



PLANNING & DESIGN **BRIEF**

Developer

Kingsdale Development Inc.

Project Site

119 & 127 Centre Street /
London / ON

02.27.2026

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ABOUT THIS REPORT
This report has been prepared by Siv-ik Planning and Design Inc. for Kingsdale Development Inc. as part of our ***CREATE*** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Official Plan and Zoning By-law Amendment for 119 & 127 Centre Street and the unique planning process that is being undertaken by the project team.

S1: INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, serving clients across Southern Ontario. We’re a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

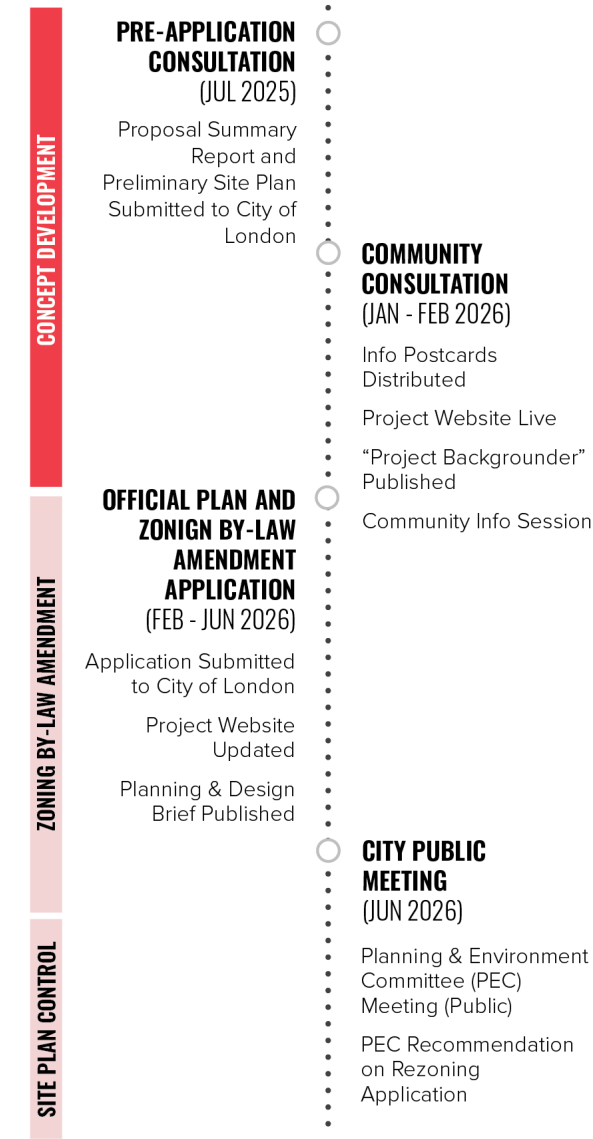


SBM provides quality civil engineering services to both private and public sector clientele throughout southern Ontario. We deliver value-added engineering solutions together with exceptional service while upholding our values of reliability, professionalism, and client satisfaction.



Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

PROJECT TIMELINE



S1.2 About the Project

Kingsdale Development Inc. is the developer of two parcels referred to as 119 & 127 Centre Street in London, ON. With the support of Siv-ik Planning and Design Inc., and the project team, they are planning a redevelopment of the site for a new high-rise apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an independent professional analysis and opinion regarding the merits of the proposed Official Plan and Zoning By-law Amendment and has been prepared to satisfy the City of London’s complete application requirements. The report explains how the proposed Official Plan and Zoning By-law Amendment aligns with the objectives of the Provincial Policy Statement (2024), the London Plan, represents sound planning and is in the public interest.

S1.3 Site History

In 1989 and 1990, a number of building permits were applied for on the property at 127 Centre Street to permit detached accessory structure. However, no other planning applications have been identified on the property.

In March 2023, a Minor Variance application for the property at 119 Centre Street was approved to permit a 9-unit townhouse development. This proposal included a 3-storey townhouse building containing nine (9) dwelling units, with parking for each unit accommodated in individual garages and driveways. A single access driveway was proposed off of Centre Street. The application requested a reduction in minimum front and rear yard depth and an increased maximum density. The existing single-detached dwelling located at 119 Centre Street has existed prior to the Zoning By-law Z-1 coming into effect in 1993.

Most recently, 119 Centre Street and the adjacent property of 127 Centre Street were acquired by the current ownership group. The developer recognizes a unique opportunity on this site to redevelop both parcels into a new apartment building concept. This site is the last of the single-detached dwelling parcels in the area between Centre Street to Base Line Road and Cotswold Gate to Wharncliffe Road S. to be approved/developed for high-density residential development.

S1.4 Project Site

The project site is an assembly of two (2) existing parcels municipally identified as 119 & 127 Centre Street. The site is located on the south side of Centre Street, approximately 65 metres (~1-minute walk) from the intersection of Centre Street and Cotswold Gate. The project site is located in the Southcrest Planning District which encompasses the area generally bound by the Thames River to the north, Wharncliffe Road S. to the east, Commissioners Road W. to the south and Wonderland Road S. to the west. Each property is currently developed with one single-detached dwelling but are of sufficient size and shape to accommodate a greater density of development.

S1.5 Area Context

Historically, the area bound by Centre Street to the north, Base Line Road W. to the south, Cotswold Gate to the west and Wharncliffe Road to the east has been developed with a mix of uses including high density residential, auto-oriented commercial uses, townhouses, semi-detached houses and single-detached dwellings. Over the last decade many of the remaining single-detached dwellings and vacant parcels in this area have all been rezoned or redeveloped for high-density residential apartment uses, with the exception of the project site. The planning framework in the London Plan identifies a significant portion of this area as a location for high-rise apartment buildings. The project site specifically, is located in an area of transition, between developments of different intensities. To the east, is a property consisting of two 11-storey high-rise apartment buildings with an undeveloped parking area which could accommodate future residential development of up to 14-storeys. To the west are lower-density 2-storey townhouses and semi-detached dwellings. Lands immediately north of the project site consist of cluster townhouse uses and single-detached dwellings and lands immediately south of the site include a 4-storey apartment building.

The land use pattern within 400 metres (5-minute walk) of the site consists mainly of a mix of residential forms including single-detached dwellings, semi-detached dwellings, cluster townhouses and apartments. Additional uses within 400m of the project site include Euston Park and Southcrest Ravine. Office uses and other commercial and auto-oriented uses are located just outside the 400m radius from the project site, at the intersection of Wharncliffe Road S. and Base Line Road W.

The site is highly accessible with the LTC route #15 located within walking distance at the intersection of Cotswold Gate and Base Line Road W., with access to Westmount Shopping Centre, Downtown London, St. Josephs Hospital and Northland Mall. Additionally, the project site is also within 400m of LTC Routes #12 and #24 which accommodate additional connections to Westmount Shopping Centre, Victoria Hospital, Wonderland Mall and Downtown London.

AT-A-GLANCE

Site Area	0.41ha
Frontage	66.4m
Depth	62.6m
Existing Use	Residential (Single-detached dwelling)

Servicing Full Municipal

-  Cluster Townhouses and Single-Detached Dwellings
-  Low-Rise Apartment
-  Cluster Townhouses
-  High Rise Apartment

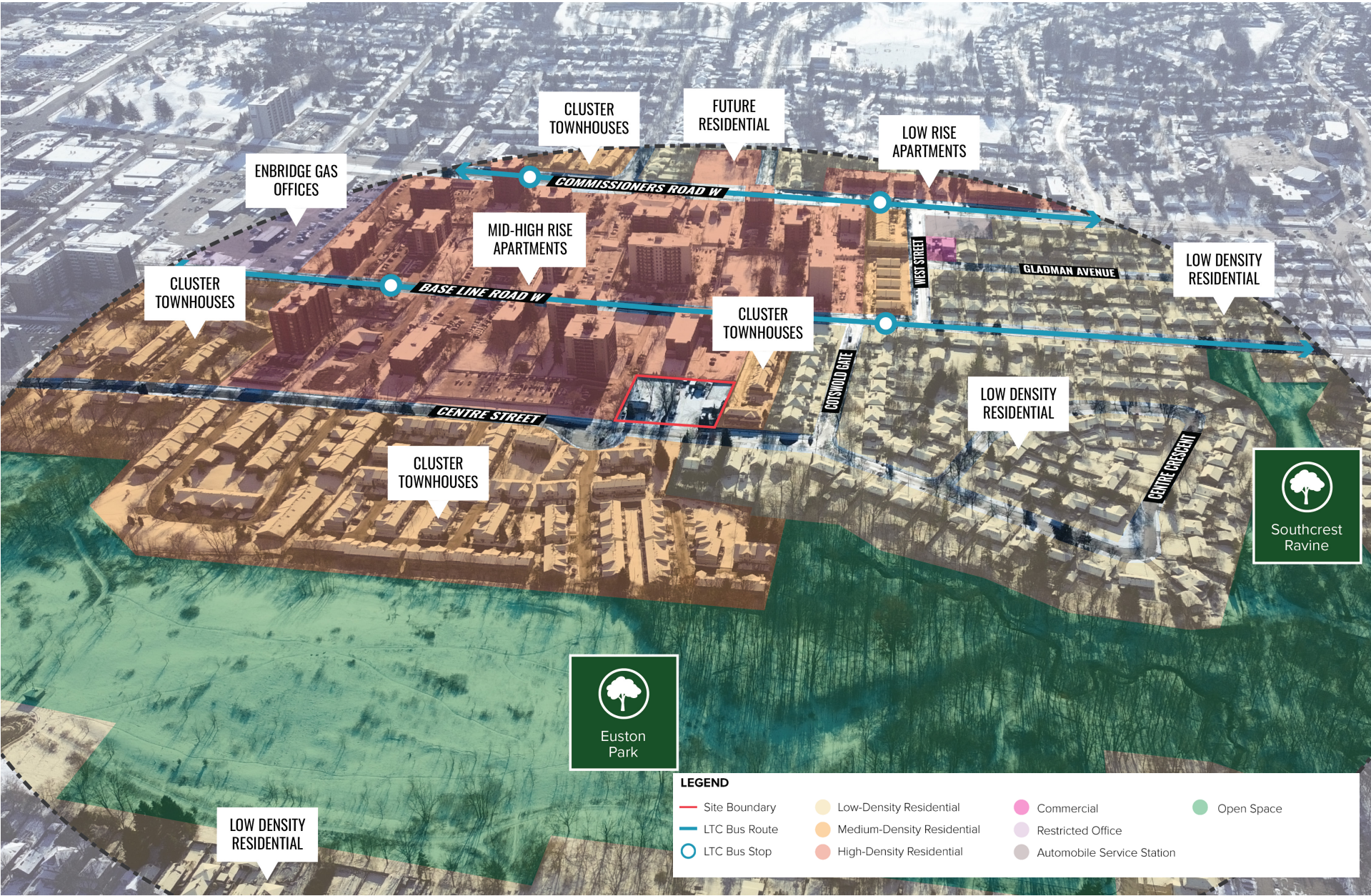


Figure 1. The Project Site



Figure 2. Aerial View of 119 & 127 Centre Street - SE Perspective



Figure 3. Aerial View of 119 & 127 Centre Street - Top-Down Perspective

S2: PLANNING FRAMEWORK

S2.1 Provincial Planning Policy

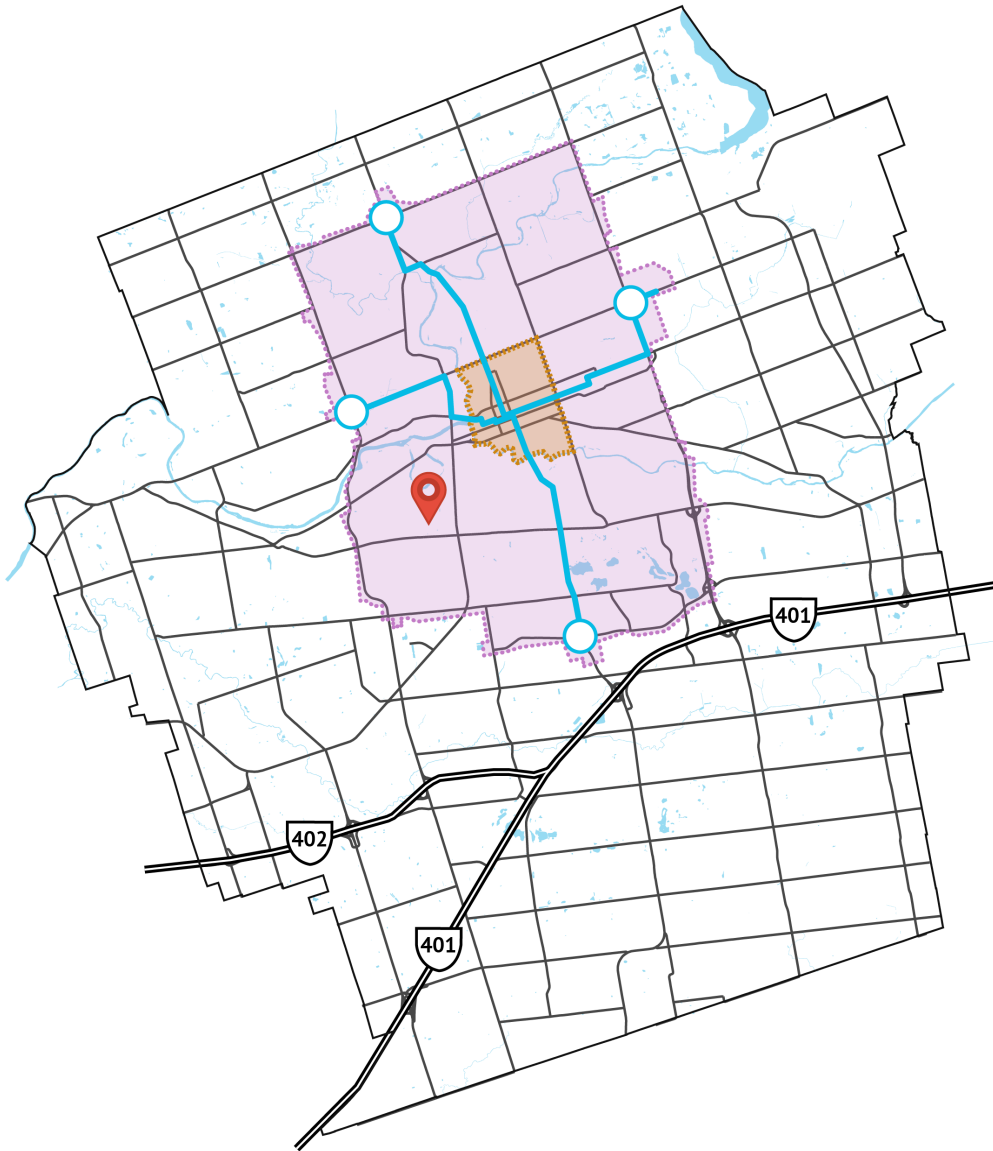
The Provincial planning policy framework is established by the Planning Act (Section 3) and the Provincial Planning Statement (PPS), 2024. The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS, 2024.

Through the preparation, adoption, and provincial approval of the City of London Official Plan (The London Plan), the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. Further analysis of the PPS, 2024 can be found in Section 6 of this report.

S2.2 City Policy Overview

Figure 4 provides visual context for the site’s positioning relative to London’s city-structure. The project has direct frontage onto Centre Street which is identified as a Neighbourhood Street. The site’s relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Neighbourhoods Place Type
- Within the Primary Transit Area
- Adjacent to a High Density Residential Overlay Area



S2.3 The London Plan

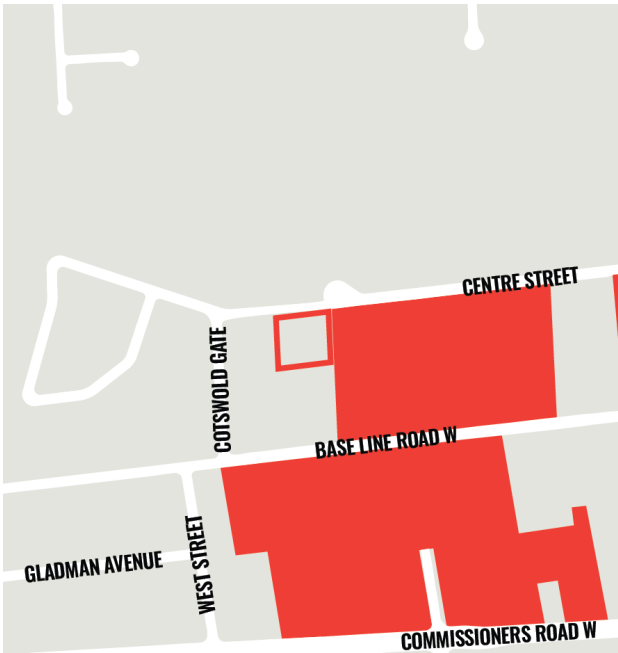
The following mapping represents specific excerpts from Maps 1, 2 & 3 (Place Types, High Density Residential Overlay and Street Classifications) of the London Plan. In accordance with Map 1 - Place Types, the project site is located within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. Map 2 - High Density Residential Overlay (From 1989 Official Plan), indicates that the project site is located immediately west of multiple properties within a High Density Residential Overlay area. The overlay recognizes the High Density Residential areas from the previous 1989 Official Plan, and permits high-rise buildings in addition to the uses permitted by the underlying Place Type policies. The overlay provides context to how these properties will develop in the future. In accordance with Map 3, the project site has direct frontage on a Neighbourhood Street. The intensity of development and range of uses permitted on a given site varies depending on the highest order street classification that the property fronts onto in addition to a number of other factors.

Map 1 - Place Types



- Neighbourhoods
- Green Space

Map 2 - High Density Residential Overlay



- High Density Residential Overlay Area

Map 3 - Street Classifications



- Neighbourhood Connector
- Civic Boulevard

Figure 4. City Structure

/ Existing Neighbourhoods Place Type Permissions

Key Policy Implications: 119 & 127 Centre Street

STREET TYPE	INTERSECTS WITH	OTHER
Neighbourhood Street	N/A	Adjacent to a High Density Residential Overlay Area

/ Use

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/ classification of the street on which it fronts.

Permitted Residential Uses:	
☒	Single Detached
☒	Semi-Detached
☒	Duplex
☒	Converted Dwellings
☒	Townhouses
☒	Secondary Suites
☒	Triplexes
☒	Fourplexes
☐	Stacked Townhouses
☐	Apartments
☒ Permitted ☐ Not Permitted	

/ Intensity

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, outlined on page 250 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts.

Allowable Height (Storeys):	
Min.	1
Max.	3

/ Form

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

Design Criteria for Residential Intensification	
a.	Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
b.	Building and main entrance orientation.
c.	Building line and setback from the street.
d.	Character and features of the neighbourhood.
e.	Height transitions with adjacent development.
f.	Massing appropriate to the scale of the surrounding neighbourhood.

/ City Design Policies (189-306)

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 1 and 3 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 4 and the annotated graphics in Section 6 document how the proposed Official Plan and Zoning By-law Amendments and the conceptual site layout and building form have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

/ Residential Intensification in Neighbourhoods (937-958)

The London Plan encourages intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 9 for list of key considerations) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

/ Our Tools (1577-1579 & 1586-1588)

The “Our Tools” section of the London Plan provides further detail and direction on how the Plan is to be implemented and applications evaluated. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Official Plan and Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

/ Specific Area Policies (1729-1734)

Notwithstanding the other land use policies contained in this Plan, policies for Specific Areas may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area. The adoption of policies for Specific Areas may be considered in limited circumstances where various planning/contextual conditions apply. Further discussion and evaluation of the criteria for establishing specific area policies is provided in Section 5 of this report.

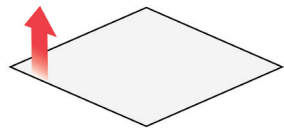
S2.4 City of London Zoning By-law Z.-1

/ Holding Residential R5 (h-101/R5-4) Zone

Both parcels that make up the project site are zoned Holding Residential R5 (h-101/R5-4) Zone in the City of London Zoning By-law No. Z-1. The R5-4 zone provides for and regulates medium density residential development in the form of cluster townhouses. There are seven (7) variations in the R5 zone to account for different intensities of development. The following graphics highlight key regulations guiding development in the R5-4 variation. Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change. The holding provision (h-101) that is applied to the properties requires that an application on this site go through a public site plan review process.

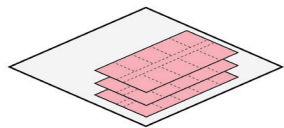
HEIGHT

- 12.0m
Maximum Height
- 3.5
Storeys



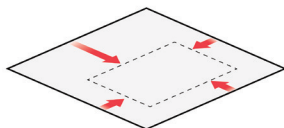
DENSITY

- Cluster Townhouse
Highest Use
- Number
Units Per Hectare



SETBACKS

- 6.0m
Front & Exterior
- 3.0m - 6.0m
Minimum Rear
- 3.0m - 6.0m
Minimum Interior



OTHER

- 35%
LOS (Min.)
- 40%
Coverage (Max.)

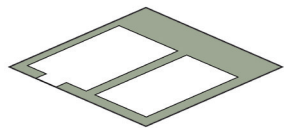


Figure 5. Key Existing Zoning By-law Regulations

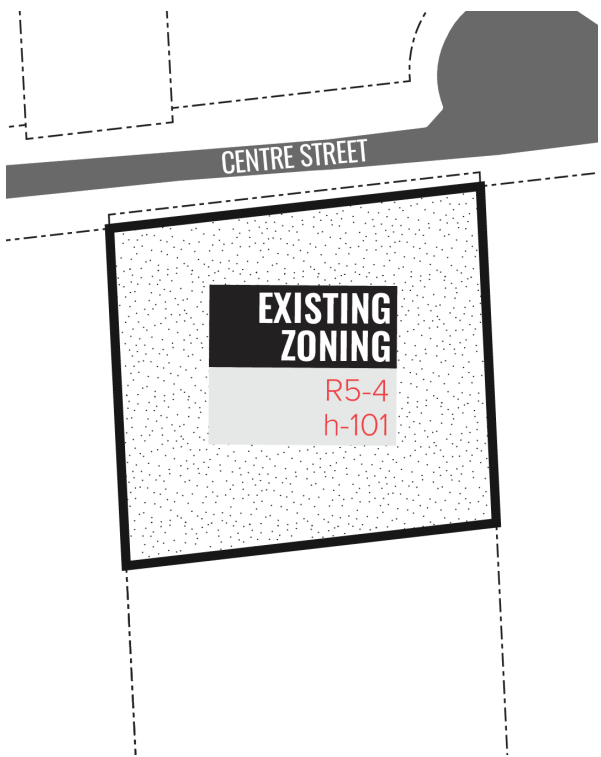


Figure 6. Existing Zoning Map

/ Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

PARKING REGS.

- Apartments
0.5 per unit

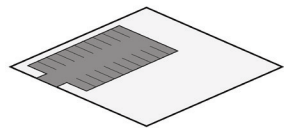


Figure 7. Key General Provisions

S3: SITE ANALYSIS



/ Figure Ground

The existing size, shape, and location of built form in the immediate area surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The site is located within a large pocket of medium and high-density residential development and represents the last remaining parcel in the area to undergo any rezoning/redevelopment. The site is of suitable size and configuration to support high-rise residential development. The project site specifically, is located in an area of transition, between developments of different intensities. To the east, are high-rise 11-storey apartment buildings with an undeveloped parking area which could accommodate future high-rise residential development. To the south are 4-storey low-rise apartment buildings. To the west and north are lower-density 2-storey townhouses, semi-detached dwellings and single-detached dwellings.

/ Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, transit routes and stops, etc.) has been taken into consideration to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizes operational impacts to the extent possible. The project site has frontage on a Neighbourhood Street - Centre Street which is comprised of a 2-lane cross-section with single eastbound and westbound vehicle lanes and sidewalks on the south side of the ROW. Existing London Transit routes #12, #15 and #14 are located less than 400m of the project site.

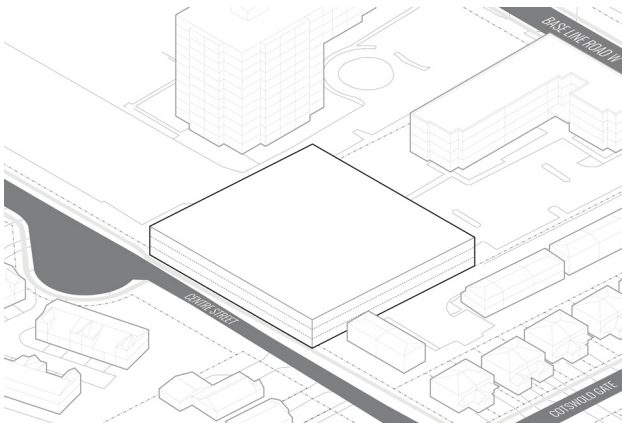
/ Site Conditions

A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The site consists of two properties, each containing a single detached dwelling. Additional accessory buildings are also located on 127 Centre Street. The site currently consists of various trees, which have been identified as part of the submitted Tree Preservation Plan. A road widening dedication is to be provided along Centre Street in conjunction with future development and has been reflected in the conceptual plans prepared by Siv-ik Planning & Design Inc.

/ Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site. The site abuts a Neighbourhood Street which provides desirable opportunities for “Active Frontage” and enhancements to the pedestrian realm. The land to the west consisting of existing townhouses is a more sensitive edge where special design considerations have been implemented relating to building setbacks and site layout to reduce shadowing impacts. Lands to the south and east contain medium and high-density apartment buildings which have also informed the location and form of the proposed building.

S4: DESIGN PRINCIPLES

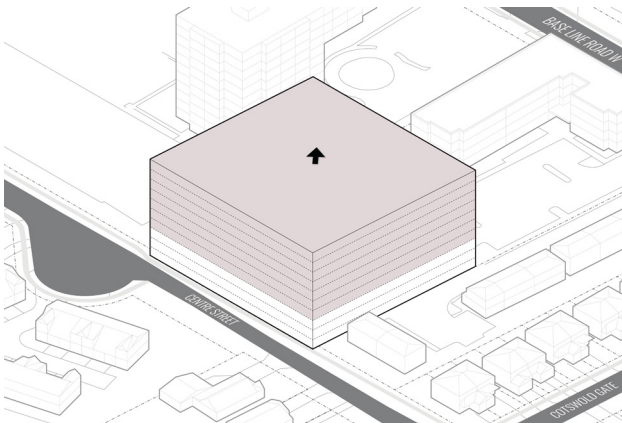


1 Residential Intensification

Neighbourhoods are intended to evolve into diverse places that include a broad range of housing opportunities. The applicable planning policies allow for “low-rise” residential development as per the Neighbourhoods Place Type policies in The London Plan. Given its size, location and existing built context, the site presents an opportunity for additional residential intensification beyond what is intended for the site in Tables 10 and 11.

Official Plan References

Neighbourhoods Place Type Policies - Table 10 & 11

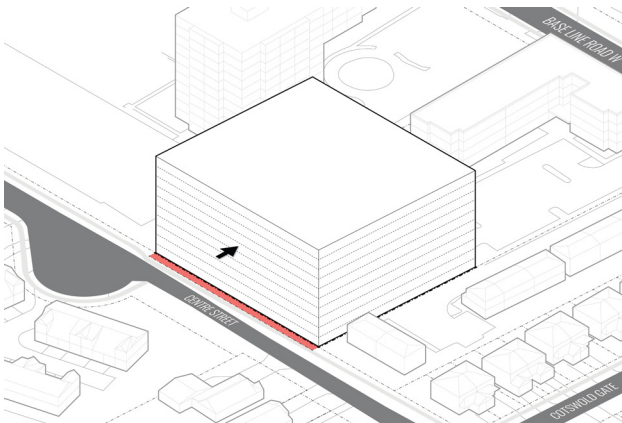


2 Respond to Larger Context

The design policies of the London Plan speak to height transitions with adjacent development as an important consideration in evaluating compatibility and fit for residential intensification projects. Given the location of the High Density Residential Overlay area, immediately east of the project site, the proposed zoning framework will allow for heights of up to 10-storeys in accordance with the proposed site specific policy.

Official Plan References

City Design Policies - Policy 298
Neighbourhoods Place Type Policies - Policy 953

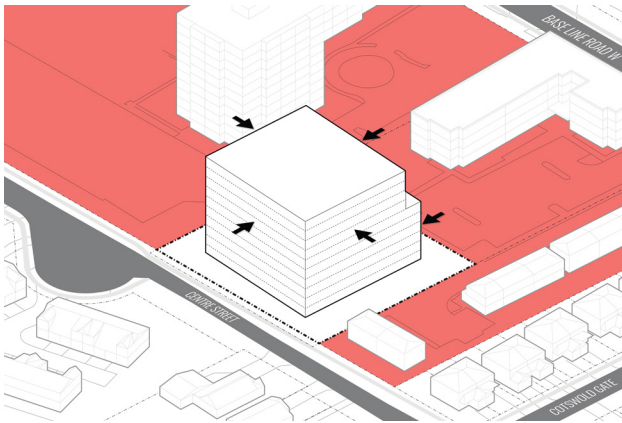


3 Accommodate ROW Dedication

An approximate 2.45m road right-of-way widening will be required to be dedicated to the City of London along the Centre Street frontage. This reduction in land has been accounted for in the development design.

Official Plan References

Mobility Policies - Table 6
Our Tools - Policy 1736-1751

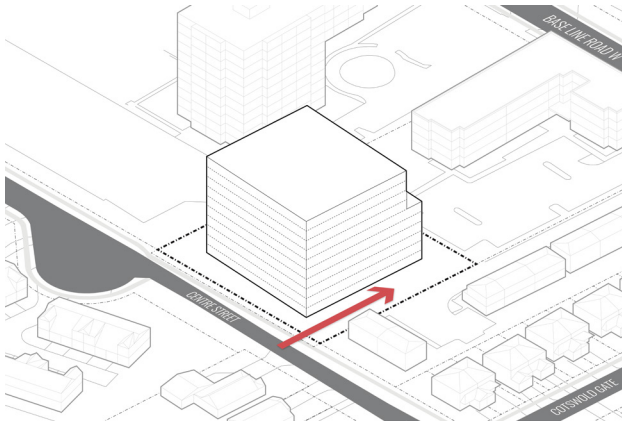


4 Respond to Immediate Context

New development will be sensitive to the neighbouring lower-scale uses and buildings that are not anticipated to change over time. Rear and side yard setbacks have been accounted for in the proposed development to ensure appropriate separation from properties to the south and west. Additionally, a building step-back has been accounted for above the sixth storey, along the southern property line.

Official Plan References

City Design Policies - Policy 252, 253, 256, 259, 289 & 298
Neighbourhoods Place Type Policies - Policy 953

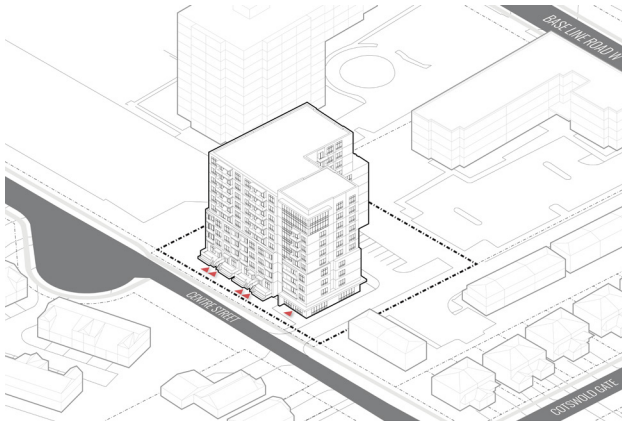


5 Carve for Site Access

New development will require a new 6.7 metre vehicular access/driveway from Centre Street. The location of the access has been positioned along the western portion of the project site, to provide additional separation from the existing townhouse development and the proposed apartment building.

Official Plan References

Mobility Policies - Policy 336
Neighbourhoods Place Type Policies - Policy 953



6 Define and Animate the Streetscapes

The new building has been oriented such that the primary building frontage faces Centre Street. This frontage will include active elements such as entrances and walkways that connect directly to the City sidewalk where possible.

Official Plan References

City Design Policies - Policy 268, 285, 289, 290 & 291

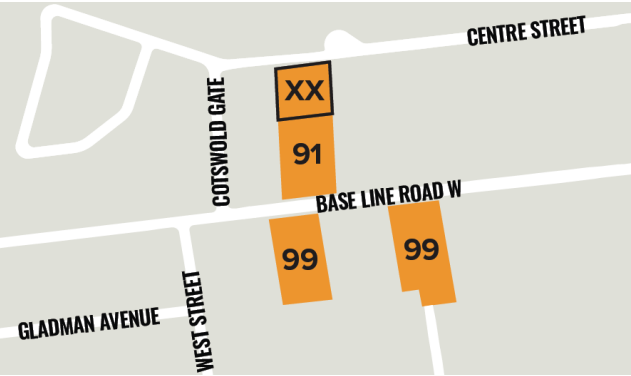
S5: PLANNING APPLICATIONS

S5.1 Proposed Official Plan Amendment

Policy 25 of the London Plan emphasizes that, as a long-term overarching plan, the plan itself cannot possibly contemplate how each property within all parts of the city may develop. Because of this, it is acknowledged and expected that the London Plan will change over time. As per policy 25, a privately or municipally initiated Official Plan Amendment that relates to an individual site or series of properties is one of the ways in which it is anticipated that the plan will be modified to remain responsive to opportunities that arise. While changes can be made, it is important that such modifications remain consistent with the policy framework that has been established to evaluate such change and that the change should not undermine the purpose and intent of the plan overall. Through our planning and design analysis, we have conducted a critical review of the relevant local and provincial planning objectives in conjunction with a detailed analysis of the context of this portion of the Southcrest Neighbourhood and the proposed lot assembly.

With respect to the above acknowledgments and guidance, the overarching objective for the Neighbourhoods Place Type is to enable opportunities for a diversity of housing choices allowing for affordability, fostering a compact and efficient built form pattern and giving people the opportunity to remain in their neighbourhoods as they age, if they choose to do so. Furthermore, policy 918_2 states that Neighbourhoods will be planned for a diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. Intensification, as noted in 918_13 will respect existing character and offer a level of certainty, while providing for strategic ways to accommodate development. Additional urban design policies for the Neighbourhoods Place Type support height transitions with adjacent development to ensure compatibility and fit from a form perspective.

In order to better specifically implement a building form and site design that achieves the goals for residential intensification, while best addressing the site context and recognizing the special/unique characteristics of this neighbourhood, a site-specific special policy is being proposed which would add an additional permitted use, establish an increase in building height permissions and establish site-specific lot area requirements to produce an optimal built form outcome tailored to the site itself. The following mapping and language represents the proposed Official Plan Amendment.



Specific Policies for the Neighbourhoods Place Type

119 & 127 Centre Street

XXXX_ For the lands in the Neighbourhoods Place Type, located at 119 & 127 Centre Street, an apartment building shall be permitted to a maximum height of 10-storeys. Further, in order to be eligible for the increased height, the lands shall be assembled to form a minimum lot assembly of 0.41 hectares in size.

Figure 8. Proposed Amendment to Map 7 - Specific Policy Areas

/ Rationale

As outlined in Section 3 - Planning Framework - of this report (pg. 12), the “Our Tools” policies of the London Plan provide a framework for the consideration of special exceptions and policies where the existing policies do not accurately reflect the intent of City Council with respect to a specific site or area. As per policy 26, it is recognized that the London Plan neither could nor should review each site on an individual basis. In this regard, the Official Plan provides a general one-size-fits all approach to intensification and redevelopment in the Neighbourhoods Place Type. Through the detailed review and site analysis carried out by Siv-ik, specific features have been identified that warrant additional built form guidance on this site that does not fit neatly within the established Place Type policies. The applicable policies of 1730 are stated below alongside our professional planning opinion as to how, specifically, these policies have been considered and are addressed by way of the proposed site-specific policy area. Supplementary graphics have been provided on pg. 17 & 18 to further illustrate unique elements of the site/context.

Condition	Rationale	Meets	
		Y	N
1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.	The proposed Site Specific Policy only seeks to alter the type of built form, allowable height and lot assembly requirements for development on the property. Through adherence to this site specific policy, the proposal will continue to comply with all other relevant policies of The London Plan.	●	○
2. The proposed use cannot be reasonably altered to conform to the policies of the place type.	Given the nature of the surrounding context and the opportunity this site presents for residential intensification, application of the existing permitted uses and maximum height through a strict lens, would be unreasonable. The proposed development cannot be reasonably altered due to the physical constraints of the project site. The site is limited in size, which significantly restricts the ability to accommodate surface parking while achieving a viable building footprint. An alternative concept with reduced height and intensity would only be viable with the reduction/removal of underground parking. This would undermine the functional layout of the site, limit the achievable intensity and affect the project’s ability to satisfy parking demand. With the site being located immediately adjacent to a High Density Residential Overlay Area, the 10-storey height and apartment use would still be an appropriate fit to support height transitions with adjacent development to ensure compatibility and fit from a form perspective.	●	○
3. The proposed policy is in the public interest, and represents good planning.	The proposed special policy provides a more suitable framework to guide development on the site in that it better leverages the opportunity provided by this unique land assembly and provides for an appropriate level of residential intensification without negative impacts on adjacent properties. It is fully supported by the overall intention of the London Plan and by provincial planning objectives for housing and intensification within existing Neighbourhoods.	●	○
4. 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 consists of the last two parcels of single-detached dwellings in the area bound by Centre Street to the north, Base Line Road W. to the south, Cotswold Gate to the west and Wharnccliffe Road S. to the east that have not been approved/developed for high-density uses. The site-specific lot assembly requirements ensure that this proposed development will “complete” the development of the larger neighbourhood block, ensuring that no other parcels could redevelop in a similar way. This site is also in a unique area to provide a transition from the High Density Residential Overlay Area, which could only be found in this location and at 122 Base Line Road W. The property at 122 Base Line Road W., immediately south of the project site is already developed with a new 4-storey apartment building and is not intended to redevelop with additional residential units in the future.	●	○
5. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.	Given the context of this site location, it is sufficiently unique to ensure that the site-specific amendment will not have an adverse impact on the integrity of the Neighbourhoods Place Type policies. Elements of the special policy actually further support the achievement of the “Urban Design Considerations for Residential Intensification” policies (i.e. transition in height to support compatibility and fit).	●	○



● Heights Permitted up to 14-storeys in The London Plan # Height in Storeys of Existing Apartment Buildings (#) Permitted Number of Storeys in Zoning By-law for Undeveloped Sites

Figure 9. Proposed OPA - Explanation & Rationale

Neighbourhood Context and Fit

Neighbourhoods are not planned and developed equally across the City. As a result, redevelopment sites are diverse in their potential characteristics and surrounding context. In order to achieve the goals for intensification in Neighbourhoods that require development to be a good fit, we must critically analyze the specifics of each site and the surrounding context. While not all uses and intensities are permitted in every area of the Place Type, based solely on Street Classification, Policies 298 and 953 identify the importance of providing a transition between development of different intensities.

As illustrated throughout this brief and on Figure 9, this particular site in the Neighbourhoods Place Type exhibits a highly urban character. The form of development on adjacent properties to the east and south is influenced by the High Density Residential Overlay Area, which permits building heights of up to 14-Storeys. As a result of the High Density Residential Overlay permissions, there are many existing mid and high-rise buildings in the immediate vicinity of the site.

Additionally, as shown in Figure 9, and noted elsewhere in this report, the site warrants special consideration from a use and intensification perspective, as it consists of the last two parcels of single-detached dwellings that have not been approved/developed for higher-density uses. The site has strong linkages to transit and access to nearby parks and open space areas.

Accommodating for an apartment use and additional height can be done in a manner that provides an appropriate transition from the High Density Residential Overlay Area to the neighbouring townhouse dwellings to the north and west of the project site.

Height Rationale

Residential intensification is fundamentally important in achieving the vision of the London Plan. When planning for intensification in existing developed neighbourhoods, compatibility and fit (from a site layout and built form perspective) is an important consideration. Figure 10 has been prepared to illustrate key elements of the development proposal and massing strategy how it fits within the surrounding neighbourhood context. The section diagram illustrates the permitted heights and setbacks of the properties to the west and east of the proposed development, identifying this site as a zone of transition from the High Density Residential Overlay area. The diagram illustrates that the proposed site specific policy for 37.0m of height is appropriate to provide a transition between development of different intensities, when combined with the proposed special provisions of the proposed Zoning By-law outlined in Section 5.2.

The specific nature of the surrounding context presents an opportunity to introduce additional height in a manner that does not pose negative impacts to adjacent residential properties, to act as a transitional buffer from the High Density Residential Overlay areas to the existing townhouse developments. With regard to the guiding policies of the Our Tools section of the London Plan summarized and discussed on page 18 of this report, Figure 10 visually characterizes the general nature of the development proposal and how it fits within a zone of transition from the High Density Residential Overlay.

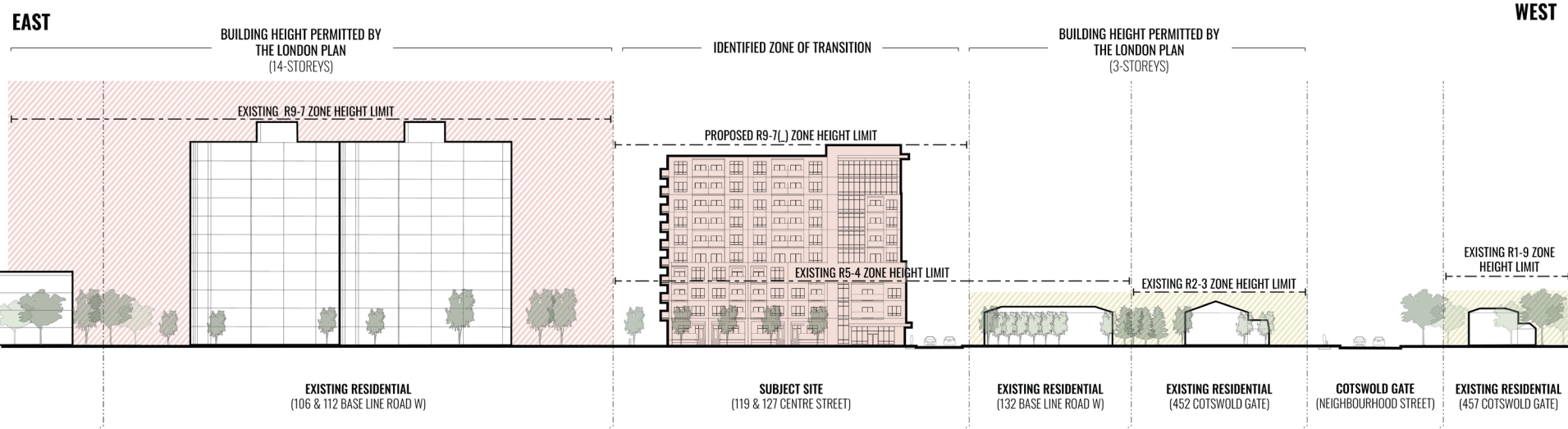
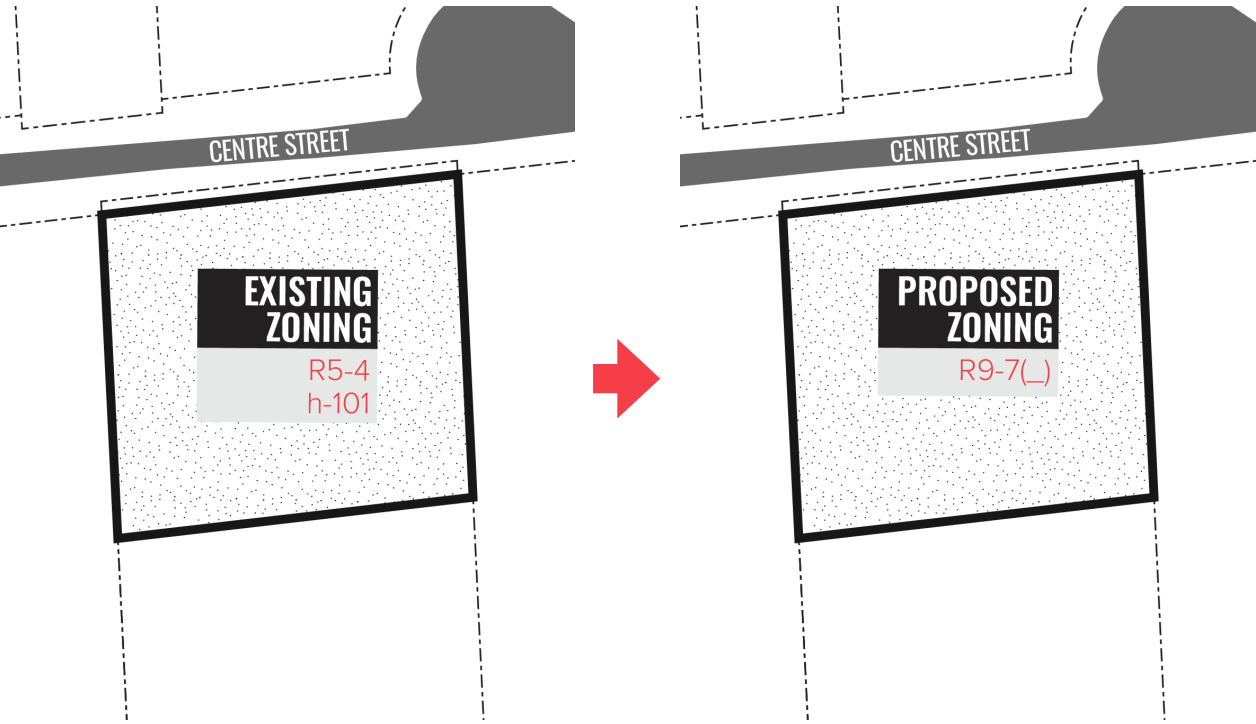


Figure 10. East-West Section Diagram

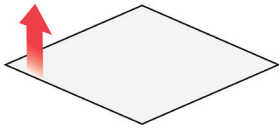
S5.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for high-density housing in the form of a high-rise apartment building up to a maximum height of 37.0m (10-storeys) and a maximum density of 385uph. To support the development vision for 119 & 127 Centre Street and to implement the proposed Site-Specific Special Policy Area, we propose that the site be rezoned from a Holding Residential R5 (R5-4*h-101) Zone to a Residential R9 Special Provision (R9-7(⌒)) Zone. The proposed zone includes special regulations to account for the unique context of the project site, implement applicable form-based policies of the London Plan, permit the height and densities planned for the site and ensure appropriate building setbacks from lower density uses. The proposed zone and special regulations are structured to facilitate a limited range of desirable site design outcomes, to reflect the vision established by the Site Specific Policy Area. The proposed Zoning By-law Amendment is not tied to a development design, but will “lock-in” the key development and built form standards while also allowing for limited flexibility to address site and building design details through the future Site Plan Control application process.



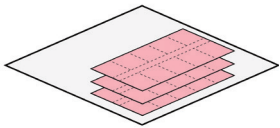
PROPOSED HEIGHT

37.0
Metres



PROPOSED DENSITY

385
UPH



/ Proposed By-law

Regulation	R9-7	R9-7(⌒)	Special Explanations
Permitted Uses	Section 13.2	-	
Lot Area (min.)	1,000m²	-	
Lot Frontage (min.)	30.0m	-	
Front Yard Depth (min.)	6.0m plus 1.0 metre (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	6.0m	1
Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet) 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	6.0m plus 1.0m per 3.0m in height for all portions of a building above 22.0m in height	2
Interior Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet). 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	Abutting Lands Zoned R5: 12.0m Abutting all other lands: 10.0m	3
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	-	
Height (max.)	None	37.0m	4
Density (max.)	150uph	385uph	5
Parking	Apartment: 0.5/unit	-	
-: No Change			

Table 1: Special Regulations Overview

/ **Special Regulation Explanations**

1 Front Yard

The existing 6.0m + front yard setback requirement in the R9-7 zone would produce a more suburban character than what is envisioned for infill development in the Neighbourhoods Place Type. The proposed special regulation will ensure that the new building will be sited close to Centre Street, in line with the existing street wall created by the townhouses and semi-detached houses to the west. This will create a more urban condition that provides for enclosure and activation of the public realm.

Official Plan References

City Design Policies - Policy 252, 256 & 259
Neighbourhoods Place Type Policies - Policy 953

2 Rear Yard Depth

The proposed zoning by-law includes a reduced rear yard depth requirement. This special regulation has been included to permit the proposed “L-shaped” building massing, while also ensuring that additional step-backs are incorporated above 6-storeys in height. This ensures a transition in height towards the 4-storey building to the south and ensures no adverse impacts related to privacy or shadowing. It should be noted that with the proposed “L-shaped” building form, the reduced requirement only applies to a portion of the building massing. The majority of building massing is setback over 30.0m from the rear property line.

Official Plan References

City Design Policies - Policy 252, 253, 293 & 298
Neighbourhoods Place Type Policies - Policy 953

3 Interior Yard Depth

The proposed interior side yard setback provisions represent a minor reduction from the 14.0m setback requirement in the R9-7 Base Zone. The proposed 12.0m setback from the western property line allows space for a nearly 3.0m planting strip, an access driveway and pedestrian walkway. The proposed interior yard setback from the eastern property line is reduced, however it is important to note that the neighbouring property consists of a generously sized parking structure, which provides substantial separation from the existing apartment buildings. The spatial separation from each property line ensures no adverse impacts related to privacy or shadowing.

Official Plan References

City Design Policies - Policy 252 & 253
Neighbourhoods Place Type Policies - Policy 953

4 Height

The proposed maximum height of 37.0m (10-storeys) represents a contextually appropriate built form. As noted in Section 5.1, the project site is located immediately adjacent to a High Density Residential Overlay Area permitting up to 14-storeys and a neighbouring 2-storey townhouse development. The proposed height is appropriate to provide a transition between development of different intensities and ensures an efficient and compact form of development. The maximum height regulation is tailored to implement the proposed Site Specific Policy area and enable the height of the building to extend to 10-storeys.

Official Plan References

City Design Policies - Policy 298

5 Density

The proposed density provision of 385 units per hectare will allow for the implementation of the proposed apartment building and represents an appropriate level of intensity for the project site location given the site’s adjacency to high density development and proximity to multiple transit routes within 400m. The site warrants special consideration from an intensification perspective, as it consists of the last two parcels of single-detached dwellings that have not been approved/developed for higher-density apartment uses and does not establish an argument for a similar exception on other properties in the area.

Official Plan References

City Design Policies - Policy 298
Planning Measures to Plan for Use, Intensity & Form - Policy 753

S6: CONCEPT PLAN

S6.1 10-Storey Apartment Building

The following illustrations and graphics provide a detailed overview of the proposed development concept for 119 & 127 Centre Street. The concept is representative of the developer’s future intention for the site and represents a desirable implementation of the proposed Official Plan and Zoning By-law Amendment outlined in Section 5 of this report.

The proposed development concept includes one 10-storey apartment building comprised of 156 residential units. The ‘L-shaped building is sited with the majority of the proposed building massing along the eastern property line to provide maximum separation from the existing townhouse development to the west. The ground floor is designed with at-grade units and patios with individual connections to the public sidewalk. A principal lobby entrance is also located along the Centre Street frontage, with direct pedestrian connections out to the public sidewalk. Common amenity space is located at the rear of the project site at-grade. Additionally, amenity space is also included through the inclusion of indoor amenity areas and balconies. The development includes 21 surface parking stalls and 98 underground parking stalls. Vehicular circulation is provided via a new access driveway off of Centre Street and the site includes a dedicated lay-by parking area to accommodate resident drop-offs, pick-ups and food delivery. Additionally, a waste collection area is also included in the design of the site.

A detailed site plan for the project has been prepared by Siv-ik Planning & Design Inc. and is included as part of the Official Plan and Zoning By-law Amendment submission package. A series of simplified supporting illustrations have been prepared by Siv-ik Planning & Design Inc. to highlight key elements of the site, building and landscape design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed site plan should be referred to where detailed dimensions and specifications are required for review. The site plan is available for public download at www.siv-ik.ca/119c.

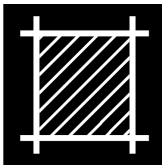


Perspective: Aerial view looking southeast from the northwest corner of the project site.

Conceptual Massing Diagram

/ Concept At-A-Glance

SITE AREA



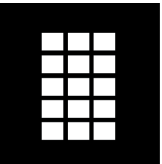
0.41
HECTARES

DWELLING UNITS



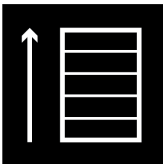
156
DWELLING UNITS

DENSITY



381
UNITS PER HECTARE

BUILDING HEIGHT



10
STOREYS

37.0
METRES

PARKING

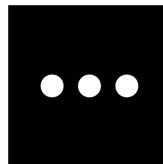


0.76/unit
OVERALL VEHICLE PARKING RATE



0.9/unit
SECURE/LONG-TERM BICYCLE
PARKING RATE

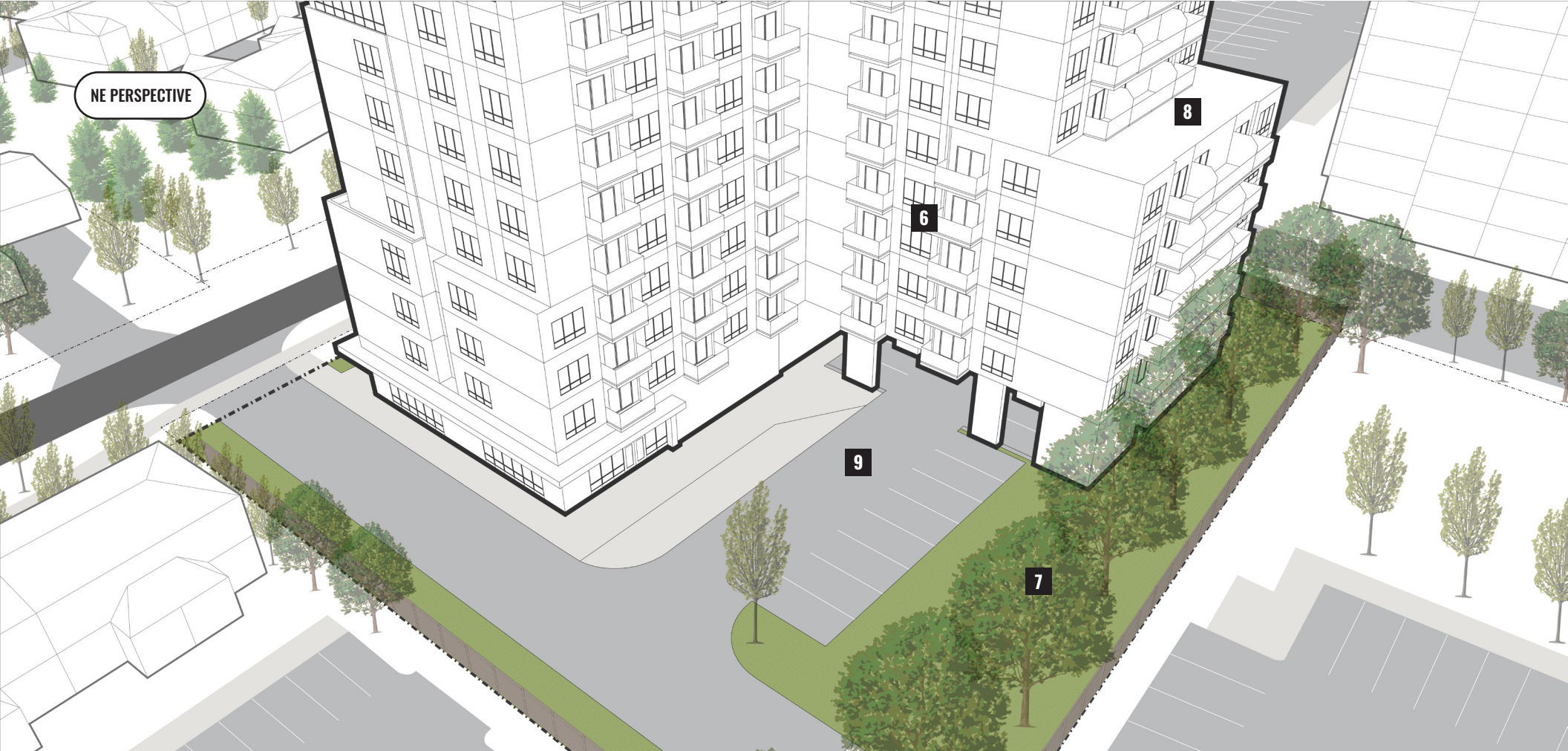
OTHER



40%
LANDSCAPED
OPEN SPACE

34%
LOT
COVERAGE





1 The ground floor of the building has been designed with active lobby uses and individual unit entrances/patios to create a pedestrian-friendly and animated interface with the public street. The architectural treatment of the ground floor includes a high proportion of glazing at the primary entrance and a main floor height of 4.0m to further enhance the built edge condition.

2 The massing of the new apartment building has been designed with a step-back above the 4th floor, along the Centre Street frontage to break up the visual bulk of the massing. The step-back in this location maintains street proportion and open views of the sky from the public realm.

3 The proposed vehicular access location has been designed to provide for additional separation of the proposed building from the existing townhouse development to the west.

4 The positioning and siting of the “L-shaped” building along Centre Street aligns with the existing street wall created by the townhouses and semi-detached dwellings to the west.

5 Access to the underground parking garage has been strategically located internal to the site in a way that does not conflict with the proposed vehicular and pedestrian connections. Additionally, the proposed location does not conflict with surrounding uses as the neighbouring use adjacent to the access is a parking structure.

6 The “L-shaped” massing of the tower has been sited to consider the existing townhouse development to the west, ensuring maximum separation and reducing privacy and shadowing impacts. The “L-shaped building” with massing oriented along the eastern property line, reduces the amount of building facade facing west.

7 A large outdoor amenity area has been established on the site for the residents. The amenity space is located at the rear of the site, providing additional separation of the surface parking area from the neighbouring property to the south.

8 The building includes a step-back above the sixth storey, along the most southerly portion of the building, to break up the massing and enhance the interface with neighbouring properties.

9 The surface parking area has been strategically located towards the rear of the site and is screened by the proposed building massing. Areas for enhanced landscaping have been provided for along the west and south property lines where the parking is not screened by the proposed building.

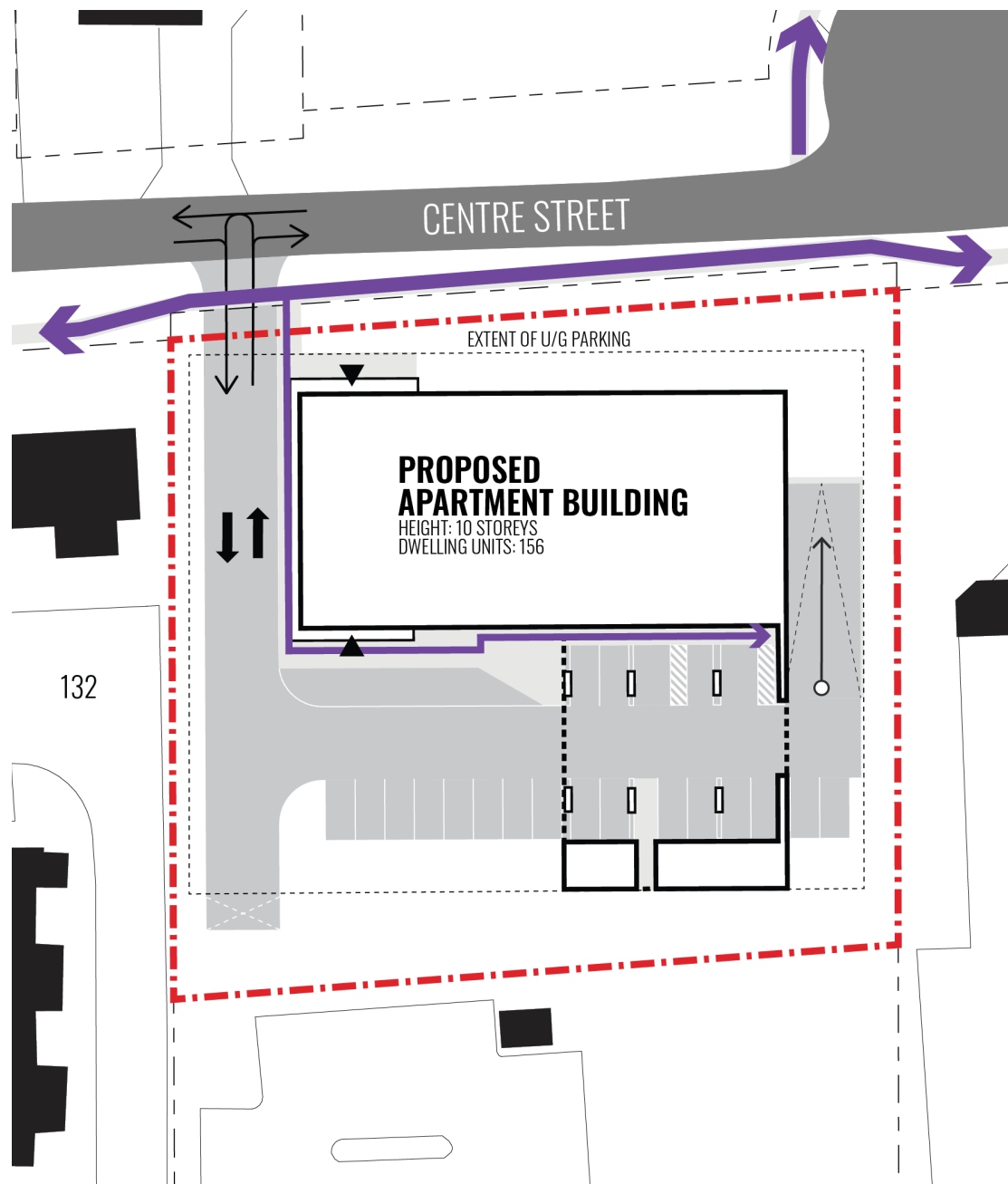


Figure 11. Site Access and Circulation Plan

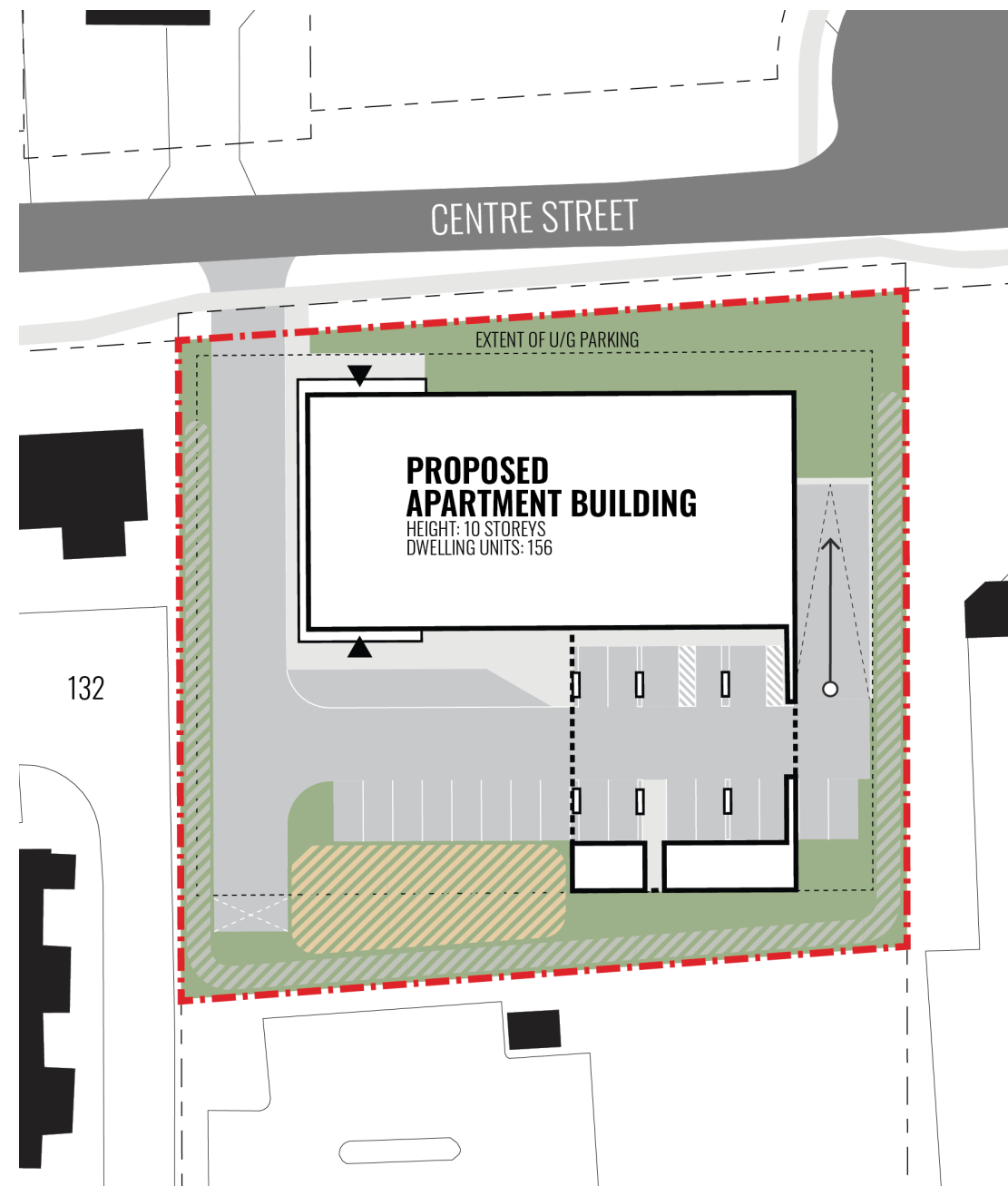


Figure 12. Conceptual Landscape Plan

S7: PLANNING ANALYSIS

S7.1 Provincial Planning Policy

The provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement (PPS), 2024. The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS, 2024. The primary mechanism for the implementation of the provincial plans and policies is through the London Plan (City of London Official Plan). Through the preparation, adoption and provincial 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 largely addressed in the Official Plan discussion in this report.

However, when acknowledging the scope of the proposed development and the nature of the application being submitted (i.e. Official Plan and Zoning By-law Amendment), it is important to highlight some of the key objectives and policy directions of the PPS, 2024. Chapter 2 of the PPS, 2024 focuses on building homes and sustaining strong and competitive communities. This chapter includes policy guidance on housing and residential intensification in Urban Centres, which are matters of provincial interest including:

- Identifying the need to provide for a range of housing options and densities that are required to meet the needs of current and future residents of London (2.1.4);
- Requiring Planning Authorities to achieve the development of complete communities by accommodating an appropriate range and mix of land uses, housing options and transportation options (2.1.6a);
- Permitting all types of residential intensification and introduction of new housing options within previously developed areas (2.2.1b(2));
- Focusing on land use patterns that efficiently use land and resources, optimize existing and planned infrastructure, support active transportation and support transit (2.3.1.2);

In view of the PPS 2024 policies noted above, the site is located within a designated Urban Centre and is an optimal location for intensification and redevelopment. The development adds to the mix of housing types/options available within the area, which aligns with provincial direction of providing a range and mix of housing options and densities. The concept plan complements existing and planned uses and integrates with other residential forms in the area by acting as a transition site between development of different intensities. The development represents appropriate infill on the last two parcels of land that have not been approved/developed for high-density residential uses. The development concept represents an efficient use of land in an area with access to multiple transit routes and significant open space uses. The project will be fully serviced by existing water, wastewater, and storm water infrastructure, ensuring alignment with cost-effective and sustainable infrastructure investment. In recognition of the policies, it is our opinion that the proposal is consistent with the PPS, 2024.

S7.2 The London Plan

The London Plan provides detailed policies to support infill and intensification within the existing built up area of the city in order to achieve compact forms of development. While intensification is permitted in all of the Place Types that allow for residential uses, the policies in the Neighbourhoods Place Type are context-specific. The following provides an additional analysis to support the proposed Official Plan and Zoning By-law Amendment application from a use, intensity and form perspective and to complement the analysis provided in Section 5.

/ Use

As noted in Section 2 of this report, the site is located within the Neighbourhoods Place Type, with direct frontage on a Neighbourhood Street. The London Plan promotes land use patterns that contain a mix of uses (residential, commercial, and community-focused) in the Neighbourhoods Place Type, promoting compact, walkable communities. The proposed apartment use is appropriate and represents a logical use for the site, maintaining compatibility with the surrounding context. The use will contribute to providing a transition between intensities adjacent to the project site. Immediately south and east of the project site and medium and high-rise apartment uses and immediately north and west are townhouse uses and single-detached dwellings.

/ Intensity

The London Plan places an emphasis on growing ‘inward and upward’ to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. Notwithstanding the site’s current “Neighbourhoods Place Type” designation with frontage on a Neighbourhood Street, it is important to recognize that Policy 917 of the London Plan notes that each of our neighbourhoods provides a different character and function. With the site being adjacent to a High Density Residential Overlay Area, it warrants special consideration for additional height beyond the maximums outlined in Table 11.

The proposed increase in height from 3-storeys to 10-storeys is appropriate and represents a logical transition from the permitted 14-storeys to the east and the low-rise residential to the west. The site is uniquely positioned to accommodate additional height due to its location between sites of varying intensities. The development has been strategically designed to address key measures of intensity, ensuring that all of the functional needs for the development and future residents are met and that there will be no adverse impacts on surrounding uses. The following analysis provides an overview of how the proposal addresses those other key measures of residential intensity.

Parking

Section 4.19 of the City of London Zoning By-law prescribes on-site parking supply requirements for all different categories of land use permitted by the By-law. In this regard, Section 4.19 currently requires 0.5 stalls per unit for apartment buildings. The site has the capacity to accommodate a total of 119 vehicular parking stalls which exceeds the City of London’s minimum requirements for a 156-unit apartment building.

Amenity

To support livability and residential community amenity, the development includes a range of indoor and outdoor amenity areas. Common indoor amenity spaces are intended to be located within the ground floor of the apartment building. Additionally, the site provides for over of 300m² of shared outdoor amenity space at-grade. Finally, individual private amenity areas are contemplated in the form of balconies and patio spaces for each apartment unit. Collectively, these amenity areas reinforce a high-quality urban living environment in an area planned for growth and intensification.

Neither the London Plan nor the proposed Residential (R9-7) Zone include specific regulations or performance standards for on-site amenity space. However, it is important to note that the proposed landscaped open space area exceeds the minimum requirements by an additional 10%, than what is required in the proposed zone. The landscaped open space area contributes to the aesthetic quality of the common outdoor amenity area while also maintaining appropriate pedestrian site access.

Functional Considerations

The site design also allows for other key functional elements including site access, a dedicated on-site lay-by for para-transit vehicles, resident drop-offs, pick-ups and food delivery and a dedicated outdoor waste staging area designed to allow for temporary staging of waste collection bins on collection day. The building is able to accommodate the required indoor/secure bicycle parking requirements of 0.9 stalls per unit.

Shadows

Providing a balance of sunlight and shade is a consideration for neighbouring properties when analyzing compatibility and fit. A shadow study has been prepared by Siv-ik Planning and Design Inc. and is included in Section 7.3. Given the high-density residential nature of the properties to the south and east, the primary measure of evaluation is towards the existing townhouse developments to the west and the townhouse developments and single-detached dwellings to the north. The Shadow Study effectively demonstrates that during the Spring and Fall Equinox and Summer Solstice periods, no new shadows will encroach on the private rear yards of any townhouse or single-detached dwelling located north of the project site. Shadows from the proposed building will only encroach on the rear yards of properties to the west of the project site in the AM period. It is also important to note that, due to the orientation of the sun, several private rear yards located to the west of the project site already experience shadows in the AM period. This condition results from the existing built form, including neighbouring single-detached, semi-detached, and townhouse dwellings, as well as nearby apartment buildings, which cast shadows during the early hours of the day. A large majority of the afternoon shadows from the proposed building fall within the Centre Street right-of-way or the existing parking area on the property to the east.

In summary, the proposal represents an appropriate intensity of development and is able to accommodate the functional requirements for the proposed 156 dwelling units. Notwithstanding the proposed site-specific special policy which would allow for an increase in the allowable building height from 3 to 10-storeys, the proposal is appropriate based on all comparable measures of residential intensity prescribed by the London Plan.

/ Form

The London Plan contains a series of policies related to the desired “form” of new development. Relevant guidance is found in the City Design, Neighbourhoods Place Type and Our Tools sections of The London Plan. In general, the overarching goal is to ensure that the massing of large buildings supports the planned vision for the Place Type, provides appropriate setback from stable residential areas and supports a pedestrian-friendly environment. Planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. The graphics and annotations in Section 6 of this report highlight many of the key elements of the development concept and how it has been designed to reflect the applicable policy requirements of the London Plan. The following analysis provides an overview of the proposed design concept and how it achieves the goals of the form-based policies in The London Plan.

Front Yard Depth

The new apartment building is sited with minimal setbacks from Centre Street, reinforcing the planned street wall created by the townhouse and semi-detached dwelling developments to the west. This aligns with the form-based policies for the Neighbourhoods Place Type and the general City Design policies by creating a strong urban edge along the street and a comfortable street environment. As shown in Figure 13, a strategic step-back on the north facade above the 4th-storey helps contribute to a positive pedestrian environment by breaking up the visual bulk of the proposed massing and maintaining proportion with the Centre Street right-of-

way. Eventhough the front yard depth is reduced, Figure 13 indicates that the majority of the building is located within a 45-degree angular plane measured from the northern edge of the Centre Street right-of-way illustrating that the proposed building allows for substantial access to sunlight and sky views for the public right-of-way.

Siting and Step-backs

The City Design policies speak to building design that creates a human-scale relationship and minimizes impacts on adjacent properties. The proposed development concept strategically locates the “L-Shaped” building massing towards the north and east property lines. As noted above, the proposal strategically locates the building at the street-line to respect the existing street wall along Centre Street. To break up the building’s massing and reduce visual bulk, the design incorporates a variety of materials, textures, and facade articulations such as recesses, projections, balconies, and terraces. Despite the siting of the building massing along the public street, there is over 35.0m of separation between the proposed building and the private patios of the townhouse development directly to the north. The massing is also strategically located along the eastern property line, recognizing the location of the existing neighbouring parking structure, to maximize the separation from the townhouse development to the west. The reduced rear yard setback requested as a special provision of the proposed zone, regulates a step-back above the 6th storey, which would apply to the most southerly portion of the “L-shaped”building. This step back is considered appropriate to the existing location of the 4-storey apartment building to the south (over 25m from the shared property line). Additionally, the existing 4-storey building orientation positions the majority of units/window openings to face east and west. As shown in Figure 13, the overall separation between the two buildings is 30.0m+. This ensures that sunlight and sky views are maintained for both properties and any privacy or overlook concerns are reduced.

Parking

While the proposal recognizes a unique opportunity for additional uses and intensification than what is permitted in the Neighbourhoods Place Type on a Neighbourhood Street. The concept design still looks to achieve the form-based policies identified in Policy 936. The concept design has limited surface parking in favour for underground parking to maximize landscaped open space and amenity areas. As noted in Section 6, the proposed parking is located towards the rear of the site and is screened by the proposed building massing. No front yard parking is proposed.

In summary, the proposed built form represents a carefully considered design response that balances intensification with compatibility and fit on a contextually unique project site. Through the incorporation of specific special provisions in the proposed zone that shape the built form of the apartment, the proposed concept demonstrates a best-practice approach to intensification of this unique site.

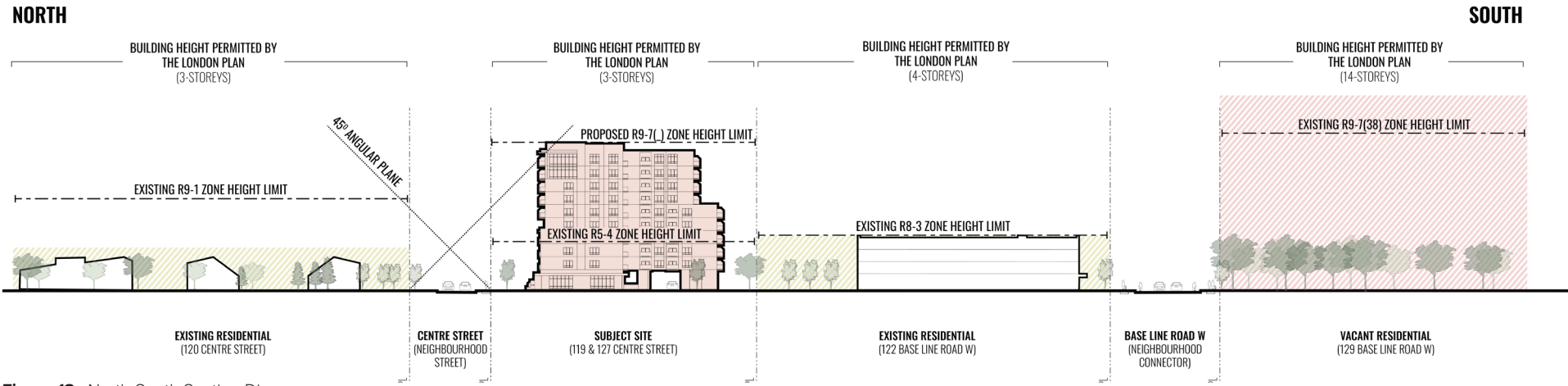


Figure 13. North-South Section Diagram

S7.3 Other Considerations and Requirements

/ Servicing

A Servicing Feasibility Study was prepared by Strik Baldinelli Moniz Ltd. to support the proposed Official Plan and Zoning By-law Amendment Application. The report provided an analysis of sanitary and storm servicing infrastructure. Overall it was concluded that the existing municipal infrastructure had sufficient capacity to support the proposed development.

Sanitary

The report noted that the proposed development is intended to outlet to the existing 350mm diameter sanitary sewer located within the sanitary easement east of 119 Centre Street. The anticipated peak sanitary flow for the proposed development is 3.04 L/s. It was identified that a new 150mm diameter private sanitary drain would be required to connect to the larger sanitary sewer. A sanitary sewer capacity analysis was conducted downstream of the project site and confirmed that no segments were operating at or above capacity. The sewer segment from the project site to the terminal point at Base Line Road W., was calculated to have a capacity of 23.5%. It was noted that detailed servicing calculations would be completed at the detailed design stage for Site Plan Approval.

Storm

Storm servicing for the site was identified through an existing 450mm diameter storm sewer in the Centre Street right-of-way, with an allowable runoff coefficient of 0.65. An analysis of storm servicing on the site identified an existing runoff coefficient of 0.43 and a post development runoff coefficient of 0.66. As a result, stormwater management quantity controls were required to be implemented to restrict the post-development flows to the allowable rates. Methods such as temporary surface ponding on asphalt, flat rooftops and landscape areas as well as subsurface storage within storm sewers and structures were listed. It was also identified that the site is tributary to the Thames River watershed and is therefore subject to municipal stormwater quality control requirements. Quality control measures are to be designed to meet a minimum average removal of 70% Total Suspended Solids.

/ Traffic Impacts

A Transportation Impact Assessment (TIA) has been prepared by Strik Baldinelli Moniz Ltd. The Transportation Impact Assessment (TIA) includes an analysis of existing traffic conditions, a description of the proposed development, an analysis of future traffic conditions and an assessment of development traffic impacts. The TIA assumes full completion of the proposed development by 2033. The TIA reviewed the function and level of service at two (2) intersections during the weekday AM and PM peak hours and also considered the new residential development at 129 - 131 Base Line Road W.

Based on the assessments carried out it was identified that Base Line Road W. and Cotswold Gate intersection operates well within existing and 2033 total traffic conditions. Under existing conditions the Wharncliffe Road S. and Centre Street intersection operates acceptably, but it was noted that the eastbound and westbound movement from Centre Street and the opposite driveway experience longer delays during the PM peak hour. Under the 2033 total traffic conditions, this existing condition experienced an increase in delay. It was noted in both scenarios for the Wharncliffe Road S. and Centre Street intersection, that the volume to capacity ratios were low enough that the movements are still considered functional and the intersection operates acceptably. It was also identified that there was a left turn lane warrant for the Wharncliffe Road S and Centre Street intersection, based on existing 2026 conditions which increased under 2033 conditions. Despite the left turn lane warrant being met for the intersection, it was identified that a left turn lane would not be practical at this intersection due to the existing right-of-way constraints and is therefore not recommended. A left turn lane was not warranted at the Base Line Road W. and Cotswold Gate intersection. A traffic signal analysis was also undertaken for the Base Line Road W. and Cotswold Gate intersection, which determined that a signalized intersection was not warranted under the 2033 total traffic conditions.

/ Tree Preservation

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Preservation Plan has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The report is available for public download on the project website. The report identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10 cm in diameter measured at breast height on, and within 3 metres of, the project site. The plan identified 34 individual trees on or within 3m of the project site. The size, location and quality of the existing trees can be found with the Tree Preservation Plan submitted as part of this application. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that there is potential to preserve 3 out of the 34 existing trees. Due to the nature of the proposed development, the trees with the potential to be preserved are located on the edges of the site or on neighbouring properties. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process and will offset the loss of existing trees.

/ UTRCA Regulated Watercourse

As part of the Record of Pre-application Consultation comments provided to the applicant team in July 2025, the Upper Thames River Conservation Authority (UTRCA) identified that a portion of the lands may be regulated by the Conservation Authority due to the presence of a watercourse known as Silver Creek. It was noted however, that based on the updated regulation (O.Reg 41/24), the existing watercourse may not meet the current definition of a regulated watercourse. This definition states that a watercourse is a defined channel, having a bed, banks or sides in which a flow of water regularly or continuously occurs. In order to facilitate a review, the submission of a topographic survey as well as photographs of the potential feature were requested.

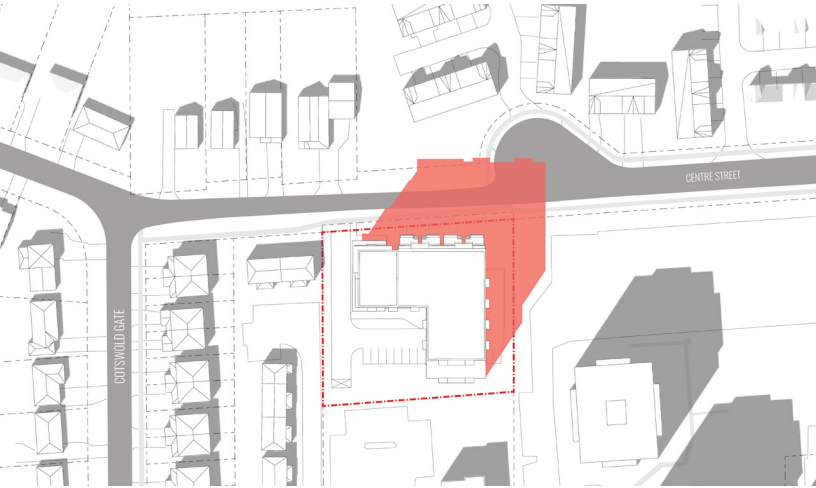
On November 26, 2025 and December 2, 2025, Siv-ik Planning and Design Inc. conducted site visits to photograph the project site, as per the direction provided. The results of the site visit indicate that there is no defined channel, banks or sides in the area where the feature is identified. Additionally, no existing water flows were identified in the photos. Through a review of information on the redevelopment of 122 Base Line Road W. (to the south of the project site) it was noted that the enclosure of Silver Creek and the connections upstream and downstream occurred. The topographic survey, as well as drone photos have been submitted as part of the Official Plan and Zoning By-law Amendment application for the project site for review by the Conservation Authority.

/ Sun/Shadow Study

Spring Equinox



9AM
March 21



3PM
March 21



12PM
March 21

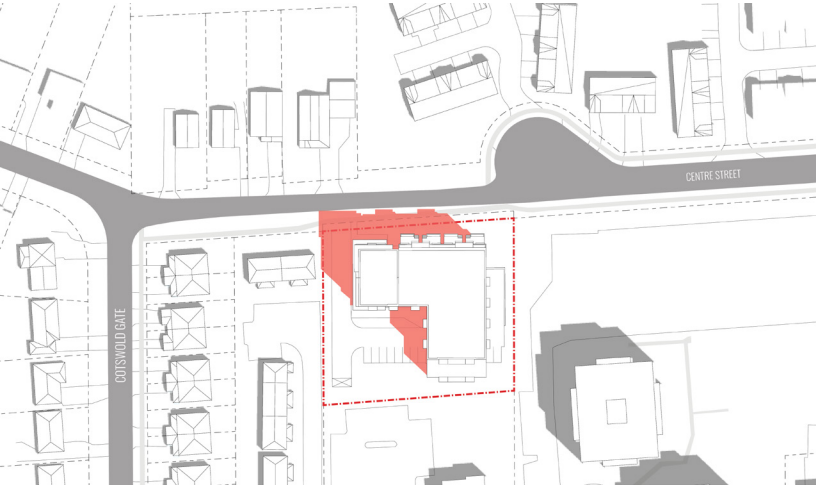
Summer Solstice



9AM
June 21



3PM
June 21



12PM
June 21

Note: The sun/shadow diagrams have been created by Siv-ik Planning and Design Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the potential building massing, surrounding built form and natural features. The simulated dates and times shown are based on City of London requirements.

Sept 21 and March 21 (equinox) both result in similar shadow patterns so the diagrams have only shown March 21st.

A full analysis of the winter solstice shadow impact (December 21st) has not been completed for the purposes of this report.

S8: ENGAGEMENT

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn more about the vision for the site early on in the planning process and share their thoughts. Municipal Housing and Industrial Development Division at the City of London and the project team are committed to engaging with local residents at multiple points in the process. The timeline below shows a general overview of the steps in the planning process for 119 & 127 Centre Street and how those steps interact with our applicant-led community engagement program.

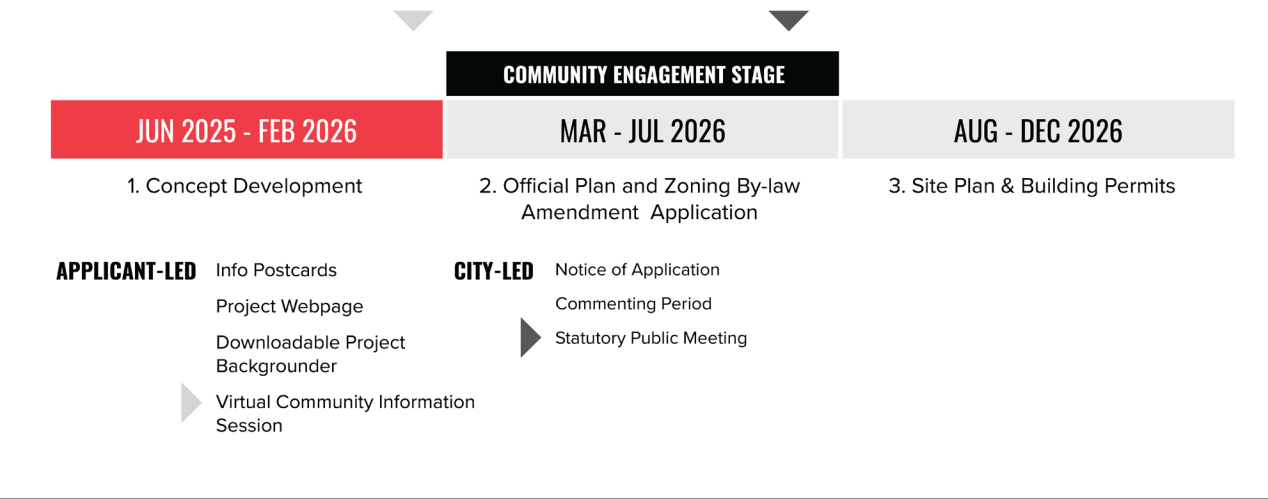


Figure 14. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However, we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

ENGAGEMENT SUMMARY

Info Postcard
In total, 170 information postcards were circulated to surrounding homes and businesses to notify the local community (within 120m of the project site) of the planned redevelopment via direct mail and to direct them to the project website.

Project Website
A project website (www.siv-ik.ca/119c) was launched on January 28, 2025 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication
Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

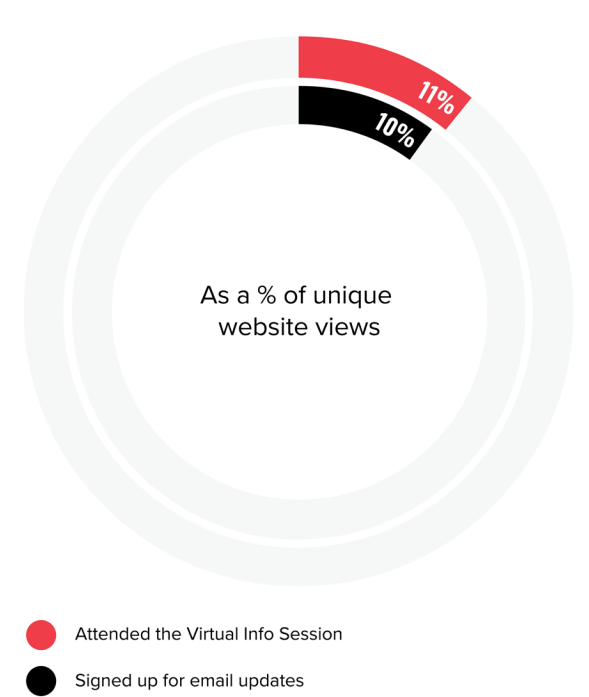
Virtual Community Information Session
The project team hosted a Zoom webinar on February 11, 2025 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

Report of Verbatim Feedback
The report was published and shared on our project website. The report clearly documents all the feedback that was received through various channels and provides a summary of participation in the applicant-led engagement process.

REACH



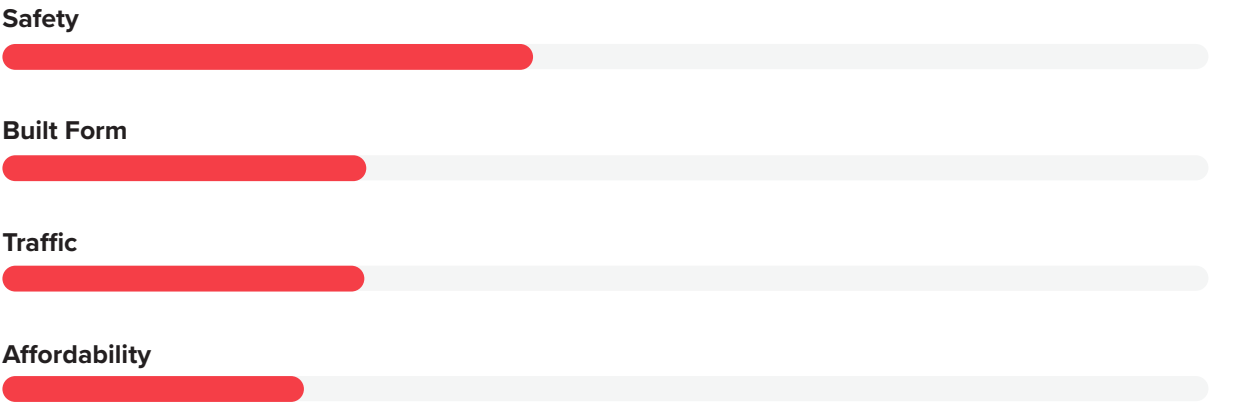
ENGAGEMENT



FEEDBACK

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.



Note: The graphics and text above represent highlights of our applicant-led community engagement program. Verbatim feedback received can be found in the 2026-02-27 Feedback Record by Siv-ik Planning and Design Inc. that has been submitted as part of this Official Plan and Zoning By-law Amendment. The record is also available for public download at www.siv-ik.ca/119c.

S9: CONCLUSIONS

In consideration of both provincial and municipal planning objectives, the proposed 10-storey apartment development represents a well-considered and contextually appropriate form of intensification of the project site. Located within the Neighbourhoods Place Type, on a Neighbourhood Street, the site occupies a unique position between areas of different intensities. The design of the building provides a transition to adjacent properties while optimizing the use of available land, demonstrating careful consideration of both urban design and community context. Given that it is the last remaining parcel in the area to undergo any rezoning/ redevelopment for high-density residential, this development would effectively “complete” the development of the larger neighbourhood block and would not establish an argument for a similar exception on other properties in the area.

The proposed special policy area seeks to accommodate an additional residential use as well as increased height and density, in recognition of the unique characteristics of the site and its integration with the surrounding high-density residential context. The building is designed to contribute positively to the pedestrian environment, enhancing street-level activity through the implementation of at-grade units and patios, enhanced glazing and architectural details at the primary building entrance and through the implementation of a step-back along the northern property line above the 4th storey. The building is also positioned in line with the existing street wall, which is captures through the reduction of front yard setback requested as part of the proposed Zoning By-law. Additionally, the proposed Zoning By-law is specifically crafted to reduce negative impacts on neighbouring properties, through specific minimum side yard setbacks, rear yard setbacks and step-back provisions for the southerly portion of the building.

As noted in the Planning Analysis section of this report, the proposed Official Plan and Zoning By-law Amendment is consistent with the PPS, 2024, in conformity with the policies of the London Plan and represents good planning. The proposed development will be subject to Site Plan Control under Section 41 of the Planning Act, which will ensure that the proposed development concept conforms with the approved direction for the Official Plan and Zoning By-law Amendment.



REFERENCES

1. Provincial Planning Statement, 2024.
2. The London Plan.
3. City of London Comprehensive Zoning By-law Z.-1.
4. City of London, London City Map (Last Updated June 18, 2024).
5. City of London Southcrest Neighbourhood Profile (2016).
6. Transportation Impact Assessment, prepared by Strik Baldinelli Moniz Ltd., dated February 17, 2026.
7. Servicing Feasibility Study, prepared by Strik Baldinelli Moniz Ltd., dated January 27, 2026.
8. Tree Preservation Plan prepared by Ron Koudys Landscape Architects Inc., dated February 6th, 2026.
9. Report to London Committee of Adjustment - File A.008/23 dated March 2, 2023.
10. Report to London Committee of Adjustment - File OZ-9200 dated September 21, 2020.

