROVED UNDER CONSTRUCTION BUILDINGS</p> <p>■ PROPOSED BUILDINGS</p>	<p>■ PROPOSED BUILDINGS OVERLAPPING EXISTING & UNDER CONSTRUCTION</p>	<p>SITE : 395 Wellington Rd - London</p> <p>June 21st Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset</p> <p>London, Ontario : June 21st sunrise - 5:45AM (+1.5 hours = 7:16 AM) June 21st sunset - 9:07PM (-1.5 hours = 7:37 PM) Solar Noon - 12:34 PM</p>
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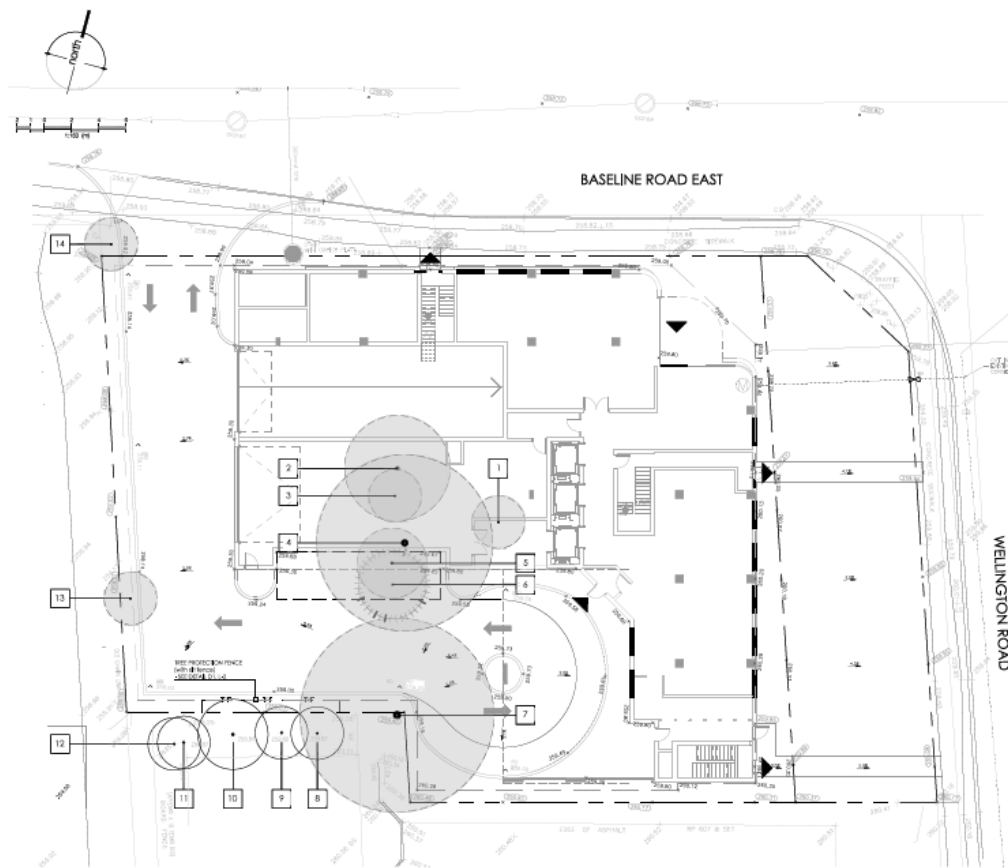
Shadow Study December



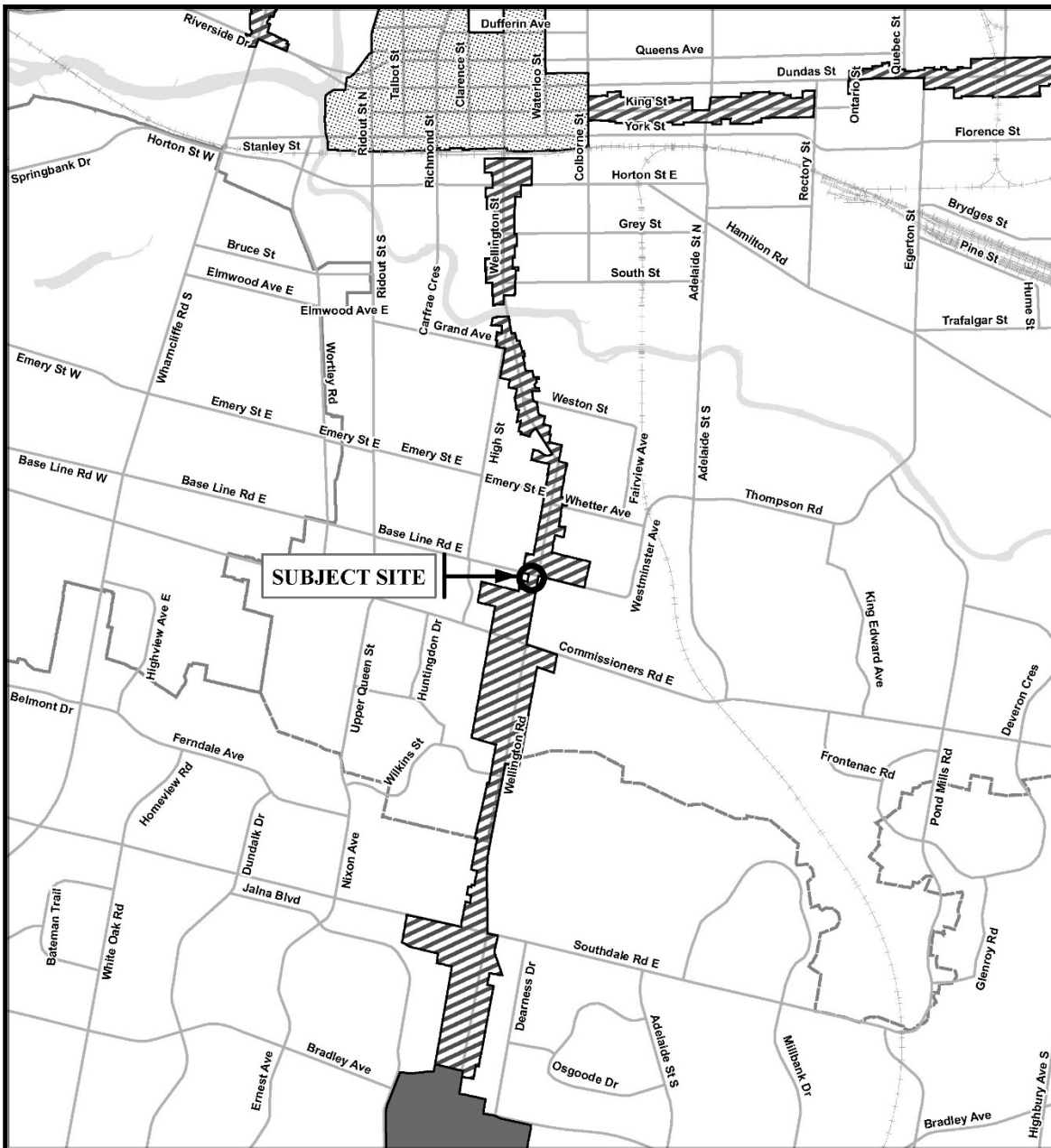
Conceptual Landscape Plan






Tree Protection Plan







London Plan Map 10 – Protected Major Transit Station Areas



LEGEND

-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

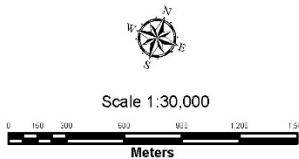
BASE MAP FEATURES

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

This is an excerpt from Planning & Development's working consolidation of Map 10 - Protected Major Transit Station Areas of the London Plan, with added notations.

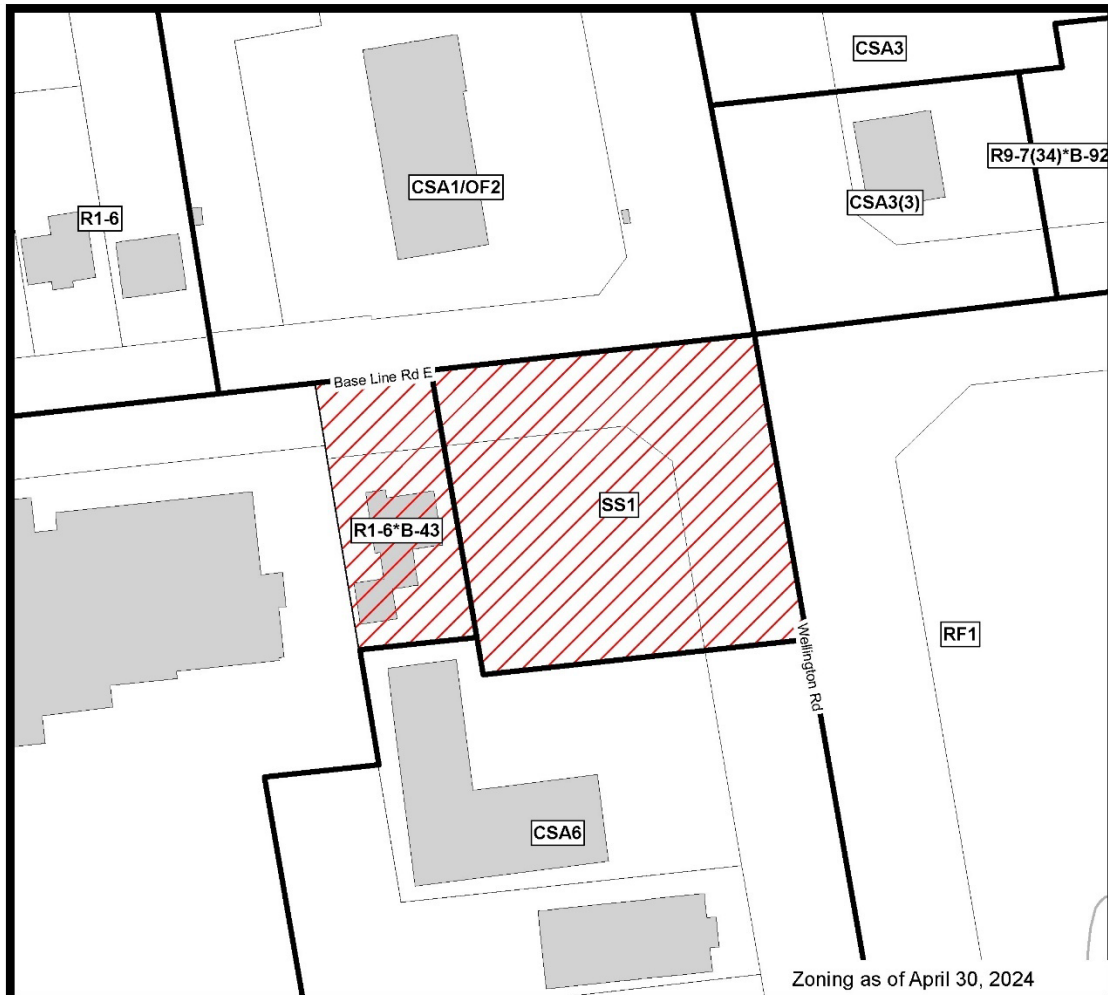
CITY OF LONDON
Official Plan
LONDON PLAN MAP 10
- PROTECTED MAJOR TRANSIT
STATION AREAS -

PREPARED BY: Planning & Development



File Number: OZ-9719
Planner: IDC
Technician: RC
Date: 5/28/2024

Zoning By-law No. Z.-1 Schedule A



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6*B-43 & SS1

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. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | "h" - HOLDING SYMBOL |
| SS - AUTOMOBILE SERVICE STATION | "D" - DENSITY SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "H" - HEIGHT SYMBOL |
| OR - OFFICE/RESIDENTIAL | "B" - BONUS SYMBOL |
| OC - OFFICE CONVERSION | "T" - TEMPORARY USE SYMBOL |
| RO - RESTRICTED OFFICE | |
| OF - OFFICE | |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



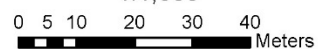
FILE NO:

OZ-9719 IDC

MAP PREPARED:

2024/05/28 RC

1:1,000



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

Appendix E – Internal and Agency Comments

Site Plan

Major Issues

- None

Matters for OPA/ZBA

- Special provisions required for reduced front yard depth, exterior side yard depth, interior side yard depth, rear yard depth, landscaped open space, lot coverage, site-specific height, density, short-term bicycle parking, long-term bicycle parking and encroachments for balconies and canopies.

Matters for Site Plan

- None

Engineering

Comments to the Zoning Application and PEC Report:

Wastewater:

- The downstream sewer is combined (storm and sanitary) and therefore there is no available capacity. However, upon completion of the BRT project along Wellington, there will be a dedicated sanitary sewer that will have additional capacity for development.

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

WATER ENGINEERING COMMENTS:

- Water is available via the municipal 250mm watermain on Wellington Road.
- A connection to the trunk 900mm watermain is not permitted.
- A water servicing brief addressing domestic demands, fire flows, and water quality.
- Confirm looping requirements for the apartment building based on the number of units and the height of the building.

STORMWATER ENGINEERING COMMENTS:

- The proposed land use of a high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per attached as-constructed 11955, the site is tributary to the existing MH 3M107, with a split drainage area between the two fronting roads. The applicant should be aware that any peak flows beyond the existing discharge from this site will have to be accommodated on-site through SWM controls, for all storm events. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc. With this in mind, SWED is amenable to a connection to the either the 1075 storm sewer on Wellington Road or the 975 storm sewer on Base Line Road E, with this stormwater management strategy.
- However, the consultant may wish to take the opportunity to coordinate the servicing strategy and timing of the proposal with the of the City's "Rapid Transit and Infrastructure Improvements - Wellington Gateway" project. One of the fronting sewers may be upsized, providing the applicant opportunity to reduce the site's required storage. If the proponent was to take advantage of future proposed storm servicing, the allowable release rates for the site would be determined per the RT design, superseding the Case 4 PPS requirements below.

- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow up to and including 100-year storm events.;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required (70% TSS removal) as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.

The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements, as well as demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not be exceeded.

- The City cannot confirm a storm PDC exists to service the property. As per the Drainage By-law, the consultant would be required to provide for a storm PDC.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage. The consultant is encouraged to make use of rooftop storage.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

TRANSPORTATION ENGINEERING COMMENTS:

- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, light standards, fire hydrants, etc.
- Ensure 1.5m clearance between proposed access and any hydro pole/signal poles/light standards and/or fire hydrant. Ensure 2m clearance for communication pedestals;
- Proposed access doesn't meet minimum spacing requirement as per City's Access Management Guideline and therefore it shall be restricted to right-in/out by constructing median along Base Line Rd;
- Alternatively, it is also recommended to review possibility of moving access to Wellington Rd so that it can be restricted to RIRO by the median RT project is constructing. If this option is being considered, it is further recommended to coordinate with Transportation team before finalizing design;
- Additionally, Transportation is concerned with the location of U/G parking ramp and loading space. They are deemed very close to Base Line Rd and expected to create queuing and spill back of traffic on Base Line Rd;
- Demonstrate, to the satisfaction of the City, that U/G parking ramp, loading/waste collection will not create optional and safety concern.

Road widening comments:

- Road widening land dedication is required prior to Site Plan Approval. Ensure draft reference plan has been submitted to Geomatics (Geomatics@london.ca) for review. Once the draft reference plan is approved, please have your lawyer work with Geomatics to dedicate the lands;
- 657 Baseline Rd E:
 - No widening is required along the Base Line Road frontage to meet 11.5m dedication from C/L of the road as per the London Plan. Because the frontage is currently 13.058m from C/L of road.
- 359 Wellington Rd:
 - No widening required along Base Line Rd;
 - Wellington Road frontage is subject to a 10.370 metre widening to achieve 25.0m from C/L as per the London Plan;
 - A 6m x 6m daylight triangle will need to be reconstituted at the intersection.

Transportation

Please find TP&D's comment on the notice of application for 359 Wellington Rd and 657 Base Line Rd E (OZ-9719):

- Traffic impact study confirms that eastbound queueing at the intersection of Base Line Rd and Wellington Rd blocks site driveway. The left-out movement from the site driveway is unsafe and poses operation challenge to Base Line Rd and the intersection. Therefore, it must be restricted to the right-in/out movement by installing median island along Base Line Rd. As per City's Access Management Guideline, the island needs to be extended from the intersection all the way 25m passed the west curb radii.
- In order to reduce auto dependency, it is recommended to implement TDM measures such as unbundled parking, one time transit passes for new tenants, transit awareness program, carpool advisory program, more bicycle parking spaces, bicycle repair station, carshare options, etc.
- Further, as noted in the Traffic Impact Study report, the minimum bicycle parking should be provided at a rate of 1.0 space per residential unit.

Urban Design

The proposed development is located at the intersection of a Rapid transit Boulevard and a Neighbourhood Connector and is partially in the Rapid Transit Corridors Place Type and Neighbourhoods Place Type within 100m of a proposed transit station. Urban Design would encourage proposing a mixed-use form of development considering the proximity of the subject site to the proposed rapid transit station. TLP 840_6, 837_2

If the proposed intensity is deemed appropriate, Urban Design has the following comments:

The following site and building design features are supported and should be carried forward:

- Siting the built form close to the intersection and orienting the building to the public streets with principal residential lobby entrance and active uses (e.g., lobby area and amenity spaces) at grade facing the public streets
- Addressing the corner at the intersection of Base Line Road and Wellington Road with a recessed entryway and a curved profile carried through the tower portion
- Locating parking underground and incorporating the ramps to the parking within the building

- Providing benches and short-term bike parking in the front yard visible and accessible from the public sidewalk
- Proposing common amenity spaces both indoors and outdoors
- Incorporating garbage storage, pick-up and loading area within the building

Matters for Zoning

1. Provide a minimum setback of 1.0m from the ultimate right-of-way of the Wellington Road and Base Line Road East to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 841_2, 259, 286, 288
2. Provide a minimum interior side yard (south) setbacks with and without windows to habitable rooms. TLP 841_13, 253, 252
 - Where unit windows face the interior side yard, a minimum setback should allow for privacy and not hinder the redevelopment of the adjacent property.
 - Where no unit windows face the interior side yard, a minimum setback should accommodate access and maintenance in the side yard.
3. Provide a minimum ground floor height of 4m along the public streets to allow the potential conversion of the ground-floor residential uses to commercial uses in the future. TLP 841_4, 285, 289_1
4. A minimum of 50% of the building on the ground storey shall include transparent glazing on the street facing facades. TLP 841_3, 285
5. Provide principal residential lobby entrance to face the intersection of Wellington Road and Base Line Road East to address the corner and allow for convenient connection to the proposed rapid transit station. TLP 841_6, 290
6. Provide a minimum step-back of 2m along Base Line Road East and 2.5m along Wellington Road above the 3rd storey to create a pedestrian-scale street interface. TLP 286, 292
7. Design the tower portion as a slender tower with a maximum floor plate size of 750 sq. m. to reduce shadow impacts, obstruction of sky views and to mitigate potential negative impacts on neighbouring properties and the public realm. TLP 841_13, 293
8. Provide a minimum setback of 11.5m and 10m for the tower portion from the west and south property line, respectively. TLP 841_13, 298

Matters for Site Plan

Ensure there are secondary entrances and multiple pedestrian connections from the building to the public sidewalk along Wellington Road and Base Line Road East to promote walkability and transit usage. TLP 841_5,6

Heritage

This is to confirm that I have received the following reports as a part of the application for OZ-9719:

- TMHC, *Scoped Heritage Impact Assessment, 359 Wellington Road and 657 Base Line Road East*, December 5, 2023
- Amick Consultants Ltd., *Stage 1-2 Archaeological Assessment, 359 Wellington Road and 657 Base Line Road East (P038-1313-2023)*, December 1, 2023

Heritage Impact Assessment

Please be advised that heritage staff recognize and agree with the findings of the Heritage Impact Assessment that note “There are no known potential impacts of this development to the listed heritage property at 741-779 Base Line Road East, which is included on the City of London’s Register of Cultural Heritage Resources. As such, no heritage mitigation strategies are recommended.”

Stage 1-2 Archaeological Assessment

Please be advised that heritage staff recognize the findings of the Stage 1-2 Archaeological Assessment that confirm that no further archaeological assessment of

the property is required.

Parks Planning – Received April 4, 2024

Major Issues

- None

Matters for OPA/ZBA

- None

Matters for Site Plan

- Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

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.

London Hydro

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix F – Public Engagement

Community Engagement

Notice of Application:

On March 28, 2024, Notice of Application was sent to 28 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 April 11, 2024. A “Planning Application” sign was also posted on the site.

Four comments were received.

Nature of Liaison: 359 Wellington Road & 657 Base Line Road East – The purpose and effect of this Official Plan & Zoning amendment is to permit a 23-storey (73m) residential development with 250 units and a maximum density of 1391 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** an Automotive Service Station (SS1), Residential R1 (R1-6) and Bonus B-43 zone **TO** a Residential R9 Special Provision (R9-7() Zone. Requested special provisions: A exterior side yard of 0.8 metres; to permit a lot coverage of 61%, a minimum landscaped open space of 14%; to permit a bicycle parking minimum of 1.0 spaces per unit; to permit a maximum height of 72.9 metres; to permit a maximum density of 1391 uph.; and removal of the existing Bonus B-43 zone.

Public Comments

From: Kevin Gauci
Sent: April 17, 2024
To: Isaac de Ceuster
Subject: 359 Wellington Road & 657 Baseline Road East Development

Hi,

Hope you're doing well.

I wanted to state that I am in favour of the proposed development as long as it does not rely on any natural gas or fossil fuel infrastructure. Instead, the use of the following should be considered:

1. Cold Climate heat pumps
2. Heat pump water heaters
3. Solar panels with Battery Storage

To encourage electric vehicle adoption, there should also be plans made to allow every resident to charge their vehicles 120V at the very least.

There should also be consideration given to the local ecosystem and inclusions like native trees, shrubs, and perennials in the design, as well as consideration of all native species that currently inhabit the property and how their well-being can be stewarded or improved.

Please let me know if you would like me to elaborate and thank you,

Kevin Gauci (he/him)

From: Brittany Wallace
Sent: April 20, 2024
To: Isaac de Ceuster
Subject: Regarding Baseline and Wellington Development

Hi,

I am reaching out to express my support of the development being considered at 359 Wellington Rd. I would love to see green space added and some more environmentally friendly components (solar panels?) as well as low-income unit designations of 10-15%.

Best
Brit (ward 11)

From: Lauren Starr
Sent: April 21, 2024
To: Isaac de Ceuster
Subject: Wellington and Baseline

I'm writing to support the development of an apartment building at Wellington and Baseline.

I strongly encourage there be 20% rent geared to income units. This could have a meaningful impact on the homeless situation all around the area.

Requiring the builder to implement green elements is crucial. Heat pumps, green space for residents, trees, and a green roof all seem like easy asks.

Lauren Starr

From: Kim Phair
Sent: May 1, 2024
To: Isaac de Ceuster
Subject: OZ-9719. 359 Wellington Road & 657 Base Line Road East

Hi Isaac,

I hope this message finds you well. My name is Kim Phair, and I am a resident of the Rowntree neighborhood, specifically living on Whetter Ave. I am writing to express my support for the proposed 23-storey building at 359 Wellington Road & 657 Base Line Road East, while also raising a concern regarding the capacity of our existing sewer system to accommodate this development.

I believe that the proposed building would be a positive addition to our area. However, as a resident who has experienced challenges with the sewer infrastructure, I am apprehensive about the potential strain that such a large-scale development might place on our already taxed system.

Living on Whetter Ave, I am one of the few households in the Rowntree neighborhood sharing a sewer line with 3-4 neighboring houses. This situation has led to significant issues affecting both my property and those of my neighbors. Given this firsthand experience, I am concerned about the implications of adding a large building nearby without ensuring that our sewer infrastructure can adequately support the increased demand.

I kindly request that thorough assessments be conducted to evaluate the capacity of our existing sewer system in relation to the proposed development.

Thank you for considering my input on this important issue. I trust that you will give careful consideration to the concerns raised by myself and other residents as part of the decision-making process for the proposed development.

Thank you,
Kim Phair