

Planning and Design Report

London Cross Cultural Learner Centre

763-773 Dundas Street
City of London



August 27, 2024



Zelinka Priamo Ltd.
LAND USE PLANNERS

TABLE OF CONTENTS

1.0 INTRODUCTION	2
2.0 SUBJECT LANDS	3
3.0 SURROUNDING LAND USE CONTEXT	7
4.0 DESIGN GOALS AND OBJECTIVES	9
5.0 PROPOSED DEVELOPMENT	10
6.0 PROPOSED PLANNING ACT APPLICATION	16
6.1 Zoning By-law Amendment.....	16
7.0 BUILT FORM AND SITE COMPATIBILITY	17
7.1 Built Form.....	17
7.2 Massing and Articulation.....	18
7.3 Character and Image.....	19
7.4 Architectural Treatment.....	20
7.5 Public Realm.....	20
7.6 Sustainability Techniques.....	20
7.7 Heritage Initiatives.....	20
8.0 POLICY ANALYSIS	22
8.1 Provincial Policy Statement, 2020.....	22
8.2 The City of London 2016 Official Plan.....	25
8.3 Old East Village Dundas Street Corridor Secondary Plan.....	32
8.4 City of London Zoning By-law.....	35
9.0 ADDITIONAL CONSIDERATIONS	40
9.1 Public Consultation Strategy.....	40
9.2 Technical Studies.....	40
9.2.1 Archaeological Assessment.....	40
9.2.2 Traffic Impact Study.....	40
9.2.3 Heritage Impact Assessment.....	41
10.0 CONCLUSIONS	43

1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of London Cross Cultural Learner Centre (CCLC), is pleased to submit this Planning and Design Report in support of an application to the City of London to amend the City of London Zoning By-law to permit the redevelopment of the lands known municipally as 763-773 Dundas Street (hereinafter referred to as the “subject lands”). The proposed development consists of a 6-storey mixed-use building and a 24-storey mixed use building, consisting of approximately 250 residential apartment dwelling units, which will consist of a mix of affordable and market-rate rental units.

CCLC is London, Ontario’s leading resettlement agency, helping newcomers to the community settle and thrive in their new home. Their mission is to provide integration services and support to newcomers and to promote intercultural awareness and understanding. A primary objective of CCLC is to provide affordable housing options to for newcomers to Canada.

The purpose of this Planning and Design Report is to evaluate the proposed Zoning By-law Amendment application within the context of existing land use policies and regulations, including the Provincial Policy Statement, The London Plan (the City of London Official Plan, 2016), the Old East Village Dundas Street Corridor Secondary Plan, and the City of London Zoning By-law.

In summary, this report concludes that the proposed Zoning By-law Amendment application to permit the proposed development is appropriate and desirable for the following reasons:

- The proposed Zoning By-law Amendment is consistent with the policies of the 2020 Provincial Policy Statement and goals of The London Plan;
- The proposed Zoning By-law Amendment will permit a highly desirable use along a planned high-order transit route;
- The proposed development will make efficient use of underutilized lands within an existing built-up area of the City;
- The proposed development will assist in achieving the mutually beneficial land use relationship of high-order rapid transit and high-density residential uses;
- The proposed development will assist in achieving the goal of providing much-needed affordable housing units; and,
- The proposed development provides a well-functioning site design and built-form that is compatible with, and complementary to, the surrounding land uses.

2.0 SUBJECT LANDS

The subject lands are located on the south side of Dundas Street, approximately 60.0m east of Hewitt Street and 70.0m west of Rectory Street (Figure 1). The subject lands are comprised of two irregularly-shaped parcels with a total lot area of approximately 0.48ha; a total lot frontage of approximately 40.3m along Dundas Street; and, a total lot depth of approximately 90.6m.

Land uses surrounding the subject lands generally consist of low-rise commercial and residential uses. The subject lands abut Dundas Street to the north; small-scale commercial uses to the east; low-density residential uses and vacant lands to the south; and, commercial and residential uses to the west.

The subject lands are currently occupied by a 2-storey building which is currently vacant, but formerly hosted commercial uses on the ground floor (a restaurant and laundromat) with residential uses on the second floor; and, a 2-storey mixed-use building with a single storey commercial storefront fronting Dundas Street (a florist) with a 2-storey addition to the rear hosting residential dwelling units. The rear (southerly) portion of the subject lands are vacant. See Images 1-3 for current views of the subject lands.

Existing vehicular access is provided via an all-moves driveway from Dundas Street located between the two existing structures. This portion of Dundas Street consists of two lanes, with a protected bicycle lane on the southerly side of the right-of-way (Image 4). Pedestrian sidewalks are located on both the north and south sides of the right-of-way. An existing rear lane, from Hewitt Street to Rectory Street, also has the capability to provide vehicular access to the subject lands. It has been confirmed that CCLC has legal access to the laneway from Hewitt Street.

Good access to public transit is available along Dundas Street (Routes #2, #20, #94) providing connections across the City of London. Routes #7, #16, and #92 are also available in proximity to the subject lands via Adelaide Street, Quebec Street, and York Street. The subject lands are proximate to the Bus Rapid Transit (BRT) route along King Street, portions of which are complete and some under construction. Once complete, a rapid transit stop will be located approximately 300.0m from the subject lands, at the Dundas Street and Ontario Street intersection, and another will be located approximately 530.0m away, at the King Street and Adelaide Street North intersection. The BRT route will connect the subject lands to the east and Downtown areas of the City.

The subject lands are identified as being within the “*Urban Corridors*” Place Type with “*Main Street*” and “*Civic Boulevard*” Street Classifications in the The London Plan; are within the “*Old East Village Core*” and “*King Street*” Character Areas of the Old East Village Dundas Street Corridor Secondary Plan; and, are zoned “*Business District Commercial (BDC(19), D250)*” in the City of London Zoning By-law Z.-1.



Project No.: LCC/LON/24-01

Date: JULY 2024

Scale: 1:1000



318 Wellington Road, London, ON, N6C 4P4
 TEL (519) 474-7137 Email: zp@zpplan.com

FIGURE 1 - LOCATION

image retrieved from London City Map, 2024

LONDON CROSS CULTURAL LEARNER CENTRE ZBA
 763-773 DUNDAS STREET
 PLAN 229 PT LOTS 12 13 18 TO 21 RP 33R4877 PARTS 1 2
 AND 4 RP 33R5127 PARTS 1 AND 2, PLAN 229 PT LOTS 13, 14
 GEO. TOWNSHIP OF LONDON
 CITY OF LONDON
 COUNTY OF MIDDLESEX

Image 1 – Subject lands, looking south from Dundas Street



Image 2 – Subject lands, looking west along Dundas Street



Image 3 – Subject lands, rear / southerly portion



Image 4 – Dundas Street right-of-way



3.0 SURROUNDING LAND USE CONTEXT

The subject lands are generally surrounded by commercial and residential land uses. The land uses within a 400m and 800m radii of the subject lands, representing an approximately 5-minute and 10-minute walking distance respectively, are shown in Figure 2.

The existing streetscape along this portion of Dundas Street primarily consists of mix-use buildings, with a variety of commercial/retail uses and community service uses on the ground-floor with residential units above. Buildings are generally positioned close to the street. The subject lands are a prime candidate for redevelopment in that they are underutilized lands in an area that would benefit from increased residential densities.

The existing land uses within an approximate 400, 5-minute walk radius of the subject lands are as follows:

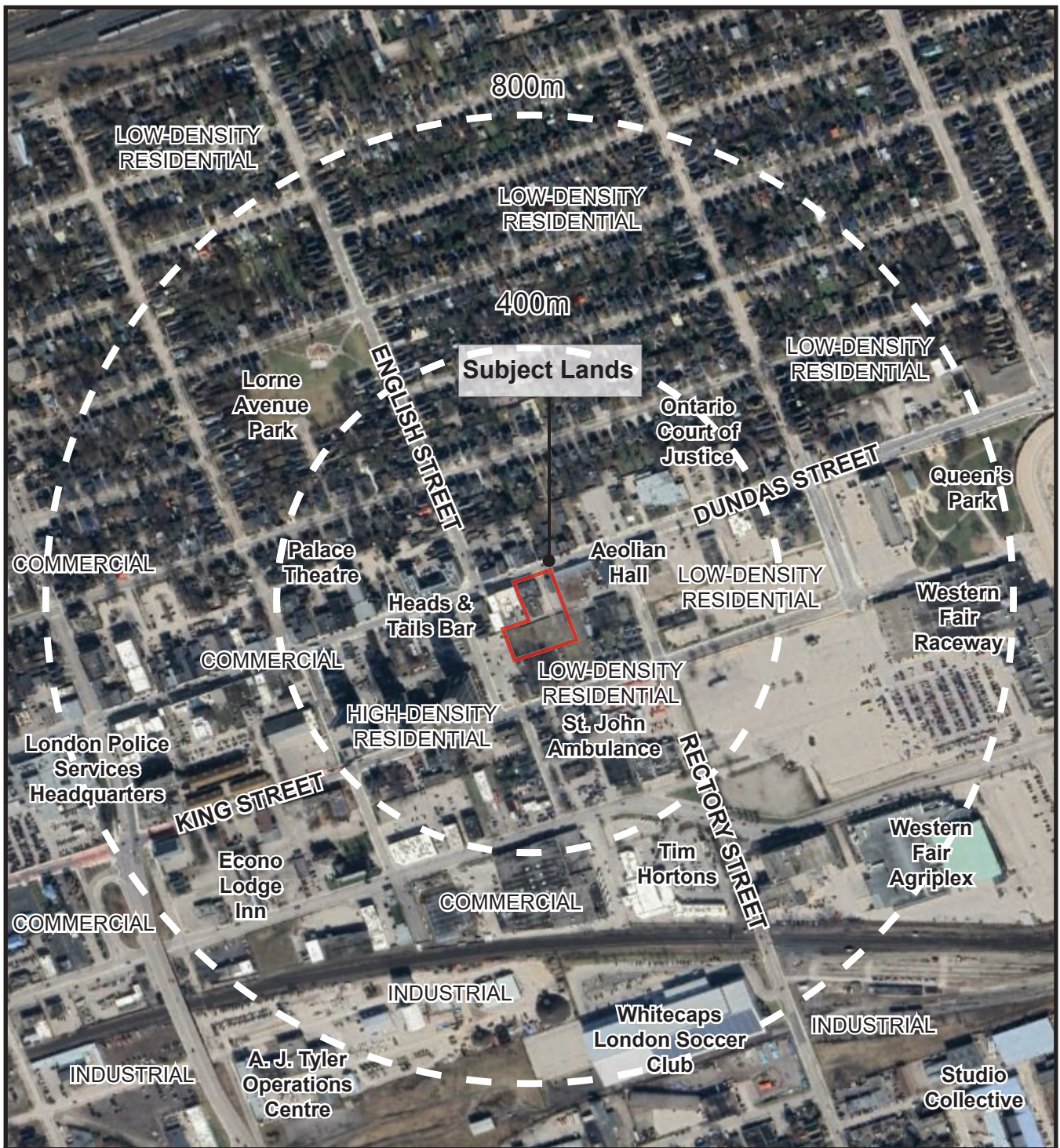
North: Mixed-use buildings, generally consisting of small-scale ground-floor commercial uses and community service uses with residential above, are located north of the subject lands on the north side of Dundas Street with building heights of 2- to 3-storeys. Beyond this, the neighbourhood transitions to a primarily low-rise built-form consisting of low-density residential and commercial uses. A public park, being Lorne Avenue Park, is located north of the subject lands within this general radius.

East: Residential, commercial, and recreation uses are the primary land uses east of the subject lands and include the Aeolian Hall, Queen's Park, and the Western Fair.

South: Residential, commercial, and light industrial uses are located south of the subject lands and include low-density residential, low- to mid-rise commercial buildings, the Western Fair, and a CN Railway track running east-west approximately 350m south of the subject lands.

West: Commercial and residential uses are located west of the subject lands and include high-rise residential buildings up to 24-storeys in height and a variety of commercial and community service uses.

Lands within an 800m, 10-minute walk radius are similar to those described above but also include low-density residential uses in the form of single detached dwellings located north, south, and east of the subject lands, and high-density residential uses to the west of the subject lands. Notable attractions within an 800m radius of the subject lands include 100 Kellogg's, Western Fair, and several green spaces. The subject lands are proximate to open space areas, recreation opportunities, employment opportunities, schools, and shopping areas within a 10-minute walking distance.



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FIGURE 2 - SPATIAL ANALYSIS
image retrieved from Google Earth, 2024

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4.0 DESIGN GOALS AND OBJECTIVES

The goal of the proposed development is to develop an underutilized parcel of land that is proximate to a range of residential and commercial uses, which will provide an attractive, compatible, and complementary addition to the Dundas Street streetscape. The proposed development will be built in a manner that is consistent with the existing surrounding built-form; contribute to the planned function of the area; and, provide visually attractive buildings. As such, the proposed development is intended to:

- Provide for a site design that achieves a pedestrian-friendly environment that will encourage activity along the Dundas Street streetscape;
- Apply appropriate design standards that result in a compatible development with abutting uses and the surrounding community;
- Appropriately integrate the built-form into the existing land use policy context, specifically in terms of massing, height, and articulation;
- Contribute to the residential intensification of the area, which will in-turn contribute to the positive development of the Dundas Street area.
- Provide transit-supportive development that fully utilizes the proximate high-order transit route.

5.0 PROPOSED DEVELOPMENT

The subject lands are proposed to be redeveloped for two new buildings, the first being a 6-storey, mixed-use building fronting Dundas Street (Building 'A'), consisting of 34 residential dwelling units and approximately 300m² of ground-floor commercial space; and, the second building being a 24-storey mixed-use building located to the rear of the subject lands (Building 'B'), consisting of 213 dwelling units and ground-floor multi-use space (see Images 5-6). A mixed-use density of 550UPH (units per hectare) is proposed for the development. The existing buildings on the subject lands are proposed to be demolished.

Image 5 – Conceptual Site Plan

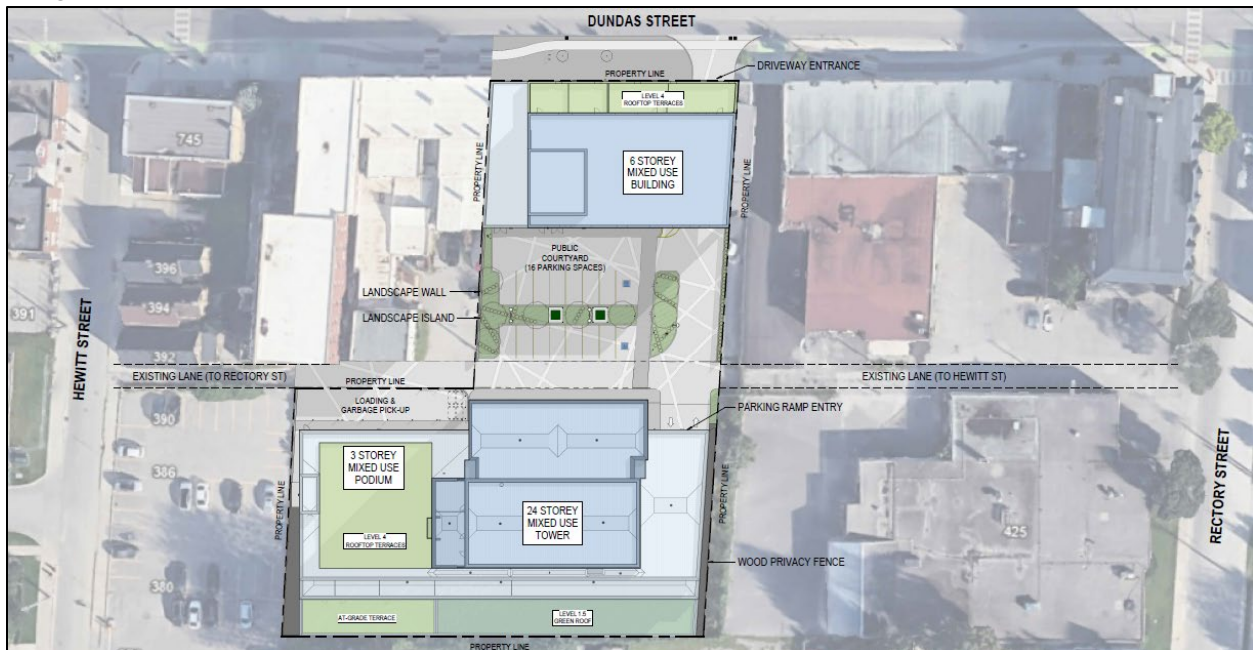


Image 6 – Proposed development (conceptual rendering)



While a primary objective of CCLC is to provide affordable housing options to for newcomers to Canada, it is acknowledged that the new housing units will be available to all members of the community.

The intent of the commercial spaces on the ground floor of each building is to provide opportunities for desirable services related to wellness of the residents of the proposed development and broader community. See Image 7 for a detailed ground floor plan for the subject lands. CCLC has been in contact with the London Public Library to express their interest in having the library establish a branch on the subject lands, in the ground floor space of Building A, fronting Dundas Street. The ground floor commercial space of Building B is envisioned to be a health and wellness space to serve the community, with opportunities for clinics, counselling services (including career counselling), and other beneficial social services.

Image 7 – Conceptual ground floor plan



Building A is composed of a 3-storey podium with a 0m setback along Dundas Street, to maintain the established street wall, with a 5.0m step-back and an additional 3-storeys above (6-storeys total). The ground floor provides commercial space and amenity areas for residents including a lobby, laundry room, mail room, and mechanical/electric, garbage, and recycling facilities. The primary residential entrance is located along the easterly wall of the proposed building, covered by the carriage-style driveway. Distinct building articulation and signage will clearly delineate the commercial and residential entrances of the proposed building. See Image 8 for a conceptual rendering of proposed Building 'A'.

Image 8 – Building ‘A’ (conceptual rendering)



Building B (Image 9) is composed of a 3-storey podium along the northerly, easterly, and westerly elevations, with a 1-storey podium along the southerly elevation where the proposed development interfaces with the rear yard of existing single detached dwellings. A minimum 11.0m step-back from the 1- and 3-storey podiums is provided on all sides to the 24-storey tower. The total building height is to be approximately 75.0m. The ground floor provides community service space, and amenity areas for residents including long-term bicycle storage, laundry room, mail room, lobby space, and garbage facilities. Several programmed rooftop amenity areas are proposed.

Image 9 – Building ‘B’ (conceptual rendering)



A public courtyard is located between Buildings A and B, which provides 16 at-grade parking spaces, pedestrian connections to/from Dundas Street and each of the proposed buildings, short-term bicycle parking, and landscaped areas (see Image 10). Indoor amenity areas will be available in both Buildings A and B for residents.

Image 10 – Public courtyard (conceptual rendering)



Primary vehicular access is provided from Dundas Street via a carriage-style driveway designed to accommodate both passenger and emergency vehicles (see Image 11, following page). The proposed driveway leads to the underground parking garage located below Building B (see Image 12, following page). Secondary vehicular access, designed generally for waste collection and residents of the development, is proposed via the existing laneway from Hewitt Street. This secondary laneway access is proposed to be one-way only, leading into the development from Hewitt Street and exiting to Dundas Street.

Vehicular parking is provided at a rate of approximately 0.4 spaces per unit. It is noted that the subject lands are located in an area of the City with no minimum residential parking requirement, and it is anticipated that not all residents of the proposed development will have regular access to a vehicle and require a parking space. Vehicular parking is accommodated both at-grade (16 spaces) and through two levels of underground parking (85 spaces). Bicycle parking is provided at a rate of 1 space per unit, comprised of 0.1 spaces per unit for short-term bicycle parking and 0.9 spaces per unit for long-term bicycle parking.

A detailed analysis of the conceptual building design follows in Section 7.0 of this report. However, in general terms, the proposed development shows notable architectural articulation and provides a distinct base, middle, and top. The Conceptual Site Plan (Figure 3) provides an overview of the proposed development.

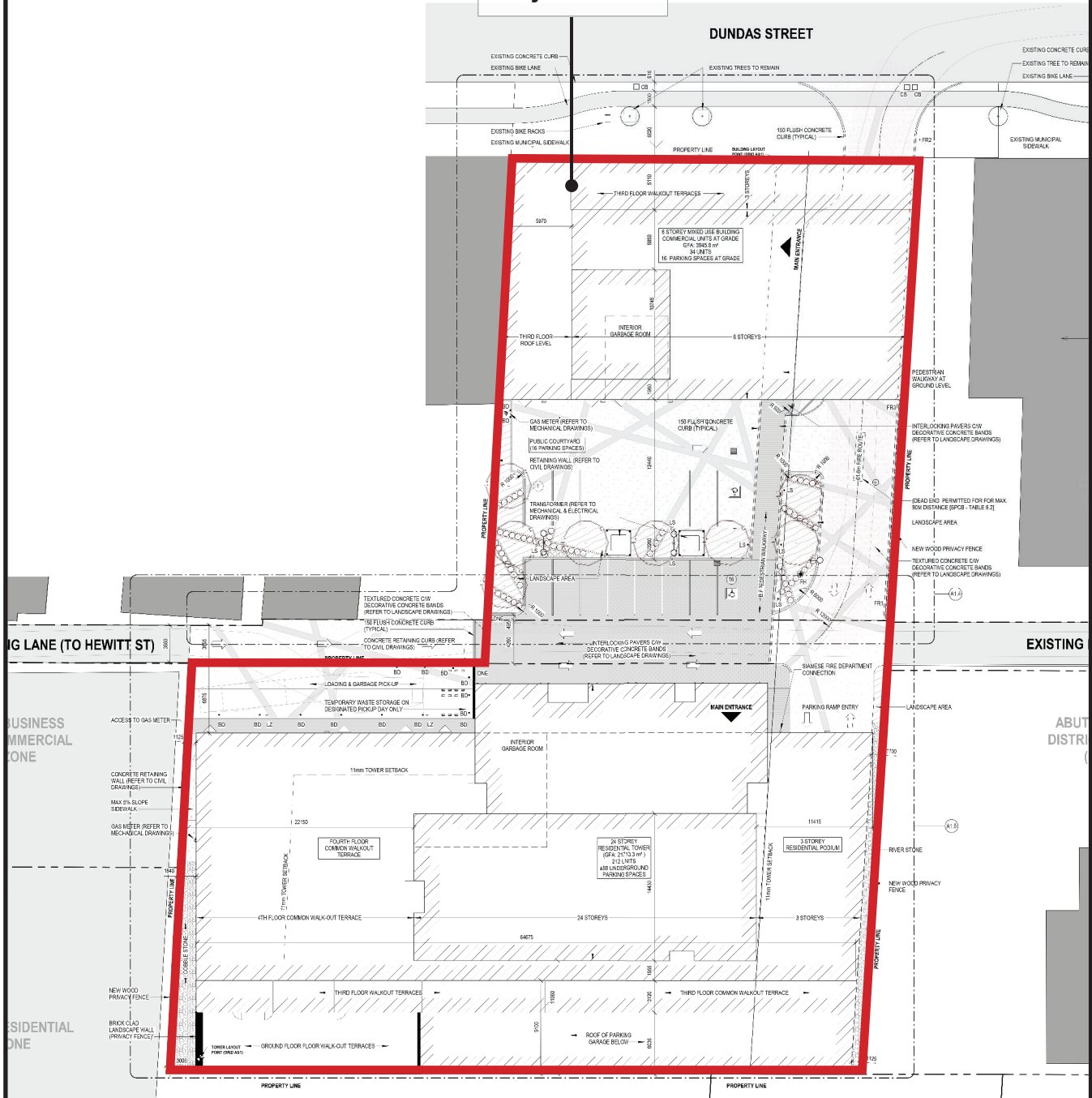
Image 11 – Vehicular access from Dundas Street (conceptual rendering)



Image 12 – Vehicular access and public courtyard, looking towards Dundas Street (conceptual rendering)



Subject Lands



Project No.: LCC/LON/24-01

Date: JULY 2024

Scale: 1:500



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FIGURE 3 - PROPOSED DEVELOPMENT
image retrieved from Nicholson Sheffield Architects Inc., 2024

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6.0 PROPOSED PLANNING ACT APPLICATION

As the proposed development is not permitted under the current Zoning By-law regulations, a Zoning By-law Amendment is required to permit the development.

6.1 Zoning By-law Amendment

The subject lands are currently zoned “*Business District Commercial (BDC(19), D250)*” in the City of London Zoning By-law. The proposed Zoning By-law Amendment application seeks to re-zone the subject lands to a site-specific, special regulation “*Business District Commercial (BDC(_))*” zone, with site-specific provisions as follows:

- Inclusion of “*Institutions*” and “*Social Service Establishment*” as additional permitted uses;
- Minimum interior side yard setback (west) of 1.8m, whereas 32.0m is required;
- Minimum rear yard setback of 0.0m, whereas 32.0m is required;
- Maximum building height of 82.0m, whereas 12.0m is permitted; and,
- Maximum density of 550UPH*.

*As there is no mechanism to regulate density on a units per hectare basis in the Official Plan, it may be appropriate to remove the UPH regulation entirely.

While the overall height of the proposed development is 79.9m and the overall density of the proposed development is 539UPH, the height and density regulations have been rounded up to provide a minimal level of flexibility should ceiling heights, unit sizes, or commercial floor areas change through the detailed design process.

At this time, no other special regulations have been identified as necessary; however, additional special regulations may be identified through the planning process. As bonus zoning is no longer permitted under the Planning Act, no bonus zone is requested.

7.0 BUILT FORM AND SITE COMPATIBILITY

7.1 Built Form

The subject lands are significantly underutilized in their current form. Intensification on the subject lands provides an opportunity to improve and enhance the existing public realm condition, including the providing a strong built-form relationship to the street edge, and an appropriate integration of the lands into the surrounding urban fabric, particularly for the southerly portion of the subject lands. The proposed development offers a 0m front yard setback to Dundas Street with several direct connections to the at-grade commercial uses, contributing to a vibrant streetscape.

Image 13 – Proposed development (conceptual rendering)

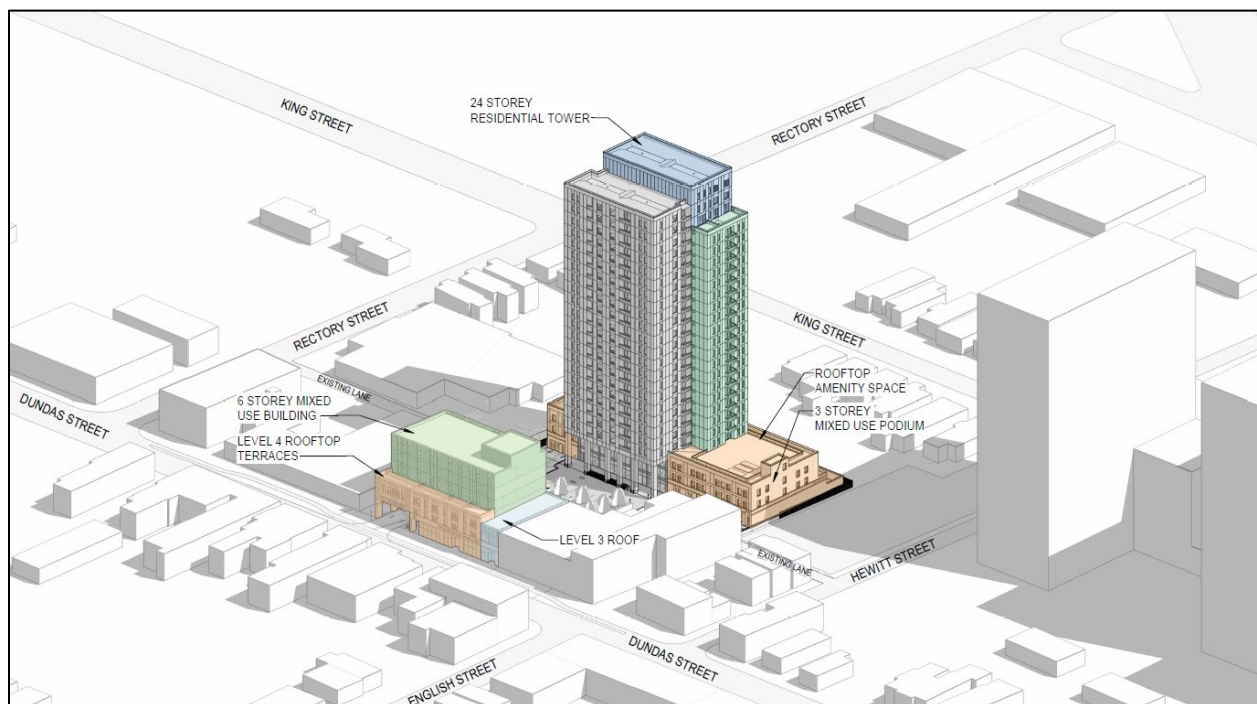


From a built-form perspective, the subject lands are contextually appropriate in terms of size and location for a high-rise mixed-use development, given their proximity to King Street, an emerging high-density, transit-rich area. The proposed 24-storey building height is generally compatible with the planned function of the surrounding lands, and is the planned and expected built-form on the subject lands. Thus, the proposed built-form is compatible and a good fit within its context. Treatment of the first 3-storeys of the proposed buildings contrasts with the remainder of the buildings to clearly delineate the attractive, pedestrian-oriented areas within the public realm with human-scaled features.

7.2 Massing and Articulation

From a massing perspective, the development has been sensitively designed as to fit within its surroundings and to be compatible with the varying scales of built form in the surrounding area. In this regard, the proposal provides an appropriately scaled base with a slender tower, with a floorplate of approximately 800m². The podiums are generally 3-storeys in height in ensure a compatible relationship between the built form and public realm. The tower element is set back from the podiums to define the pedestrian areas. Further, the tower setback from the podium is an effective strategy to mitigate resultant wind, shadow, and sky view impacts on surrounding areas. See Image 14 for a massing model of the proposed development.

Image 14 – Massing Model of Proposed Development



The ultimate width of this portion of Dundas Street is approximately 20.0m; the proposed 6-storey building height is also approximately 20.0m. Typically, building heights are encouraged to be similar to the width of the right-of-way which it is adjacent to. The building height has been scaled as to appropriately respond to applicable policy context, and the surrounding built-form context. The 20.0m height of the proposed Building A provides an appropriate massing along this portion of the Dundas Street right-of-way, providing a visually appealing street wall and an inviting pedestrian environment.

The building is articulated by distinct building façades. The design recognizes the vertical division and articulation of the range of unit layouts in the building with the use of a mix of high-quality building materials. The tower-over-podium built form provides a pedestrian oriented interface to ensure the building is designed according to a human scale. A variety of materials, colours, and

textures break the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape.

7.3 Character and Image

Much of this part of Old East Village is comprised of low-to-mid-rise mixed-use buildings that are positioned close to the street with active ground-floor uses. The proposed development provides a mix of uses with minimal setbacks to the street and a building façade that welcomes passersby at a human-scale. As such, the proposed development would be a complementary addition to this portion of the Dundas Street corridor.

It is acknowledged that, while the 24-storey building height is not currently common in this area, the existing policy framework generally permits and encourages buildings of this height, and there are several approved planning applications proximate to the subject lands which permit buildings of similar heights and densities, in addition to the existing high-rise residential buildings to the west of the subject lands with building heights up to 24-storeys.

The proposed buildings contribute to the existing character and image of the Dundas Street corridor by providing a modern and contemporary building that pays homage to the historical physical character of the neighborhood, as defined by the existing built heritage resources. The proposed development will not only add to the unique character of the area, but is a desirable use and fulfills the planned function of the lands. The intent of the proposed development is to provide a high-quality, distinctive and memorable image.

Image 15 – Proposed development (conceptual rendering)



7.4 Architectural Treatment

The exterior design of the proposed buildings is anticipated to provide an attractive and well-executed design with modern architectural details, drawing inspiration from the surrounding architectural elements and materials while remaining noticeably distinct. Notably, the brown and red brick used for the podiums pays homage to the materials used on several existing area buildings, including the Aeolian Hall.

The proposed building elevations are conceptual at this time and will be further refined through a future Site Plan Approval process. The overall design of the proposed buildings is intended to convey a modern look while remaining respectful to the character of the surrounding neighbourhood. It is anticipated that a range of materials, colour, and textures will be provided in an aesthetically pleasing and compatible manner.

7.5 Public Realm

The public realm is primarily defined by the existing range of commercial and service uses in this area of Old East Village. Pedestrian connectivity along Dundas Street consists of public sidewalks in both sides of the right-of-way, abutting an established street-wall which the proposed development will maintain.

This area of Old East Village can be defined by the scale of development, being low-to-mid-rise mixed-use buildings fronting Dundas Street. The intent of the proposed development is to enhance the streetscape at the subject lands and contribute to a unique and desirable sense of place by providing an aesthetically pleasing building with a strong relationship to the public realm with direct pedestrian connections to the building, providing a human-scale and meaningful sense of place. The proposed development enhances the streetscape and provides a comfortable pedestrian experience.

7.6 Sustainability Techniques

The proposed building will incorporate current energy saving techniques and technologies that are in accordance with the Ontario Building Code and are cost-effective. It is not anticipated that either of the proposed buildings will be LEED certified.

7.7 Heritage Initiatives

The proposed development is located adjacent to several properties listed in the *City of London Register of Cultural Resources*. As discussed in the accompanying Heritage Impact Assessment, the proposed development is compatible within the surrounding historical context, providing materials, colours, and textures that pay homage to the physical historical character of the area.

Cultural Heritage Evaluation Reports (CHERs) were prepared for each of the existing buildings on the subject lands, as both buildings were listed properties in the *City of London Register of Cultural Resources*, to determine if the identified built heritage resources held significant cultural value within the City. The buildings were evaluated based on the assessment criteria of Ontario

Regulation 0/06, and it was determined that, based on the results of background historical research, field review, and assessment criteria, neither of the existing buildings on the subject lands were determined to be of significant cultural heritage value or interest. A demolition permit has been issued for the existing building a 763-765 Dundas Street, and a demolition request has been submitted for the existing building at 773 Dundas Street as of the writing of this report.

8.0 POLICY ANALYSIS

The following sections of this report provide analysis on the proposed development and associated Zoning By-law Amendment application with respect to applicable policy and regulatory documents.

8.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and protection of natural resources. All planning applications, including Zoning By-law Amendment applications, are required to be consistent with these policies.

The policy analysis describing how the proposed application is consistent with the stated policies within the PPS is detailed in the table below.

Provincial Policy Statement (2020) Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p><u>Section 1.1.1 Managing and Directing Land Use [...]</u></p> <p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; 	<p>The proposed development is an efficient and appropriate form of intensification for the subject lands, and will add to the range and mix of residential uses to help satisfy the long-term housing needs identified in the City of London.</p> <p>The proposed development is a compact and cost-effective form that is anticipated to utilize existing municipal services within an existing built-up area of the City. Thus, the consumption of land and servicing costs are minimized.</p> <p>The subject lands are a suitable location for the proposed development, being proximate to the future planned, and currently under construction, Bus Rapid Transit (BRT) route. The proposal to increase the density on the subject lands makes good use of the BRT investment.</p>

<p><u>Section 1.1.3.1 Settlement Areas</u> Settlement areas shall be the focus of growth and development.</p>	<p>The subject lands are located within a settlement area, being within the built-up downtown area of the City of London.</p>
<p><u>Section 1.1.3.2 Settlement Areas</u> Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) 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; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; 	<p>The proposed development broadens the range of residential forms and intensities in the immediate area, and complements the range and intensities of mixed forms in the greater surrounding area. It makes efficient use of underutilized land, resources, infrastructure, and existing transportation networks by increasing the density (uph) on the subject lands. It is anticipated that there is sufficient infrastructure capacity to adequately service the subject lands through full municipal services. The subject lands are serviced by pedestrian sidewalks via the Dundas Street right-of-way, supporting the use of active transportation; and, are situated along existing transit routes as well as being proximate to the future planned BRT route, supporting existing and future transit opportunities.</p>
<p><u>Section 1.1.3.3 Settlement Areas</u> Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The subject lands are an appropriate location for intensification as they are located within an area of the City with good access to existing and emerging public transit services. The subject lands are generally within walking distance to public services, amenities, and green spaces.</p>
<p><u>Section 1.1.3.4 Settlement Areas</u> Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed development will utilize zoning regulations that are generally applied to this level of intensification, including appropriate building setbacks and parking. The proposed special zoning provisions relating to interior and rear yard setbacks, building height, and density achieve an intense form of compact development, and are supported by the applicable land use policies and technical studies provided. There are no risks to public health and safety from the proposed development.</p>
<p><u>Section 1.1.3.6 Settlement Areas</u> New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix</p>	<p>The proposed development is within an existing built-up area. The proposed density of 540UPH is reflective of a compact and efficient form of housing which adds to the mix of uses and densities in this area planned for growth.</p>

<p>of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</p>	
<p style="text-align: center;"><u>Section 1.4.3 Housing</u></p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> b) permitting and facilitating: <ul style="list-style-type: none"> 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and, f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety. 	<p>The proposed development contributes to the range and mix of housing types to accommodate future growth in the City of London, and is consistent with the policy intent to encourage appropriate intensification.</p> <p>As discussed in more detail later in this report, this proposed development is considered appropriate intensification as it takes advantage of existing and emerging infrastructure and public services; establishes a high-density use proximate to a high-order road; makes good use of underutilized land; supports the use of existing and emerging active transportation and public transit routes; contributes to housing supply; and, has a compact and cost-effective built form.</p> <p>Residential apartments can provide a more affordable type of housing and the proposed development offers a wide range of unit types and sizes which will contribute to the range of housing affordability in this part of the City of London. In addition, the proposed development is intended to have a minimum of 40% of the proposed dwelling units be truly affordable units (80% or less of market rental rates for a specified period of time).</p>
<p style="text-align: center;"><u>Section 1.6.6.2 Sewage, Water and Stormwater</u></p> <p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>	<p>The proposed development will make full use of municipal services and it is anticipated that there is existing sufficient capacity to support the development.</p>
<p style="text-align: center;"><u>Section 1.6.7.4 Transportation Systems</u></p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	<p>The proposed development, being situated proximate to an emerging high-order transit route, encourages the use of active and public transportation.</p>

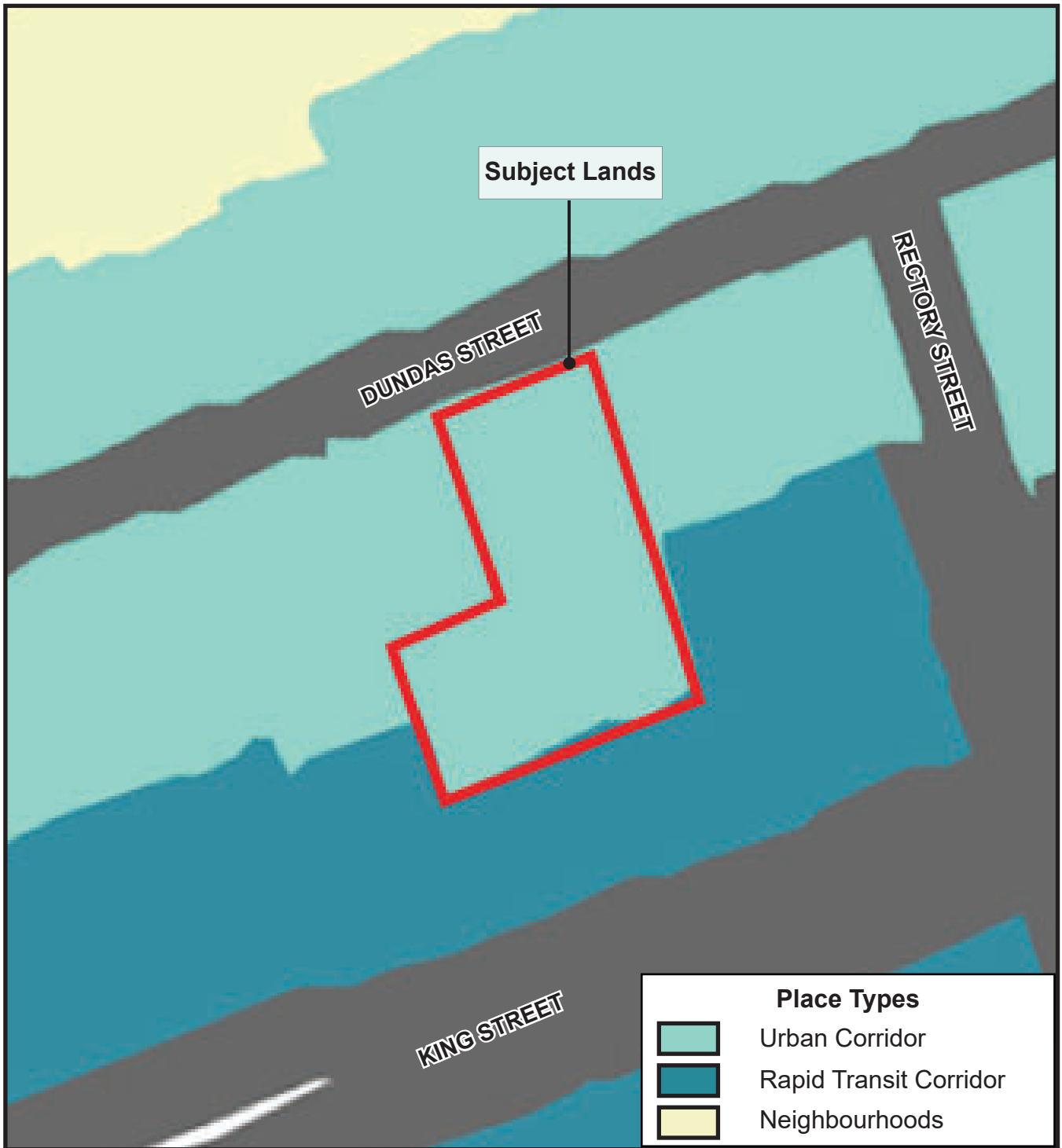
<p><u>Section 2.6.3 Cultural Heritage and Archaeology</u></p> <p>Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.</p>	<p>The proposed development is not anticipated to result in any undue adverse impacts to the adjacent heritage resources, as discussed in the accompanying Heritage Impact Assessment.</p>
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Given the above, the proposed development and associated Zoning By-law Amendment conform to the 2020 Provincial Policy Statement.

8.2 The City of London 2016 Official Plan

The 2016 Official Plan (The London Plan) is the policy framework for all planning in London. It emphasizes growing inward and upward to reduce the costs of growth, creating walkable communities, revitalizing urban neighbourhoods and business areas, protecting farmlands, and reducing greenhouse gases and energy consumption. At the root of The London Plan is the goal of building a city that will be attractive as a place to live and invest in a highly competitive world and one that will offer the opportunity of prosperity to everyone. A strong and recurring theme of the Plan is to encourage appropriate intensification and redevelopment.

The subject lands are identified as being within the “*Urban Corridors*” Place Type (Figure 4) with “*Main Street*” and “*Civic Boulevard*” Street Classifications (Figure 5) in The London Plan. **Section 828_** states that the role of the *Urban Corridor* Place Type is to be places that encourage intensification over the life of the Plan, so that they can mature to support higher-order transit in the future. These corridors will support residential and mixed-use development, and allow for a wide range of permitted uses and greater intensities of development along Corridors close to rapid transit stations.



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Date: JULY 2024

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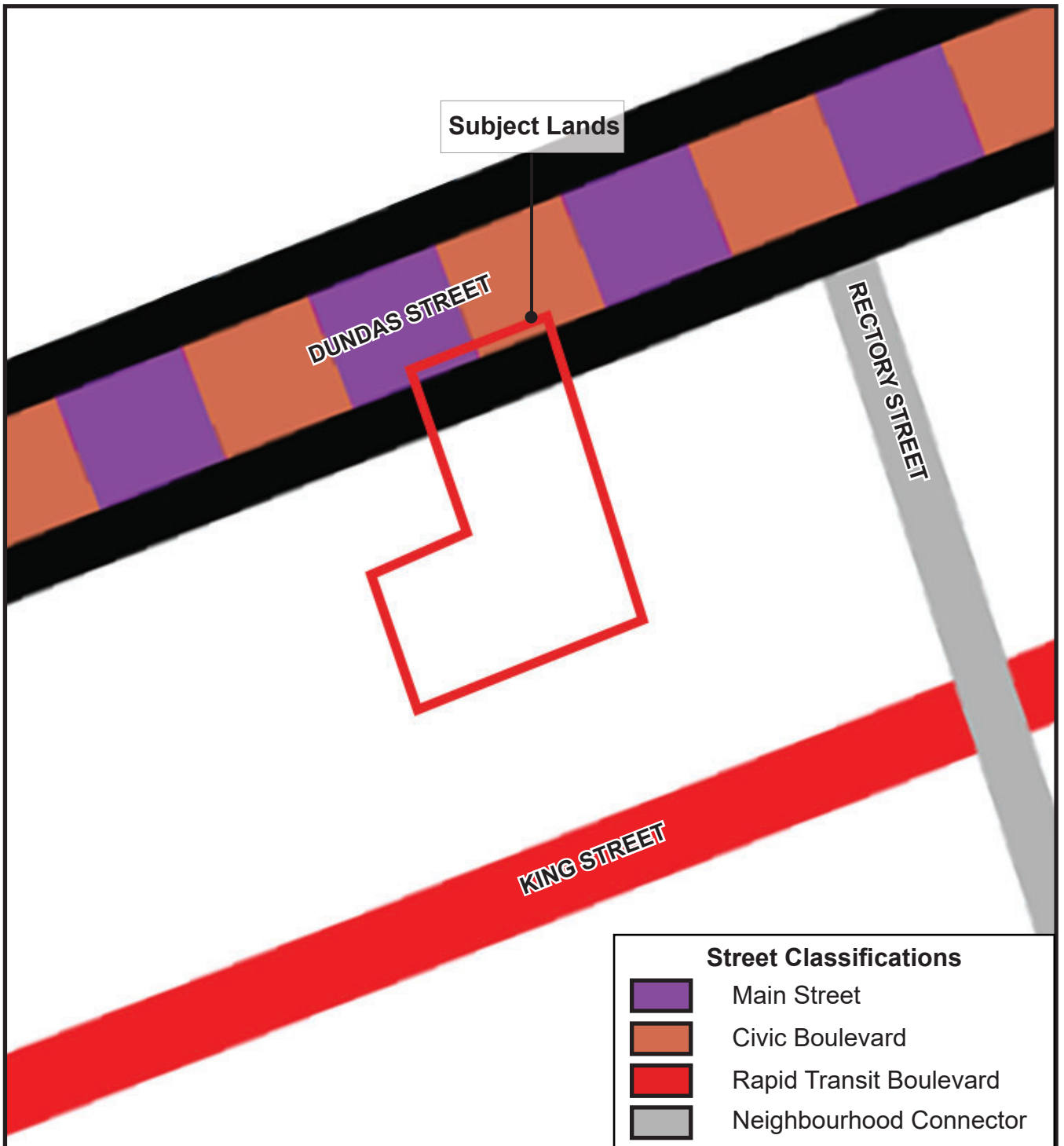


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FIGURE 4 - PLACE TYPES

image retrieved from The London Plan (Map 1), 2016

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 763-773 DUNDAS STREET
 PLAN 229 PT LOTS 12 13 18 TO 21 RP 33R4877 PARTS 1 2 AND
 4 RP 33R5127 PARTS 1 AND 2, PLAN 229 PT LOTS 13, 14
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 CITY OF LONDON
 COUNTY OF MIDDLESEX



Street Classifications

- Main Street
- Civic Boulevard
- Rapid Transit Boulevard
- Neighbourhood Connector

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FIGURE 5 - STREET CLASSIFICATIONS

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 COUNTY OF MIDDLESEX

The following table contains a policy analysis detailing how the proposed development conforms with The London Plan:

The London Plan (2016) Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p><u>Section 193 What are we trying to achieve?</u> In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:</p> <ol style="list-style-type: none"> 1. A well-designed built form throughout the city. 2. Development that is designed to be a good fit and compatible within its context. 3. A high-quality, distinctive and memorable city image. 4. Development that supports a positive pedestrian environment. 5. A built form that is supportive of all types of active mobility and universal accessibility. 6. High-quality public spaces that are safe, accessible, attractive and vibrant. 7. A mix of housing types to support ageing in place and affordability. 8. Sustainably designed development that is resilient to long-term change. 9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character. 	<p>The proposed development conforms to these goals by providing a development that:</p> <ul style="list-style-type: none"> • Introduces a new range of unit sizes, layouts, and housing types to the immediate area; • Provides high-quality urban design features to promote compatibility; • Establishes residential densities which are appropriate to the neighbourhood and result in compact development; and, • Incorporates multi-unit residential development in an area appropriate for intensification. <p>The subject lands are well-suited to accommodate the proposed development and can contribute to expanding the range of housing forms and tenures to meet current and future demand for housing in the area.</p> <p>The inclusion of a range of residential unit sizes and affordability levels supports the intent of providing housing choice for residents in the area.</p>
<p><u>Section 197 Character</u> The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.</p>	<p>The proposed development will respect the existing physical character of the surrounding area by providing a built-form that is contextually appropriate, and high-quality building design that is aesthetically pleasing and complementary to the existing physical character.</p>
<p><u>Section 202 Character</u> Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.</p>	<p>The proposed high-rise residential building will be designed to a high standard of architectural quality and urban design to create strong built-form edges for the development of the wider neighbourhood.</p>
<p><u>Section 205 Character</u> Public art should be integrated into public spaces such as streets, parks, squares and forecourts, and on the property of public institutions and facilities to help establish character and sense of place.</p>	<p>The design and layout of the proposed development allows for the consideration of public art. However, public art is not proposed as part of the development.</p>
<p><u>Section 256 Site Layout</u> Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, building should be sited with regard for the planned street wall or line.</p>	<p>The proposed 6-storey building is situated with a 0.0m front yard setback along Dundas Street to be consistent with the established street line of existing buildings.</p>
<p><u>Section 268 Site Layout</u></p>	<p>The proposed 6-storey building provides a direct connection from the commercial space to Dundas</p>

<p>Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.</p>	<p>Street. The easterly portion of the ground floor façade, adjacent to the commercial space, is intended to be a well-lit, secure lobby space for residents. The secured residential entrance to the 6-storey building will be along the side of the building, under the carriage-style driveway. The lobby is intended to be well-lit at all hours to provide a safe connection for residents to access the residential entrance, and will function as ‘eyes on the street’.</p> <p>The Dundas Street vehicular and pedestrian access leads to a public courtyard area between the two buildings. This area will be well-lit to provide a safe connection to the principle building entrance of the 24-storey building.</p>
<p><u>Section 275 Parking</u> To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing façades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design.</p>	<p>The utilization of underground parking minimizes the need for surface parking. The proposed development provides minimal at-grade parking spaces.</p>
<p><u>Section 280 Parking</u> Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.</p>	<p>The proposed development provides the required amount of bicycle parking spaces as regulated under the Zoning By-law. Covered and secure bicycle parking is provided within the proposed buildings.</p>
<p><u>Section 286 Buildings</u> Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.</p>	<p>The tower-over-podium built-form provides a pedestrian oriented interface to ensure the buildings are designed according to a human-scale. A 3-storey podium, as proposed, is generally considered to be sufficient in achieving a human-scale relationship.</p>
<p><u>Section 289 Buildings</u> High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.</p> <ol style="list-style-type: none"> 1. The base should establish a human-scale faced with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale. 2. The middle should be visually cohesive with, but distinct from, the base and top. 	<p>The proposed high-rise residential building clearly delineates the base, middle, and top of the building through the use of step backs and architectural materials. The base proposes a ground floor glass façade and brick/masonry elements on above floors and steps back at the third storey. The middle, being the tower elements, provides painted concrete and glass elements that are compatible to the base, with varying architectural materials that make it separate and distinct. The top, being the</p>

<p>3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.</p>	<p>penthouse, provides a step back and a lesser floor area to visually separate the top from the middle.</p> <p>The proposed development is capable of providing pedestrian scaled lighting to illuminate common spaces, sidewalks, and pedestrian areas, while minimizing light pollution. The design, colour, location, and illumination intensity will be coordinated appropriately for the character and palette of the area. A consistent approach to street lighting will be provided.</p>
<p><u>Section 290 Buildings</u> Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.</p>	<p>The proposed development orients the buildings towards King Street and Waterloo Street to establish a clearly defined street wall with clearly defined entry points to ensure pedestrian comfort and safety. High-quality architectural details will be provided to enhance the visual identity of the street character.</p>
<p><u>Section 293 Buildings</u> 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. High rise buildings should not be designed with long axes where they create an overwhelming building mass.</p>	<p>The development proposes a slender tower floorplate of approximately 800m² and a height of 24-storeys. Proximate lands have planning permissions for buildings of similar heights.</p> <p>Notably, the lands at 690, 696, 698, 700 King Street, 400 Lyle Street, 701, 725, 729, 735, 737 Dundas Street, and 389, 391, 393 Hewitt Street which are approximately 70.0m west of the subject lands, have land use permissions for mixed-use buildings up to 24-storeys in height.</p> <p>The built-form of the proposed high-rise apartment building will not adversely impact any significant views.</p>
<p><u>Section 295 Buildings</u> Residential and mixed-use buildings should include outdoor amenity spaces.</p>	<p>Common amenity space will be provided through the central public courtyard, outdoor terraces, and indoor amenity areas. Amenity space will also be provided to residents through the use of private balconies and patios. Further details relating to the design of amenity area components such as screening, fencing, planting, and landscaping will be refined through the future Site Plan Approval process.</p>
<p><u>Section 517 Affordable Housing</u> A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the Provincial Policy Statement and this Plan. This target may be met through residential greenfield development and the</p>	<p>The proposed development will provide a minimum 40% of the approximate 250 dwelling units as affordable housing units to low- and moderate-income households. These affordable units will contribute to the City's target of 25% of new housing being affordable.</p>

<p>many forms of intensification identified in the City Structure policies of this Plan.</p>	
<p style="text-align: center;"><u>Section 841 Form</u></p> <p>The following form policies apply within the Rapid Transit Corridor and Urban Corridor Place Types:</p> <ol style="list-style-type: none"> 2. Buildings should be sited close to the front lot line, to create a pedestrian-oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line. 3. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged. 4. Development should be designed to implement transit-oriented design principles. 5. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through consideration of building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. 8. While access to development along Corridors may be provided from “sidestreets”, such accesses to development will be located and directed in a manner that minimizes impacts on the internal portions of adjacent neighbourhoods. 	<p>The proposed development is in conformity with the Urban Corridor Place Types policies in the following ways:</p> <ul style="list-style-type: none"> • The proposed 6-storey building provides a 0.0m front yard setback to maintain the existing street wall along Dundas Street; • The proposed 6-storey building provides articulation along the façade through the use of insets, entrances, windows, and materials; • The proposed development has been designed with consideration to the proximate BRT route and transit stops; • The proposed 6-storey building provides appropriate articulation and signage for pedestrian circulation; and, • The proposed development utilizes the rear lane from Hewitt Street. However, this is proposed to be reoriented to be a one-way only laneway leading into the subject lands, to divert any additional traffic away from the surrounding neighbourhood.
<p style="text-align: center;"><u>Section 845 Main Street Segment Goals</u></p> <p>Main Street segments are streets that have been developed, historically, for pedestrian-oriented shopping or commercial activity in the older neighbourhoods of the city. In an effort to provide local shopping and commercial options so that residents can walk to meet their daily needs, this Plan will support main streets within specific segments of the Rapid Transit Corridor and Urban Corridor Place Types. These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site, underground, or integrated into the mass of the building. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas.</p>	<p>As noted throughout this report, this proposed development is oriented close to the street with parking primarily located underground, to maintain the Main Street character. The proposed development promotes pedestrian circulation and active transportation by providing substantial housing and commercial uses proximate to a BRT corridor, and along a street (Dundas Street) with recently upgraded pedestrian infrastructure including protected bike lanes.</p>

The proposed development represents an appropriate and compatible form of residential intensification at an appropriate location and is generally in conformity with the policies and intent of The London Plan. The proposed development is consistent with the planned function of the “Urban Corridor” Place Type and the Main Street policies to permit appropriate intensification proximate to a high-order transit route.

8.3 Old East Village Dundas Street Corridor Secondary Plan

The Old East Village Dundas Street Corridor Secondary Plan (the “Secondary Plan”) applies to the general areas along Dundas Street between Colborne Street and Burbock Place, and King Street between Colborne Street and Ontario Street. This area faces future challenges and opportunities that come with rapid transit service, infrastructure upgrades, cycling infrastructure, and development. This Secondary Plan aims to build on the ongoing efforts to revitalize the community, knitting together planned transit and cycling infrastructure upgrades with development pressures and public realm design priorities.

The purpose of the Secondary Plan is to establish a vision, principles, and detailed policies for the Old East Village and surrounding areas and to continue the neighbourhood’s evolution into a unique destination and a vibrant community core. The policies of this Secondary Plan provide a greater level of detail than the general policies of the Official Plan. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not duplicated. As such, the policies of this Secondary Plan should be used in conjunction with the policies of the Official Plan and other applicable policy documents. If an instance arises where The London Plan and the Old East Village Dundas Street Corridor Secondary Plan appear to be inconsistent, consideration shall be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.

The subject lands are identified as being within the “Old East Village Core” and “King Street” Character Areas according to Figure 1 of the Secondary Plan; and, are located in an area where high-rise-built forms are permitted, according to Figure 3 of the Secondary Plan (Figure 6).

Subject Lands

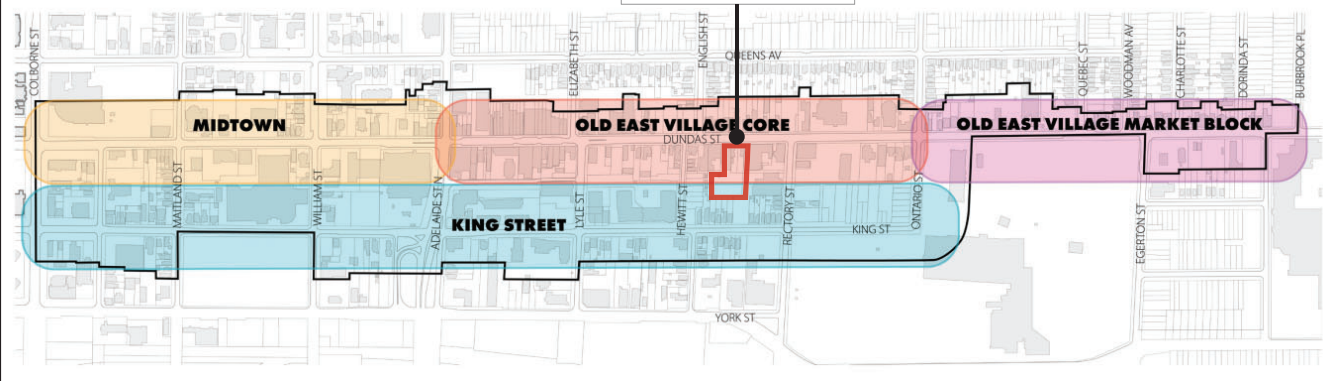
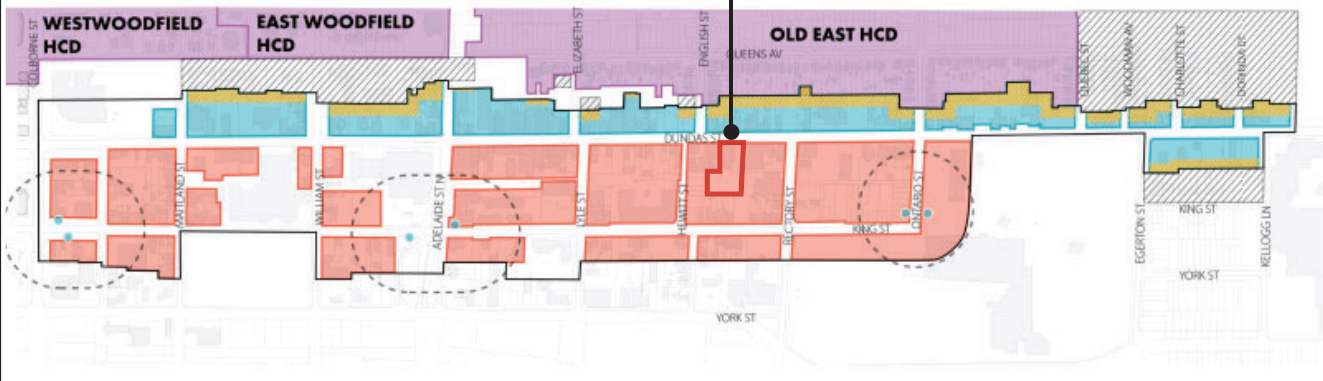


Figure 1: Character Areas



Subject Lands



Schedule 3: Permitted Heights



Project No.: LCC/LON/24-01

Date: JULY 2024

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FIGURE 6 - OLD EAST VILLAGE DUNDAS STREET CORRIDOR SECONDARY PLAN

image retrieved from City of London, 2020

LONDON CROSS-CULTURAL LEARNER CENTRE ZBA
 763-773 DUNDAS STREET

PLAN 229 PT LOTS 12 13 18 TO 21 RP 33R4877 PARTS 1 2 AND
 4 RP 33R5127 PARTS 1 AND 2, PLAN 229 PT LOTS 13, 14

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The *Old East Village Core* area is the heart of Old East Village anchoring the overall Secondary Plan. The vision for the Old East Village Core is a vibrant pedestrian-oriented district with a broad range of commercial uses. Retaining and enhancing the character of the Old East Village Core to achieve a continuous streetscape is a key strategy of the Secondary Plan.

The proposed development is in-keeping with the vision of the Old East Village Core character area by providing development that is harmonious with the existing character, rhythm, and massing of the current built form, with building materials that are sympathetic to the character of the existing structures, cultural heritage resources, and the street. The proposed 6-storey building fronting along Dundas Street offers a classic red and brown brick construction which is compatible and complementary to the existing built form along Dundas Street.

The *King Street* area is characterized by varying land uses ranging from residential to light industrial and institutional. Rapid transit service is provided along King Street, and both The London Plan and the Secondary Plan encourage intensification in this area, especially proximate to future rapid transit stations. The Secondary Plan states that high-rise residential uses may be appropriate along King Street, and envisions that the highest residential intensity will be accommodated in the King Street character area to strengthen the market for Old East Village businesses, especially within walking distance to the future rapid transit station.

The proposed 24-storey building is located on the portion of the lands within the *King Street* character area, which is the envisioned and desirable location for high-density residential development. While it is acknowledged that the proposed development will interface with lands that are currently developed for low-density residential uses, it is the intent of the Secondary Plan that these low-density residential lands along King Street be redeveloped over time for the highest residential intensity. Lands to the west, within a 400m radius of the subject lands, are currently occupied by three high-rise residential buildings with heights up to 24-storeys. As such, the proposed development is appropriate and compatible with the planned function of the abutting lands, and with the existing built form of adjacent lands.

The following table contains a policy analysis detailing how the proposed development conforms with the Secondary Plan. Where the Secondary Plan policies are consistent with The London Plan policies, only the policies of The London Plan were included in this report:

Old East Village Dundas Street Corridor Secondary Plan Policy Analysis Table	
<i>Policy</i>	<i>Response</i>
<p style="text-align: center;"><u>Section 3.2 Land Use</u></p> <p>The following land use policies apply to the entire Secondary Plan area, unless otherwise specified by the individual policy:</p> <ol style="list-style-type: none"> a) Mixed-use buildings are encouraged as the preferred form of development within the Secondary Plan area. b) A broad range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted. c) Dundas Street properties, between Adelaide Street North and Burbrook Place, shall provide street-oriented active uses on the ground floor for the majority of the 	<p>The proposed development conforms to these policies by providing a development that:</p> <ul style="list-style-type: none"> • Provides two mixed-use buildings which contemplate a wide range of uses, including residential, retail, service, and institutional; • Introduces street-oriented active uses on the ground floor for the majority of the Dundas Street frontage, as the proposed 6-storey building provides retail / commercial space accessed from the Dundas Street right-of-way. While a

<p>Dundas Street frontage. Street-oriented non-active uses, such as residential lobbies and office uses, may be permitted if they comprise less than the majority of the Dundas Street frontage of an individual property.</p> <p>e) Residential uses are encouraged above the ground floor to increase the residential population and provide a variety of housing options.</p> <p>f) Primary access to residential units located above the ground floor should be located on a street-facing facade for pedestrian comfort and safety.</p> <p>h) Community facilities and institutional uses may be permitted for the continued provision of neighbourhood services. The ground floor of these uses will be designed to contribute to the vibrancy and animation of the street.</p>	<p>residential lobby is proposed along the Dundas Street frontage, it occupies only 6.8m of the frontage, while the proposed commercial space occupies approximately 18.8m of the frontage;</p> <ul style="list-style-type: none"> • Provides residential uses above the ground floor of both proposed buildings, with a wide range of unit sizes and affordability levels; • Incorporates primary access to the residential units along the proposed driveway, in a well-lit and secure area which is visible from the pedestrian sidewalk; and, • Seeks to include “<i>Institutions</i>” and “<i>Social Service Establishment</i>” as additional permitted uses on the subject lands.
<p>Section 3.3.1 Permitted Heights Where high-rise forms are permitted, height exceeding the established maximum, up to 24 storeys, may be permitted through a site-specific bonus zone, where it can be demonstrated that significant measures are put in place to support or mitigate this additional height or density, subject to the policies of Section 3.4 Bonusing.</p>	<p>As “bonusing” is no longer permitted under the <i>Planning Act</i>, it has been confirmed with City staff that the maximum height of 24-storeys is permitted on the subject lands.</p>
<p>Section 3.4 Bonusing In accordance with the permitted heights identified in Section 3.3.1 Permitted Heights, additional height or density may be permitted in favour of facilities, services, or matters such as:</p> <ul style="list-style-type: none"> • Affordable housing. 	<p>As noted above, “bonusing” is no longer permitted. As such, the City of London currently has no mechanism to mandate affordable housing units as part of new development. Notwithstanding, the proposed development seeks to implement a minimum 40% of the approximate 250 units as affordable housing units.</p>

Given the above, the proposed development and associated Zoning By-law Amendment application is consistent with the goals, intent, and planned function of the Old East Village Dundas Street Corridor. The proposed development provides appropriate height and residential density in an area designated for growth.

8.4 City of London Zoning By-law

The subject lands are currently zoned “*Business District Commercial (BDC(19), D250)*” in the City of London Zoning By-law (Figure 7). The *BDC(19)* zone permits a wide range of uses, including apartment buildings, clinics, medical/dental offices, offices, and retail stores, with a maximum building height of 12.0m. The *D250* provision specifies the maximum net residential density (UPH) permitted, that being 250UPH.



Project No.: LCC/LON/24-01

Date: JULY 2024

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FIGURE 7 - ZONING

image retrieved from City of London Zoning By-law, 2011

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Table 1 provides a breakdown of the regulations for the *BDC(19)* zone and the requested, site-specific *BDC()* zone, as well as a comparison to the built form regulations exhibited in the Concept Plan. Site-specific development standards are to be confirmed and refined subject to a review of the application by Staff through the approvals process.

Table 1 – Zoning Statistics

	Existing Regulations	Proposed Regulations	Concept Plan
	<i>BDC(19)</i>	<i>BDC()</i>	
Lot Area (min.)	N/A	N/A	4,747.9m ² (0.47ha)
Lot Frontage (min.)	8.0m	8.0m	40.2m
Front Yard Setback (min.)	0.0m	0.0m	0.0m
Front Yard Setback (max.)	3.6m (1.2m per 3.0m of main building height or fraction thereof above 12.0m)	N/A	0.0m
Interior Side Yard Setback (E – min.)	0.0m	0.0m	1.1m
Interior Side Yard Setback (W – min.)	32.0m (3.0m + 1.2m for each 3.0m of building height or part thereof above the first 3.0m)	1.8m*	1.8m
Exterior Side Yard Setback (min.)	0.0m	N/A	N/A
Exterior Side Yard Setback (max.)	3.6m (1.2m per 3.0m of main building height or fraction thereof above 12.0m)	N/A	N/A
Rear Yard Setback (min.)	32.0m (3.0m + 1.2m for each 3.0m of building height or part thereof above the first 3.0m)	0.0m*	0.0m
Building Height (max.)	12.0m	82.0m*	79.9m
Lot Coverage (max.)	70%	70%	50.7%
Landscaped Open Space (min.)	N/A	N/A	24%
Density (max.)	350UPH	550UPH*	539UPH
Vehicular Parking	N/A	N/A	101 spaces
Bicycle Parking	247 (1 space / unit)	247	247

***Denotes required special provision.**

The regulations proposed for the *BDC()* zone are standard, save and except for the specific regulations relating to interior side yard, rear yard, building height, and density.

It is noted that there is a minimum 11.0m setback from the 24-storey tower to all property lines. The requested reduced westerly interior side yard setback relates only to the 3-storey podium of the 24-storey building; and, the requested reduced rear yard setback relates only to the ground floor of the 24-storey building (see Image 16). The proposed 0.0m rear yard setback was

discussed at length with City staff, and was ultimately determined to be appropriate. These reduced setbacks are reflective of a transitioning area of the City, where surrounding lands are currently occupied by single detached homes, have existing established permissions for increased heights and densities, and are expected to redevelop over time for uses that are similar in nature to, and compatible with, the proposed development.

Image 16 – Interface of rear yard of proposed development with adjacent lands (conceptual rendering)



The site-specific, special regulation *BDC()* zone also seeks to include “*Institutions*” and “*Social Service Establishment*” as additional permitted uses on the subject lands. The intent of the commercial spaces on the ground floor of each building is to provide opportunities for desirable services related to wellness of the residents of the proposed development and broader community. CCLC has been in contact with the London Public Library to express their interest in having the library establish a branch on the subject lands, in the ground floor space of Building A, fronting Dundas Street. The ground floor commercial space of Building B is envisioned to be a health and wellness space to serve the community, with opportunities for clinics, counselling services (including career counselling), and other beneficial social services.

The proposed Zoning By-law Amendment primarily seeks to permit greater height and density on the subject lands. The proposed building height exceeds the current permitted 12.0m, but is consistent with the 24-storey height contemplated by the Secondary Plan. There is no policy basis for regulating density by a UPH value in The London Plan. Thus, it may not be appropriate to add a UPH density value to the *BDC()* zone proposed for the subject lands, and rather regulate intensity by building height, with the density cap being removed entirely.

Based on the above, the proposed site-specific Zoning By-law Amendment is appropriate as it implements the policies of The London Plan and the Old East Village Dundas Street Corridor Secondary Plan.

9.0 ADDITIONAL CONSIDERATIONS

9.1 Public Consultation Strategy

It is proposed that the public consultation process for the proposed applications follow the statutory requirements as set forth in the *Planning Act*. The following procedure of public consultation is proposed:

- Adequate information and material, including a copy of the proposed development, to be made available to the public;
- A public meeting be held for the purpose of giving the public an opportunity to make representations in respect of the proposed development; and,
- If deemed necessary, an open house be held for the purpose of giving the public an opportunity to review and ask questions about the information and material made available.

The consultation strategy proposed will provide members of the public with meaningful opportunities to review, understand, and comment on the proposed development and associated applications.

In addition to the above-noted consultation strategy, a developer-led Open House was hosted July 24th, 2024. The Open House Notice was circulated according to the notification radius and list provided by the City of London. Members of City staff, Council, and relevant area organizations and associations were also invited to attend. The Open House was well-attended and the proposed development received primarily positive feedback.

9.2 Technical Studies

The proposed development is supported by the following technical reports.

9.2.1 Archaeological Assessment

TMHC Inc. was retained by the client to prepare an Archaeological Assessment in support of the proposed development. All work met provincial standards and no archaeological material was documented during the assessment. As such, the report concludes that the subject lands should be considered free of archaeological concern and no further archaeological assessment is recommended.

9.2.2 Traffic Impact Study

RC Spencer Associated Inc. was retained by the client to prepare a Traffic Impact Study in support of the proposed development. The report anticipated that the northerly Dundas Street access would be the primary means of access to and from the proposed development, while noting that

some motorists may use the one-way lane to and from Hewitt Street. Upon completion of the analysis, it was concluded that:

- The northbound stop-controlled tee intersection of Hewitt Street at Dundas Street will operate at good levels of service in all studied horizon years;
- The southbound stop-controlled tee intersection of English Street at Dundas Street will operate at good levels of service in all studied horizon years;
- The northbound stop-controlled tree intersection of the site access at Dundas Street will operate at good levels of service in all studied horizon years; on-site queueing issues are not expected;
- The signalized intersection of Rectory Street at Dundas Street will operate at good levels of service in all studied horizon years (remaining at an overall intersection LOS A);
- The southbound stop-controlled tee intersection of Hewitt Street at King Street will operate at good levels of service in all studied horizon years;
- The signalized intersection of Rectory Street at King Street will operate at good levels of service in all horizon years (remaining at an overall intersection LOS B);
- Geometric and/or traffic control improvements are not warranted at any of the studied area intersections;
- There is sufficient sight distance for safe egress from the site access; no obstruction were observed within the defined sight triangle to the west; however, vehicles parked along the south side of Dundas Street (east of the site) may limit the sight lines; and,
- The proposed redevelopment is sustainable and encourages increased use of non-auto modes of travel.

9.2.3 Heritage Impact Assessment

Zelinka Priamo Ltd. was retained by CCLC to prepare a Heritage Impact Assessment (“HIA”) for the proposed rezoning and subsequent redevelopment of the subject lands. Overall, the proposed development meets many of the objectives, guidelines, and policies set out by the Province of Ontario and City of London relating to heritage conservation. The proposed development includes the following elements that will mitigate potential impacts on nearby heritage properties:

- The proposed development will provide a continuous street wall along Dundas Street with active uses at grade and a high proportion of glazing. Note: There is currently a large gap in the street wall between 763-769 and 773 Dundas Street;

- The proposed height, massing, and scale of the proposed development will respect the main street character of the area while ensuring new construction is discernable from heritage buildings. Columns/bays situated along the front elevation mimic the rhythm of storefronts along Dundas Street;
- The proposed detailing and material treatments (including brick patterns, stone/concrete accents, fenestration arrangements, etc.) will support compatibility while providing visual interest;
- Deep step-backs are provided above the third-storey along all external lot lines, ensuring the proposed development fits well with abutting main street and low-density residential character areas; and,
- Parking and vehicular areas will be located underground or in the rear yard, screened from the public realm.

The HIA concludes with some minor recommendations that would improve its function and appearance along the Old East Village Main Street:

1. Ensure future tenants of the ground floor community/commercial spaces serve a public function, offering amenity for residents of the proposed development as well as the surrounding neighbourhood. The former Queen's Hotel at 763-769 Dundas Street played an important role in public life from its opening in the 1860s through its closure in 1982. A London Public Library branch or other community use would return a public element to the subject lands that would enhance this section of Dundas Street and the broader Old East Village; and,
2. During the detail design stage, it is recommended that signage designed to contribute to the streetscape along Dundas Street. A variety of sign typologies can be found along the Old East Village Main Street, including building-mounted, blade-style projecting panels, awnings, posts/pylons, and window displays. A combination of these (and others) should be used to support a vibrant pedestrian realm.

The proposed development exemplifies the intent of the relevant provincial and municipal policies, and the above recommendations are provided for consideration only. Overall, the proposal represents a positive addition along Dundas Street and will serve as a good example of intensification along a historic main street.

10.0 CONCLUSIONS

The proposed Zoning By-law Amendment application seeks to permit a high-rise, mixed-use development consisting of 6-storey and 24-storey buildings with approximately 250 residential apartment units on the subject lands. The existing policies for this area of the City of London generally support a development of this nature and scale.

The London Plan and the Old East Village Dundas Street Corridor Secondary Plan speaks to encouraging intensification proximate to high-order transit corridors. The subject lands are proximate to public services and amenities, as well as existing and future public transit opportunities. The proposal to redevelop the subject lands appropriately provides efficient and cost-effective development with a built-form and intensity that is compatible with the planned function of abutting land uses and achieves the goal of intensification proximate to high-order transit.

The proposed development will provide approximately 250 residential units that will provide a range of housing options to accommodate a spectrum of residents, including families, seniors, and young adults. Notably, this proposal can make efficient use of underutilized lands to help address the significant housing shortage being experienced in the City of London and throughout the Province. The proposed affordable housing units will contribute to the affordable housing crisis being experienced within the City.

Based on the above, and as detailed throughout this Planning and Design Report, the proposed development is consistent with the intent and policies of the 2020 Provincial Policy Statement, The London Plan, and the Old East Village Dundas Street Corridor Secondary Plan. As such, the proposed Zoning By-law Amendment is considered appropriate for the subject lands and represents good land use planning.