

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Oxford West Gateway Inc. (c/o Strik Baldinelli Moniz)
1856-1910 Oxford Street West
File Number: O-9484/Z-9485, Ward 9
Public Participation Meeting

Date: October 22, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Oxford West Gateway Inc. (c/o Strik Baldinelli Moniz) relating to the property located at 1856-1910 Oxford Street West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 5, 2024, to amend the Riverbend South Secondary Plan forming part of the Official Plan, The London Plan by **ADDING** a Site-Specific Policy to the Commercial Land Use Designation Section;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 5, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, and the Riverbend South Secondary Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Community Shopping Area Special Provision (CSA5(6)) Zone **TO** a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h-149*R9-7(_)/CSA5(6)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Increase the amount of transparent glazing on the ground floor elevation to provide increased passive surveillance and activation of the public realm;
 - ii) Provide a pedestrian walkway that connects between the proposed landscape parkette and the rest of the pedestrian network on the site;
 - iii) Provide a paratransit layby;
 - iv) Provide a loading space for the commercial uses within the proposed mixed-use apartment building;
 - v) Provide a direct pedestrian connection to nearby open space to the west to provide for off-site outdoor amenity space;
 - vi) Provide a connection to the SWM block to the south;
- (d) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-laws as the recommended amendments are reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

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

- i) The recommended amendment is consistent with the Provincial Planning Statement, 2024 (PPS);
- ii) The recommended amendments conform to the Riverbend South Secondary Plan;
- iii) The recommended amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies, the

- Neighbourhoods Place Type policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
- iv) The recommended amendments facilitate an appropriate form of development at an intensity that is appropriate for the context of the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan, to add a Specific Policy Area to the Commercial Land Use Designation of the Riverbend Secondary Plan to permit a mixed-use apartment building. The applicant has also requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Commercial Shopping Area Special Provision (CSA5(6)) Zone to a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7(_)/CSA5(6)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a mixed-use apartment building consisting of two towers with heights of 10 and 11 storeys containing **223 residential units** and a maximum of 850m² of ground floor commercial space.

Staff are recommending approval of the requested Official Plan and Zoning By-law amendments with special provisions and a holding provision to ensure there is adequate sanitary capacity prior to development.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Economic Growth, Culture, and Prosperity** by supporting small and growing businesses, entrepreneurs and non-profits to be successful.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – Lands bounded by Oxford Street West to the north, Westdel Bourne to the west, the Warbler Woods ESA on the east, and the City's Urban Growth Boundary to the south 39T14505/OZ-8426 - March 23, 2015

1.2 Planning History

March 31, 2015, City Council approved a Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment and the adoption of a Secondary Plan for the area generally bounded by Oxford Street West, Westdel Bourne, Warbler Woods ESA and the City of London Urban Growth Boundary to permit 90 single detached dwelling lots, 1 medium density residential block, 1 medium-high density residential block, 1 commercial block, 5 park blocks, 1 walkway block, 2 open space blocks served by a secondary collector road, 3 local streets, 2 road widening blocks, and the extension of Riverbend Road and Warbler Woods Walk.

January 5, 2017, for 1854 Oxford St W, the Consent Authority granted a consent to sever approximately 3.3 hectares for the purpose of proposed commercial uses, and to retain approximately 29.2 hectares for the purpose of proposed residential uses; and to establish an easement for the purpose of servicing.

May 2, 2017, for 1231 Riverbend Road, the Committee of Adjustment passed two variances to permit 3.0m (9.8') rear yard setbacks whereas 6.0m (19.6') is required

and to permit 3.0m (9.8') interior side yard setbacks whereas 6.0m (19.6') is required.

August 31, 2017, for 1826 Oxford St W, the Consent Authority granted a consent to establish an easement of approximately 1401m² over Block 95 on Plan 33M-711, in favour of Block 94 on Plan 33M-711, for the purpose of servicing and access.

April 22, 2019, for 1886 Oxford St W, the Committee of Adjustment passed three variances to permit a total gross floor area for office use as a proportion of gross floor area of 22.0%, whereas 15% is the permitted maximum, to permit a building height of 15.0m (49.2'), whereas 12.0m (39.4') is the permitted maximum, and to permit 388 off-street parking spaces whereas 419 are required.

November 11, 2019, Site Plan Approval was granted for 1868 Oxford St W to permit a commercial development.

April 14, 2021, for 1170 Riverbend Road, the Committee of Adjustment passed a variance to permit a total gross floor area for office uses as a proportion of total gross floor area of 25%, whereas 22% is the maximum permitted.

1.3 Property Description and Location

The subject lands are located on the south side of Oxford Street West, between Westdel Bourne to the west and Riverbend Road to the east, within the River Bend Planning District. The site has a total area of approximately 3.28 hectares, 438 metres of frontage along Oxford St W and 138 metres along Riverbend Road. Currently, the subject lands contain a large commercial lot that is approximately 3.28 hectares (8.1 acres) in area and is offered high visibility, frontage and access onto the two arterials (Westdel Bourne and Oxford Street West) and a collector (Riverbend Road). The site is currently developed with eight commercial/office buildings and associated surface parking within the west and north portions of the site.

Surrounding uses consist of a mix of low to medium density residential, open space, commercial and office uses. Vacant lands to the south are planned for high-density residential development and townhouses which are currently under construction. To the north across Oxford Street West is the West Five community, consisting of Sifton Properties offices/headquarters and ground floor retail uses, with the Kilbourne Cemetery to the west of the office use and vacant lands planned for future commercial development. To the east across Riverbend Road is a cluster townhouse development and single detached dwellings on Sumac Way. Lastly, to the west, directly abutting the site is a stormwater management facility.

Site Statistics:

- Current Land Use: Commercial
- Frontage: 435 metres along Oxford Street West and 138 metres along Riverbend Road
- Depth: 435 metres
- Area: 3.28 hectares
- Shape: Irregular
- Located within the Built Area Boundary: No
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Retail, Commercial, Offices, Cemetery
- East: Residential
- South: Residential
- West: Residential

Existing Planning Information:

- Existing London Plan Place Types: Shopping Area and Neighbourhood
- Existing Special Policies: Riverbend South Secondary Plan
- Existing Zoning: Community Shopping Area Special Provision (CSA5(6)) Zone

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



Figure 1: Aerial Photo of Subject Lands and surrounding lands



Figure 2: View of Subject lands looking east from Westdel Bourne



Figure 3: View of subject lands looking southeast from Oxford St W



Figure 4: View of subject lands looking southwest from Oxford St W and Riverbend Road



Figure 5: View of subject lands and proposed development area, looking west from Riverbend Road

2.0 Discussion and Considerations

2.1 Development Proposal

The original development concept proposed a mixed-use building on the southeast portion of the site consisting of a base podium with approximately 840 m² of ground floor commercial and two 10 and 11 storey towers containing 223 residential units.

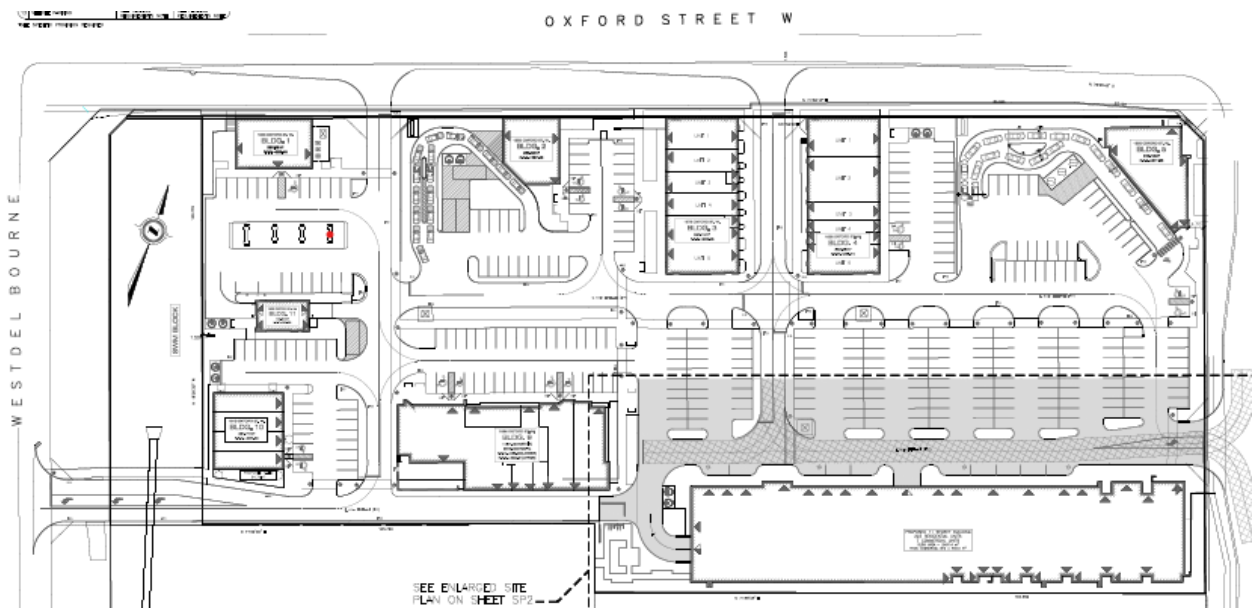


Figure 6: Original Conceptual Site Plan

2.2 Revised Development Proposal

Following discussions with City staff, the applicant submitted a revised development proposal which provides an increased setback to the south property line to provide greater separation from the future development to the south. No changes were made to the building heights, proposed number of residential units, or proposed commercial gross floor area. Surface parking for the proposed commercial units within the mixed-use building is proposed to be shared with the existing commercial development on the subject lands. Parking for the residential units is provided internal to the building with

one level of underground parking and one level of parking at grade within the podium, which are accessed on the north and west sides of the building.

Currently, there are four accesses to the subject lands, one on Westdel Bourne, two on Oxford Street West and one on Riverbend Road. Sidewalks are currently located on Westel Bourne, Oxford Street West and Riverbend Road. Proposed walkways would provide connection to the mixed-use building, internally through the site to the public sidewalks. Amenity area is provided in a parkette to the west of the mixed-use building along with on top of some terraces.

The proposed development includes the following features:

- Land use: Mixed-use apartment building
- Form: Two towers connected by a common podium
- Height: 10 and 11 storeys
- Residential units: 223
- Building coverage: 23.5%
- Parking spaces: 259
- Bicycle parking spaces: 264
- Landscape open space: 24.9%

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

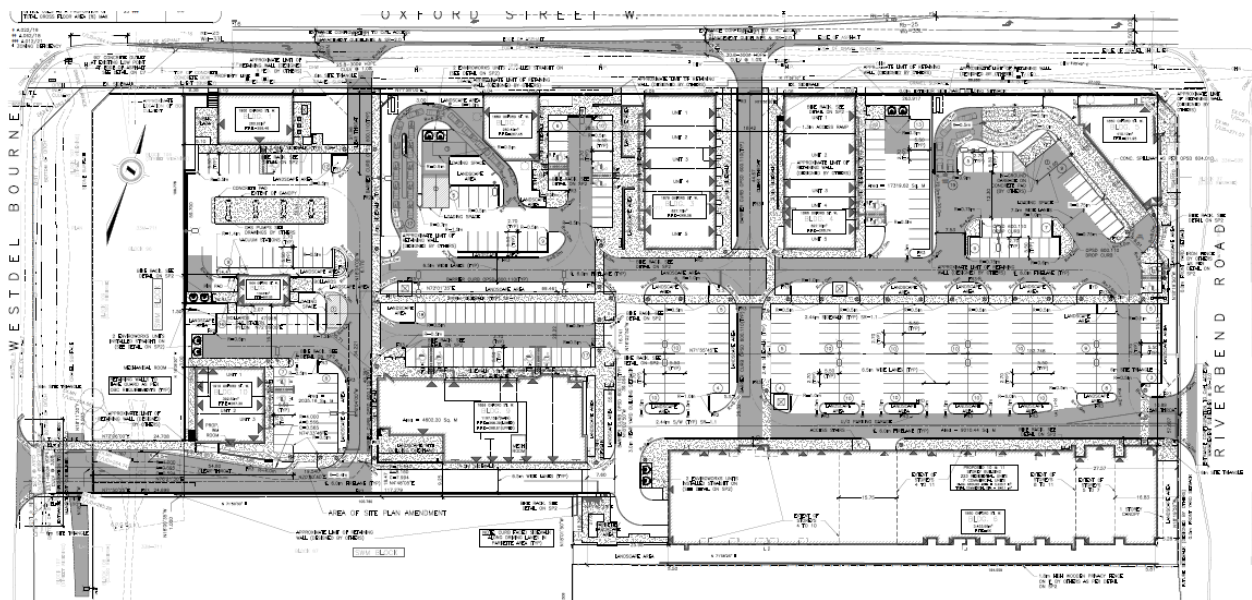


Figure 7: Revised Conceptual Site Plan



Figure 4: Rendering – North elevation – View from Oxford St W



Figure 5: Rendering – South Elevation – View from Riverbend Road

2.2 Requested Amendments

The applicant has requested to add a Specific Policy to the Commercial Land Use designation of the Riverbend South Secondary Plan to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone a portion of the property from a Community Shopping Area Special Provision (CSA5(6)) Zone to a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7(_)/CSA5(6)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R9-7)	Required	Proposed	Recommended
Additional Permitted Uses of the CSA5 Zone shall be permitted on the ground floor of the development.			
Additional Permitted Uses – Mixed-Use Apartment Buildings			
The front lot line shall be deemed to be Oxford Street West			
Exterior Side Yard Depth (Minimum)	10.0m	5.2m	5.0m
Rear Yard Depth (Minimum)	16.8m	5.5m	5.0m
Landscaped Open Space (%) (Minimum)	30%	20%	20%
Building Height (Maximum)	As per 13.3 (ZBL)	40m	40m
Commercial GFA (Maximum)	N/A	840sq.m	850sq.m
Encroachments for balconies and canopies	A maximum of 1.5m projection no closer than 3.0m to the lot line for balconies and 0.5m maximum projection for canopies	N/A	To permit unlimited encroachments for balconies and canopies
Regulation (CSA5(6))	Required	Proposed	Recommended
Front and Exterior Yard Depth (Minimum)		0.0m	0.0m

Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.	N/A	Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.	Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.
Total GFA for Office Uses as a proportion of total GFA (%) (max)	N/A	25.1%	30%
Gross floor area maximum shall not include any residential gross floor area			

2.3 Internal and Agency Comments

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

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

2.4 Public Engagement

On March 17, 2022, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 17, 2022. A “Planning Application” sign was also placed on the site. On December 21, 2023, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 21, 2023.

There were 4 responses received during the public consultation period. Detailed public comments are included in Appendix “F” of this report. Concerns expressed including the development does not meet the polices of the London Plan and Riverbend South Secondary Plan, traffic, the use and intensity are concerning.

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for an Official Plan amendment and a Zoning By-law amendment complies with The London Plan, it is staff’s opinion that the application is consistent with the *Planning Act* and the *PPS*.

The proposed development meets the intent of the PPS policies by introducing a compact, mixed-use, development that would intensify an existing commercial centre in an area designated for commercial and residential uses.

The London Plan, 2016

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

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

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

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

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

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

Staff are of the opinion that all the above conditions have been met.

Riverbend South Secondary Plan

The Riverbend South Secondary Plan (RSSP) was adopted by Council in 2015 to redesignate the subject lands for community growth to be read and interpreted in conjunction with the 1989 Official Plan, which refers to specific land use designations. With the RSSP, the subject lands were designated “Community Commercial Node under the 1989 Official Plan and permitted high density apartment buildings. In 2022 the Riverbend South Secondary Plan was amended to change referenced to reflect the policies of The London Plan which currently designates the larger site as Shopping Area and Neighbourhoods. This application was initiated prior to the amendments to the RSSP.

The subject site is located within the Commercial designation within the Riverbend South Secondary Plan. The Secondary Plan has been reviewed in its entirety and it is staff's opinion that the proposed Official Plan and Zoning By-law amendment is consistent with it.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Amendment to the Riverbend South Secondary Plan

An amendment to the Riverbend South Secondary Plan to add a Specific Policy Area to Commercial Designation to permit a mixed-use building with heights of 10 and 11

storeys and a maximum of 850m² of ground floor commercial space is recommended. As discussed in Section 2.5 of this Report, The London Plan sets out policies for Specific Areas that may be considered in limited circumstances where the following conditions apply (TLP 1729-1734):

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

The recommended site-specific amendment for a mixed-used development and complementary commercial uses is in keeping with The London Plan Key Directions by introducing intensification on an underutilized parcel.

2. *The proposed policy does not have an adverse impact on the integrity of the commercial designation policies in the Riverbend South Secondary Plan or other relevant parts of the London Plan.*

The site-specific amendment to the Commercial Designation in the Riverbend South Secondary Plan does not have an adverse impact on the integrity of the area and other relevant parts of The London Plan. The subject site is situated within an established development node that is designated for residential and commercial purposes. The site is currently underutilized, and based on proximity to arterial roads, public transit and active transportation routes is well suited for intensification. The proposed development expresses a high-quality architectural design, is transit-supportive, includes a podium with structured parking that supports a high-quality pedestrian environment and adds to the choice of dwelling types with varying locations, size, affordability, tenure, design and accessibility (TLP 810_ & 811_)

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

The site-specific amendment would permit a unique mixed-use development with two towers to complement the existing commercial uses on site. The site has a relatively large size of 3.8 hectares, is fronting onto one Urban Thoroughfare and one Neighbourhood Connector, and is supported by existing and planned public transit routes. The proposal represents a site-specific intensification opportunity that would not establish a precedent for other properties in the area. The RSSP, prior to amendments in 2022, contemplated the development of high density residential on this site.

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

The proposed development is comprised of 10 and 11 storey towers containing a total of 223 residential units, and 840m² of commercial gross floor area on the round floor. The building massing, orientation and articulation are designed to be compatible with the surrounding land uses and promote an appropriate form of infill development within a site within the Commercial Land Use Designation, justifying the increased building height on the undeveloped and underutilized portion of the site.

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

The site-specific amendment is in the public interest and represents good planning as it facilitates the intensification of an underutilized site. The proposed mixed-use development is located at a strategic location that utilizes existing services and facilities, ensures a mix of housing types and is compatible with the surrounding neighbourhood.

It should be noted that prior to 2022 and at the time of acceptance of this application, the Commercial designation of the Riverbend South Secondary Plan referred to the parent policies of the 1989 Official Plan, which designated this site as Community

Commercial Node on Schedule A – Land Use. In accordance with policy 4.3.7.3 of the Community Commercial Node designation in the 1989 Official Plan, multi-family, high density residential uses may be permitted through a zoning by-law amendment, site plan application, and consideration of design features which provide for the proper integration of the two uses. As such, the purpose of this Official Plan Amendment is to implement the former policy framework which was in force and effect at the time this application was submitted and deemed complete.

On this basis, staff are of the opinion that all the above criteria have been met and are supportive of the site-specific policy to the Riverbend South Secondary Plan.

4.2 Land Use

The proposed mixed-use apartment use is supported by the policies of the PPS 2024 and the Commercial designation of the Riverbend South Secondary Plan. The subject site is located within the Shopping Area and Neighbourhood Place Types. Place Type boundaries are not meant to be interpreted as rigid unless they coincide with a physical feature. The Shopping Area Place Type permits a range of commercial and residential uses and promotes mixed-use development. The intent of the Neighbourhoods Place Type is to permit a range of residential land uses and intensities that are compatible in form and offer a variety of housing choice, particularly with higher intensity/density along higher-order streets (TLP 919_).

Riverbend South Secondary Plan

The Commercial designation will provide a range of retail and service opportunities to meet the regular shopping needs of local and surrounding residents. Permitted uses within this area will be consistent with those permitted in the Shopping Area Place Type of The London Plan. In addition, residential units above commercial and office uses will be permitted to foster live-work opportunities. The Shopping Area Place Type contemplates a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses (TLP 877_1). Mixed-use buildings are encouraged (TLP 877_2). The recommended amendments seek to permit the commercial and residential uses of a mixed-use development which is in keeping with the Commercial designation. In accordance with policies 1558 and 958_6 of The London Plan, the more specific policies of the Riverbend South Secondary Plan prevail over those of The London Plan. As such, staff are satisfied the recommended amendment is in conformity with the Riverbend South Secondary Plan and is therefore in conformity with The London Plan.

4.3 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (2.2.1.2), compact form (2.4.1.3.c), and an appropriate mix of housing options and densities (2.3.1.3). Within the Neighbourhood Place Type, the maximum building height for sites fronting on a Neighbourhood Connector is 3 storeys in accordance with Table 11. The 11-storey tower is proposed to be oriented towards Riverbend Road and the 10-storey tower sited at the southwest corner of the site. Both towers are designed to provide a transition in height towards the existing and future surrounding residential uses (TLP 953_2). The residential use is accommodated on an undeveloped portion of the site that is of sufficient size to support the proposed use and can provide sufficient setbacks to buffer to existing and future abutting residential developments. The redevelopment of the parcel will facilitate the efficient use of land and is appropriate within the existing and planned context (TLP 953_2 and 3).

The subject site is served by a broad range of commercial and service uses on site and nearby. Public transit is also available in the broader vicinity. The subject site is in an appropriate location for a mixed-use development based on the planned uses, location criteria, and the form, design and mitigation measures identified in this report.

Riverbend South Secondary Plan (RSSP)

The Riverbend South Secondary Plan does not establish minimum or maximum height or intensities in the Commercial designation. As the Shopping Area Place Type permits a standard maximum height of four storeys and an upper maximum height of six storeys, an Official Plan Amendment is required to add a specific policy to the Commercial designation of the Riverbend South Secondary plan to permit a mixed-use apartment building with heights of 10 and 11 storeys, 223 residential units, and 850 square metres of commercial gross floor area. This is consistent with the policies of the 1989 Official Plan that was in effect at the time the application was submitted.

Staff are satisfied that appropriate mitigation measures have been incorporated into the building design, and that the positioning of the building justifies the additional building height. Given the surrounding context and potential future development with this range of height and intensity, the proposed mixed-use development is considered appropriate and compatible within the neighbourhood context. As such, staff are satisfied the proposed intensity is in conformity with the criteria for the Evaluation Criteria for Planning and Development Applications.

The proposed residential intensity will facilitate an appropriate scale of development that makes efficient use of lands and services and is compatible and complementary to the existing and planned residential development in the area in conformity with The London Plan and Riverbend South Secondary Plan.

4.4 Form

The proposed form is consistent with the policies of the PPS 2024 and in conformity with The London Plan. The London Plan encourages compact forms of development for planning new growth, including “inward and upward” compact forms of development (TLP 7_, 59_2, 66_, 79_). Various forms of infill and intensification are accommodated to realize the compact, inward and upward patterns of planned growth (TLP 59_4). Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (953_2, a. to f.).

All planning and development applications will conform with the City Design policies of The London Plan (TLP 194_). These policies direct all planning and development to foster a well-designed built form, and ensure development is designed to be a good fit and compatible within its context (TLP 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and promote connectivity and safe movements for pedestrians, cyclists, and motorists between and within sites (TLP 252_ and 255_). In terms of built form, buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings and minimize the visual exposure of parking areas to the street (TLP 256_ & 269_).

In accordance with policy 289_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top (TLP, 289_). Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human-scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

The mixed-use building is proposed to be positioned forward with a reduced front yard setback to Riverbend Road to help reinforce the urban street wall. To further address Riverbend Road, there are setbacks to create a more human scale street edge.

Additionally, this street edge includes a principal entrance for the 11-storey building connected by a wide pedestrian walkway to the public sidewalk along Riverbend Road. The two towers are connected by a podium that varies in height. The proposed development integrates three defined built-form components:

Base

The base of the building was designed with positive design features. These include a podium with a variety of heights, delineated by using building articulation to emphasize the interface on Riverbend Road and between residential commercial units. Brick masonry veneer is used to highlight the residential and commercial entrances/spaces as well as anchoring the base of the building. The proposed podium floor plates would contain commercial units (combined commercial GFA of 840m²) on the ground floor. These commercial units would include street entrances from Riverbend Road and Oxford Street West. The façade treatment along the commercial store fronts includes a higher proportion of glazing to clearly delineate commercial unit entrances which accents the ground floor commercial space at a pedestrian scale. Also, variations in colour, building articulation and canopies for each residential entrance to highlight and direct pedestrian flow have been emphasized. As indicated one principal entrance faces Riverbend Road, and two face Oxford Street West to reinforce the public realm with strong and vibrant street vibrance, establish an active frontage and provide for convenient pedestrian access (TLP 291_). The podium elements are proposed to contain amenity space, lobby, vehicular parking, bike storage and entrances. Further, podium elements will integrate design features to screen structured parking.



Figure 10: - Rendering – East Elevation – View from Riverbend Road

Middle

The middle portion is visually cohesive with, but distinct from the base and top. It contains two residential towers on top of the podium adequately separated to provide privacy between buildings and reduce sun shadow impacts. This element includes the apartment units, step backs and individual balconies and large wrap around balconies, extensive glazing and vertical and horizontal material patterns which provide articulation for the towers elements to break up the continuous massing. This contributes to distinctive tower elements intended to help frame and enhance the adjacent streetscapes.



Figure 11: Rendering – North Elevation – View from Riverbend Road



Figure 11: Rendering – North Elevation – View from site interior

Top

The rooftop elements are proposed to be setback from the core tower features and would contain penthouse units, rooftop terraces and mechanical equipment. The top portion of the towers have been differentiated from the middle portion through the use of stepbacks and varying building materials.

The proposed building is designed with two step backs to the tower from Riverbend Road using a 45 degree angular plane to provide a transition from the townhouses to the east. This will assist with a better transition in building height, as well as increased privacy, amenity space, and a human scale along Riverbend Road.

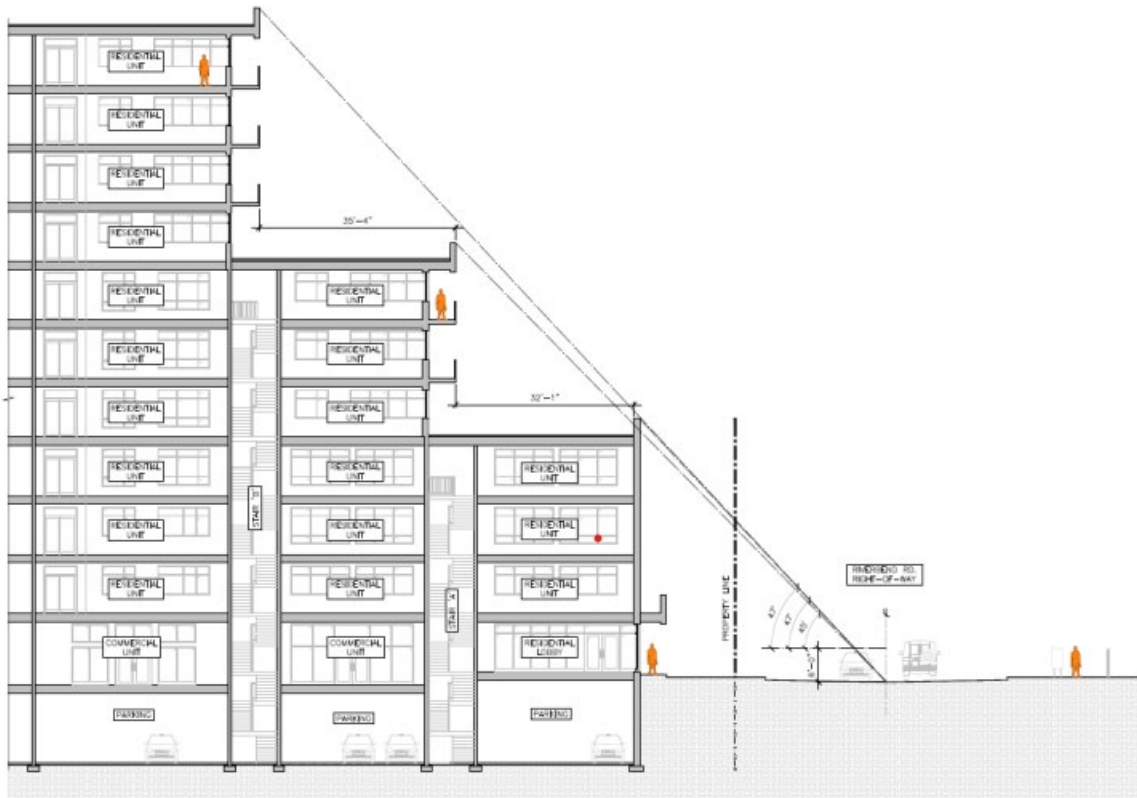


Figure 12: - Angular Plane measure from the Centreline of Riverbend Road

As part of the application, the applicant submitted a shadow study showing the shadows that will fall in March/September, June and December at 8:00AM, 10:00AM, 12:00PM, 2:00PM, 4:00PM and 6:00PM. The shadow study indicates that shadows move relatively quickly, with minimal shadows for all seasons at 6:00PM on some existing residential to the east. The shadow study is identified as Appendix D.

The proposed built form is consistent with the Shopping Area and Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a compatible form of development that will help support the growing demands of London residents (TLP, 937_). Specifically, facilitating a development that supports aging in place, affordability, and the effective use of land in neighbourhoods (TLP, 193_7).

Riverbend South Secondary Plan

Finally, the Riverbend Secondary Plan promotes the creation of attractive and cohesive neighbourhoods that are compatible and sensitive to existing surroundings, while recognizing that there is a need for change and higher intensity to assist in achieving compact form and transit supportive development over time (RSSP 5.0) The proposed development conforms to the policies and urban design objectives of the RSSP.

The proposed built form is in conformity with the City Design policies of The London Plan, and the Riverbend South Secondary Plan by facilitating a compatible form of development that will help support the growing demands of London residents including an opportunity to enhance an important part of the Riverbend Rd streetscape and public realm.

4.5 Holding Provision

Due to sanitary capacity constraints within the Riverbend Road sewer system, an h-149 holding provision is being recommended. A detailed assessment of the actual buildout of the area is required to demonstrate that the current area has underdeveloped in comparison to the design populations and identify if any potential sewer upgrades are necessary.

Conclusion

The applicant has requested an amendment to the Official Plan and Zoning By-law Z.-1 to add a specific policy to the Riverbend South Secondary Plan and to rezone the subject lands from a Community Shopping Area Special Provision (CSA5(6)) Zone to a Residential R9 Special Provision/Community Shopping Area Special Provision (R9-7(_)/CSA5(6)) Zone. Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with special provisions and a holding provision to ensure there is adequate sanitary capacity prior to development.

The recommended action is consistent with the Provincial Planning Statement, 2024, and conforms to The London Plan and the Riverbend South Secondary Plan. The recommended amendments will facilitate the development of a mixed-use apartment building consisting of two towers with heights of 10 and 11 storeys containing 223 residential units and a maximum of 850m² of ground floor commercial space.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Catherine Maton, MCIP, RPP
Manager, Planning Implementation

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

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

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

Appendix A – Official Plan Amendment

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

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

A by-law to amend the Official Plan, The Riverbend South Secondary Plan which forms part of The London Plan for the City of London, 2016 relating to 1856-1910 Oxford Street West

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Riverbend South Secondary Plan forming part of Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on November 5, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a Specific Area Policy to the Commercial Land Use Designation Policies for the Riverbend South Secondary Plan - of the City of London to permit a mixed-use apartment building consisting of two towers with heights of 10 and 11 storeys, containing 223 residential units and a maximum of 850m² of ground floor commercial space to be located on the southeast portion of the site, subject to the policies for Specific Area Policies contained in the Our Tools part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1856-1910 Oxford Street West in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for a mixed-use apartment building consisting of two towers with heights of 10 and 11 storeys, with 223 residential units and a maximum of 850m² of ground floor commercial space to be located on the southeast portion of the site. The recommended amendment is consistent with the *Provincial Planning Statement, 2024 (PPS)*, which encourages all types of residential intensification, including redevelopment which results in a net increase in residential uses, compact form, and an appropriate mix of housing options and densities. The recommended amendment conforms to The London Plan, including but not limited to Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City with an appropriate form of infill development at an intensity that is appropriate for the site and surrounding neighbourhood.

D. THE AMENDMENT

The Riverbend South Secondary Plan, Commercial Designation for the City of London is hereby amended by adding the following policy:

() 1856-1910 Oxford Street W

In the Commercial Land Use Designation located at 1856-1910 Oxford St W, a mixed-use apartment building consisting of two towers with heights of 10 and 11 storeys, on the southeast corner of the property is permitted.

“Schedule 1”



Appendix B – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1856-
1910 Oxford Street West

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1856-1910 Oxford Street West, as shown on the attached map **FROM** a Community Shopping Area Special Provision (CSA5(6)) Zone **TO** a Holding Residential R9 Special Provision/Community Shopping Area Special Provision (h-149*R9-7(_)/CSA5(6)) Zone.
2. Section Number 13.4.g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7() 1856-1910 Oxford Street West

a. Additional Permitted Uses

1. Mixed-use apartment buildings
2. All permitted uses within the CSA5 Zone variation on the ground floor of an apartment building and regulated by the Residential R9 Zone

b. Regulations

1. The front lot line shall be deemed to be Oxford Street West
2. Exterior Side Yard Depth (Minimum): 5 metres
3. Rear Yard Depth (Minimum): 5 metres
4. Landscaped Open Space (Minimum): 20%
5. Building Height (Maximum): 40 metres
6. Commercial Gross Floor Area within mixed use buildings (Maximum): 850 square metres
7. Encroachments for Balconies and Canopies: Unlimited

3. Section Number 22.4.e) of the Commercial Shopping Area (CSA5) Zone is amended by deleting and replacing the following Special Provisions:

CSA5(6) 1856-1910 Oxford Street West

a. Regulations

1. Front and Exterior Side Yard Depth (Minimum): 0.0 metres
2. Permitted uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings
3. Total Gross Floor Area of Office Uses as a Proportion of Total Gross Floor Area (Maximum): 30%
4. Gross floor area maximum shall not include any residential gross floor area

4. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990*, c. P13, either upon the date of the passage of this by-law or as otherwise provided by the said section.

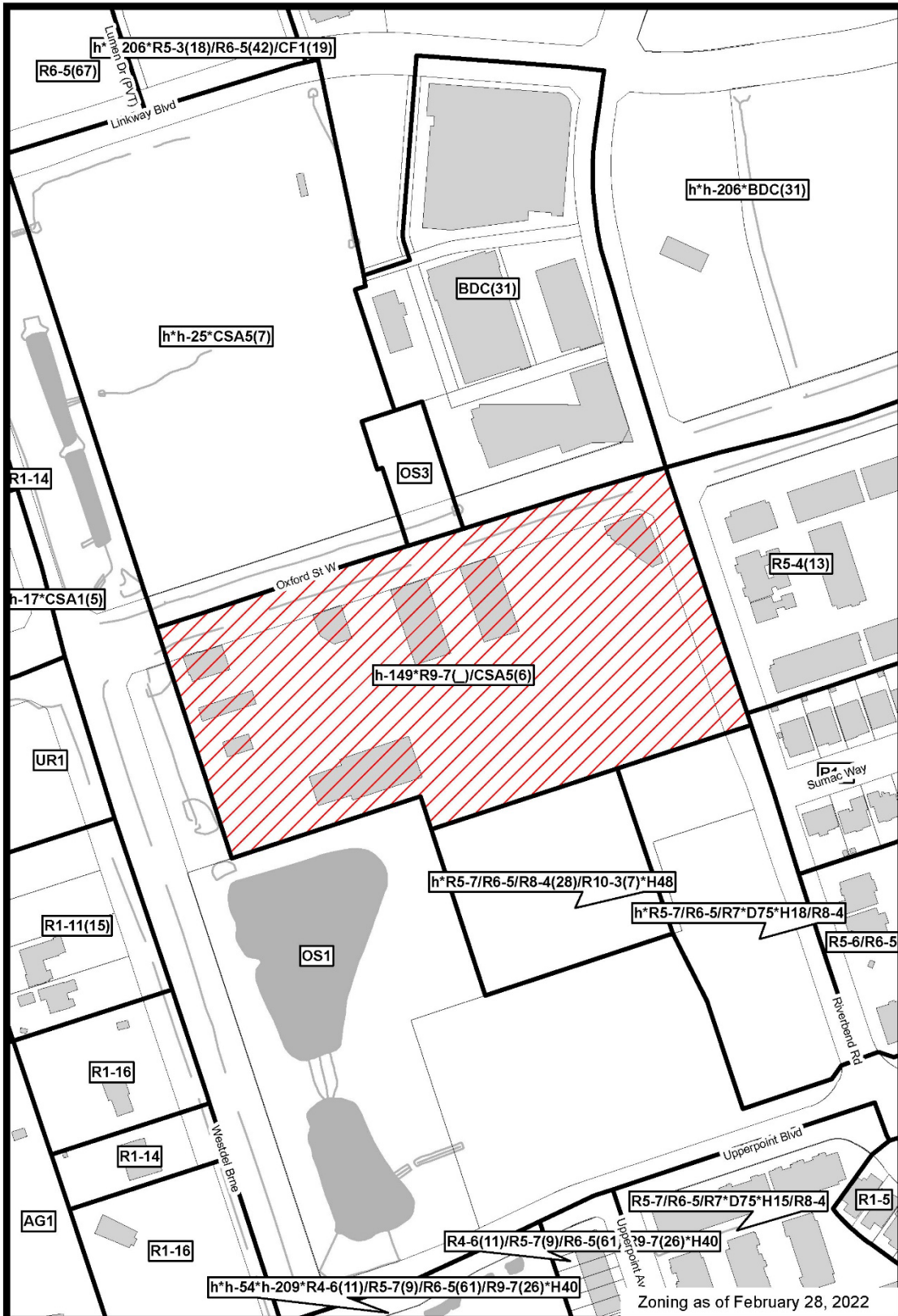
PASSED in Open Council on November 5, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor



Michael Schulthess
City Clerk

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

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



Zoning as of February 28, 2022

<p>File Number: O-9484/Z-9485 Planner: AR Date Prepared: 2024/10/10 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters</p> 
---	---

Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial & Surface Parking Lot
Frontage	438 along Oxford Street W & 138 along Riverbend Road
Depth	N/A
Area	Total area: 3.28 hec
Shape	irregular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Retail, Commercial, Offices, Cemetery
East	Residential
South	Residential
West	Residential

Proximity to Nearest Amenities

Major Intersection	Oxford S W & Westdel Bourne
Dedicated cycling infrastructure	Westdel Bourne, 40 m
London Transit stop	Oxford Street West, 572 m
Public open space	Tributary C SWM, 0 m & Mow Sifton Ridge, 90m
Commercial area/use	On site
Food store	Aisle 24 Oxford & Riverbend, 350 metres
Community/recreation amenity	Byron Optimist Community Centre, 3,180 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Shopping Area and Neighbourhood
Current Special Policies	Riverbend South Secondary Plan
Current Zoning	Community Shopping Area Special Provision (CSA5(6)) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site-specific Policy Area
Requested Zoning	Residential R9 Special Provision/Community Shopping Area (R9-7()/CSA5(6))

Requested Special Provisions

Regulation (R9-7)	Required	Proposed	Recommended
Additional Permitted Uses of the CSA5 Zone shall be permitted on the ground floor of the development.			
Additional Permitted Uses – Mixed-Use Apartment Buildings			
The front lot line shall be deemed to be Oxford Street West			
Exterior Side Yard Depth (Minimum)	10.0m	5.2m	5.0m
Rear Yard Depth (Minimum)	16.8m	5.5m	5.0m

Landscaped Open Space (%) (Minimum)	30%	20%	20%
Building Height (Maximum)	As per 13.3 (ZBL)	40m	40m
Commercial GFA (Maximum)	N/A	840sq.m	850sq.m
Encroachments for balconies and canopies	A maximum of 1.5m projection no closer than 3.0m to the lot line for balconies and 0.5m maximum projection for canopies	N/A	To permit unlimited encroachments for balconies and canopies
Regulation (CSA5(6))	Required	Proposed	Recommended
Front and Exterior Yard Depth (Minimum)		0.0m	0.0m
Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.	N/A	Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.	Permitted Uses may be in stand-alone buildings that do not form part of a shopping centre, and/or apartment buildings.
Total GFA for Office Uses as a proportion of total GFA (%) (max)	N/A	25.1%	30%
Gross floor area maximum shall not include any residential gross floor area			

C. Development Proposal Summary

Development Overview

A mixed-use apartment building consisting of two residential towers with heights of 10 and 11 storeys, 223 residential units, and 840m² of ground floor commercial space.

Proposal Statistics

Land use	Mixed-use
Form	Podium with two high rise towers
Height	10-storeys and 11-storeys
Residential units	223
Density	93 units per hectare
Gross floor area	14,564 m ² (existing + proposed commercial)
Building coverage	23.5%
Landscape open space	24.9%
Functional amenity space	Rooftops, balconies, Parkette
New use being added to the local community	No

Mobility

Parking spaces	501 structured/underground and surface
Vehicle parking ratio	0.5 per unit (residential)
New electric vehicles charging stations	Unknown
Secured bike parking spaces	201 long-term, 71 short-term

Secured bike parking ratio	0.9 space per unit for long-term and 0.1 spaces per unit for short-term
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

Environmental Impact

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

Appendix D – Additional Plans and Drawings

Shadow-Study– March/September



March 21 – 8am



March 21 – 10am



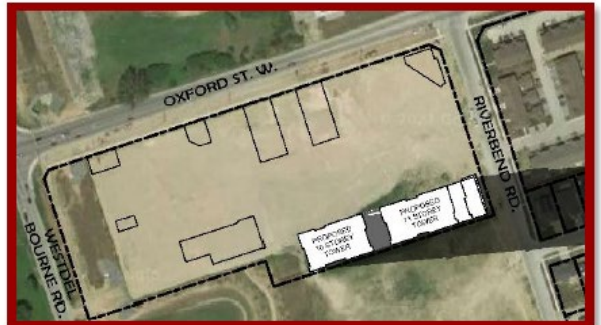
March 21 – 12pm



March 21 – 2pm

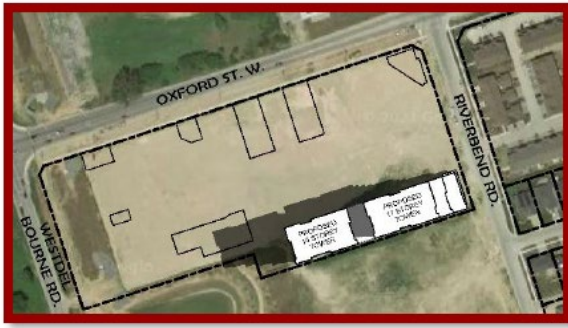


March 21 - 4pm



March 21 - 6pm

Shadow-Study- June



June 21 - 8am



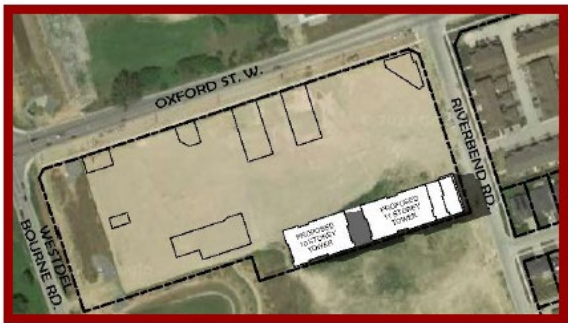
June 21 - 10am



June 21 - 12pm



June 21 - 2pm



June 21 - 4pm



June 21 - 6pm

Shadow-Study– December



December 21 – 10am



December 21 – 11am



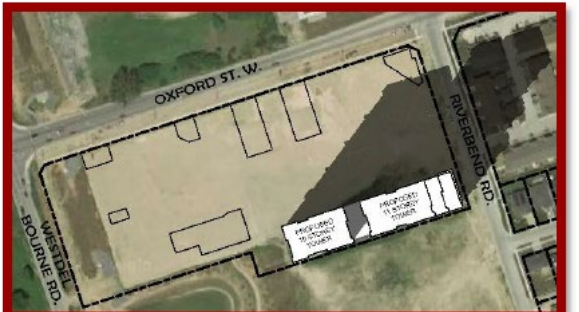
December 21 – 12pm



December 21 – 1pm

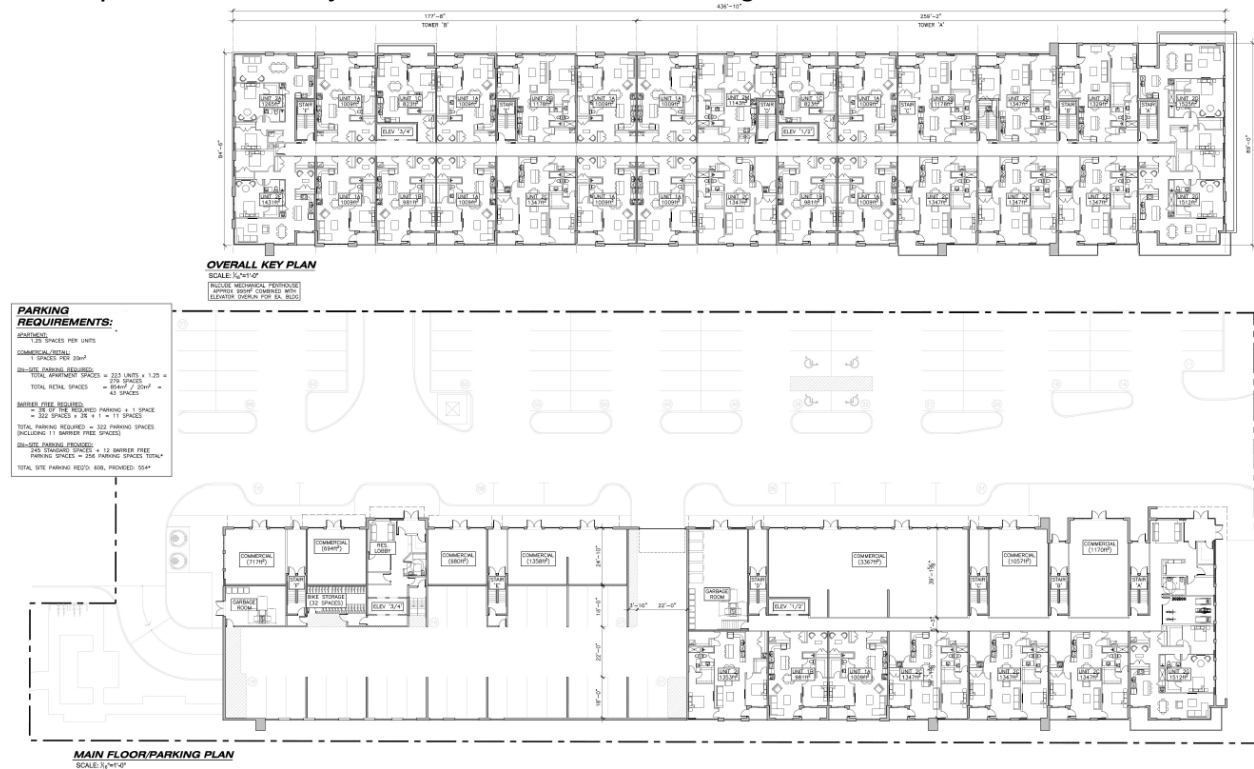


December 21 – 2pm



December 21 – 3pm

Conceptual Overall Key Plan and Main Floor/Parking Plan

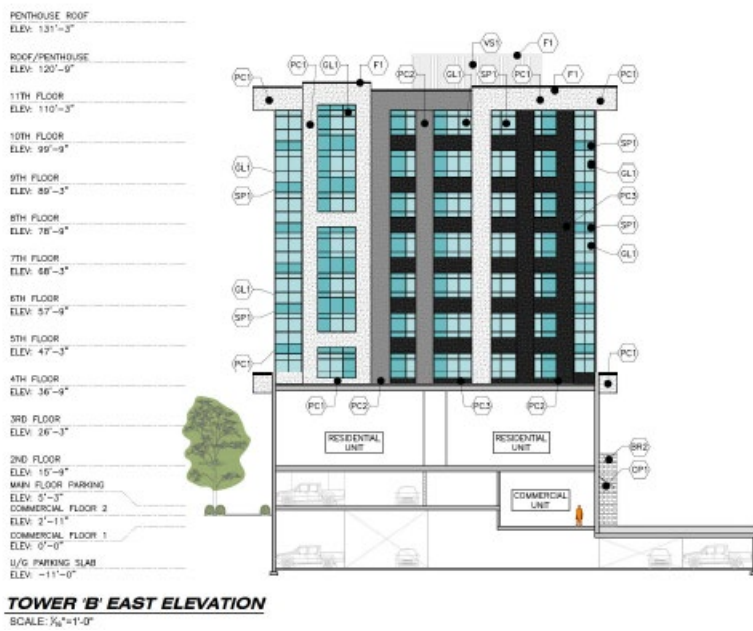




North Elevation

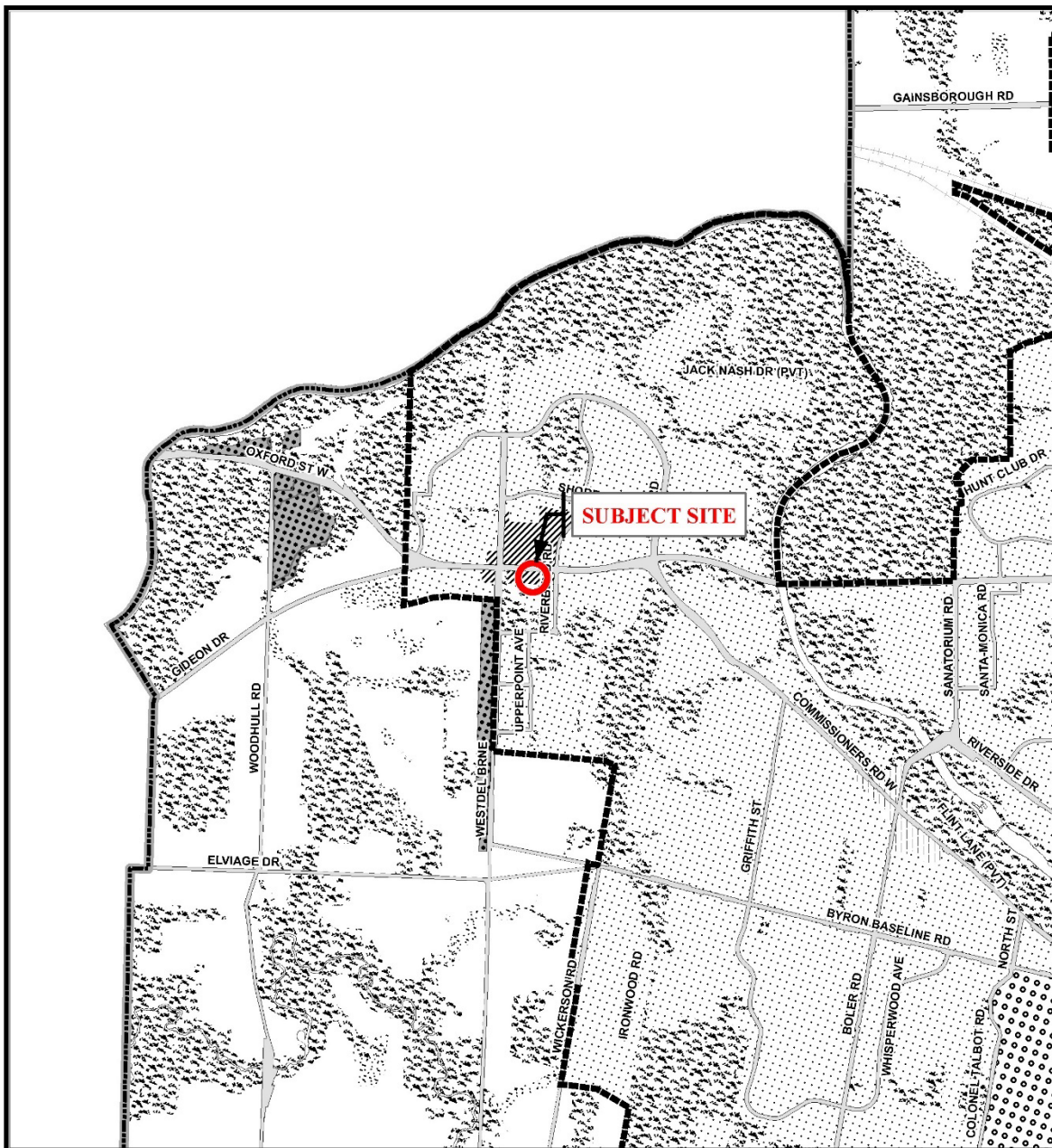


West Elevation



East Elevation

London Plan Map 1 – Place Types



Legend

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

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

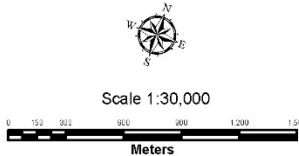
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



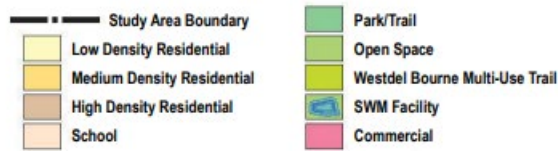
File Number: O-9484/Z-9485

Planner: AR

Technician: RC

Date: March 15, 2022

Riverbend South Secondary Plan – Land Use



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



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

O-9484/Z-9485 AR

MAP PREPARED:

2022/03/15 rc

1:2,000

0 10 20 40 60 80 Meters

Appendix E – Internal and Agency Comments

UTRCA – Revised January 3, 2024

The UTRCA has no objections to the application and we have no Section 28 approval requirements.

Site Plan – Revised January 23, 2024

1. Major Issues

- *Potential nuisances for residential uses located the same site as a gar bar*
- *The CSA zone preamble identifies that a R8 or R9 zone should be compounded to permit residential uses and not a special provision to the existing CSA zone*

2. Matters for OPA/ZBA

- *The CSA zone is a commercial zone that does not have regulations that would commonly be found for a residential zone or a higher density development outcome. There are concerns with the requested zoning approach including:*
 - *CSA zone does not require greater building setbacks that are commensurate to greater building heights like the R8 or R9*
 - *CSA has no density regulation*
 - *There is a low landscaped open space of 10% which does not provide any functional outdoor amenity area for residents (R8 & R9 = 30%)*
 - *Distributes the GFA permitted (30,000sqm) to the zone boundary. The proposed residential GFA would count towards the total and results in 35,624sqm, which exceeds the maximum for the site and also impacts the CSA5 zone to the north which is currently a vacant property.*

3. Matters for Site Plan

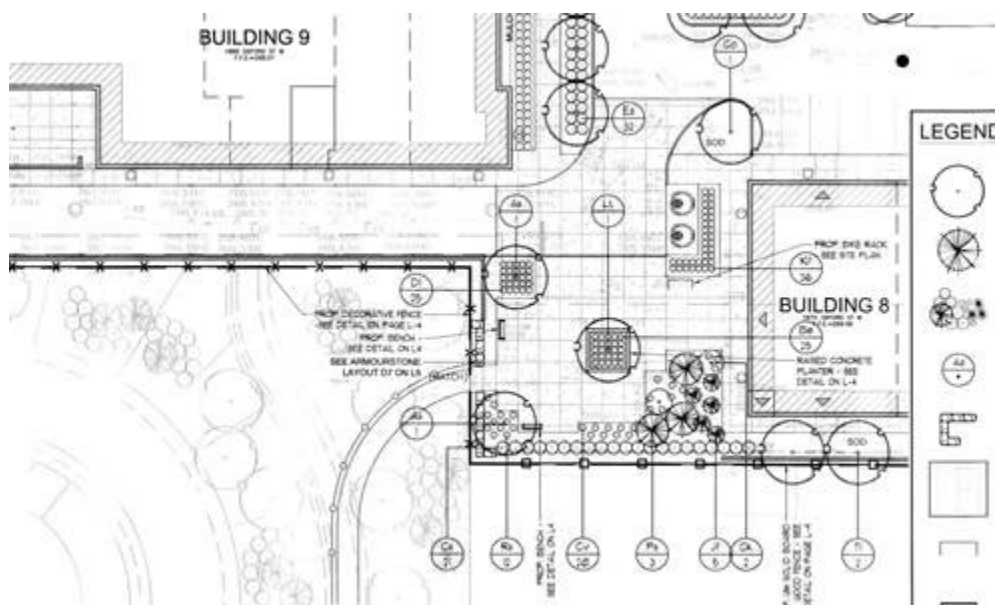
- *A paratransit layby is required with dimensions of 3.6 x 12*
- *A direct pedestrian connection to nearby open space to the west should be provided for off-site outdoor amenity space in proximity to the site.*

Parks Planning

Matters for Site Plan – Revised January 16, 2024

The proposed apartment and site plan shows a reduced parkette but it would still allow for the connection to the pathway in the swm block. Parks comments remain the same as was provided to site plan in 2022 that design of the on-site amenity space should be more in keeping with the previously approved design.

Thank you.



Landscape Architect – Revised January 7, 2024

The Site Plan drawing does not indicate the footprint of the underground parking structure it may encroach into the setback along the south property. Regardless, the reduced setback along the south property line may cause conflicts between the building façade and Site Plan required tree planting. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. The side yards must accommodate fencing, retaining walls, drainage features [above and below ground] and tree planting. Reduced setbacks will cause conflicts.

Heritage – Revised January 11, 2024

This is to confirm that there are no cultural heritage or archaeological concerns associated with this application.

Urban Design – Revised January 17, 2024

Major Issues:

- This site is located within the Neighbourhoods Place Type in The London Plan [TLP] and is within the Commercial Land Use Designation in the Riverbend South Secondary Plan [RSSP] area. Urban Design staff are generally supportive of the proposed development.
- The applicant is commended for providing a mixed-use form that wraps the above-grade parking in active uses, for stepping the building heights down toward the lower intensity uses along Riverbend Road, for providing an entrance to the residential lobby on Riverbend Road, for including architectural details which differentiate the commercial and residential entrances and for incorporating a high degree of transparent glazing and articulation in the design of the base and tower portions of the building.

Matters for OPA/ZBA:

- Urban Design recommends the following Special Provisions be incorporated into the proposed CSA5() Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
 - Maximum height;
 - Minimum step-backs above the 4th and 7th storeys along Riverbend Road that reflect the angular plane provided;
 - Street orientation (principal entrance) toward Riverbend Road;
 - Minimum rear yard setback
 - Maximum exterior side yard setback along Riverbend Road to ensure the building is located close to the public street [TLP Policy 259, RSSP 5.2(ii, iv)].
- The property to the south (1195 Riverbend Road) is within the High Density Residential Overlay area in The London Plan, and is therefore expected to develop with a high-rise form in the future. Urban Design recommends shifting the proposed building northward to allow for a minimum separation distance between the proposed building and the property to the south [TLP Policy 253].

Matters for Site Plan:

- Provide architectural details which differentiate the commercial unit entrances from the residential entrances to assist with wayfinding [TLP Policy 301];
- Incorporate a high degree of transparent glazing and articulation in the design of the base and tower portions of the building [TLP Policy 285, 289];
- Reduce the amount of spandrel glazing on the ground floor elevation facing toward Riverbend Road in favour of transparent glazing to provide increased passive surveillance and activation of the public realm [TLP Policy 291];
- Provide a pedestrian walkway that connects between the proposed 'landscape parkette' and the rest of the pedestrian network on site [TLP Policy 255, RSSP 5.3(vi)];
- Ensure pedestrians can safely traverse the site by extending the concrete walkway across the drive aisles within the parking area to delineate these spaces as a pedestrian crossing [TLP Policy 255, 268];

- Explore opportunities for increased outdoor common amenity space and landscaped area on site [TLP Policy 259];
- Screen any surface parking areas exposed to the public street with enhanced all-season landscaping [TLP Policy 278];
- Ensure garbage pick-up areas, loading areas and associated facilities are located away from the public street frontage and do not detract from pedestrian connections [TLP Policy 266];
- Ensure rooftop mechanical and utility equipment is screened and/or incorporated into the overall building design [TLP Policy 296, RSSP 5.2(xv)].

Engineering – Revised February 6, 2024

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned pre-application:

Re-Zoning Application Comments

Planning & Development

- Due to sanitary capacity constraints within the Riverbend Rd sewer system, an h-149 holding provision will be requirement of zoning approval for this application. As per the attached commentary Sewer Engineering, a detailed assessment of the actual buildout of the area (to will need demonstrate that the current area has underdeveloped in comparison to the design populations and identify if any potential sewer upgrades are necessary.
- Due to the number of proposed units, a traffic study will need to be submitted and reviewed concurrently with a future site plan application. A h-55 holding provision will be requirement of zoning approval for this application.
- Engineering has no further comments on this application other than the above noted holding provisions.

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

Wastewater

- The subject lands are contemplated as commercial density to the Westdel Bourne outlet, albeit there is no additional surplus capacity for the proposed development.
- Consistent with the Warbler Woods West Phase 2 Subdivision Drainage Area Plan and Design Sheet (25250 & 25254), there is no surplus capacity within the Riverbend Road system for intensification beyond the allocated populations from the Warbler Woods Phase 2 Subdivision. It should be noted that there are four runs of local sanitary sewer on Riverbend Road that were constructed at flatter slopes than captured on the design sheet. This results in sections of local sewer operating above 95% conveyance capacity under the accepted design populations.
- Holding provisions will be required due to conveyance constraints. That being said, SED is amicable to reviewing a detailed assessment of the actual buildout of the area (to completed by the applicants engineer) which must demonstrate that the current area has underdeveloped in comparison to the design populations. If it is determined that there is additional surplus capacity remaining within the system and the proposed population increase will not cause an exceedance of 95% conveyance capacity of the sewer system, SED is amicable to the intensification but will require updated area plans and design sheets to track this un contemplated development.

Water

- Water is available to the subject site via the existing private 200mm watermain internal to the site. A connection to the municipal watermain on Riverbend Road will not be permitted.

- The owner shall insure that the existing water service has capacity to service the updated use within this existing development. An updated water servicing report and drawings will be required to ensure the existing infrastructure has the capacity to handle the increase in use.
- Water looping requirement shall be addressed.
- Please ensure a regulated drinking water system will not be created with the updated use within the existing development.

Stormwater:

- SWED staff have no comments to this pre-application for a zoning by-law amendment and red-line revisions to draft plan of subdivision. All necessary SWM servicing and drainage requirements/controls for this site have been (or will be) provided as part of SPA18-010 and registered development agreement. The Applicant should ensure any impacted/revise as-constructed and drainage area plan drawings are superseded, as necessary.

Transportation

- Right-of-way dedication of 18.0 m from the centre line be required along Oxford St. W (Urban Thoroughfare), 22.5m from centre line will be pursued along Oxford St. W (Urban Thoroughfare) within 150m of the intersection.
- A Transportation Impact Assessment (TIA) will be required, the TIA will evaluate the impact the development will have on the transportation infrastructure in the area and provide recommendations for any mitigation measures. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines;
- Detailed comments regarding access design and location will be made through the site plan process.

Appendix F – Public Engagement

Community Engagement:

On March 17, 2022, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 17, 2022. A “Planning Application” sign was also placed on the site. On December 21, 2023, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 21, 2023.

There were 4 responses received during the public consultation period.

Public Comment #1 – Jared Alger

April 7, 2022

I received a notice in the email regarding a plan submission for a new development at 1856-1910 Oxford St W by Oxford West Gateway Inc (owned by York Developments I presume?).

As a resident living across the street from this proposed development, I wanted to share some of my concerns.

This apartment complex is set to be built in a plaza parking lot where the majority of people travelling from the East (heading West) will have to make the left turn onto Riverbend Road to access this building – is there a traffic management plan in place for this? This could bring considerable traffic to a two lane road that is used by other residents in the subdivision, people accessing the office/retail in the plaza and, with a school to be built up the road, the possibility of school buses and parents dropping off children. These buildings would also be built in very close proximity to two apartment buildings built by Sifton (I presume that development has been approved) which would also add to the congestion of the area. West5 is being developed just across the road from these buildings and once complete, will also add significant traffic and population to the area, in conjunction with the current traffic volumes from Komoka/Kilworth.

This development would bring significant vehicle traffic that could result in increased noise levels. Has the city considered green space in the area? There isn't much, so where might kids from this building play? I have noticed when out walking my dog there is garbage on the ground from the local restaurants, including food waste and dog waste left behind by irresponsible dog owners. I currently don't see city staff or York Development staff cleaning this up – with an increased population, I would be inclined to believe that this waste will also increase. Does the city or developer have a plan for handling this?

How might the lights from these two buildings, in combination with Sifton's two building, add light pollution to the neighbourhood? Will there be constant bright lights shining in people's homes?

The rendering fails to accurately represent the area in which these apartments are set to be built – it shows mature trees in the background where a building will exist, a large open parking lot which won't exist, and the west rendering appears to show a driveway to somewhere, that, in reality, will take you into the side of a Sifton building. I am confused how they can get away with submitting a rendering that bends the truth a little bit. Having said that, do city staff or the Planning Committee visit the physical site in order to envision what a development like this will look like in the neighbourhood?

As a resident, this development has me very concerned that we are entering into an era of ultra-high density building as there will be 4 apartment building within a very small space. London appears to have lots of undeveloped land, many of which having signs on them for future developments (perhaps just not by this developer). I know the city wants “inward and upward” but I don’t understand how that works with proposals for neighbourhoods as far out as Wonderland Road S by the 402. I understand the builder is looking to maximize their profits by changing from medical/office/retail development to apartments, but to do it at the expense of a nice neighbourhood that already is holding its share of medium and high density residential, seems egregious.

Lastly, an article in the London Free Press indicated that the city is not seeing increased building of single family detached residential homes – if this information is accurate, the approval of the multitude of high density residential in this city is tied, in part, to the failure of our city to approve single family detached homes resulting in the apparent need for these large apartment buildings because the individuals are unable to purchase other accommodation (the same could be said for all the medium density condominium building taking place in the city). Are apartments where people want to live or are they just living there because they don’t have other options?

I hope the city and Planning Committee will decline this proposal. York has significant building taking place in London, so this development won’t ruin their business, but it could ruin a nice neighbourhood which I call home.

Thanks for taking the time to read this (long winded) email.

Regards,

Jared Alger, B. Eng (Aerospace), CPA, CGA

January 21, 2024

I hope the past year has treated you well.

I have received an updated notice for the development at Riverbend Road and Oxford St. If I am understanding it correctly, is the developer now looking to build 3 apartment buildings? It says increased height of 40 metres, which sounds like a 10/11 storey building.

The concerns I brought forward in the email below would still exist, and perhaps be greater if there is now a third building to be constructed. Likely more light pollution, more garbage, more traffic congestion, more noise.

So, I am hoping you can help me understand the process involved in approving developments. Is a scoring system used to rank the pros and cons? Do city staff/planners review developments as a team? Is there a listing of items the city looks for in new developments and depending on how many items are achieved, determines the outcome for the developer? Does neighbourhood density play a factor – if so, is it based on the number of units or the number of physical people living in a neighbourhood? There are no grocery stores, “big box” stores (think Shoppers/Rexall) and mostly fast food establishments, meaning people drive more – does that factor into the decision process? This property was originally supposed to fill that gap, by creating space for retail and office, and now that is off the table. There is no transit hub out here (I believe residents out here specifically said they didn’t want BRT), does that impact the decision? It appears that the site plan for West 5 has changed over the years to reduce green space but increase residential, do these types of surrounding developments impact the decision? Or does the traffic from Komoka/Kilworth impact the decision? Sifton was approved to build two building next to this development, that land has now been sold, so if Oxford West Gateway (I presume this is a subsidiary of York) gets approval for 3 buildings, will that new owner not also expect to get the same density, adding more congestion? Is there a neighbourhood in the city that will be as densely populated as this area would be? Does the city consider

how the developer gives back to the population – the developer is aiming to profit as much as possible of the population, do we consider their charitable work in the community?

The application requests reduced setbacks – is this because zoning does not allow for such small setbacks? If so, how often do we allow developers/builders to break these rules?

During the construction phase, where will construction traffic enter this site? How long would construction take? Where will the workers be parking their vehicles - the workers building the retirement home on Southdale near Tillman, park their cars on Southdale creating a traffic hazard, will this be occurring here?

I have put forth a lot of questions because it really does concern mean the amount of density that will exist in this area and how we are building this city. I understand we need housing. We failed to build enough over the past decade but is approving all this mass development the right solution or are we just going to create another problem because we are now rushing to close the gap. It makes me think of how companies grow too big, too fast and then suffer losses and failures as a result. I hope that doesn't become London.

Regards,

Jared Alger, CPA, CGA

Public Comment #2 – Timothy Beal

I am writing to share my **disapproval and concerns** about the this planning application change in my neighbourhood.

I moved into the Warbler Woods neighborhood in 2014, just before the mass development began around me. I have been following the zoning and development closely since. This Sifton project has included a number of different styles of housing that are sandwiched together, leading to increased foot and car traffic throughout my once fairly quite neighborhood. My main concern has increasingly been the traffic into/out of the neighborhood. We already lack a right hand turn lane out of the neighborhood (eastbound onto Oxford) so traffic gets bottlenecked with a single user at that intersection heading north. Further, when there is a break in oncoming eastbound traffic on Oxford, vehicles pull out from Tim Horton's and the Gas station exits filling in those gaps for those looking to turn right at the signal. We also lack a left hand turning signal at the entrance into the neighborhood (southbound on Riverbend), which leads to long waits, especially during rush hours before and after work/school. School buses also take this route and all traffic comes to a standstill when they load/unload. I take this route back and forth almost everyday to get my daughter to school and myself to work and to head towards the city for shopping.

This Westrock property was permitted for commercial use. I was excited in reviewing their early stage website with plans for a "bistro-pub" (since removed from their website) and potentially other neighborhood friendly operations (grocery, deli, bakery, etc.) but mostly what has gone in are take out food joints that take advantage of (and add to) the throughfare traffic on Oxford. The other business are largely specialty providers (law firm, insurance, pharmacy, dentist, eliter fitness club, tutoring, etc.) and not places that neighbors would frequent or "window shop". It has been a failure, in my opinion, if the goal was "**to balance neighbourhood stability and predictability with the goals of ... vibrant, interesting communities**" as stated in the justification document. The occupancy has been historically low and slow. My assumption is that the commercial plan has not earned Westrock the money they were expecting, so they are trying to slide in a bunch of residential units to make more profit on a flop of an intended "neighbourhood" shopping centre.

The amount of traffic that would add to the existing main entrance into and out of the neighborhood would be nightmarish. The parking lots too would likely be overflowing with tenants and visitors to these apartments and create an incentive for thieves to strike unattended vehicles overnight. This has already been a problem in the existing single family home areas when cars are left out in the driveway overnight. Further, the land adjacent to Westrock is already zoned for high density and medium density housing, so do we really need any more???? The city is already in the process of plans to expand Oxford Street to accommodate the existing and forecast traffic.

I can see absolutely no benefit of these proposed changes to the neighboring community, only more inconvenience, problems, and traffic. This proposed changes would not be consistent with the stated overarching objectives of: **1. Development that is designed to be a good fit and compatible within its context, 6. High-quality public spaces that are safe, accessible, attractive and vibrant 9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character ...** among others. It would also not provide **live-work opportunities**, as stated, in any meaningful manner. I completely disagree with most of the conclusions drawn from the author of this document, who was paid to write this to sell the idea.

Thoughtfully from a concerned resident,
Timothy Beal

Public Comment #3 – Carrie O’Brien – Drewlo Holdings



“Family Built, Owned and Managed For Over 60 Years”
680 Waterloo St., London, ON N6A 0B3
Tel.: 519-472-8200

January 22, 2024

Attn: **Alanna Riley**
Senior Planner
Planning and Development, City of London
300 Dufferin Avenue
London, ON N6A 4L9

Re: **O-9484 / Z-9485: 1856-1910 Oxford Street W**

Dear Ms. Riley,

On behalf of Drewlo Holdings Inc., please consider this letter our formal comments in relation to Official Plan Amendment application O-9484 and Zoning By-law Amendment application Z-9485 regarding the property municipally known as 1856-1910 Oxford Street West.

In late December 2023, Drewlo Holdings Inc. acquired the lands municipally known as 1195 Riverbend Road which are located directly south of the subject property.

After reviewing the revised Planning & Design Report (November 2023) we are concerned that the analysis and justification does not adequately consider the impacts of the proposed development on 1195 Riverbend Road.

Requested Amendment to The London Plan:

As indicated in the notice, it is understood that the Amendment seeks to add a Specific Area Policy to permit a mixed-use development with 840m² of ground floor commercial along with two 10 & 11 storey residential towers within the Neighbourhood Place Type.

Policies 1729_ to 1734_ of The London Plan outline the requirements associated with Specific Area Policy requests. Policy 1730_ indicates that Specific Policy requests may be considered in limited circumstances subject to five (5) conditions. These conditions are not addressed in the Planning & Design Report. Drewlo Holdings Inc. does not believe that the proposed development presents a distinguishing or unique feature that would require a specific policy area without setting precedence for other applications fronting a Neighbourhood Connector within the Neighbourhood Place Type.

Within the Neighbourhoods Place Type, the permitted uses fronting a Neighbourhood Connector outside Central London are limited to low density forms of residential (single detached, semi-detached, converted dwellings, townhouses, ARUS's, triplexes), as well discreet institutional or commercial uses (home occupations, group homes, and small-scale community facilities). The height of these uses is limited to a maximum of 3 storeys.

The proposed 10 & 11 storey apartment development is a significant deviation of form and height.

Requested Zoning By-law Amendment:

It is understood that the Zoning Amendment seeks to amend the CSA5 Zone as outlined in the notice. Drewlo Holdings Inc. has concerns with the proposal to drastically reduce the interior side yard setback and increase the permitted height.

The required interior yard setback of the standard CSA5 zone requires separation of at least 15.0m from abutting residential zones. The requested amendment seeks to reduce that to 2.0m.

The maximum height of the standard CSA5 zone permits buildings up to 12.0m in height. The proposal seeks to increase that to 40.0m.

1195 Riverbend Rd ("Drewlo lands") has a split residential zone. The "front portion" abutting Riverbend Road is zoned h*R5-7*R6-5*R7*D75*H18*R8-4 permitting various forms of medium density residential development up to 18.0m (+/- 4 storeys) in height. The "back portion" is zoned to support high density residential development, permitting various forms of residential including apartment buildings up to 48m (+/- 12 storeys in height).

The zoning of the "front portion" would permit the development of cluster and stacked townhouse dwelling units +/- 4 storeys in height, located 3-6m* from the north property line (*depending on building height and presence of windows to habitable rooms).

Maintaining the current setbacks of the CSA5(6) zone would have ensured that there was at least 18m between structures on the two properties. The proposed ZBA would reduce that to 5m, at the same time it increases the height differential.

The height of the current CSA5(6) zone would have allowed a building 12.0m (+/- 3 storeys) in height. This would be consistent and compatible with the height of permitted development on 1195 Riverbend Road (max 18.0m).

We would request that the existing interior yard setback be maintained to ensure adequate separation between future medium density development on 1195 Riverbend Road and proposed development at 1856-1910 Oxford Street W.

Please do not hesitate to contact the undersigned if there are any questions or concerns. We look forward to being provided notice of future revisions and/or notice of a scheduled public meeting to discuss this application.

Sincerely,
DREWLO HOLDINGS INC.



Carrie O'Brien
cobrien@drewloholdings.com
Office: 519-472-8200 x.1077
Cell: 226-926-5709

Public Comment #4– Sifton Properties



Experience. The Difference.™

February 5, 2024

Alanna Riley
Senior Planner
Planning & Development, City of London
300 Dufferin Avenue
London, ON N6A 4L9

Re: O-9484/Z-9485: 1856-1910 Oxford Street West

Dear Ms. Riley,

On behalf of Sifton Properties Limited (Sifton), please consider the following as our formal written comments with respect to Official Plan Amendment Application (O-9484) and Zoning By-law Amendment Application (Z-9485) applicable to the property municipally known as 1856-1910 Oxford Street West.

Requested Amendment

Per the revised notice of planning application, it is our understanding that an amendment to the official plan and zoning by-law is proposed to add a site-specific policy to permit development of two 10 & 11 storey residential towers with 840 square meters of ground floor commercial and to change the zoning from CSA5(6) to a site specific CSA5() zone, respectively.

Per review of the revised Planning & Design Report (November 2023), we are concerned that the reporting has not adequately addressed applicable policies of the London Plan. Further, it is in our opinion that the proposal does not align with the vision of the London Plan and Neighbourhoods Place Type with respect to development with frontage onto a Neighbourhood Connector. Consideration for the market, specifically available/ future supply within the applicable planning district should also be given.

The London Plan

The Our Tools section of the London Plan provides for Specific Area Policies. Site Specific Area Policies 1729-1734 are to be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to the site or area. These policies were not referenced in the revised Planning & Design Report.



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Policy 1730_ specifies five conditions to be addressed, in consideration of adoption of a site-specific area policy.

Condition 2 – The proposed policy does not present an adverse impact to the integrity of the place type policies of this Plan.

Per Policy 919_2, the range of uses and intensity of development that may be allowed will be related to the classification of the street onto which the property has frontage. The proposed development is located within a block which has frontage onto Oxford Street West (Urban Thoroughfare) and Riverbend Road (Neighbourhood Connector). Per Policy 920_6, where development is being considered on a lot (block) that has frontage on two or more streets of different classifications but is not located at an intersection, the lower order street will generally be used to establish the permitted uses and intensity of development.

Per Tables 10 and 11, low-rise apartments are identified as a secondary use along a neighborhood connector when intersecting with an urban thoroughfare to a standard maximum height of 4 stories and upper maximum height of 6 stories.

Per Policy 935_ zoning is to be applied to ensure an intensity of development that is appropriate to the neighbourhood context. The surrounding land uses consist primarily of 1-3 storey commercial to the north and west, existing 1-2 storey multi-family and single detached dwellings to the east and future medium and high-density development to the south. It is to be noted that lands to the south, municipally known as 1195 Riverbend Road, designated under Map 1 as Neighbourhoods, subject to the High Density Overlay (Map 2) and zoned for high density development to a maximum height of 48 m (+/-12 stories) and density of 250 UPH, was established prior to policies of the London Plan coming into full force and effect (May 2022). Previous approvals for development of the lands at 1195 Riverbend Road does not set a precedent for other projects of this nature within the context of the in force and effect framework of the London Plan.

Understanding the above, we are concerned that the proposed specific area policy would lead to adverse impacts to the integrity of policies guiding development along a neighbourhood connector within the neighbourhood place type.

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

It is in our opinion that the proposal does not provide unique or distinctive features requiring a site-specific area policy, without establishing a precedent for similar exceptions on other properties.

The London Plan also provides for policies applicable to Zoning to the Upper Maximum Height. Policies 1638-1641 are to be applied when zoning to the upper maximum height and should be considered for proposals which contemplate zoning beyond the upper maximum height as identified in Table 11 of the London Plan.

Policy 1640_ stipulates that in order to provide certainty and ensure that features required to mitigate impacts of additional height and densities are provided, a site specific ZBA will be required.... 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.

It is in our opinion that while massing/scale at the interface with the neighbourhood connector, amenity space and shadowing impacts have been taken into consideration, the proposed setback specifically to the interior side yard to the south is insufficient to provide appropriate separation between the proposal and future medium density development, to effectively offset the requested increase in height.

Riverbend South Secondary Plan

The proposal generally conforms with the principles, guidelines and policies of the Riverbend South Secondary Plan. Policy 20.6.3.2 i) stipulates that the Community Commercial Node designation will provide a range of retail and service opportunities to meet the regular shopping needs of local and surrounding residents. In addition, residential units above commercial and office uses will also be permitted to foster live-work opportunities.

Policy 20.6.1.4 speaks to principles of the Secondary Plan. Section 1 x) notes that an objective of the plan is to respect existing low-density uses by providing transition in height and form to promote compatibility.

Policy 20.6.5 speaks to Urban Design principles and guidelines for development of Riverbend South. Section 1 ii) notes that consideration and integration of the existing surrounding context will be undertaken through attention to site and building design...

We are concerned that the proposed specific area policy provides for a level of intensity of development that is too great when considering existing and future residential uses to the east and south.

Riverbend Planning District

The proposal is located within the Riverbend Planning District. This district is made up of various existing and expanding communities inclusive of Riverbend Golf Community, Riverbend, West 5 and Warbler Woods. It is to be noted that within these communities, there are approximately 14.51 ha of Sifton owned lands zoned for medium/high density residential uses amounting to approximately 1,679 residential units.

The above demonstrates an abundance of supply with respect to future medium/high density residential units within the communities of Riverbend Golf, West 5 and Warbler Woods. While we are not opposed to permissions for new development to further increase our supply of residential units, we do believe that the level of intensity of new development shall appropriately reflect the vision of the respective place type and street classification.

We respectfully request that the proposal be revised:

- To more appropriately reflect the use and intensity envisioned along a neighbourhood connector per applicable policies of the London Plan;
- To consider existing and future adjacent residential uses to ensure compatibility and to provide an appropriate transition in use, intensity and form; and
- To consider the available/future supply of high density residential within the Riverbend Planning District to ensure that mix and range of housing options are provided.

Sincerely,



Phil Masschelein
Senior Vice President, Neighbourhood Developments
Sifton Properties Limited