



# PLANNING RATIONALE & URBAN DESIGN BRIEF

1472 DUNDAS STREET EAST  
CITY OF LONDON

FEBRUARY 2024  
WESTON FILE # 10342

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# 1. INTRODUCTION & PURPOSE OF REPORT

Weston Consulting is the professional planning agent for 2288711 ONTARIO INC., the registered owner of the property municipally known as 1472 Dundas Street E, in the City of London. The landowner is proposing to redevelop the subject property for a 10-storey multi-unit residential development with commercial uses at grade.

To support the proposal for redevelopment, an application for a Zoning By-law Amendment (ZBA) is being submitted to the City of London. The ZBA application and supporting materials have been prepared based on items that were identified during the Pre-Application Consultation (PAC) meeting dated April 18, 2023.

Please note that the original PAC meeting was held on July 13, 2021. However, as a result of changes made by Bill 109, new PAC submissions for both ZBA and SPA applications were made, and as a result, led to the revised PAC comments issued on April 18, 2023. This report, along with the materials included in support of these applications, are intended to satisfy the City's requirements for a Complete Application. As of January 2023, application process timing have changed, as per Bill 109. We understand that the City of London staff may require additional consultation or document review prior to submitting a formal Zoning by Law application. We understand that the City of London staff may require additional consultation or document review prior to submitting a formal Zoning by Law application.

This Report provides a planning rationale in support of the proposed development, including a planning analysis and justification for the proposal in accordance with the relevant provincial and municipal policy documents. It is recognized that an application for Zoning By-law Amendment, be required to fully implement the proposed development.

## 2. SITE DESCRIPTION & AREA CONTEXT

The following section describes the site characteristics, land use designation and zoning, surrounding context, and the nearby transportation network. A table and map are also provided that identifies other proposed developments within the vicinity of the subject lands.

### 2.1 DESCRIPTION OF SUBJECT PROPERTY

The subject lands are identified municipally as 1472 Dundas St E, in the City of London, in the Middlesex County. The site is generally rectangular in shape and located on the north side of Dundas Street, and the west side of First Street. The subject lands have an approximate area of 10,016.15 m<sup>2</sup> (1.00 hectares) and are generally flat. The site has a frontage of approximately 83.2 metres along Dundas Street and a lot depth of 136.2 metres. The site is located at the west side of the signalized intersection of Dundas Street and First Street.

The proposed development contemplates a 10-storey office and mixed-use building consisting of 334 apartment units with ground floor commercial space, inclusive of a one level underground parking garage with a total of 178 parking spaces and 339 short-term and long-term bicycle parking spaces for the proposed development. This ZBA application is submitted for the proposed development approval.

### 2.2 LEGAL DESCRIPTION

The subject lands is legally described as follows:

1472 Dundas Street E: PART LOT 1 PLAN 19; DESIGNATED AS PARTS 9 TO 21 INCLUSIVE 33R3776; TOGETHER WITH 339098, 624795, 101455; SUBJECT TO 340930, 339098, 624795, 101455, 102377, 105775, 131485 LONDON/LONDON TOWNSHIP



#### Legend

— Subject Property



Figure 1: Aerial Photo

## 2.3 CURRENT LAND USE & ZONING

*The London Plan* was adopted by City Council in June 2016 and approved by the Province in December 2016. All of the City's by-laws and public works must conform to the policies of *The London Plan*. At the time of Provincial approval, *The London Plan* was appealed to the Ontario Land Tribunal (OLT). Through OLT decision May 25, 2022, the final phase of policy appeals have been resolved. Several site-specific appeals remain.

"The London Plan designates the subject property as "Urban Corridor". Lands designated as Urban Corridors are intended to support development that is very similar to Rapid Transit Corridor areas, but at a slightly lower intensity. There will be places that are intended to encourage intensification over the life of this Plan so that it can mature to support higher-order transit at some point in the future beyond 2035. These corridors are intended to support residential and mixed-use development so that it may develop into good candidates for future rapid transit corridors.

The following uses may be permitted within the "Urban Corridor" designation

- 1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.*
- 2. Mixed-use buildings will be encouraged.*
- 3. Large floor plate, single use non-residential buildings will be discouraged in Corridors.*
- 4. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.*
- 5. The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.*

As a result of the designation in the new Official Plan that came in effect in June 2016, an Official Plan Amendment is not required for the proposed development.

The City of London Zoning By-law No.-1 zones the property Community Shopping Area 1 (CSA1) Zone, which permits a range of commercial type uses. As a result of the current zoning on the subject lands, a Zoning By-law Amendment will be required to facilitate the proposed development.

## 2.4 SURROUNDING BUILT FORM AND CONTEXT

The subject property fronts onto Dundas Street and is located within the neighbourhood of Argyle. The property is adjacent to a variety of different land uses and development. The subject lands are located in the east portion of the City of London. The boundaries of the subject property are including Highbury Ave N on West, First Street on East, Dundas Street on South, and Oxford St E on North, and dominated by commercial and industrial usages. Due to the surrounding residential communities, there are many services located in the neighbourhood such as grocery stores, gas stations, restaurants, pharmacies, public schools and park and open space.

Further information is provided below on the lands adjacent to the subject property.

**North:** Directly abutting the property to the North is the VIA Rail Line, which runs diagonally in a generally northeast to northwest direction. Additional features north of the lands consist of open space, as well as an intersecting CN Rail Line (with the VIA Rail) running in the east/west direction. Further north of the lands, located along First Street are existing commercial and retail uses that are abutting a single-detached residential subdivision, located approximately 750 metres from the land. The subject property is also adjacent to a small plaza which contains a series of stores such as an Auto Parts, offices and a Mattress Warehousing Store.

**East:** Located along Dundas Street to the east of the subject property is a mix of commercial uses which include hotels/motels, medical pharmacies, and a car-rental agency. There are additional retail uses east of the lands which include a furniture store, eating establishments, and various shopping storefronts. There are existing single-detached residential dwellings further east, which are accessed via Spruce Street, Burdick Place, and Second Street and are located approximately 400 metres from the subject property. Further east of subject lands towards First Street are more commercial plazas which run along Dundas Street.

**South:** Across Dundas Street East, south of the subject property is a mix of commercial and office units. Further south of the lands is a large-scale, existing single detached residential subdivision, which includes public amenities such as parks, splash pad, baseball diamond, skatepark, and more. Associated with, and attached to the recreational activities is a walking trail among greenery and open space. Further south and across Dundas Street are additional commercial lands which contains the Casa Blanca Restaurant and the Grange Tire/Firestone & Auto Centre.

**West:** West of the subject property, along Dundas Street East is a mix of commercial and retail establishments, as well as institutional uses which include a Christian Church (The Salvation Army Church) and a Catholic Church (St. Patrick's Catholic Church), as well as an Elementary School (Academie De La Tamise). Additionally, there are single detached residential dwellings along Dundas Street, and within a larger subdivision, as discussed above.



**Legend**  
— Subject Property

Figure 2: Aerial Context (Source: Google earth)



- 1 Looking West from Dundas Street and First Street
- 2 Looking East Dundas Street
- 3 Looking Northeast towards CN rail crossing along Dundas Street, west of Subject Property
- 4 Adjacent Land Uses

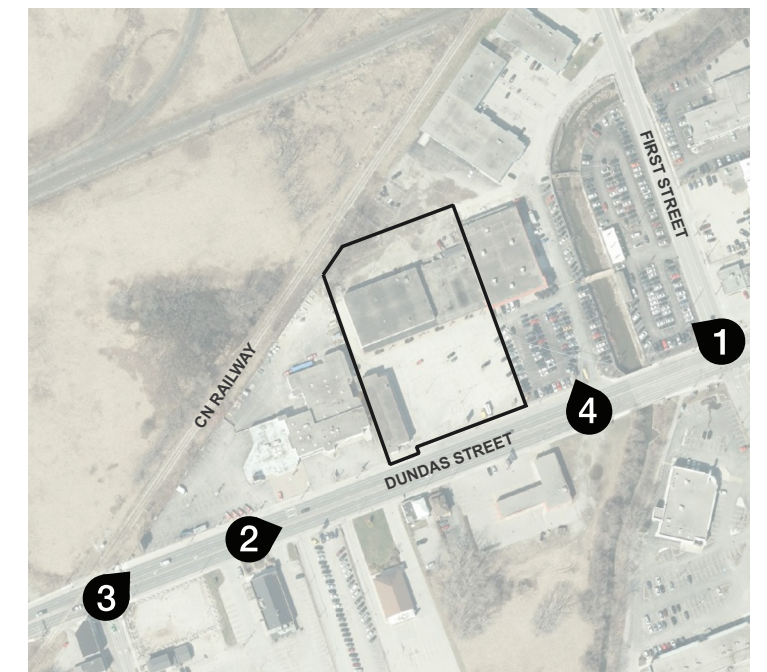


Figure 3: Surrounding Context Photos (Source: Google Streetview)



Figure 4 illustrates the subject property within the context of existing land uses. The subject property and the two neighbouring areas to the east and west are designated *Urban Corridor*. The area northwest of the railway is *Green Space*. Potter's Creek is located east of the subject property and runs through an urbanized channel. Potter's Creek and its edges are also designated *Green Space*.

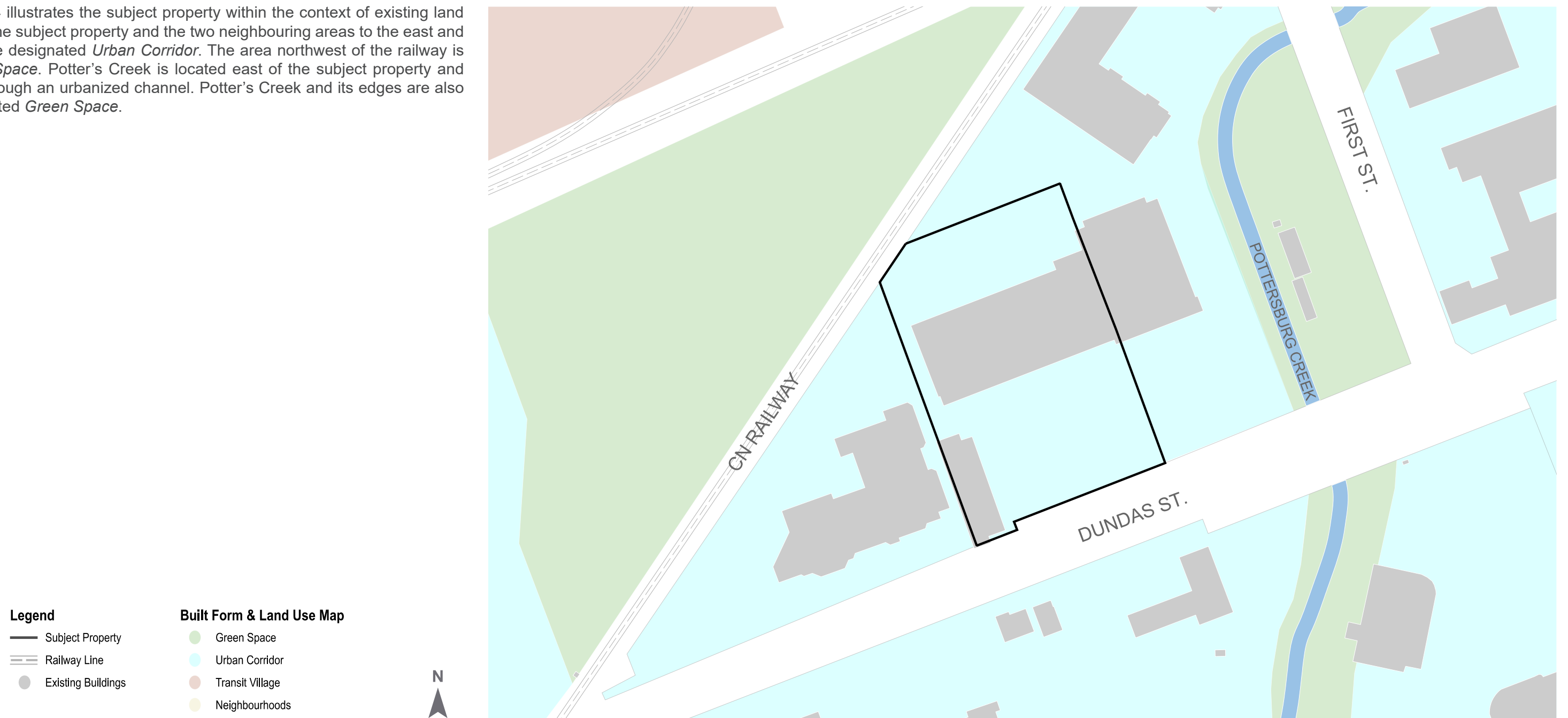


Figure 4: Built Form & Land Use Map

## 2.5 SITE ANALYSIS

### Built Form & Land Use

The subject property comprises the western portion of the East Town Plaza and is currently occupied by two commercial buildings and a shared surface parking lot (Figure 5). The commercial building to the north extends onto the adjacent property at 1500 Dundas Street and includes a commercial loading area at the rear. Dundas Street bounds the Site to the south, existing commercial uses to the east and west, and the CN rail corridor to the northwest. The area between Pottersburg Creek, Dundas Street, and the CN rail corridor is designated as an *Urban Corridor* based on Map 1 of the London Plan – Place Types. Figure 4 illustrates the building footprint within the subject property, indicating the existing urban form.

There is an opportunity to improve the public realm along Dundas Street by developing along the front lot line to create a continuous street wall and improve the pedestrian scale. The place type designation supports intensification and encourages a range of uses on-site.

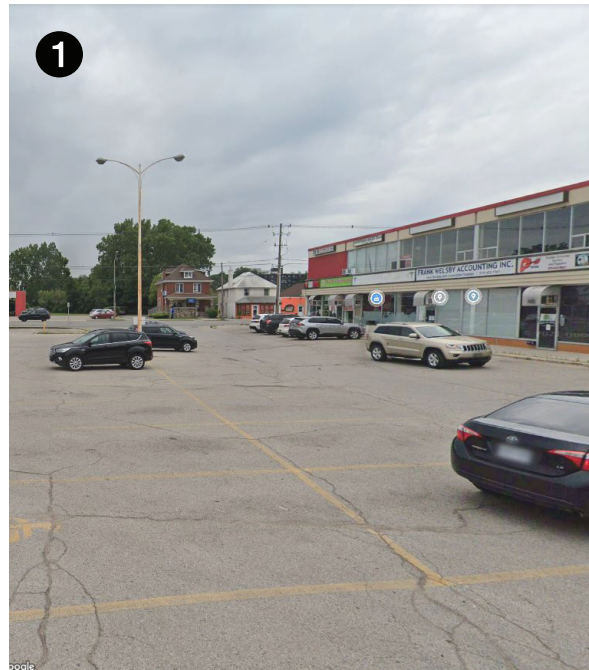
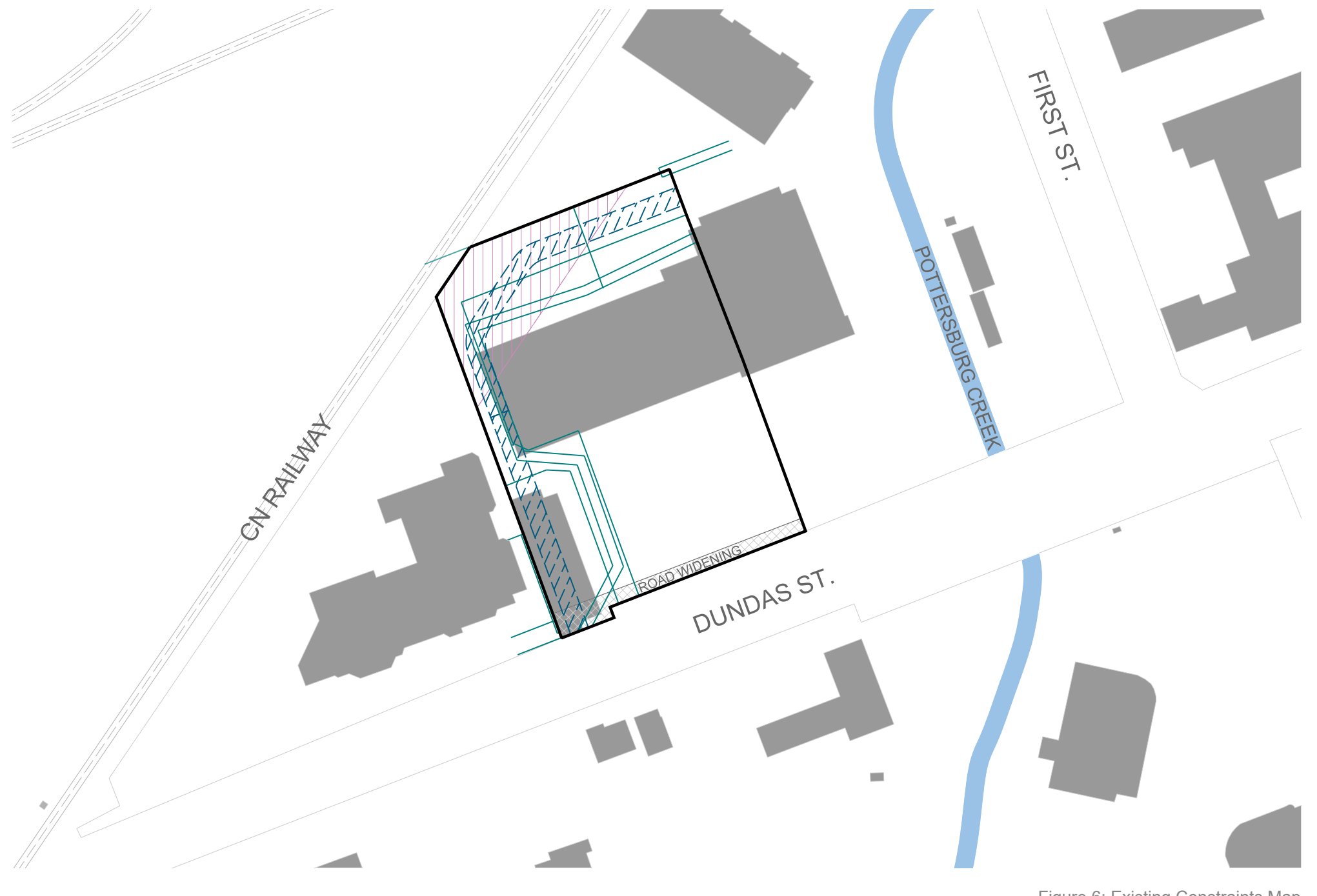


Figure 5: Existing Site Photos (Source: Google Streetview)

### Existing Constraints

The site is subject to a number of constraints that will impact the location of the proposed design. Along Dundas Street, a road widening will be required to accommodate a 36-metre right-of-way. The site is also subject to a 30 metre setback from the CN railway corridor that separates new residential development from impacts of noise, vibration and safety issues. A number of service and utility easements are also located within the property along the western and northern property lines. Figure 6 illustrates these constraints.

These constraints have shaped the proposed building design and its configuration, as well as the access and circulation routes. However, the development proposes to re-locate the existing services and easements to the west of the site to facilitate the proposed development and a reasonable and functional site design.



#### Constraints Map

##### Legend

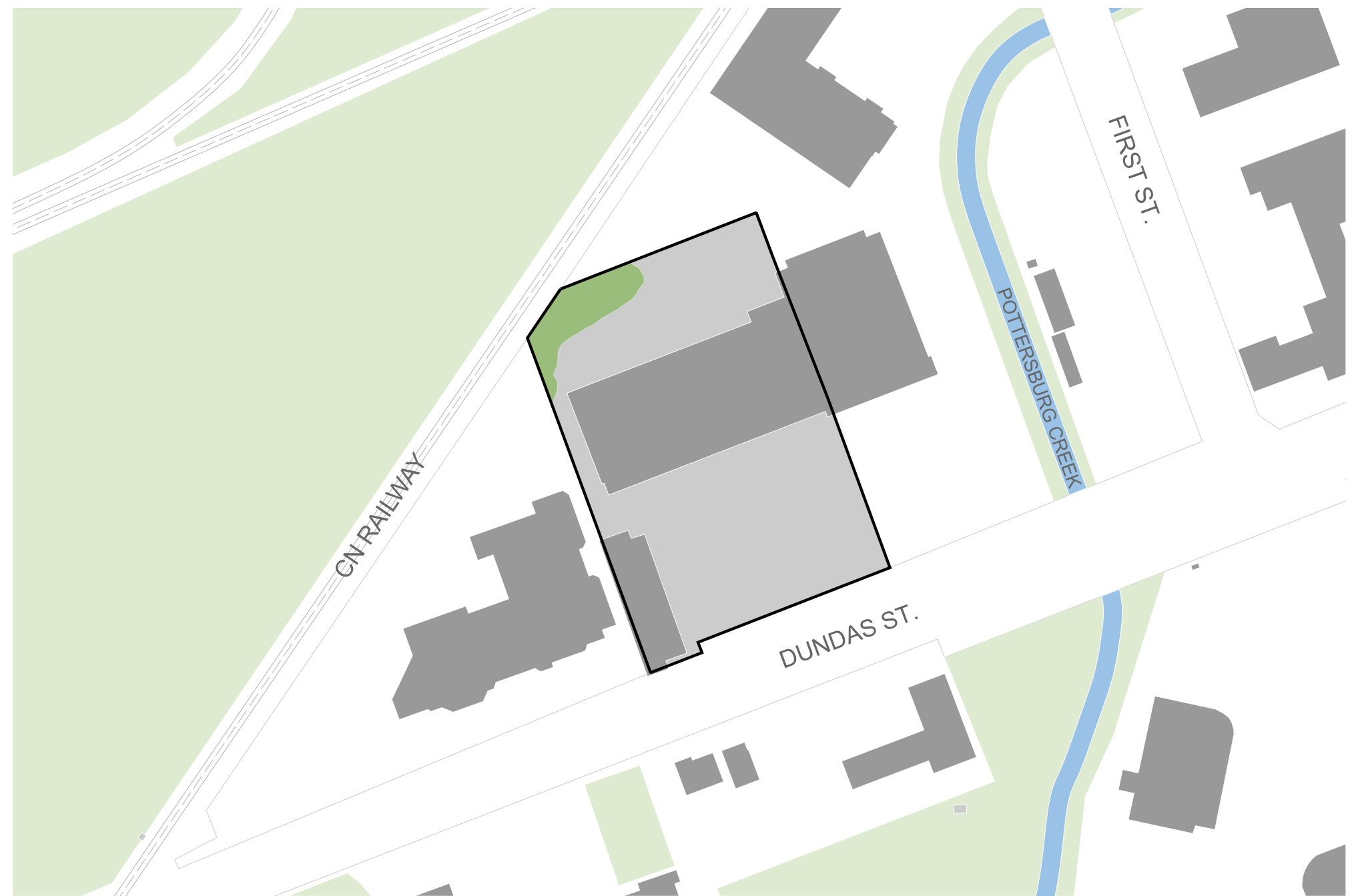
- Subject Property
- Railway Line
- Existing Buildings
- 30m Rail Setback
- Road Widening
- Existing Service & Utility Easements
- WZO Proposed Relocated Service & Utility Easements

Figure 6: Existing Constraints Map

### Open Space & Existing Vegetation

The property does not provide any accessible open space within the existing property boundaries. In terms of existing vegetation, the property features a small, naturalized landscaped area along the rail corridor at the northwest with several mature trees. Figure 7 highlights the existing distribution of hard, impermeable surfaces to natural landscape areas.

The proposed redesign of the subject property presents an opportunity to improve the streetscaping along Dundas Street as well as to increase permeable surfaces within the site. It is envisioned that the proposed redesign of the subject property will include enhanced landscaping and sustainable design features that will improve storm water runoff and other micro-climatic benefits.



### Open Space and Existing Vegetation

#### Legend

- Subject Property
- Railway Line
- Existing Buildings
- Green Space
- Vegetation on Site
- Impermeable Surface



Figure 7: Open Space Map

### Circulation

The subject property fronts onto Dundas Street, designated as a *Civic Boulevard* based on Map 3 – Street Classifications, and is made up of two eastbound and two westbound traffic lanes with a centre turning lane. The site is accessible from a single, two-way driveway which connects to the internal drive aisles serving the commercial units. Dundas Street provides pedestrian sidewalks on either side of the street and is used as a transit corridor for several local bus routes. The closest bus stops are located less than 200 metres east at Dundas Street and First Street.

The redevelopment of the property offers opportunities to improve the frontage along Dundas Street with an active building edge and a streetscape that will encourage more pedestrian traffic. In addition, the redesign will look at ways to include multiple pedestrian routes from Dundas Street while separating vehicular and service access.

#### Legend

- Subject Property
- ≡≡≡ Railway Line

#### Circulation Map

- ↔ Vehicular
- ↔ Pedestrian
- ↔ Transit
- Bus Stop



Figure 8: Circulation Map

## 2.6 COMMUNITY SERVICES & AMENITIES

The subject property is located within the City's eastern Argyle neighbourhood along Dundas Street. The surrounding context is made up of primarily retail and commercial uses along Dundas Street with low-density residential to the south and higher-density residential and employment uses to the north. Within 800 metres of the subject property, or a 10-minute walk, is Kiwanis Park which offers several recreational amenities including tennis courts, baseball diamonds, splash pads and playgrounds. Beyond 800 metres, a number of additional parks are located within the neighbourhood as well as several schools and Saint Patrick's Parish Hall and Community Centre. A network of local transit operates within the vicinity of the subject property offering connections to downtown, Fanshawe College, Northland Mall and Nelson Plaza. Bus stops are located within walking distance from the subject property along Dundas Street.

The subject property is also surrounded by various community services, amenities and commercial areas. Firstly, given the context of the site, the subject property is of close proximity to commercial plazas and stores that range from grocery stores, restaurants and many more. In addition, the subject property is of close proximity to a series of community services and centres. The East Lions Community Centre and the Boyle Memorial Community Centre are also of close proximity to the site. Please refer to Figure 9 which provides a detailed illustration of the nearby amenities and transit areas.

Legend	Amenity	Transit
Subject Property	School	Stop
Existing Buildings	Retail/Commercial	Route 2
Railway	Community Centre	Route 2a/b
	Park	Route 7
		Route 94

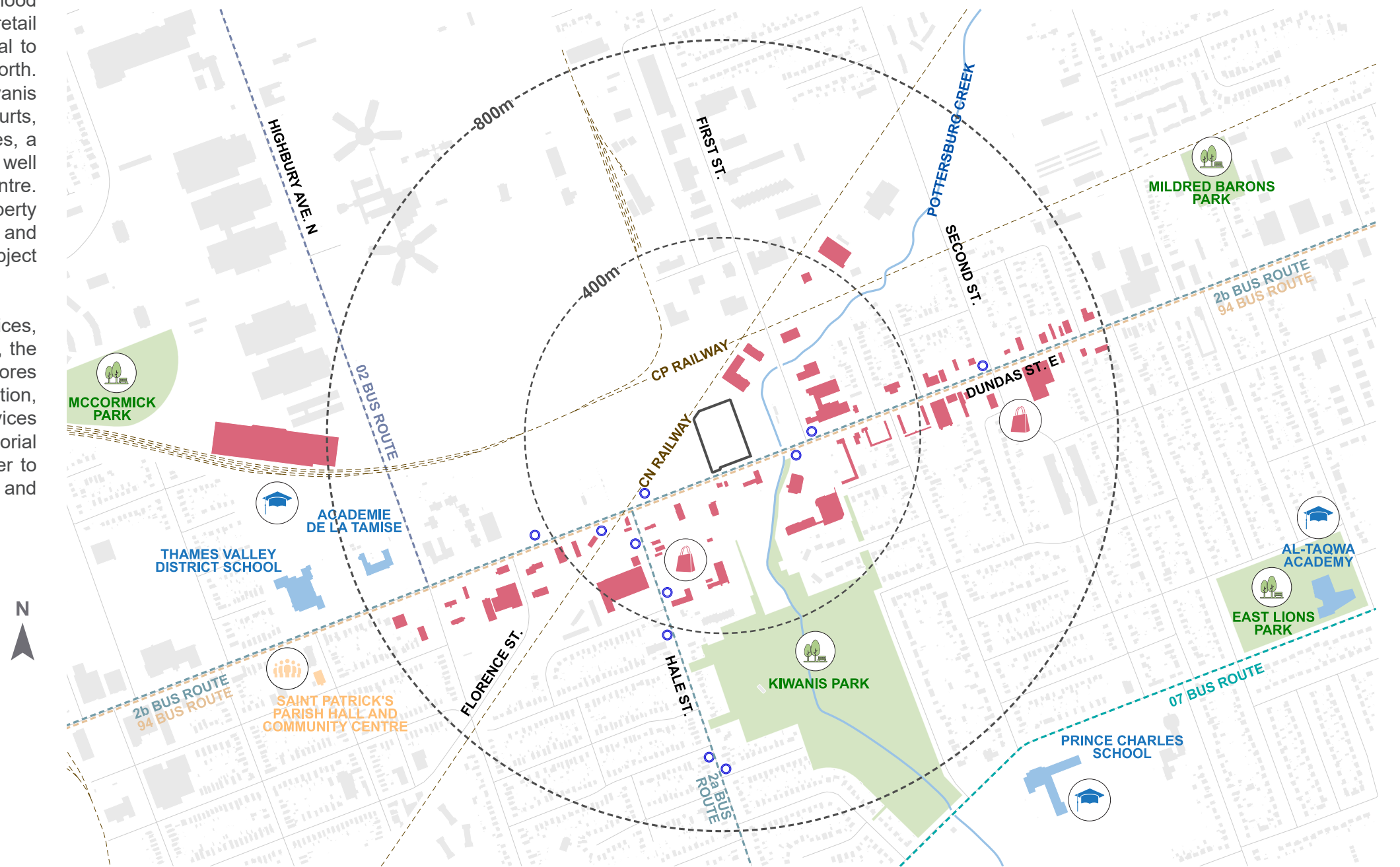


Figure 9: Context Map and Amenities

## 2.5 TRANSIT & ACTIVE TRANSPORTATION

The subject lands are served by various local transportation options with First Street on east, Dundas Street to the south and Oxford Street E to the north. Arterial Roads, Oxford Street E, and Highbury Ave N are located respectively on north, and west of the subject lands. Also, Dundas street designated as Civic Boulevard (Figure 10).

The City of London Official Plan designates First Street as a “Secondary Collector” in Appendix 1 Map 3, Dundas Street as an “Arterial”, Oxford St E as an “Arterial, and Highbury Ave N as an “Arterial”.

The proposed development is well serviced by pedestrian, vehicle, and transit infrastructure to provide sufficient access to the subject lands.

### London Transit Map

#### Legend

-  Subject Property
-  Natural Science to Trafalgar Heights/ Bonaventure
-  Natural Science/Masonville to Huron and Barker
-  Westmount Mall to Argyle Mall
-  Argyle Mall to Natural Science

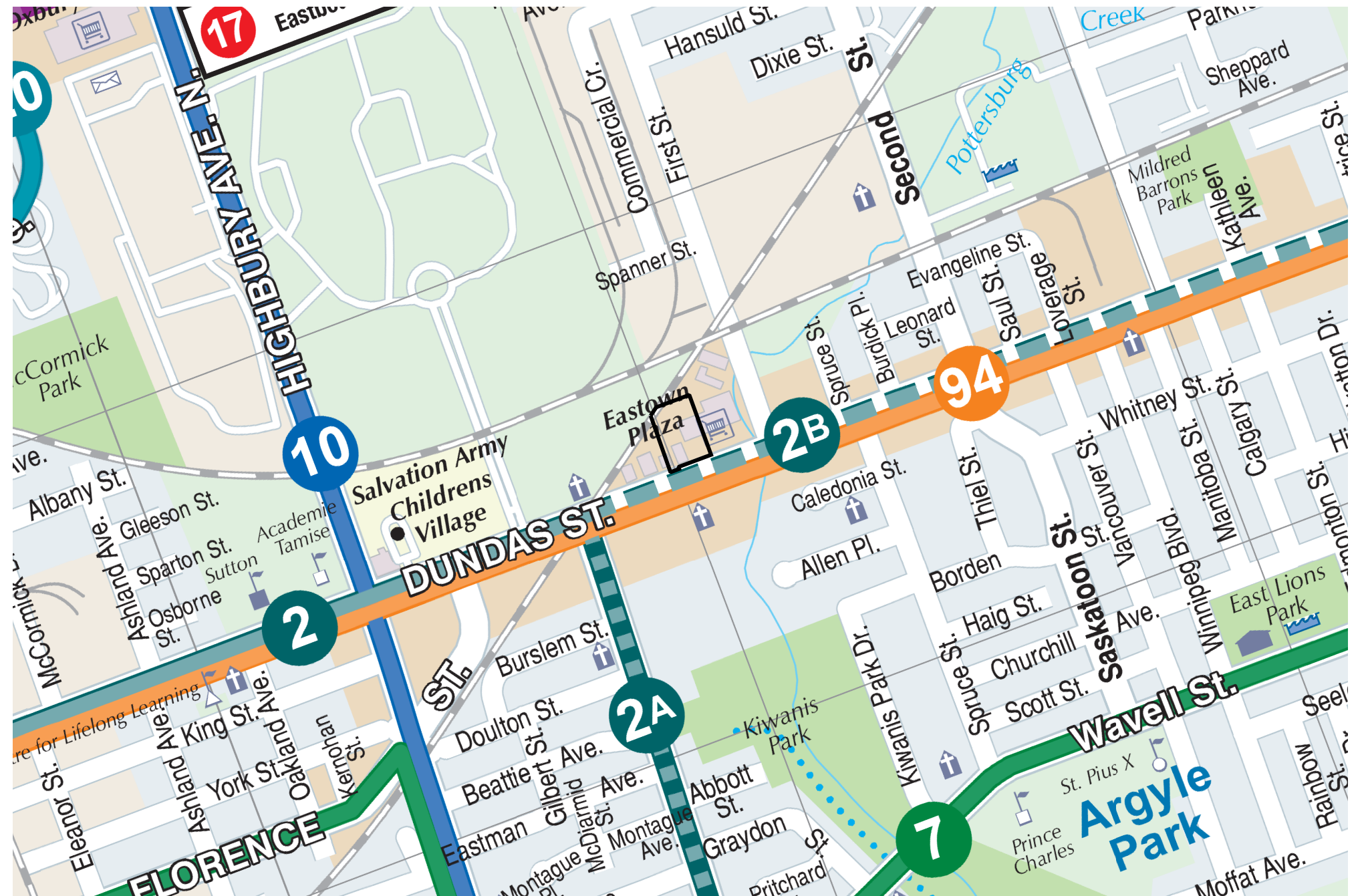


Figure 10: London Transit Map

### Road Network

The subject land is serviced by local municipal transportation options with access to a Rapid Transit Boulevard and Public Transportation options. According to the 'London Plan' Map 3 – Street Classifications, Dundas Street East is designated as a Civic Boulevard with a partial Cycling and Walking Route. Highbury Avenue, which is located within close proximity to the west of the lands is designated as both a Rapid Transit Boulevard, between Dundas Street and Oxford Street East, and an Urban Throughfare, south of Dundas Street.

Civic Boulevards are pedestrian, cycling, and transit movement priority streets that service to move medium to high volumes of vehicular traffic. Rapid Transit Boulevards are planned to provide through movement and connection of transit vehicles and accommodate high volumes of pedestrian cycling and vehicular traffic. Urban Throughfares provide priority on through movement of vehicles and freight, that seeks to move high volumes of traffic (pedestrian, cycle and vehicular). All 3 road classifications nearing the subject property, are intended to provide a high-quality pedestrian realm and keep to a high standard of the urban design.

### Public Transportation

The City of London's transportation is municipally serviced by the London Transit Commission. The subject property is located along two (2) major public transportation lines within this system, which include the Argyle Line 2B, which provides direct access to Bonaventure and runs east and west, and the Argyle Like 94 which provides access from Argyle Mall to Natural Science. Both transit routes provide ample connectivity to additional municipal wide transit stops and stations, which provide access across the City of London.

The subject property is within accessible walking/biking distance (<0.5km) to the following transit stops:

Table 1- Nearby Transit Stops

Stop Number	Stop Location	Distance to Subject Property
#566	Dundas at First EB	150 metres
#572	Dundas East of Hale WB	175 metres
#567	Dundas East of First WB	200 metres
#833	Hale at Dundas NB	200 metres
#573	Dundas West of Hale EB	250 metres
#574	Dundas West of Hale WB	300 metres

The subject property is located approximately 5.0 kilometres from the closest GO Transit Station, which is located at 205 York Street in the City of London.

## 2.7 SURROUNDING DEVELOPMENT APPLICATIONS AND APPROVALS

The surrounding area of the subject property are currently going through many development applications. Being located on a major commercial strip on Dundas Street, is creating the opportunity for more housing and density. As a result, this can be shown in the applications for 1156 Dundas Street and 850 Highbury Avenue North, respectively. Both of these applications are of close proximity to the subject property and are proposing considerable amount of medium density and mixed-use blocks. Please refer to table 2 below which provides additional details on the current development activity around the site.

Table 2 provides a list of nearby applications:



Table 2- Surrounding Development Applications

Municipal Address	Application Type	Details	Status
1. 1156 Dundas St.	Zoning By-law Amendment (Z-9524)  Plan of Subdivision (39T-21508)	Applicant: McCormick Villages Inc.  Draft Plan of Subdivision and Zoning amendment to allow (1) medium density residential and commercial block, (3) medium density residential blocks, (1) park block, (1) future roadblock and (1) road reserve block.	(In Progress)  Recommendation report received and passed by Council on October 5, 2022
2. 1414 Dundas St.	Zoning By-law Amendment (Z-9276)	Zoning Amendment to allow for a 1-storey building to house the Humane Society Headquarters, kennels, accessory office space, and associated outdoor areas for animals.	Under Review (Public Notice Circulated)
3. 1390 Dundas St.	Site Plan Application (SPA23-043)  Minor Variance Application (A.071/23)	To construct a long-term care facility. To permit a front yard depth of 2.5m whereas 13.0m minimum is required. To permit an east interior side yard depth of 12.0m whereas 14.4m is re-quired. To permit a west interior side yard depth of 9.0m where-as 14.4m is required.	Minor Variance to be discussed at Committee of Adjustment July 7, 2023
4. 850 Highbury Ave. North	Zoning By-law Amendment (Z-9577)  Plan of Subdivision (39T-21503)	Applicant: Old Oak Properties  To allow (30) single detached residential lots, (8) medium density residential blocks, (2) medium density residential/mixed use blocks, (8) high density residential/mixed use blocks, (6) heritage blocks, (3) parkland/open space blocks, (1) institutional block, (1) stormwater management block, (1) future develop block, (1) private road block,(2) road widening blocks, and (1) road reserve blocks, all served by the extension of Rushland Avenue, Howland Avenue and (8) new streets.	(In Progress)  Notice of Application received on January 19, 2023



Figure 11: Map of Surrounding Development Applications

## 3. DESCRIPTION OF THE DEVELOPMENT PROPOSAL

### 3.1 VISION

The vision for the proposed development is to introduce moderate, mixed-use density along Dundas Street within the Argyle neighbourhood. A major eastern gateway into the city, Dundas Street presents an opportunity to enhance the public realm, increase housing options, and ensure appropriate land uses are developed along the corridor connecting to the historic downtown.

The proposed development will achieve the City of London's Official Plan vision by supporting the following key directions:

#### **Direction #1 Plan strategically for a prosperous city**

The proposed development supports neighbourhood development along Dundas Street, a currently underutilized corridor, and promotes economic activity through its at-grade commercial component. The civic identity is enhanced through the proposed built form and lends to the creation of a vibrant gateway welcoming residents and visitors to the City of London.

#### **Direction #5 Build a mixed-use compact city**

The development introduces mixed-use high-rise building typologies to the surrounding community and supports the City's intensification goals. Less than 500 metres west, Dundas Street is designated as a Rapid Transit Protected Major Transit Station Area [Official Plan, Map 10] and will benefit from additional housing typologies that are transit-supportive. The development will also integrate sidewalks and amenity areas, further enhancing the pedestrian environment and promoting walkability.

#### **Direction #7 Build strong, healthy and attractive neighbourhoods for everyone**

The proposed development supports the City's vision for neighbourhood building and offers a high-quality design that integrates commercial and residential uses. Landscaping and amenity spaces are included in the site design to compliment the proposed uses and offer residents areas for recreation and leisure. The design integrates short- and long-term bicycle parking spaces to promote cycling as a means of transportation, further supporting the City's planned cycling network expansion [Official Plan, Map 4].

### 3.2 PROPOSED DEVELOPMENT

The proposed development features a single, 10-storey mixed-use building fronting Dundas Street. The building follows a ‘U-shape’ with three distinct components to ensure massing is well integrated with the surrounding context. Levels 1 through 4 comprise the building’s base and form a consistent street wall, reinforcing the public realm along Dundas Street. The centralized court is surrounded by the proposed building that offers areas for landscaping and outdoor amenity. Levels 5 through 8, broken up into two massing blocks, make up the middle portion of the building and are setbacks to reduce shadowing impacts at grade. The top floors, Levels 9 and 10, are further setback to ensure the overall building massing impacts are reduced. The podium rooftop between the north and south towers includes an amenity area.

The proposed development contemplates a total gross floor area (“GFA”) of 28,087 square metres and 5,023 square metres of landscaped open space. The net floor space index (“FSI”) is 2.93 times the area of the lot. The GFA includes 588 square metres of office/commercial space, with the remaining 27,528 square metres for residential use. In total, 334 estimated residential units are proposed, with three office/commercial units facing Dundas Street. The commercial units are flexible and can be accommodated to address individual tenant’s requirements. The total number of vehicle spaces provided is 178, of which nine are provided at grade, and the remaining majority are in an underground parking level. Active transportation is encouraged through the provision of an adequate number of bike parking spaces. A total of 339 spaces are provided, with five for commercial and 334 for residential use.

Site Statistics:		
Gross Site Area:	10,016.56 m <sup>2</sup>	1.00 ha
Estimated Road Widening:	425.14 m <sup>2</sup>	0.04 ha
Estimated Net Site Area:	9,591.42 m <sup>2</sup>	0.96 ha
Lot Frontage:	83.2 m	

Development Statistics:		
<b>Estimated Number of Apartment Units:</b> @ 70m <sup>2</sup> /unit:	<b>334</b>	
<b>Building Height:</b>	<b>10-Storeys 31.5m</b>	
<b>Density:</b>	<b>347.9 units/net ha</b>	
<b>Building Area:</b>	<b>3,812 m<sup>2</sup></b>	
<b>Building Coverage:</b>	<b>(3,812 m<sup>2</sup>) 39.7%</b>	
<b>Landscaped Open Space:</b> <small>Landscaped area calculation includes walkways, patios, raised planters, emergency access with pavers, and sodded areas.</small>	<b>5,023 m<sup>2</sup></b>	<b>52.4%</b>
<b>Common Outdoor Amenity:</b>	<b>1,465 m<sup>2</sup></b>	<b>15.3%</b>
<b>Total Estimated GCA:</b>	<b>29,565 m<sup>2</sup></b>	
Office/Commercial (F1 1):	588 m <sup>2</sup>	
Residential F1 (1-10):	28,977 m <sup>2</sup>	
<b>Total Estimated GFA (95% GCA):</b>	<b>28,087 m<sup>2</sup></b>	
Office/Commercial (F1 1):	559 m <sup>2</sup>	
Residential F1 (1-10):	27,528 m <sup>2</sup>	
<b>Floor Space Index (FSI):</b>		
Gross FSI:	2.80	
Net FSI:	2.93	
<b>Parking Rates Used:</b>	<b>178 sp</b>	
Office/Commercial @ 1 sp/50m <sup>2</sup> GFA:	11 sp	
Residential @ 0.5 sp/unit (Includes vls/tpk):	167 sp	
<b>Parking Spaces Provided:</b>	<b>178 sp</b>	
Surface:	9 sp	
Underground (Estimated 1.3 levels):**	169 sp	
<small>**Based on an area of 5,448 m<sup>2</sup> (1.35 acres) and a rate of 100 sp/acre.</small>		
<b>Barrier-free Parking:</b>		
Required @ 1 sp+3% of spaces between 101-200 sp	<b>7 sp</b>	
<b>Barrier-free Parking Provided:</b>	<b>7 sp</b>	
At grade:	2 sp	
Underground:	5 sp	
<b>Bike Parking Required:</b>	<b>339 sp</b>	
Residential Short-Term @ 0.1 sp/unit:	33 sp	
Residential Long-Term @ 0.9 sp/unit:	301 sp	
Commercial/Office @ 3 sp+0.3 sp/100m <sup>2</sup> of GFA:	5 sp	
<b>Bike Parking Provided:</b>	<b>339 sp</b>	
Outdoor Commercial:	5 sp	
Outdoor Residential (Short-term):	33 sp	
Indoor and Underground Residential (Long-term):	301 sp	
<b>Proposed Green Roof:</b>	<b>936 m<sup>2</sup></b>	

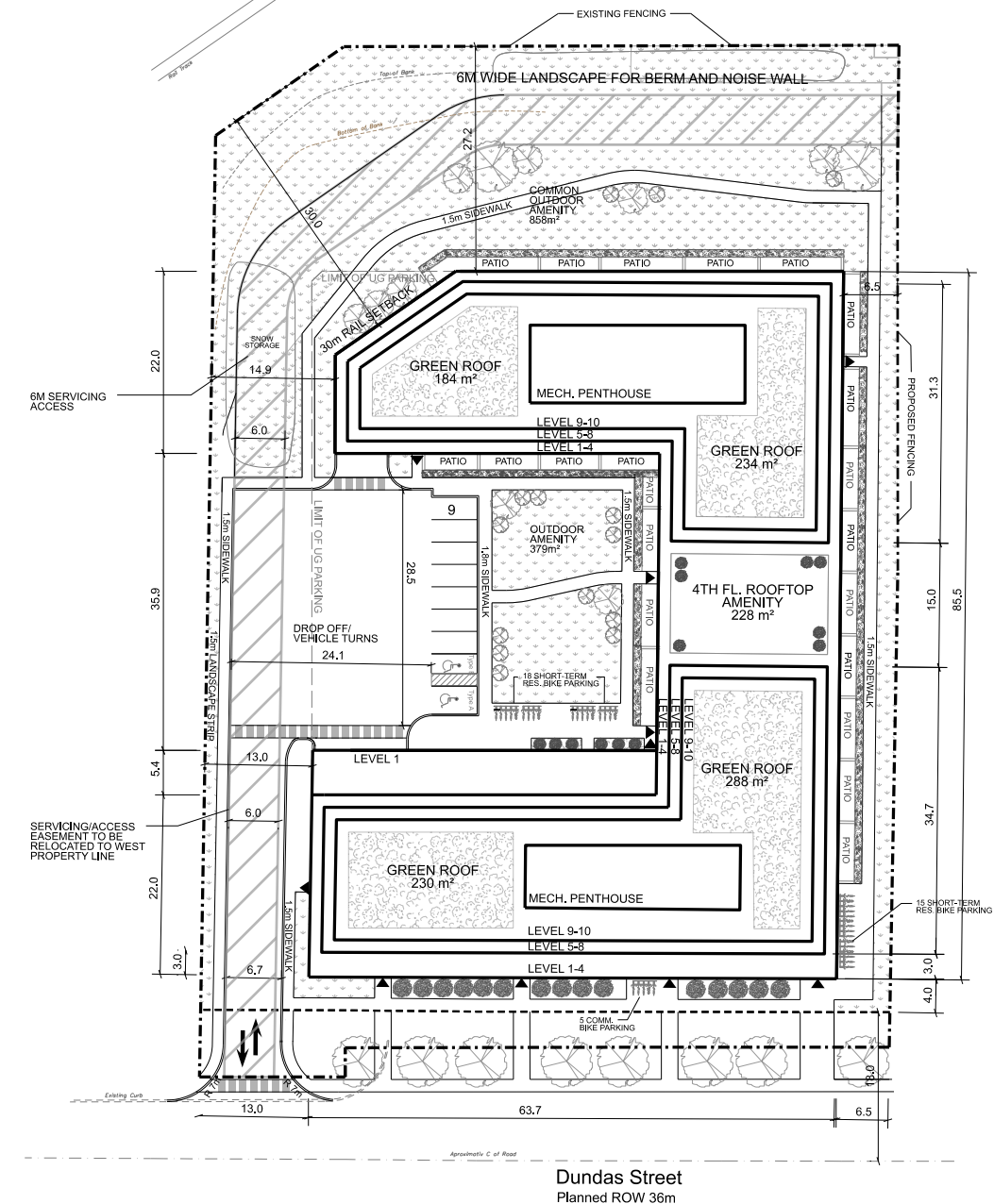


Figure 12: Site Plan Prepared by Weston Consulting

### 3.3 DESIGN CONSIDERATIONS

#### Site Design

The proposed site design efficiently utilizes the net developable area while factoring in the setback from the railway, the re-location of various easements, and the road widening along Dundas Street.

A 4.0-metre building setback will be maintained beyond the future ROW per staff comments in the Revised Records of Pre-Application Consultation (PAC Report), dated March 23, 2023, to include an urban treatment with landscaping and trees along the corridor. The east side of the building will maintain a minimum side yard setback of 6.5 metres to ensure privacy and compatibility with neighbouring developments and allow for landscaping and sidewalks. The west side maintains a setback of 13 metres to accommodate the access driveway, landscaping, and the relocated servicing easements. The rear of the building is generously setback at a distance of 27.2 metres considering the relocated easements, emergency route, landscaped berms, and building restrictions at the north of the site.

The building mass is situated towards the south and east property lines, accounting for the planned road widening of Dundas Street to 36 metres. Vehicle circulation is limited to the southwest part of the site and includes the access driveway and vehicle turning area.

The site's periphery integrates landscaping to provide additional buffering to adjacent land uses. The courtyard will form the central open space and offer recreational and landscaping opportunities. Additional landscaping and amenity areas are located at the rear of the building. Amenity will also be provided on the podium rooftop between the north and south towers.

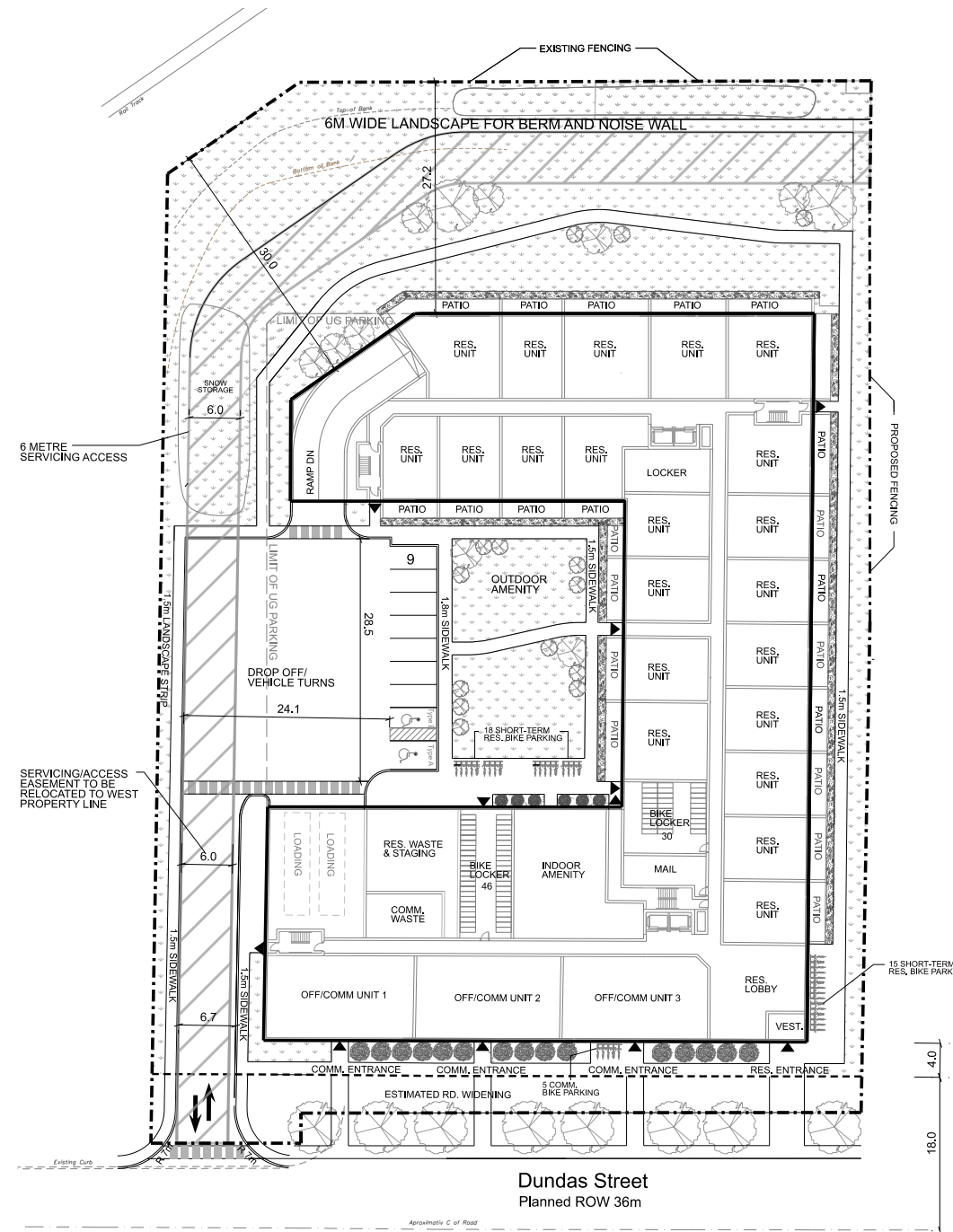


Figure 13: Ground Floor Plan Prepared by Weston Consulting

## Massing & Built Form

The proposed building is 10 storeys in height and features three main components in its massing scheme:

- **Base:** Levels 1 to 4 form the building 'base' and integrate office/commercial units along the ground floor to maintain an active frontage along Dundas Street. The other sides of the ground floor feature residential units and indoor amenity space to activate the central court and peripheral landscaped areas. As required, the third and fourth floors will include residential units and indoor amenity areas.
- **Middle:** Levels 5 to 8 form the 'middle' portion of the building that are broken into two distinct towers at the north and south to reduce overall massing impacts. The massing break between the two towers allows for a podium rooftop amenity on the east side. The massing configuration of the 'middle portion will allow most units to gain south solar exposure, face the street, the central courtyard, and the rear yard, and ensure adequate privacy and separation between the two wings. It also ensures privacy with any future development on the neighbouring site to the east if it were to develop similarly. The middle portion is setback 3 metres from the building base along Dundas Street to maintain a human-scaled frontage and to reduce massing impacts onto the street and surrounding area.
- **Top:** Floors 9 to 8 and the rooftop mechanical penthouse comprise the 'top' of the building. This component is stepped back 1.5 from the Middle portion. The mechanical penthouse is further set back to provide appropriate massing transitions to the top and minimize impacts on the surrounding area. The mechanical penthouses are integrated on the top floor and set back from the building edges to minimize street-level visibility.

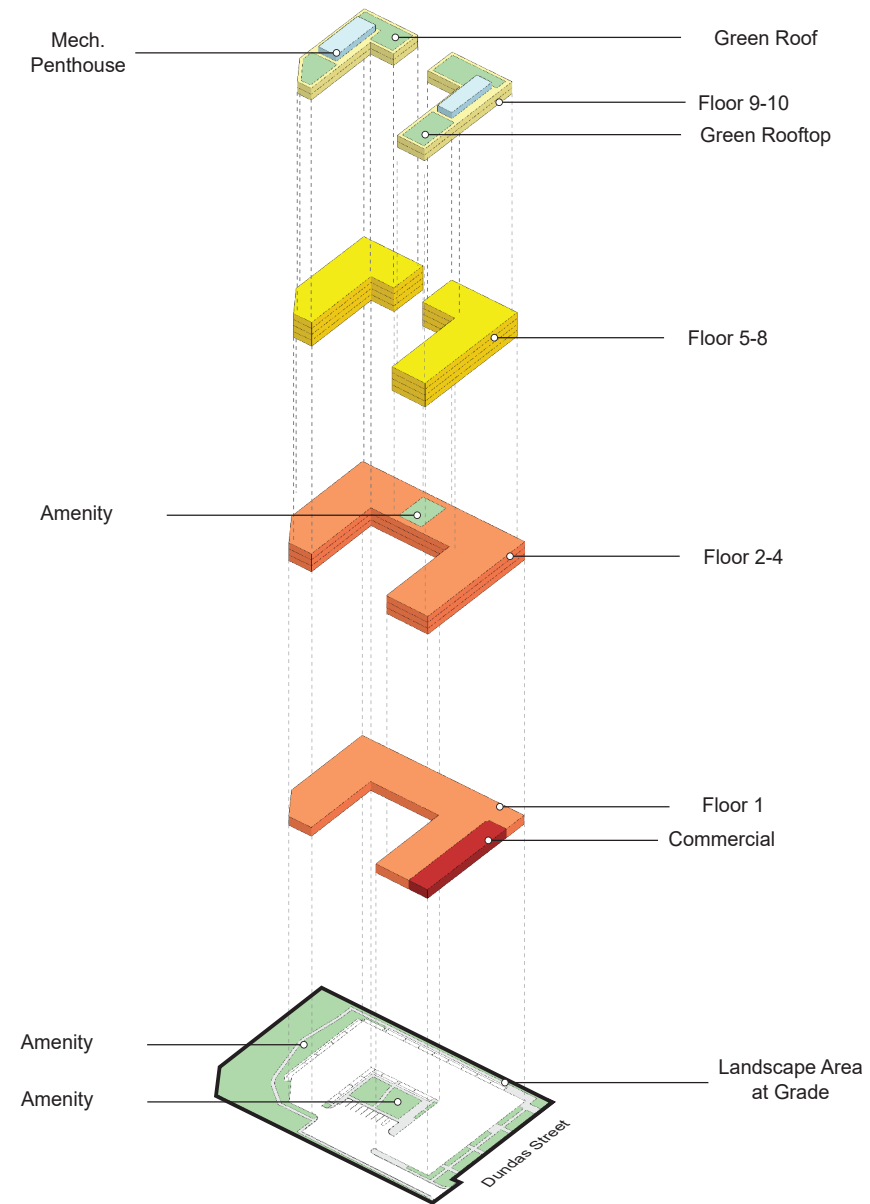


Figure 14: Exploded Axonometric View Prepared by Weston Consulting

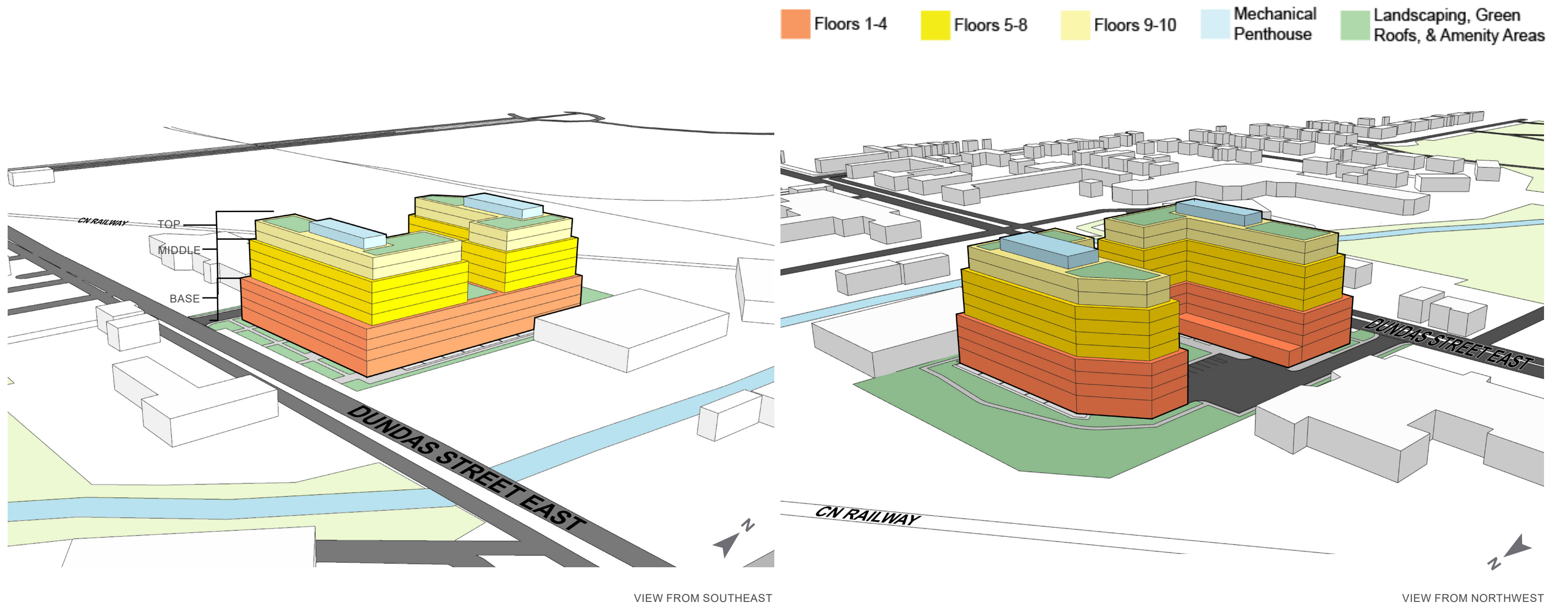


Figure 15: 3D Basic Massing Diagrams Prepared by Weston Consulting

## Architectural Expression & Materiality

The preliminary south elevation (Figure 15) illustrates a contemporary architectural expression with a combination of materials and colours that will integrate the project with the surrounding area. The materiality and façade design enhances the massing components and adds a finer level of articulation. The base has a distinct design and material treatment. Glazing is maximized on the ground floor façade facing Dundas Street for street activation and visual transparency between the street and the interior commercial area. The top three floors of the podium are designed with mixed-toned brick and aluminum panels for distinction. Floor-to-ceiling windows and glass doors will cover the residential units, optimizing sunlight and views.

The middle and upper parts of the building will be designed with a similar expression. The materiality will include lighter tones to offset the mass and make the building appear lighter.

The mechanical penthouse is integrated with the building through its parapet design and will contribute to the skyline.

All materials will be of high quality, durable, and will be complementary to each other. A detailed materials list will be provided later at a more advanced design stage.

### MATERIAL PALETTE

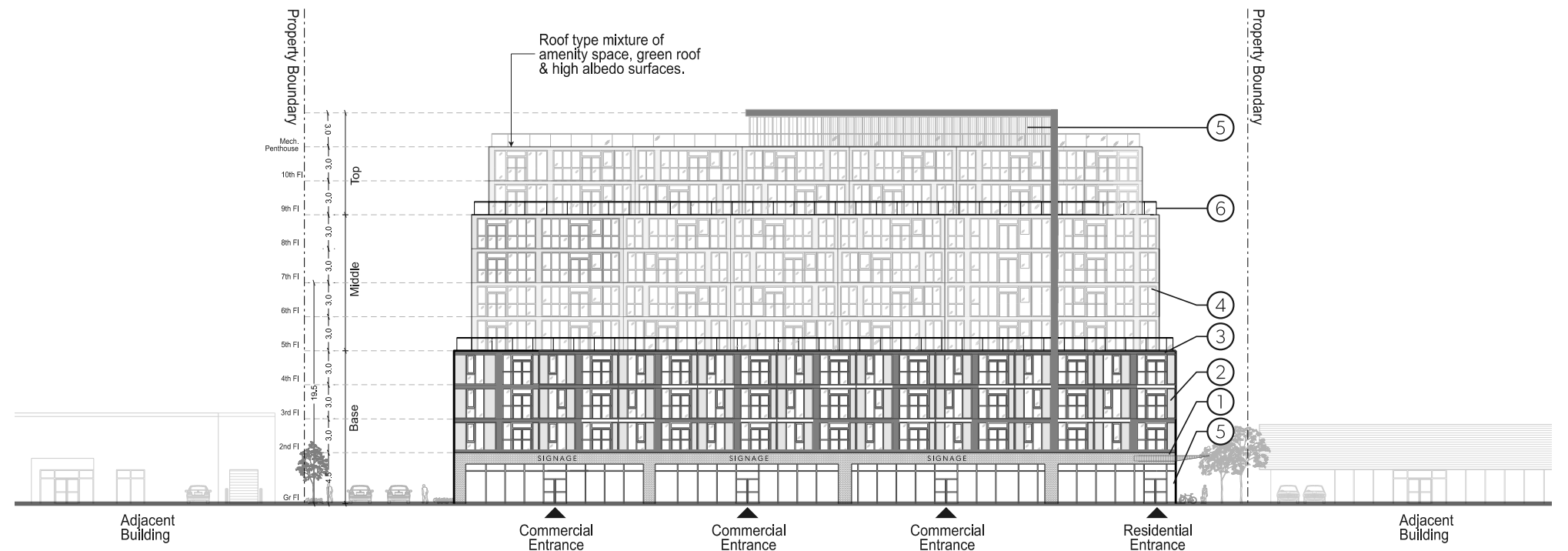
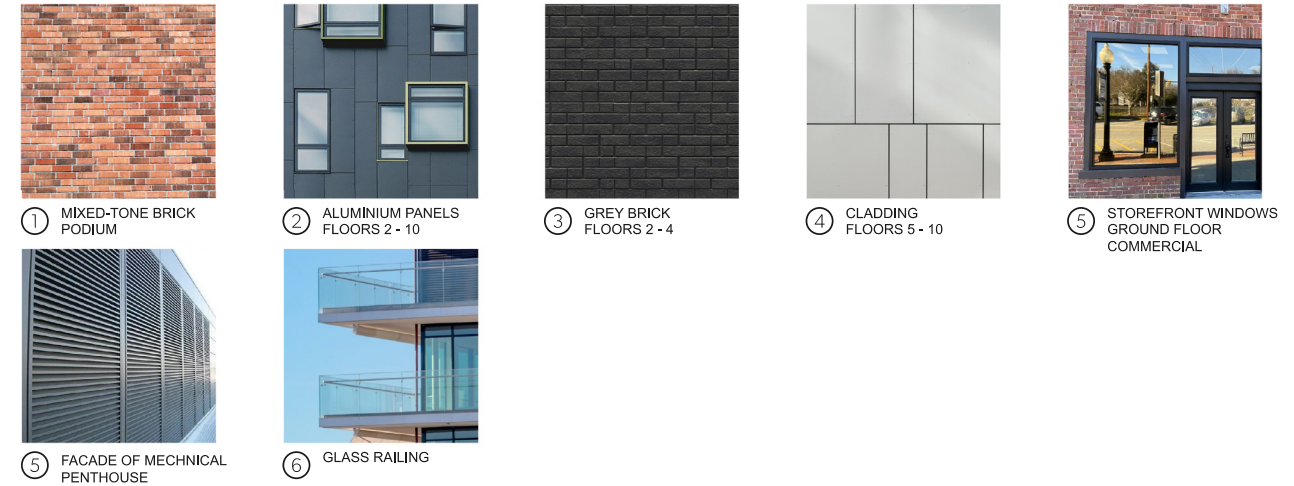


Figure 16: South Elevation Prepared by Weston Consulting

## Parking & Loading

The parking design strategy focuses on compact and efficient design and reducing the impact of parked vehicles on the public realm and the internal landscaped areas. Therefore, the proposed design includes most parking spaces to be accommodated in an underground parking structure. The limit of the underground parking structure is outlined in Figure 12 and shows that the parking structure is contained close to the building limits above grade. The underground parking structure is accessed through a ramp located in the north wing of the building. The underground parking structure is estimated to have 1.3 levels to accommodate 169 spaces. Nine surface parking spaces, including two barrier-free ones, are located in the central courtyard and screened from the public realm. These parking spaces are conveniently located close to internal building entrances and sidewalks. The parking breakdown is provided in Table 3 below.

The loading design strategy consolidates loading with related services and minimizes impact on the public realm. Figure 13 Ground Floor Plan illustrates the two loading areas in the south wing of the building located next to the commercial and waste collection areas. Also, the location of loading areas inside the building and behind the south wing will screen undue impacts on the public realm of Dundas Street. The size and location of the loading areas are adequate to facilitate the turning and maneuvering of service vehicles.

Table 3-Proposed Parking Breakdown On-Site

Parking Type		Number of Parking Spaces
Vehicle Parking	Surface Parking	9 spaces
	Underground Parking	169 spaces
	<b>Total</b>	<b>178 spaces</b>

## Circulation

The circulation design strategy is to ensure the safety of pedestrians by separating pedestrian and vehicle circulation routes as much as possible, and encourage active transportation with convenient bike parking locations and lockers and connections to the City's cycling infrastructure. Vehicle access is provided through a single, two-way driveway (6.7 metres wide) which offers connections to and from the Site via Dundas Street. The driveway widens into a central vehicle turning and drop-off area on the west part of the Site. Access to the ramp for the underground parking structure and loading areas are provided from this area. This way cars and service vehicles are limited to the west side of the development.

Pedestrian connections are included throughout the site that provide for safe, direct and convenient pedestrian connectivity between public sidewalks, building entrances and parking and amenity areas. Pedestrian circulation on-site is accommodated through a network of pedestrian sidewalks which provide access to residential and office/commercial units, as well as Dundas Street. The proposed sidewalks extend from Dundas Street along either side of the property as well as the internal road, enabling safe, accessible pedestrian movement within the Site. Connections to Dundas Street provide quick and easy access to nearby bus stops, encouraging public transit as a means of transportation.

All walkways will be at least 1.5 metres or 1.8 metres when abutting parking spaces. All pedestrian pathways will be graded and designed with applicable universal accessibility design standards. Pedestrian crossings will be included as required for uninterrupted pedestrian movement and the safety of pedestrians.



Bike racks for short-term parking for the commercial units and for future residents are located conveniently close to building entrances and are easily accessible from the main cycling route along Dundas Street. Bike lockers for long-term bike parking are located inside the building and in the underground parking structure. The bike lockers will be located close to elevators for easy access.

Table 4-Proposed Bike Parking

Parking Type		Number of Parking Spaces
Bicycle Parking	Outdoor Parking Commercial	5 spaces
	Outdoor Parking Residential	33 spaces
	Indoor Parking (Bike Lockers at-grade and underground)	301 spaces
	<b>Total</b>	<b>339 spaces</b>

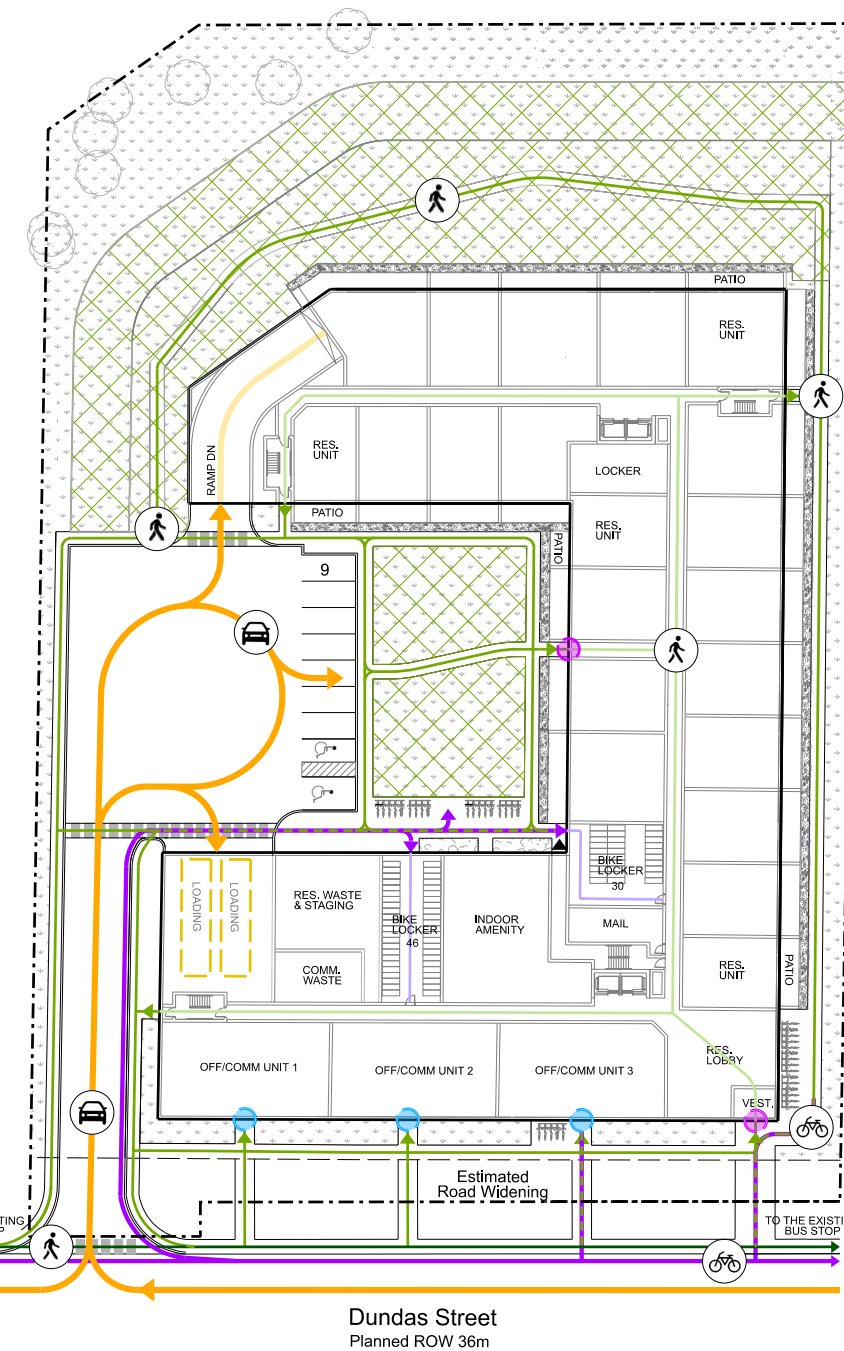


Figure 17: Circulation Plan Prepared by Weston Consulting

**Legend**

- - - Site Boundary
- - - New Property Line

**Circulation Plan**

- External Vehicular Circulation (Orange arrow)
- External Bicycle Circulation (Purple arrow)
- External Pedestrian Circulation (Green arrow)
- Municipal Sidewalk (Green arrow with dashed line)
- Proposed Loading Zone (Yellow cross-hatch)
- Amenity Area (Green cross-hatch)
- Internal Vehicular Circulation (Yellow arrow)
- Internal Pedestrian Circulation (Green arrow)
- Internal Bicycle Circulation (Blue arrow)
- Residential Entrance (Pink circle)
- Commercial Entrance (Blue circle)

## Landscaping & Amenity

The proposed building is complimented by landscaped areas along the building frontage, in the central courtyard, and the peripheries, enhancing the overall quality of the proposed development. A landscape strip 6.5 metres wide along the eastern boundary separates the adjacent properties while increasing permeable surface areas within the property. This landscaped strip includes a walkway connecting the sidewalk on Dundas Street to the rear of the Site. The walkway is aligned with residential units at grade and their private patios.

Adequately sized amenity areas will be provided with a central courtyard, landscaped area at the north part of the Site, and a rooftop amenity area. The central courtyard will include various recreational amenities, such as a children's play area and benches for seating. Residential units, private patios, and an amenity room will look towards the courtyard from the north and east sides. The rooftop amenities may include recreational amenities such as BBQ, outdoor lounge, and entertainment facilities.

The rear north part of the Site will include the safety berm and landscaping to mitigate noise and vibration impacts from the neighbouring railway corridor. This area will also be used for outdoor amenities with residential units and private patios facing onto it.

A minimum landscape buffer of 1.5 metres is maintained along the west site boundary. This buffer widens at the northwest part of the Site to accommodate the servicing and emergency access easement. This landscaped area may be used for snow storage.

Green roofs may be incorporated, as illustrated in Figure 18, to reduce the urban heat island effect and contribute to the development's greening strategy.

Overall, the proposed development provides 52.4% of the landscaped area. The design objective is to maximize the landscaping area as much as possible on Site and provide high-quality outdoor areas that future residents can enjoy. Also, the multi-level greening strategy through landscaped areas at grade, on the podium rooftop, and green roofs on the tower rooftop will enhance the greenery and contribute to the project's sustainable design initiatives. A detailed landscape plan prepared by a qualified professional outlining specific hard and soft landscape treatments and detailed tree and plant species will be provided later.

### Legend

--- Site Boundary  
 --- New Property Line

### Landscape Plan

Relocated Access/ Servicing Easements  
 Landscaped Area  
 Building Area  
 Green Roof  
 Planter  
 Proposed Conceptual Trees

Proposed Conceptual Shrubs  
 Building Entrance/Exit  
 Walkway  
 Paved Area  
 Rooftop Amenity  
 Patio  
 Street Trees

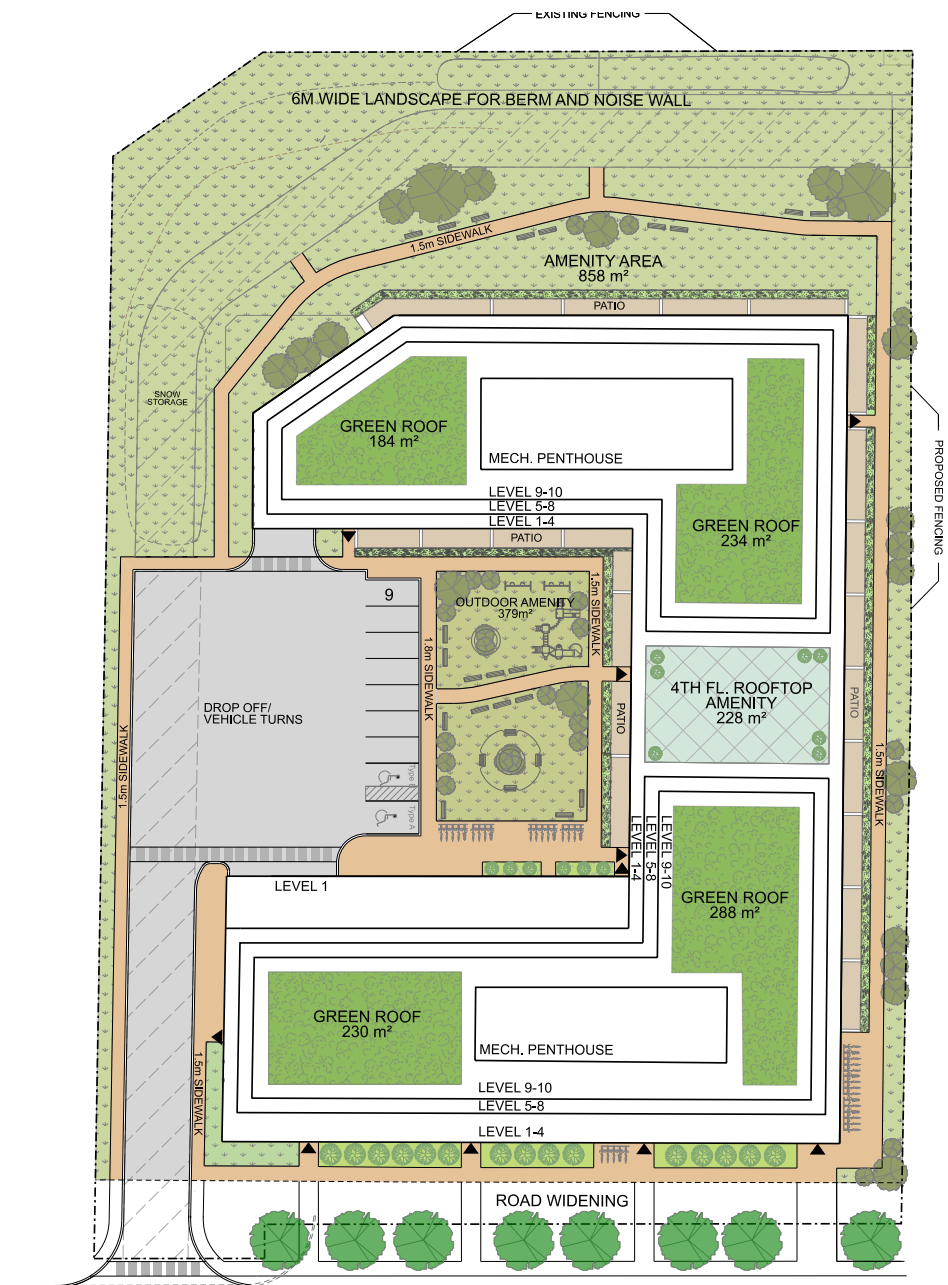


Figure 18: Proposed Landscape Plan Prepared by Weston Consulting

## 4. PLANNING APPLICATION

The City of London Zoning By-law No. Z. -1 regulates how land and buildings are used, the location of buildings, lot coverage, building heights, and other provisions necessary to ensure proper development. Zoning By-law No. Z-1 zones the subject property as “Community Shopping Area 1 (CSA1) Zone”, which permits a range of commercial type uses. The current CSA zoning of the subject lands does not recognize residential as a primary permitted use. As a result of the current zoning on the subject lands, a Zoning By-law Amendment will be required to facilitate the proposed development.

## 5. PUBLIC CONSULTATION STRATEGIES

A public consultation strategy, consistent with the Planning Act requirements is required for planning applications undertaken as part of a public process. The following strategy is proposed in support of the proposed Zoning By-law Amendment application and will include the following key components:

- A Notice of Complete Application will be circulated to all landowners within 150 metres of the subject lands by the City of London detailing the nature and purpose of the applications and the requested amendments to the Zoning By-law. This will be issued within 30 days of submission of the application.
- An Application Notice Sign will be erected on the subject lands by the applicant identifying the request for amendments to the Zoning By-law and the intent of the proposed development. This will include the primary project statistics and a visual rendering of the proposed development which will be reviewed and approved by the City Planner, prior to erection on the subject lands.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 20 days prior to the meeting date to all landowners within 150 metre of the subject lands.
- Comments from the public, stakeholders and Council will be documented and responded to where possible, through a formal resubmission to the City.
- The above public consultation strategies outlined are appropriate and in compliance with the Planning Act requirements. Weston Consulting is committed to facilitating public engagement efforts with the public throughout the application process.

## 6. SUPPORTING STUDIES

### 6.1 NOISE AND VIBRATION STUDY

HGC Engineering was retained to prepare a Noise & Vibration Feasibility Study in support of the development application. The report was undertaken to assess the impacts from stationary and transportation noise, the impact of the development on the environment and the impact of the development on itself. The report states that the overall feasibility of the proposal is based on the anticipated adverse effects from the industrial/commercial use, including any mitigative measures that might be applied to address anticipated impacts. As a result of the calculations, mitigation measures are required. Recommendations to mitigate both the transportation noise and stationary noise are provided.

To ensure that the noise recommendations are fully implemented, it is recommended that architectural and structural drawings be reviewed by the acoustical consultant to consider the natural attenuation from the foundation and confirm the construction. Second, when detailed floor plans and building elevations are available, the exterior wall and glazing construction should be verified and refined based on actual window to floor area ratios and confirm the incorporation of the required mitigation measures for stationary noise. Lastly, Prior to the issuance of occupancy permits for this development, the City's building inspector or a Professional Engineer qualified to perform acoustical engineer services in the province of Ontario should certify that the noise control measures have been properly incorporated, installed, and constructed.

The results of the report indicate that the proposed development is feasible from a noise perspective, as long as the recommendations are implemented. For more information, please refer to the enclosed Noise & Vibration Feasibility Study.

### 6.2 TRANSPORTATION IMPACT ASSESSMENT

Crozier Consulting Engineers was retained to prepare the Transportation Impact Assessment, in support of the development application. The report evaluated the impacts of the proposed development on the future transportation network, the proposed parking supply, and the proposed transportation demand management strategies. The report concludes that the proposed development is projected to generate a total of 147 two-way (40 inbound and 107 outbound) trips during the weekday A.M. peak hour, and 145 (85 inbound and 60 outbound) trips during the weekday P.M. peak hour. The proposed parking rate for the development is 0.5 spaces per unit for the residential spaces and 1 space per 50 m<sup>2</sup> of GFA for the commercial spaces. The proposed parking rate is consistent with the proposed rates in the area identified in the Zoning By-law. This equates to a parking supply of 167 parking spaces for residents and the remaining 11 parking spaces dedicated to the commercial area. The proposed parking supply meets the Zoning By-law requirement by providing 178 total parking spaces.

The study has analyzed potential traffic impacts on the boundary road network in relation to the development at 1472 Dundas Street East. The proposed development at 1472 Dundas Street East is not anticipated to materially impact operations within the boundary road network. As sightlines are adequate and site circulation by design vehicles is feasible, the Zoning By-Law Amendment application for the site can be supported from a traffic operations and safety perspective.

### 6.3 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management Report was prepared by SCS Consulting Group which describes the servicing and stormwater management strategies for the proposed development. The purpose of this report is to demonstrate that the proposed development can be accommodated by the external storm, sanitary and water infrastructure and to establish servicing and grading expectations for the future site plan application in accordance with the City of London, Middlesex County, Upper Thames River Conservation Authority, the Ontario Building Code, and the Ministry of Environment, Conservation and Parks (MECP) design criteria.

The report concludes that the site can be serviced by full municipal services (storm, sanitary and water); and that the Site Plan layout supports the stormwater management requirements. The Stormwater Management Report has further outlined the means by which proposed development will meet the objectives of the City of London Guidelines through measures such as Quantity & Quality Control, and Water Balance. With regards to the quantity control, the 100 year design storm will be controlled to match the existing 5 year peak flow and the stormwater quantity control will be achieved through an orifice control with stormwater storage provided by the underground stormwater tank. With regards to quality control, the water quality objective is satisfied through the use of a manufactured treatment device. Lastly, with regards to water balance, infiltration, filtration or detention and filtration of the runoff generated by the 25 mm storm event will be detained within the underground stormwater management tank and treated via a manufactured treatment device. For more information, please refer to the enclosed Functional Servicing and Stormwater Management Report.

## 6.4 STAGE 1 ARCHAEOLOGICAL PROPERTY ASSESSMENT REPORT

AMICK Consultants Ltd. was retained to undertake a Stage 1 Archaeological Background Study and property inspection of lands potentially affected by the proposed undertaking. This assessment was undertaken as a requirement under the Planning Act (RSO 1990 and the Provincial Policy Statement (2020) in order to support a Zoning By-law Amendment application as part of the application process. The study area has been identified as a property that exhibits no potential to yield archaeological deposits of Cultural Heritage Value or Interest (CHVI). The objectives of the Stage 1 Background Study have been met and in accordance with the results of this investigation, recommendations have been provided. Please note that the report has also been reviewed and registered to the Ministry of Heritage, Sport, Tourism, and Culture Industries. For more information with regards to the Stage 1 recommendations, please refer to the enclosed Archaeological Property Assessment.

# 7. PLANNING POLICY FRAMEWORK

## 7.1 PLANNING ACT, R.S.O. (1990), C.P.13

The following sections of this report provide an analysis of the relevant statutory policy documents applicable to the proposed amendment. The policy analysis determines if the proposed amendment is supported by the hierarchy of applicable land use planning policies, and provides a justification as to why the amendment conform to and are consistent with these policies, while representing good land use planning. The documents reviewed and discussed include:

- Planning Act, R.S.O. 1990, c.P.13;
- Provincial Policy Statement, 2020 (“PPS”);
- The City of London Official Plan, May 25, 2022 Consolidation (“OP”);
- Argyle Core Area Community Improvement Plan, 2021, (“CIP”)
- The City of London Zoning By-law October 2011 Consolidation (“Zoning By-law”);

In consideration of the proposed land use planning applications, Section 2 of the Planning Act must be considered as it provides the general direction for all land use planning decisions made in the Province of Ontario. Section 2 specifically regulates matters of provincial interest:

### Provincial Interest

The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- a. the protection of ecological systems, including natural areas, features and functions;*
- b. the protection of the agricultural resources of the Province;*
- c. the conservation and management of natural resources and the mineral resource base;*
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e. the supply, efficient use and conservation of energy and water;*
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g. the minimization of waste;*
- h. the orderly development of safe and healthy communities;*
- i. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
  - ii. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j. the adequate provision of a full range of housing, including affordable housing;*
- k. the adequate provision of employment opportunities;*
- l. the protection of the financial and economic well-being of the Province and its municipalities;*
- m. the co-ordination of planning activities of public bodies;*
- n. the resolution of planning conflicts involving public and private interests;*
- o. the protection of public health and safety;*
- p. the appropriate location of growth and development;*
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23,*

*s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*

The regulations and direction of Section 2 of the Planning Act informs the Provincial Policy Statement and the matters of provincial interest, thereby ensuring that consistency with the Provincial Policy Statement addresses issues of consistency with Section 2 of the Act. The Provincial Policy Statement is given consideration in the following section of this report. It is our opinion that the proposed development has regard for matters of provincial interest as discussed in this report.

## 7.2 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development throughout the Province of Ontario. The PPS provides the overarching policy direction towards land use planning and development and requires that all land use planning decisions shall be consistent with the policies of the PPS. The proposed development has regard for these policies and in our opinion is consistent with the PPS.

The 2020 Provincial Policy Statement (PPS) came into effect on May 1, 2020 and replaces the previous PPS issued on April 30, 2014. The PPS provides for and encourages appropriate development and long-term economic prosperity while ensuring the protection of resources of provincial interest, promoting responsible development forms, ensuring public health and safety, and the quality of the natural and built environment. The policies of the PPS encourage the development of strong and healthy communities, the criteria for which are outlined in Section 1.1. The following policies speak to how healthy, liveable and safe communities are sustained and are relevant to the proposed development.

### Section 1.0 Building Strong Healthy Communities

Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns (1.1)

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- 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;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

The proposed development provides compact residential intensification which promotes efficient development and the optimal use of land and resources. It supplies a housing form that is generally more affordable than single, detached housing options and provides a range and mix of unit sizes and housing opportunities that are not widely available in the area, thereby assisting with the current lack of available housing in certain forms. The proposed development is in a transit-supported area, with numerous active and public transportation options along Dundas Street East. The increased density and efficient built form proposed will maximize servicing infrastructure, resources and recent transportation investments in the area. The proposed development will also be accessible to older adults and those with disabilities, as residents will not need to use stairs to access their units.

#### Settlement Areas (1.1.3)

Settlement areas are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The following policies apply:

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- 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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*

- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

1.1.3.3 *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.*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed development provides for a compact, urban built-form within an existing settlement area, and provides a range of unit sizes and configurations that will serve the long-term housing needs of residents and the greater community, while increasing much needed housing supply. The compact and efficient built form will provide densities for the efficient use of existing infrastructure and services, as well as the intensification of underutilized lands.

#### Housing (1.4)

Policies related to housing are addressed in Section 1.4 of the PPS. Section 1.4.1 directs planning authorities “to provide for an appropriate range and mix of housing options and densities.” The following policies also support the proposed development.

Section 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However,*



where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) *permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
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.*

The PPS recognizes the relationship between the provision of housing and the efficient use of transit infrastructure. The proposed development provides higher densities and variety of unit sizes through a compact and efficient development pattern that will support transit infrastructure and community facility investments.

### Infrastructure and Public Service Facilities (1.6)

Policies related to Infrastructure and Public Service Facilities are addressed in Section 1.6 of the PPS. The following policies also support the proposed development.

*1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.*

*Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:*

- a) *financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) *available to meet current and projected needs*

*1.6.2 Planning authorities should promote green infrastructure to complement infrastructure.*

*1.6.3 Before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

*1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.4 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.*

The proposed development conforms to Section 1.6 of the PPS, as it makes efficient use of existing infrastructure such as transportation and municipal servicing, and other public service facilities in the community hub. The proposed development responds to Section 1.6.7 of the PPS, as the development demonstrates a land use pattern, density and mix of uses that are transit supportive. The proposed development supports the goals of the PPS by providing multi-unit, mixed-use development that will be reliant on multi-modal transportation systems, facilitating connectivity within and among transportation systems.

### Energy Conservation, Air Quality and Climate Change (1.8)

Policies related to Energy Conservation, Air Quality and Climate Change are addressed in Section 1.8 of the PPS. The following policies also support the proposed development.

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) *maximize vegetation within settlement areas, where feasible.*

The development proposal considers the applicable Section 1.8 policies that have regard for energy conservation, air quality and climate change. The proposed development is situated within a transit-supportive area that will reduce car dependence, in turn reducing emissions. The proposed development also limits urban sprawl, providing additional housing in proximity to employment and public facilities in a compact and efficient urban form that includes a range of uses.

#### Summary

The proposed development is consistent with the policies of the PPS and will contribute to building strong and healthy communities by including a range and mix of housing options and unit sizes in a compact urban form, ensuring the efficient use of existing servicing and transportation infrastructure. The proposed development provides an opportunity for the redevelopment of an underutilized site by introducing mixed-use, high-rise residential development to an area with municipal transit infrastructure via the London Transit Commission. The proposed development will be located in proximity of existing community amenities and public services, such as educational, recreational resources, and transit, contributing to the creation of complete communities where residents are able to live, work and have other needs met all within their community. As such, it is our opinion that the proposed development is consistent with the Provincial Policy Statement.

### 7.3 CITY OF LONDON OFFICIAL PLAN “THE LONDON PLAN” (2016) (MAY 25, 2022 CONSOLIDATION)

The London Plan was adopted by City Council in June 2016 and approved by the Province in December 2016. All of the City’s by-laws and public works must conform to the policies of The London Plan. At the time of Provincial approval, *The London Plan* was appealed to the Ontario Land Tribunal (OLT). Through OLT decision May 25, 2022, the final phase of policy appeals have been resolved. Several site-specific appeals remain. Through The London Plan, the community is planning for vibrant, healthy, safe and fulfilling neighbourhoods, attractive and viable mobility alternatives and affordable housing that is accessible to those who need it. The London Plan designates the subject property as “Urban Corridor” as identified in Map 1: Place Types.

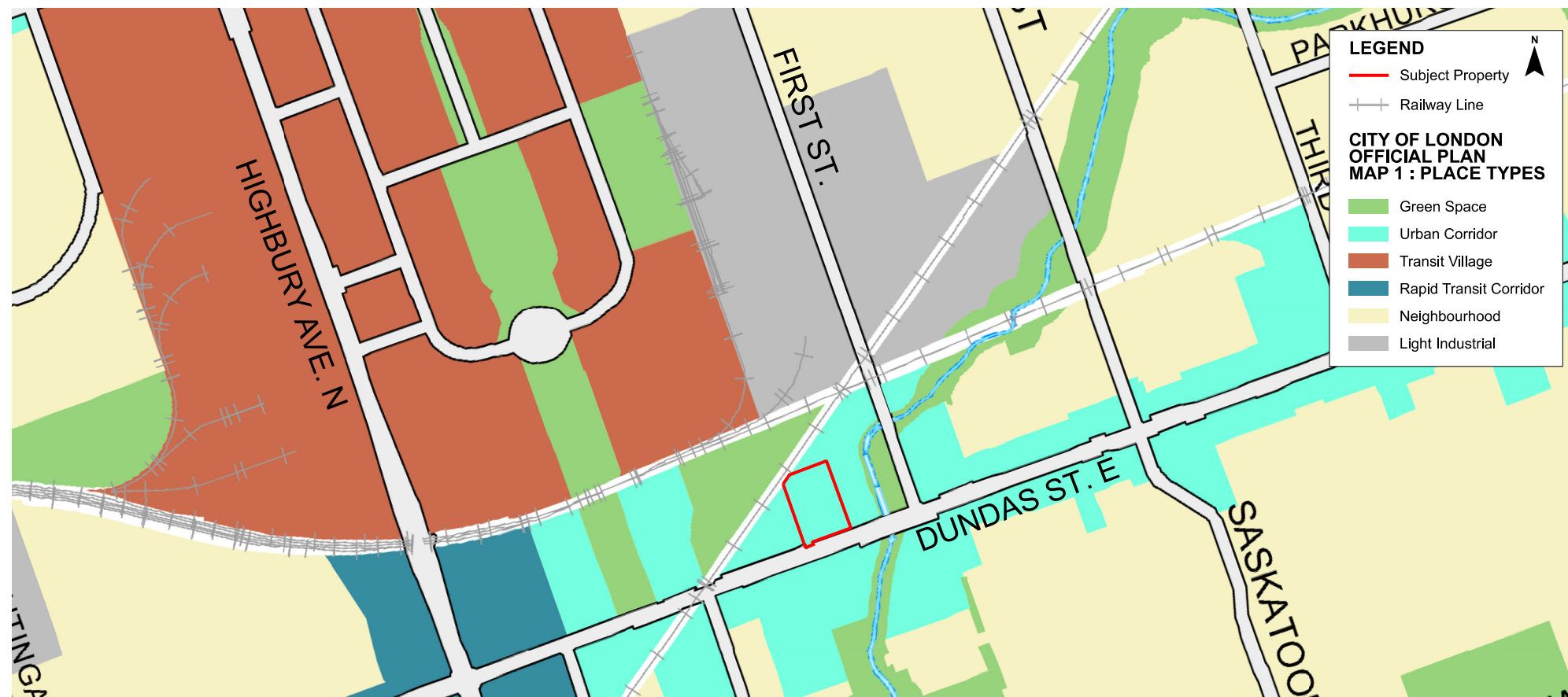


Figure 19: City of London OP Map 1 – Place Types

## Section 1: Our Challenge

Section 1 of the OP outlines the challenges of the Official Plan. In addition, this part of The London Plan describes the current context and challenges ahead for London. It serves as an introduction and includes the legislative basis for the Plan and a description of how to use it. The following principles apply to the proposed development:

### POLICY 6 - 77,000 NET NEW PEOPLE

6\_ London's population will increase substantially over the next 20 years. We forecast that our city's population will grow by over 77,000 people and our employment will grow by 43,000 net new jobs between 2015 and 2035. It is possible that growth could be higher if London is able to exceed our forecasts of net migration. Where will these people come from and what opportunities will they generate? How will these new jobs be created? With this growth, what kind of housing will we need to accommodate all Londoners?

### POLICY 7 - MANAGING THE COSTS OF GROWTH

7\_ A very compact form of growth could save billions of dollars in infrastructure costs and tens of millions of dollars in annual operating costs compared with a highly spread-out form of the same growth over the next 50 years. Meanwhile, a compact city would reduce energy consumption, decrease air emissions, allow for quality mobility choices and significantly reduce our consumption of prime agricultural lands. While neither of these models reflect London's recent growth pattern, they emphasize that there's a lot at stake in the way we plan for growth over the next 20 years.

### POLICY 8 - A GROWING SENIORS POPULATION

8\_ As the "Baby Boom" generation enters into retirement, their collective impact will be pronounced. In 1996, 20% of the population, or 1-in-5 Londoners, were aged 55+. This number rose to 1-in-4 by 2011 and we forecast that 1-in-3 Londoners will be 55 years old or more by 2035. How can we build an age-friendly city that allows people of all ages and abilities to experience health, wellness and an exceptional quality of life?

### POLICY 16 - AFFORDABILITY CHALLENGES

16\_ London is one of Canada's most affordable mid-sized cities. However, housing prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance. Forty-five percent of tenant households spend 30% or more of their gross monthly income on rent. In 2013, the average rent for a bachelor apartment in London was \$582, which is equal to 96% of the Ontario Works cheque for a single adult. Low income and poverty, often affecting children, is a problem that London must face as we build our city of 2035. How will we ensure that housing is affordable for all Londoners and how will we build a city that provides everyone the opportunity to experience prosperity and wellness on their own terms?

The proposed development will provide additional housing to a City that is increasing with people from various age groups. The proposed development will increase the City's of London's housing stock, which will further aid with the current issues on affordable housing.

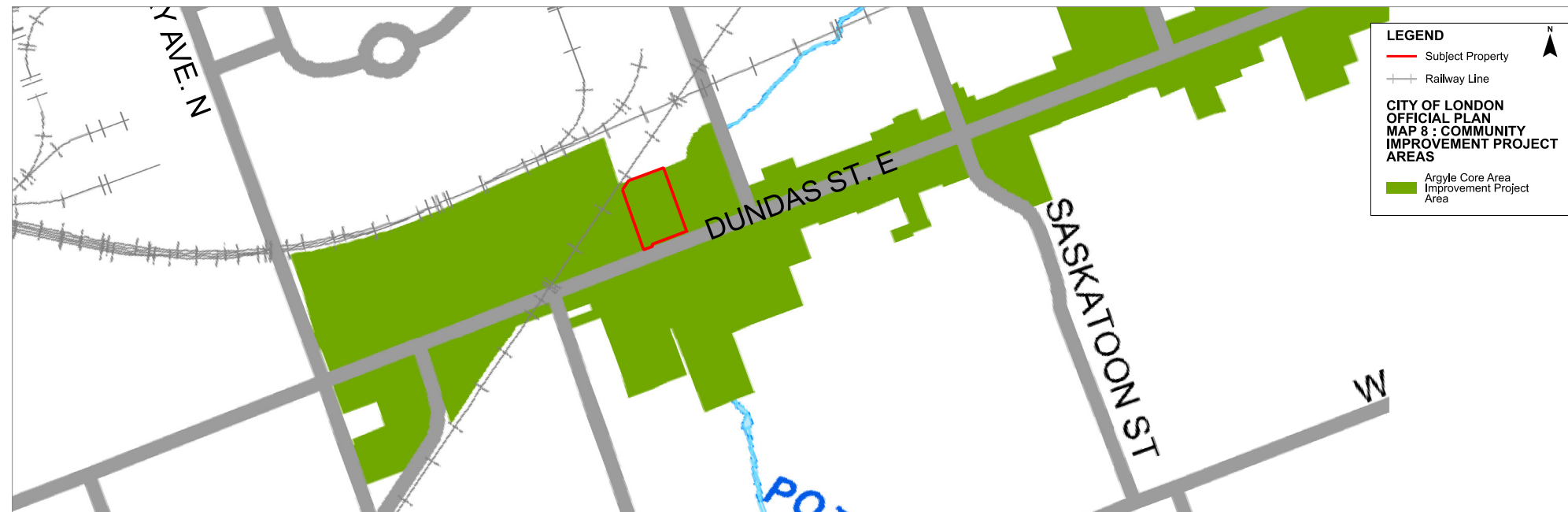


Figure 20: City of London OP Map 8 – Community Improvement Project Areas

## Section 2: Our Strategy

This part of The London Plan establishes the values and vision for the Plan. It also establishes eight key directions that serve as the foundation for this Plan. The following principles apply to the proposed development:

### Policy 59 - Direction #5: Build a mixed-use compact city

1. Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations -along rapid transit corridors and within the Primary Transit Area.
2. Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
3. Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.
4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.

5. *Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*
6. *Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.*
7. *Build quality public spaces and pedestrian environments that support walking.*
8. *Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.*

In addition to the proposed residential units, the development will additionally provide both office and commercial uses at grade, which therefore will make this development classified as mixed use. As a result, this will ensure that the character of the neighbourhood is maintained, while enhancing the current commercial growth along Dundas Street.

**Policy 61 – Direction #7: Build strong, healthy and attractive neighbourhoods for everyone**

1. *Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services.*
2. *Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.*
3. *Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*
4. *Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.*
5. *Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.*
6. *Identify, create and promote cycling destinations in London and connect these destinations to neighbourhoods through a safe cycling network.*

7. *Support programs that give communities the ability to improve their neighbourhoods in creative and positive ways.*
8. *Distribute educational, health, social, cultural, and recreational facilities and services throughout the city so that all neighbourhoods are well-served.*
9. *Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods.*
10. *Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.*
11. *Support neighbourhood-scale food production.*
12. *Support recreation and social programming which encourages interaction, cohesiveness, and community building.*

The proposal will contribute to the increased supply and diversification of housing in the city, and will meet the housing needs of various family sizes, cohorts and people at various stages or life, requiring differing housing needs. The proposed development will support the intensification policies of the OP by locating high-density residential development to a location and neighbourhood that is designated to accommodate both growth and intensification. “

**TABLE 1 - POPULATION GROWTH FORECAST**

	Population	5-Year Growth	5-Year Growth Rate
<b>2015</b>	381,300		
<b>2020</b>	400,700	19,400	5.1%
<b>2025</b>	420,760	20,060	5.0%
<b>2030</b>	439,760	19,000	4.5%
<b>2035</b>	458,380	18,620	4.2%
<b>TOTAL</b>		77,080	

**Section 3: Our City**

This part of The London Plan explains the existing and future structure of the City – the major elements that establish the physical framework of London. It also establishes the approach for growth management over the next 20 years. The following principles apply to the proposed development.

**Policy 67 – Growth Forecasts**

- 67\_ Growth forecasts were prepared to the year 2035 – the 20-year planning horizon for The London Plan. These forecasts, shown in Tables 1 through 5, will be monitored, extended, and revised during any comprehensive review of this Plan.

**TABLE 2 - HOUSING GROWTH FORECAST**

	Housing Units	5-Year Growth	5-Year Growth Rate
<b>2015</b>	175,870	-	-
<b>2020</b>	187,140	11,270	6.4%
<b>2025</b>	197,880	10,740	5.7%
<b>2030</b>	207,980	10,100	5.1%
<b>2035</b>	217,220	9,240	4.4%
<b>TOTAL</b>	-	41,350	-

## Intensification

### Policy 79

- 79\_ The London Plan places an emphasis on growing “inward and upward” to achieve a compact form of development. This should not be interpreted to mean that greenfield forms of development will not be permitted, but rather there will be a greater emphasis on encouraging and supporting growth within the existing built-up area of the city.

### Policy 80

- 80\_ Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:

1. Addition of a secondary dwelling unit.
2. Expansion of existing buildings to accommodate greater residential intensity.
3. Adaptive re-use of existing, non-residential buildings, for residential use.
4. Infill development of vacant and underutilized lots.
5. Severance of existing lots.
6. Redevelopment, at a higher than existing density, on developed lands.

### Policy 81

- 81\_ It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the “intensification target”. The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2016. This boundary will be used on an on-going basis to monitor intensification and will not change over time.

### Policy 84

- 84\_ Intensification may occur in all of the Place Types that allow for residential uses.

### Policy 85

- 85\_ In addition to residential intensification, non-residential forms of development that represent a greater intensity of use will also be encouraged, where appropriate, within mixed-use, commercial, industrial, and institutional areas subject to the policies of this Plan.

### Policy 86

- 86\_ Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.

The proposed development provides a compact built form which supports efficient land use patterns, while also providing for a range and mix uses and unit sizes that will further diversify London’s housing stock. The proposal avoids land use patterns that create urban sprawl, thus contributing to minimizing local impacts of climate change through intensification and greater utilization of existing under utilized lands, services and transportation infrastructure.

### Summary:

The proposed residential development is an example of a well-designed and compact urban built form given the 334 dwelling units that are contemplated in an efficient building layout. The proposal also optimizes the use of land and available services given the current underutilization of the site as a 1 storey commercial plaza. The proposal will also enhance the supply of available housing in the city, helping to support and increase housing affordability. The proximity to the local bus routes and the presence of community amenities and services within the vicinity of the site will encourage residents to rely less on personal vehicles for transportation. The proposed development meets these goals of intensification while also being contextually-appropriate, and respectful of surrounding uses by limiting shadow impacts and the appearance of massing.

## Section 4: City Building Policies

This part of The London Plan establishes a range of policies that apply city-wide, relating to such subjects as mobility, parks and recreation, civic infrastructure, housing, culture, cultural heritage, smart city, green city, and food systems. The following principles and policies apply to the proposed development.

### CITY DESIGN

- Policy 190 - The way in which our neighbourhoods, buildings, streetscapes, public spaces and landscapes are designed will play a major role in supporting and shaping the image of our city and creating a sense of place that is unique to London. The image held of a city is an increasingly important asset in a globally competitive world for attracting investment, high-quality jobs, and a skilled labour force. A captivating city design creates and maintains value. Young professionals, knowledge-based workers, and those with highly-sought-after skills often choose to locate in cities that are exciting, authentic, and walkable, and businesses want to locate in cities that can attract and retain this type of workforce.

- Policy 193 - In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

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.

## CHARACTER

- *Policy 202 - Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.*

## STREETSCAPES

- *Policy 221 - The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.*
- *Policy 235 - Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.*

The project preserves important business entry points along Dundas Street in order to promote a constant commercial frontage, a busy pedestrian environment, and a feeling of place. The main doors of the buildings will be facing the public right-of-way in order to support the public realm and provide easy access for homes, offices, and businesses.

## SITE LAYOUT

- *Policy 255 - Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.*
- *Policy 266 - Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.*

The proposed site layout responds to the intended context of expansion and urbanization of the Dundas Street Corridor and defines the street boundary. In order to minimize the effects of the current rail corridor to the north, to give sufficient privacy from the west, and to allow for the relocated easements and vehicle access into the site, the building is situated to the south and east of the site. Meaningful outdoor spaces are created by the U-shaped building

structure, such as the central courtyard and the surrounding manicured areas.

Considerations for pedestrian convenience and safety are crucial in site design. The street walkway is directly connected to the main entrances of residential and commercial buildings. The circulation system incorporates required pedestrian crossings and divides traffic flow for vehicles and pedestrians. Near building entrances are conveniently located near bike racks and lockers.”

## PARKING:

- *Policy 270 - The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.*
- *Policy 276 - Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.*

The development carefully screens certain parts from the public realm to reduce the impact of parking. The south wing of the structure screens the centre courtyard, where surface parking is situated within the proposed construction, from the street. Most parking is found underground in a parking facility.

## BUILDING:

- *Policy 286 - Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.*
- *Policy 288 - Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.*
- *Policy 289\_ 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...*

- *Policy 291 - Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.*

- *Policy 294 - In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.*

- *Policy 295 - Residential and mixed-use buildings should include outdoor amenity spaces.*

- *Policy 296 - Rooftop utility equipment should be screened from view and integrated into the overall building design.*

- *Policy 298 - Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.*

## MATERIALS:

- *Policy 301 - A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.*

- *Policy 302 - Materials should be selected for their scale, texture, quality, durability, and consistency within their context.*

The ground floor is still human-scaled, but the building mass is divided into three parts: a base, middle, and top to obtain a higher quality built form. Building step backs will be used to articulate the building's base, middle, and top. The purpose of the base's design is to create a dynamic frontage along Dundas Street while enhancing the human size. Although it differs in material and design from the base, the middle portion complements it visually. In order to limit exposure from ground level, the mechanical penthouse is further moved back and blended into the building's exterior design.

A variety of high-quality and long-lasting materials will be used in the facade design. The materials are utilized to outwardly separate massing, decrease the visual mass and add interest to the structure plan. Appropriately, the base, centre, and upper parts have clear materials as shown in the figures of this report. Transparent glass is maximized on the ground floor commercial units facing Dundas Street to provide views into and out of the space and enhance the pedestrian environment.

#### URBAN DESIGN PEER REVIEW PANEL

- *Policy 306 - City Council may appoint an Urban Design Peer Review Panel, made up of urban design experts, who will provide advice to development applicants, Planning Staff and Council through the evaluation of planning and development applications. Such evaluation will be based upon the policies of this Plan and any relevant guideline documents that have been adopted by Council.*

#### Section 5: Place Type Policies

All lands within the City are assigned a place type, and this part of The London Plan establishes policies that regulate the development that is permitted in each of these place types. The permitted uses, allowed intensity of development, and form requirements are established in a chapter for each place type. This part of the Plan is divided into three sub-parts: (1) City-wide Place Types (2) Urban Place Types, and (3) Rural Place Types. The following principles and policies apply to the proposed development

*Policy 751 - Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:*

1. Downtown
2. Transit Village
3. Rapid Transit Corridors
4. Urban Corridors
5. Shopping Area
6. Main Street
7. Neighbourhoods
8. Institutional
9. Industrial
10. Future Growth

#### GENERAL FRAMEWORK:

- *Policy 789 - The Urban Place Types implement the policies of the Our City, Our Strategy, and City Building parts of this Plan. They shape the use, intensity and form of development to manage growth and change in pursuit of our vision and key directions. The policies of each place type must be consulted to fully understand them and what may be permitted in each. However, at a very general level, the assignment of place types can be described as follows:*

3. *Urban Corridors are similar to Rapid Transit Corridors, with the primary difference being that they are not located along rapid transit routes. They also offer slightly less intensity. Like Rapid Transit Corridors, permitted uses, built form and intensity policies vary by segment.*

#### FRAMEWORK OF HEIGHTS:

- *Policy 792 - Minimum heights have been identified for two primary reasons:*

1. *Functional – to ensure that development is of an intensity that will support the goals of this Plan, including such things as supporting rapid transit, utilizing infrastructure and services afforded to these areas, ensuring that the limited amount of land within these place types is fully utilized, and promoting mixed-use forms of development within these areas.*
2. *Form – to create an urban form that supports the vision for these place types, setting the physical context for more intense forms of development. The highest priority for height shall be at the street edge of the highest-order streets.*

TABLE 8 - SUMMARY OF MINIMUM AND MAXIMUM HEIGHTS BY PLACE TYPE

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Upper Maximum Height (storeys)	Condition
Downtown	3 storeys or 9m	20	35	
Transit Village	2 storeys or 8m	15	22	
	2 storeys or 8m	10	12	Properties located on a Rapid Transit Corridor.
Rapid Transit Corridor	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of the Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare.
Urban Corridor	2 storeys or 8m	8	10	
Shopping Area	1 storey	4	6	
Main Street	2 storeys or 8m	4	6	
Neighbourhood	See Neighbourhoods policies & tables			
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)	n/a	See High Density Residential Overlay (from 1989 Official Plan) policies for greater detail
Institutional	2 storeys or 8m	12	15	
Industrial	1 storey	2	n/a	Commercial Industrial Place Type only

**Note 1** - The heights shown in this table will not necessarily be permitted on all sites within the relevant place type.

**Note 2** - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of the relevant place type chapter, Map 7 which shows specific policy areas, and the Secondary Plans part of this Plan to identify applicable specific policies.

**Note 3** - Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.



## OUR VISION FOR THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

- Policy 828 - Our Urban Corridors will support a form of development that is very similar to our Rapid Transit Corridors, but at a slightly lower intensity. They will be places that encourage intensification over the life of this Plan so that they can mature to support higher-order transit at some point in the future beyond 2035. These corridors will support residential and mixed-use development. Like the Rapid Transit Corridors, different segments of these Urban Corridors may vary in use, character and intensity.

- Policy 829 - Rapid Transit Corridors are the connectors between our Downtown and our Transit Villages. They offer great opportunities for people to live and work close to high-order transit to give them attractive mobility choices. These corridors will vary from segment to segment, depending upon their context, the degree to which they are transitioning from one form to another and City Council's goals for their future development. The Urban Corridors are mixed-use areas that may develop into good candidates for future rapid transit corridors beyond the life of this Plan.

## REALIZE OUR VISION

- Policy 830\_ Where the term "corridor" is used, without the "rapid transit" or "urban" modifier, it is meant to apply to both of these types of corridors. We will realize our vision for our corridors by implementing the following in all the planning we do and the public works we undertake:

1. Plan and budget for rapid transit services along Rapid Transit Corridors, and locate transit stations within highly urban forms at strategic locations.
2. Plan transit services to provide a heightened level of service along Urban Corridors.
3. Plan for various segments of our corridors differently, with "segment-specific" policies to guide their development.
4. Plan for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services.

5. Allow for a wide range of permitted uses and greater intensities of development along Corridors close to rapid transit stations.

6. Carefully manage the interface between our corridors and the adjacent lands within less intense neighbourhoods.

7. Require transit-oriented and pedestrian oriented development forms along these corridors.

8. Plan for, and invest in, the civic infrastructure required to support planned development along these corridors.

9. Plan and budget for neighbourhood amenities along these corridors, including high-quality urban parks, civic spaces, and attractive outdoor seating areas, accessible to the public.

10. Undertake all public works to support, and be in conformity with, the Corridor policies and the vision for these corridors.

11. Support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.

12. The City may prepare a secondary plan for a corridor to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.

13. Where a secondary plan does not exist, a corridor master plan guideline document may be prepared to establish a conceptual road network or a conceptual block plan that will guide the redevelopment of the larger Corridor.

14. Design guidelines may be established for Corridors or segments thereof.

## PERMITTED USES:

- Policy 837 - The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise identified by the Specific-Segment policies in this chapter:

1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.
2. Mixed-use buildings will be encouraged.
3. Large floor plate, single use non-residential buildings will be discouraged in Corridors.
4. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
5. The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

## INTENSITY:

- Policy 840 - The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified:

1. 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.
2. Commercial buildings should not exceed 6,000m<sup>2</sup> in size within Corridors.
3. 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.

4. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.

5. Individual buildings will not contain more than 2,000m<sup>2</sup> of office space, except within 100 metres of rapid transit stations where buildings may contain up to 5,000m<sup>2</sup> of office space. An aggregate total of no more than 5,000m<sup>2</sup> will be allowed within 100 metres of a rapid transit station.

6. As shown on Table 9, greater residential intensity may be permitted within the Rapid Transit Corridor Place Type on sites that are located within 100 metres of a rapid transit station.

7. High-rise buildings up to the limits set out in Table 9, may be permitted in conformity with the Our Tools policies of this Plan.

8. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.

9. The full extent of intensity described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

TABLE 9 - MAXIMUM HEIGHT IN THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Upper Maximum Height (storeys)	Condition
Rapid Transit Corridor	2 storeys or 8m	10	12	Properties located on a Rapid Transit Corridor
	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare
Urban Corridor	2 storeys or 8m	8	10	

**Note 1** - The heights shown in this table will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

**Note 2** - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and the Secondary Plans part of this Plan to identify applicable specific policies.

**Note 3** - Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.

FORM:

- Policy 841 - The following form policies apply within the Rapid Transit and Urban Corridor Place Types:

1. All planning and development applications will conform with the City Design policies of this Plan.
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.
6. Convenient pedestrian access to transit stations will be a primary design principle within Rapid Transit Corridors. New development adjacent to rapid transit stations and transit stops should make strong, direct connections to these facilities.
7. On-street parking within Corridors is encouraged wherever possible and when conflicts with public transit services and on-street bike paths can be avoided or mitigated.

8. While access to development along Corridors may be provided from “side-streets”, such accesses to development will be located and directed in a manner that minimizes impacts on the internal portions of adjacent neighbourhoods.

9. All public works will ensure a high quality pedestrian environment through streetscape improvements which may include widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.

10. Planning and development applications will be discouraged if they result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to develop in accordance with the long-term vision for the Corridor.

11. Where appropriate, block concepts should be developed to provide for rear drive lanes and to coordinate automobile access and circulation.

12. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.

13. Buildings will be designed to mitigate the impact of new development on adjacent neighbourhood areas.

#### ZONING TO THE UPPER MAXIMUM HEIGHT:

*1638\_ The maximum height in the applicable Place Type may include a standard maximum and upper maximum height. Zoning on individual sites may be permitted up to the standard maximum height. Applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to this Plan. Heights exceeding the upper maximum will require an amendment to this Plan.*

*1639\_ A framework of heights that includes standard maximum and upper maximum heights, is shown on Table 8 at the beginning of the Urban Place Type policies.*

*1640\_ In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific zoning by-law amendment will be required to exceed the standard maximum height. Through the amendment process the community, City Council and other stakeholders can be assured that measures will be implemented to mitigate any impacts of additional height or density.*

*1641\_ Increases in building height above the Standard Maximum may be permitted where the resulting intensity and form of the proposed development represents good planning within its context.*

Two additional floors (Floors 9-10) are above the 8th floor. As a result, the proposed development will be meeting the upper maximum height of 10-storeys. Floors 9-10 constitute the 'top' of the building mass and are set back on all sides from the floors below (Middle-Floors 5-8). This massing strategy will reduce shadow impacts and obstruction of sky view. Furthermore, the 'top' floors on the south tower are significantly setback from the street (eight-metres) and are stepped back from the building sides to be less imposing on the public streetscape. The building and the upper floors are also generously setback from neighbouring properties to the east and west to reduce massing impacts. A zoning by-law amendment is also provided to identify the site-specific provisions for the upper maximum height.

#### Summary:

The proposed development application conforms to the City of London Official Plan as it supports the overall goals and the specific policies of the Mixed Use Areas, and the Urban Corridor. The proposal will contribute to the increased supply and diversification of housing in the city, and will meet the housing needs of various family sizes, cohorts and people at various stages or life, requiring diverse housing needs. The proposed development will support the intensification policies of the OP by locating high-density residential development to a location that is designated to accommodate both growth and intensification. The proposed development achieves a net density of 2.93 FSI and additionally will not require an Official Plan Amendment to proceed. The proposal will direct well-designed, appropriate intensification to an area that is supported by transit and servicing infrastructure, and is well positioned in proximity to existing services and amenities. As such, the proposed development appropriately complements and integrates into the urbanizing context. In our opinion, the proposal will contribute to achieving the vision and as such, conforms to the policies of the London Official Plan.

## 7.4 ARGYLE CORE AREA COMMUNITY IMPROVEMENT PLAN (2021)

The Argyle Core Area Community Improvement Plan was prepared by the City of London Planning and Development Services staff with assistance from representatives from other City Divisions and the community. A Community Improvement Plan (CIP) is a tool that allows a municipality to take actions to support improvements and redevelopment within a specifically defined project area. Section 28 of the Planning Act gives municipalities the ability to prepare CIPs. Through a CIP, municipalities are permitted to:

- Identify changes needed to land use planning policies, zoning, and/or other by-laws, policies and practices;
- Direct funds for improvements to public infrastructure and public space; Acquire, rehabilitate, and dispose of land; and,
- Provide grants and loans to owners and tenants for specific actions.

### Section 2 – Vision & Objectives:

A vision for a CIP is a long-term strategic statement that identifies how the community wants to look, feel and function. Establishing a vision is an important component of the CIP process as it provides the overarching foundation for the Action Items contained in the CIP. The following policies below align with the proposed development.

Through consultation with the community, twelve areas for improvement in the Argyle Core Area were developed from the list of items identified as needing improvement in the Argyle Project Area:

- Support Small Businesses
- Improve Public Realm - Dundas Street
- Crime Prevention/Safety
- Deficiencies in Infrastructure
- More (residential) Growth
- Enhancing Argyle's Identity
- Lack of Affordable Housing
- Lack of Trees and Greenery
- General Cleanliness
- Congestion (vehicular traffic)
- Recreational Programs & Community Gathering Spaces

### Section 3 – Argyle Community Improvement Plan Project Area & Sub-areas

The subject property is located with both the “Argyle Project Area” and the “Dundas Street Corridor” Sub Area. The following policies align with the proposed development.

*The Dundas Street Corridor contains lands fronting onto Dundas Street from Highbury Avenue North to Clarke Road. Dundas Street is the main commercial and transit corridor within the Project Area, connecting Veterans Memorial Parkway with the Argyle Mall and Highbury Avenue. The large volumes of traffic including trucks that pass through Dundas Street have contributed to a decline in the quality of the public realm and detract from the street environment policy objectives specified in the London Plan. Dundas Street and its many stores, restaurants and other small businesses are conveniently located and provide residents with most of their day-to-day shopping needs. An effort to rebalance the auto-dominated corridor to provide a more pedestrian friendly environment is a priority. A desire for more safety, cleanliness, additional public spaces to rest and more greenery and street-trees were identified in the first community meeting.*

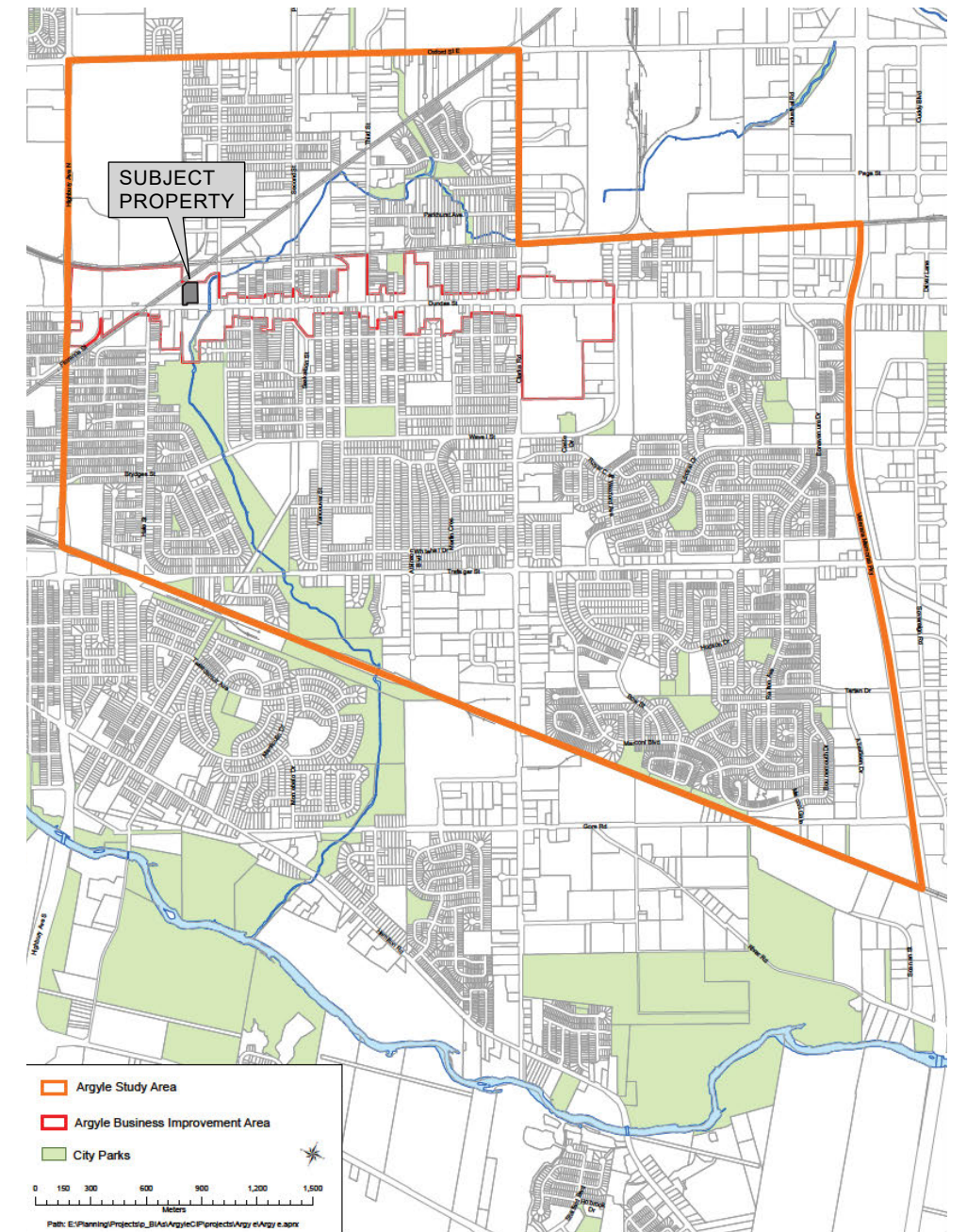


Figure 21: Argyle study Area

#### Section 4 – Community Improvement Needs

Section 4 of the CIP discusses the strengths, weaknesses, opportunities and threats (SWOT) in the Argyle Study Area that require action and/or improvement.

##### Opportunities:

- More infill and intensification along Dundas Street
- More affordable housing
- Development of Urban Design Guidelines to guide development
- Promote greater mix of uses, including mixed-use development
- Encourage property owners to improve their buildings (bring up to code) and attract tenants

- Economic impact from residential regeneration of former LPH lands
- Promote built heritage in Argyle through signage and educational outreach
- Promote cycling and walking
- Better balancing of vehicular and pedestrian traffic
- Great need for roadwork, sewer and infrastructure improvements
- East Lions Community Centre when it opens
- Crime Prevention Through Better Design (CPTED)
- Enhance by-law and police enforcement in Argyle
- Bring back Neighbourhood Watch Program
- Promote and expand the Active and Safe Routes to School Program



Figure 22: Argyle Project Area

Summary:

The proposed development is aligned with vision, objectives and improvement needs laid out in the Community Improvement Plan. The proposed development will aim to provide commercial uses at grade, which will provide opportunities for local businesses. Furthermore, the proposed development will have unique urban design and landscaping elements to ensure there is an improvement to the frontage and overall public realm along Dundas Street. This will further increase the overall animation of the site and contribute to the identity and pedestrian connection to the Argyle neighbourhood. The mixed-use development will be providing residential growth in the form of apartment units. Having a range of unit types will contribute to diversifying the housing choice and greatly assist with the current affordable housing concerns within the City and beyond.

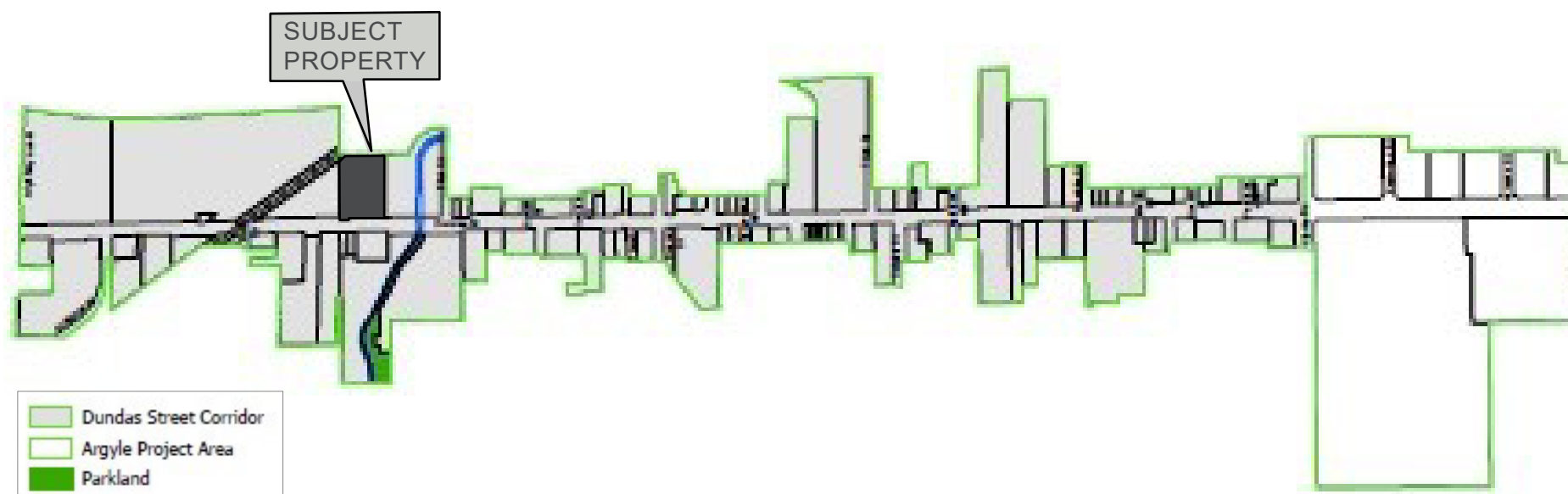


Figure 23: Argyle Project Sub-Area Dundas Street Corridor

## 7.5 CITY OF LONDON ZONING BY-LAW NO. Z. -1

The City of London Zoning By-law No. Z. -1 regulates how land and buildings are used, the location of buildings, lot coverage, building heights, and other provisions necessary to ensure proper development. Zoning By-law No. Z-1 zones the subject property as “Community Shopping Area 1 (CSA1) Zone”, which permits a range of commercial type uses. The current CSA zoning of the subject lands does not recognize residential as a primary permitted use. As a result of the current zoning on the subject lands, a Zoning By-law Amendment will be required to facilitate the proposed development.

A Zoning By-law Amendment has been submitted to permit the proposed land use change. Refer to Section 8.0 of the Planning Justification Report which discusses the proposed Zoning By-law Amendment.

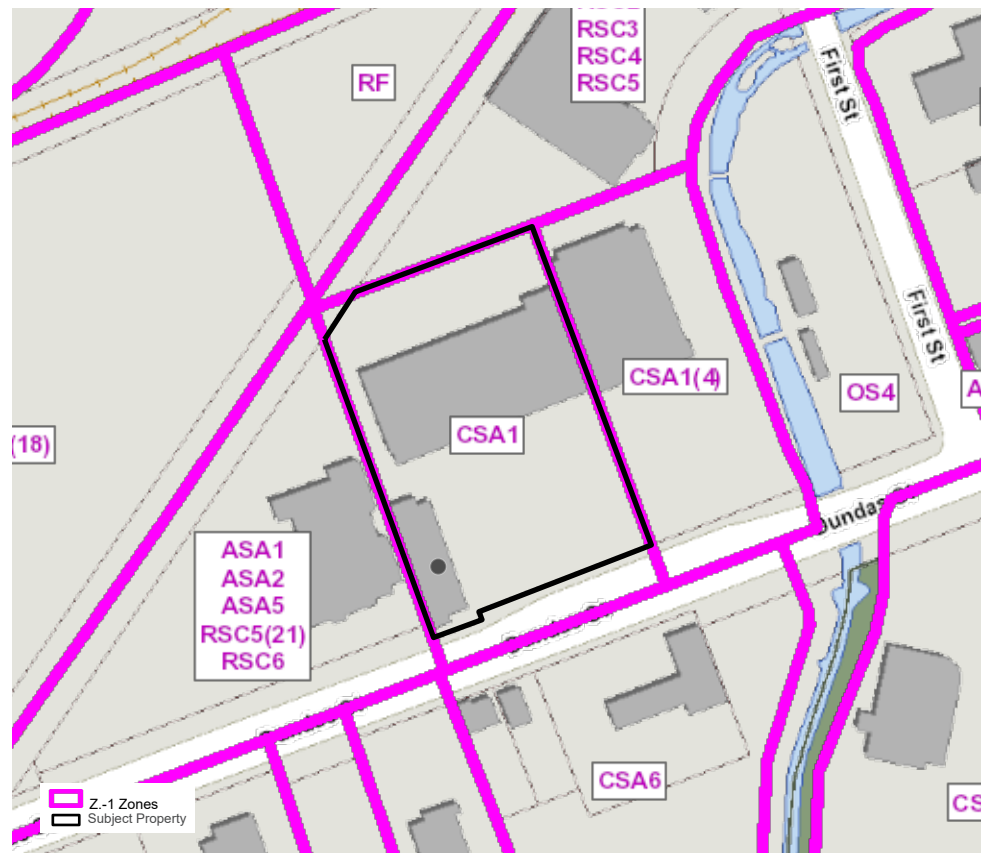


Figure 24: Zoning By-law Interactive Mapping



# 8. PROPOSED ZONING BY-LAW AMENDMENT

In order to implement the development proposal as discussed in this report, a Zoning By-law Amendment is required to permit residential uses on the subject property. Based on the applicable land use planning policy framework, the justification provided in this report, and the area context, it is our opinion that the following site specific exceptions are supportable and fulfill the general intent and purpose of the hierarchy of applicable land use planning policies and regulations.

As previously described in this report, Zoning By-law No. Z-1 zones the subject property as “Community Shopping Area 1 (CSA1) Zone”, which permits a range of commercial type uses. The current CSA zoning of the subject lands does not recognize residential as a primary permitted use. As a result of the current zoning on the subject lands, a Zoning By-law Amendment application will be required to zone the subject property as R9-XX.

Section Number 13.4 of the Residential R9 Zone will be amended by adding the following Special Provisions.

a. Additional Permitted Uses:

i	Offices
ii	Retail Stores
iii	Convenience Stores
iv	Financial Institution
v	Medical Dental Offices
vi	Restaurants
vii	Personal Service establishments

b. Regulations

i	Minimum Front Yard Depth	4.0 metres
ii	Maximum Building Height	10 storeys (35.0 metres)
iii	Minimum Interior Side yard Depth	6.0 metres
iv	Maximum Building Coverage	40%
v	Maximum Density	350 units per hectare
vi	Minimum Amenity Area (Indoor and Outdoor)	4 square metres per unit
vii	Maximum Ground Floor Height (floor to ceiling)	4.5 metres
viii	Minimum Podium Height	2 storeys
ix	Maximum Podium Height	4 storeys
x	Minimum Stepback of Floor Levels 5-8 (along the building frontage)	3.0 metres
xi	Minimum Stepback of Floor Levels 5-8 (north, east and west facade)	1.5 metres
xii	Minimum Stepback of Floor Levels 9-10	1.5 metres

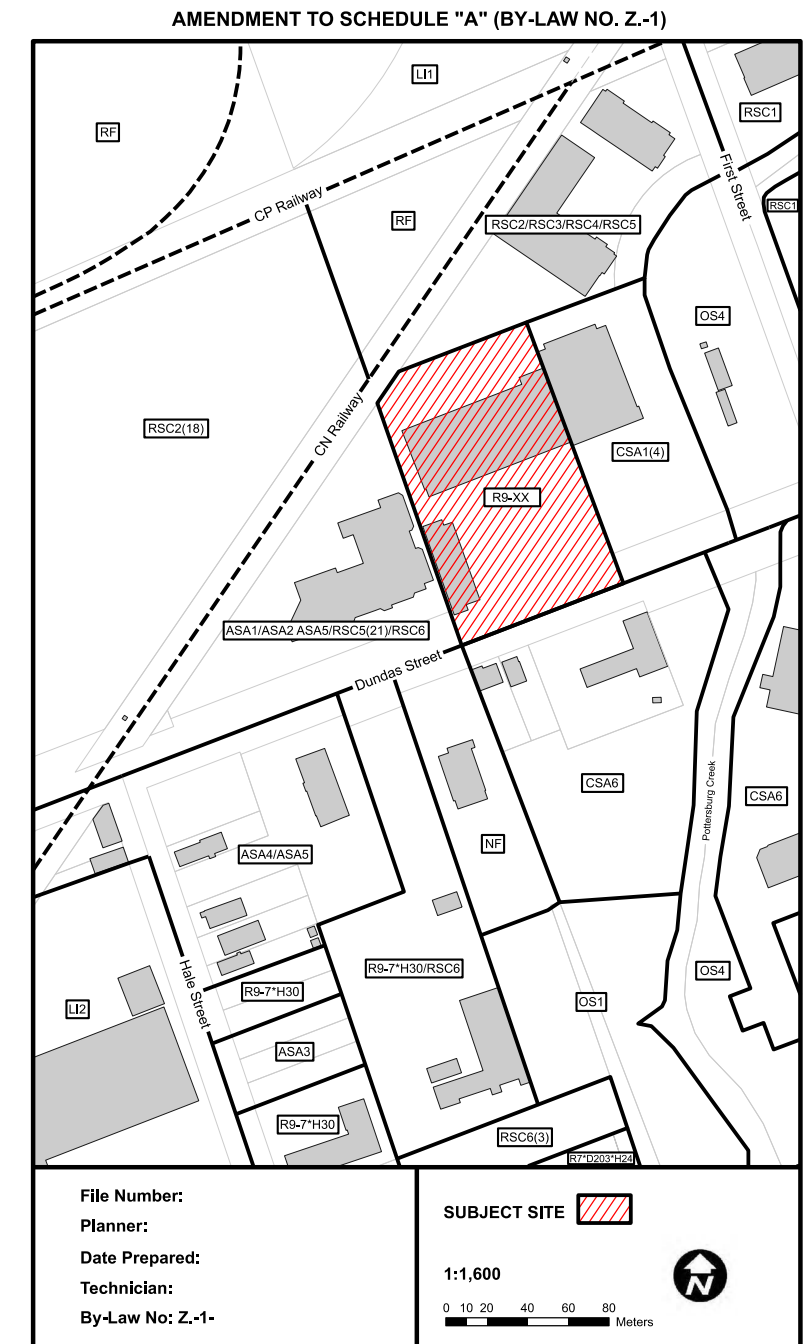


Figure 25: Draft Zoning By-law Amendment Schedule

# 9. PLANNING & URBAN DESIGN ANALYSIS AND JUSTIFICATION

## 9.1 POLICY CONTEXT

In our opinion, the proposed development represents good land use planning, attractive urban design and is in the public interest. As demonstrated in this report, the proposal is consistent with and conforms to the hierarchy of applicable land use planning policies and regulations, and will assist in implementing the land use planning vision for the area by providing compact and efficient intensification with access to transit and the plentiful services and amenities available within the growing City of London.

### Provincial Policy Framework

The PPS directs growth within existing settlement areas, encourages healthy and liveable communities, promotes intensification to support growth, and aims to diversify housing stock to meet current and future needs. Intensification and transit-oriented development is promoted in order to achieve efficient and cost-effective land use patterns and maximize investment in public transit.

The proposed development contributes to the intensification by providing an appropriate residential density that makes efficient use of currently underutilized lands along Dundas Street. The proposed density is accommodated in an appropriate, compact built form which will balance the direction for intensification and increased density and ensure compatibility with surrounding land uses. The proposed height and density will support the achievement of a complete community by accommodating a mix of residential and commercial uses on site and providing convenient access to services and amenities, including higher order transit, publicly accessible outdoor space, general retail, and other services and facilities. Therefore, based on the foregoing, it is our opinion that the proposed development is consistent with the Provincial Policy Statement.

### Municipal Policy Framework

The proposed development conforms to the municipal policy framework and will implement the land use planning vision for the area. The City of London Official Plan designates the site as within the Urban Corridor area and permit and encourage mixed-use development. In addition, this designation further implements the provincial policy direction. This area is anticipated to accommodate the greatest growth and intensification within the City and provide for a broad range of uses given its centralized location and access to existing higher-order transit facilities. The proposed development implements this vision and policy framework by providing 588 square metres of new commercial space and 334 residential units within a new mixed-use building that includes a compact and efficient high-density building form.

The proposed Zoning By-law Amendment will implement the proposed development and provide for building and development standards that allow the site to achieve its maximum prescribed density and implement the development as discussed and proposed within this report. The site specific special provisions align and fulfill the general intent and purpose of Official Plan policies for the Urban Corridor area. In our opinion, the proposed development is consistent with the hierarchy of applicable land use planning policies and regulations, and conforms to the City of London's Official Plan. Overall, the proposed high density, mixed-use building provides intensification and growth in an area designated and mandated for development given its location, the availability of existing services, policy permissions and location within proximity of existing transit infrastructure. The proposed Zoning By-law Amendment seeks to implement the high rise development as proposed within the site context and achieve the maximum prescribed density for the subject property. As such, the proposed development is consistent with and conforms to the hierarchy of applicable land use planning policies and regulations. In our opinion, the proposed development provides for good land use planning and achieves sound urban design principles.

Based on the foregoing, it is our opinion that the proposed development conforms to the intent and objectives of the OP and many policies contained therein.

## 9.2 LAND USE & BUILT FORM

The proposed development is compatible with the land use planning vision for the neighbourhood of Argyle and will implement a high-density mixed use development within this growing area. The proposed built form is compatible with the existing and future land use context of the area, that will fit seamlessly within the site area and with adjacent development applications.

## 9.3 HOUSING & INTENSIFICATION

The proposed development provides a compact built form which supports efficient land use patterns, while also providing for a range and mix of uses and unit sizes that will further diversify London's housing stock. The proposal avoids land use patterns that create urban sprawl, thus contributing to minimizing local impacts of climate change through intensification and greater utilization of existing underutilized lands, services and transportation infrastructure. As the proposed development is located along Dundas Street and various local bus routes, the proposal contributes to transit-supportive growth and intensification.

The PPS directs that anticipated growth should be accommodated through residential intensification and that a range and mix of dwelling types should be provided. The proposed 10-storey development provides for 334 different unit types that can accommodate a range of family sizes and various types of residents such as first-time home buyers, young professionals, seniors looking to downsize, single parent households, and small families. The proposal directs residential intensification to a site in proximity to active transportation and transit resources, as well as existing amenities and services, supporting a reduction in a reliance on personal vehicles.

The proposal also enhances the overall supply of housing in the City of London, supporting the goal of housing being made more affordable. The proposed development offers a housing option that is generally more affordable than traditional low-density housing forms located throughout the city. The diversification of the housing stock assists in affordability, while the various unit sizes will offer further opportunities for housing at various price points based on individual needs. Further, the diversified housing stock provides housing opportunities for varying residents and demographic cohorts requiring different needs. This application will further diversify the City's housing stock and increase housing options.

## 9.4 URBAN DESIGN & PUBLIC REALM

The City Design section of *The London Plan* outlines policies related to built form and includes elements such as streets, streetscapes, public spaces, landscapes and buildings. The goal of the City Design policies is to plan for the future and create pedestrian and transit-oriented environments that encourage land use and mobility integration [Policy 191].

The proposed development supports the policies of Section 4.0 of *The London Plan* as summarized below and supports the City's vision of creating a sense of place that is unique to London.

### City Design

- The development supports the creation of more functional and practical places in the City by providing a walkable, pedestrian, and transit-oriented environment. It is designed to fit well within its planned context and be compatible with the surrounding context. A high-quality street frontage with a positive pedestrian environment that is safe, accessible, attractive, will ensure a vibrant neighbourhood and promote a sense of place and character [Policy 190, 191, 193].
- The proposed context-sensitive design supports active transportation and universal accessibility [Policy 193-5].
- The proposal introduces a new housing typology to the neighbourhood that will benefit from future rapid transit networks while ensuring the development fits within the existing neighbourhood context [Policy 193-7].

### Character and Streetscapes

- The streetscape, landscape design, site layout, building design, and materials will establish a sense of place and character consistent with the planned vision of the Dundas Street Corridor [Policy 197].
- The project maintains key commercial entry points along Dundas Street to support an active pedestrian realm, and a consistent commercial frontage and contribute to a sense of place. The primary building entrances will face the public right-of-way to reinforce the public realm and offer convenient residential and office/commercial access [Policy 202, 211, 221].

- The landscape areas define amenity spaces and pedestrian areas, delineate public and private spaces, provide visual screening to the rail corridor, and improve the overall development quality [Policy 235].

### Site Layout

- The site layout responds to the planned context of intensification and urbanization of the Dundas Street Corridor by locating the building close to the street (four-metres) to create a street edge definition. The building is located towards the south and east of the Site to mitigate impacts from the existing rail corridor at the north, provide adequate separation from the west, and accommodate the relocated easements and vehicle access into the Site. The U-shaped building configuration creates meaningful outdoor spaces, including the central courtyard and peripheral landscaped areas [Policy 252, 253, 256, 259]. See Figure 11 Site Plan
- The safety and convenience of pedestrians are essential site design considerations. The main residential and commercial entrances are directly connected to the street sidewalk. The circulation system separates pedestrian and vehicular movement and includes pedestrian crossings as required. Bike racks and bike lockers are conveniently located near building entrances [Policy 255, 268]. See Figure 17 Circulation Plan.

### Parking and Loading

- Loading and garbage areas are located in the building's south wing on the ground floor, and accessed from the central vehicle turning area to maintain a desirable street frontage and pedestrian environment [Policy 266]. See Figure 13 Ground Floor Plan.
- The development minimizes parking impacts by strategically screening areas from the public realm. Surface parking within the proposed development is located in the central courtyard, screened from the street by the south wing of the building. The majority of parking is located in an underground parking structure [Policy 269, 272, 275].
- The project supports cycling as a means of transportation by providing short and long-term bicycle parking facilities [Policy 280].

### Building Design and Materials

- A four-storey podium along Dundas Street will ensure a human-scale design at-grade, reduce the apparent height and mass of the building on the street environment, allow sunlight into the street, and reduce wind impacts [Policy 285, 286, 292].
- The building mass is defined into three components: a base, middle and top to achieve a higher quality-built form while maintaining a human-scaled ground floor. The base, middle and top of the building will be articulated through the use of building step backs. The base is designed to reinforce the human-scale and provide an active frontage along Dundas Street. The middle part is visually cohesive with the base but is distinct in design and materiality. The mechanical penthouse is integrated with the building facade design and is further stepped back to ensure visibility from ground level is minimized [Policy 289, 296]. See Figure 16.
- The proposed building has been massed to reduce its impact on neighbouring properties and the street. The middle part of the massing is broken into two L-shaped towers to reduce massing and visual impacts on the neighbouring property to the east. A setback of 6.5 metres allows for a landscaped transition to the east. The generous building setbacks from the north and west property lines locate the building away from the rail corridor and the neighbouring property to the west to minimize adverse impacts. The south wing of the building creates an urban edge along the Dundas Street Corridor that is adequately articulated to reduce massing impacts on the street. Floors 5-8 are stepped back three metres from the face of the podium and 1.5 metres on the other sides. Floors 9-10 are further stepped back 1.5 metres on all sides. The gradual building step-backs and the generous sideyard setbacks (6.5 metres on the east side and 13 metres on the west) will allow views from the street while establishing an active urban edge along the Dundas Street Corridor—additionally, the façade design and materiality aid in scaling down the mass and creating a human-scaled development [Policy 293, 298].
- The proposal incorporates green building design elements to support Green and Healthy City policies including green roofs, outdoor amenity areas and stormwater retention features [Policy 294, 295]. See Figure 18 Landscape Plan. Also, refer to the Functional Servicing Report prepared by SCS Consulting, dated January 2024..

- The facade design will include a variety of materials that are of high-quality and durable. The materiality is used to visually break up massing, reduce the visual bulk and add interest to the building design. Accordingly, the base, middle, and upper parts have distinct materiality as illustrated in Figure 16. Transparent glass is maximized on the ground floor commercial units facing Dundas Street to provide views into and out of the space and enhance the pedestrian environment [Policy 291, 301, 302, 303] . See Figure 16 South Elevation.

### Rapid Transit & Urban Corridors

- The proposed building design meets the permitted upper maximum height of 10 storeys along an Urban Corridor [Policy 839 Table 9].
- Recognizing the key role of ‘corridors’ in future urbanization and supporting rapid transit, the proposed development supports greater intensity and a mix of uses (residential and office/commercial) along Dundas Street [Policy 830-4, 830-5].
- The proposed built form is compact and supports moderate intensification adjacent to Rapid Transit Corridors to continue higher-density building along the rapid transit network [Policy 830-7].
- A mixed-use building that supports residential and office/commercial uses is proposed in line with the Rapid Transit and Urban Corridor Permitted Uses. The office/commercial uses are on the ground floor facing Dundas Street [Policy 836-1, 836-2, 836-4].
- The lot size and configuration are suitable for the proposed compact form of development while mitigating impacts on adjacent areas. The site design is sensitive to adjacent land uses and integrates building setbacks, stepbacks, and landscaped transitions to ensure compatibility with the surrounding area. [Policy 840-1, 840-4].
- The proposed office/commercial space on the ground floor is 588 square metres and is within the recommended limit of 2,000 square metres of office space [Policy 840-5].
- The proposed building is located closer to the front lot line to support the development of a pedestrian-oriented street wall along Dundas Street [Policy 841.2].

- The mass of the proposed building is broken down into a base, middle part, and upper part. The base is further articulated at grade with window glazing, building entrances, and materiality to support a pleasant and interesting pedestrian environment [Policy 841-3].
- Transit-oriented design principles are considered through the compact built form, pedestrian-oriented design, mix of uses, and direct connections between main building entrances and the street sidewalk to facilitate access to future/existing transit stops [Policy 841-4].
- The south-facing façade of the podium along Dundas Street provides clear building entrances. Pedestrian pathways are delineated and sized as per municipal standards. The proposed circulation system ensures easy navigation and pedestrian safety [Policy 841.5]. See Figure 17 Circulation Plan.
- Most parking spaces are provided in an underground parking structure with a few spaces at grade. The at-grade parking spaces are located behind the south wing of the building and screened from the public realm [Policy 841-12].

## 10. CONCLUSION

Based on our review of the applicable land use planning policy framework, area context and the supporting application materials, it is our opinion that the proposed development and enclosed Zoning By-law Amendment application are based on good planning and urban design principles. The proposal is consistent with and conforms to the hierarchy of applicable land use planning policies and documents by providing a high density mixed-use development within a settlement area that will provide for a range and mix of dwelling options and additional commercial uses to the growing City of London and Argyle Community. The proposed Zoning By-law Amendment seeks to permit a 10 storey mixed-use building that will allow the proposed development to achieve its maximum prescribed density within its site context.

The proposed development is compatible with the surrounding area, delivers the form of intensification that is planned and envisioned for the area, provides an efficient and compact built form on an underutilized lot, supporting the achievement of a complete community given its mixed-use components and proximity to a range of existing services and amenities, and promotes active transportation and sustainable development through the pedestrian connections and access to higher-order transit infrastructure. It is our opinion that the proposed development and associated planning application represent good planning and urban design, and should proceed through the applicable development review process as prescribed by the Planning Act.

