



330 BURWELL STREET AND 444 YORK STREET, LONDON, ON.

PLANNING RATIONALE REPORT

Zoning By-law Amendment Application

[siv-ik] PLANNING
/ DESIGN



VERSION 1.0

ISSUED

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1.0 INTRODUCTION

This report has been prepared by Siv-ik Planning & Design Inc. for 1000725093 Ontario Inc. (the applicant) in support of a Zoning By-law Amendment for the properties municipally known as 444 York Street and 330 Burwell Street in the City of London. This report provides an independent professional analysis and opinion regarding the merits of the proposed Zoning By-law Amendment and has been prepared to satisfy the City of London's complete application requirements. This report explains how the proposed amendment aligns with the objectives of the Provincial Planning Statement (2024), the London Plan, represents sound planning, and is in the public interest.

The application seeks to facilitate the conversion of two existing buildings on a 962.7 m² (0.24 ac) site. The existing building at 444 York Street, used as an office/commercial space for approximately 40 years, is proposed to be converted into a 6-unit multi-residential apartment building. The other building, currently operating as a converted dwelling with 4 units, is proposed to undergo legal conversion to formalize its 4 existing units. A Zoning By-law Amendment is being sought to rezone the property to a site-specific Residential R6 Special Provision (R6-5(_)) Zone, in combination with the existing RSC2/RSC4 zoning. The proposed Zoning By-law Amendment includes special regulations to recognize the existing site conditions and permit the proposed multi-residential use and density. Overall, the proposed amendments will facilitate the adaptive reuse of the two existing buildings to multi-residential use, responding to a greater market demand for housing.

Figure 1: Site Overview



The site is municipally described as 444 York Street and 330 Burwell Street. The two properties have merged to form a single consolidated parcel located within the Central London neighbourhood at the northeast corner of York Street and Burwell Street. The consolidated site encompasses approximately 962.7 m² (0.24 acres), with approximately 38.96 m of frontage along York Street and 30.77 m of frontage along Burwell Street.

The site contains two existing structures, both of which are listed on the City's Register of Cultural Heritage Resources. The building at 444 York Street is a 2-storey Georgian-style structure constructed circa 1863, originally built as a residential dwelling and subsequently converted to office/commercial use in the early 1980s. The building at 330 Burwell Street is a 2-storey Italianate-style structure constructed circa 1880, originally built as a residential dwelling and currently operating as a converted 4-unit dwelling.

Additional details about the site, existing conditions and planning context are summarized in Table 1 below. Photos of the existing building and site configuration are shown on pages 3 and 4 of this report.

Table 1: Site Statistics

Project Site At-A-Glance	
Site Area	0.09ha (962.7m ²)
Frontage	38.96m (York Street)
Depth	30.77m (Burwell Street)
Existing Uses	444 York Street: Office, 330 Burwell Street: Residential (4-unit dwelling)
Existing Building	Two 2-Storey Buildings (Office, 4-unit dwelling)
Servicing	Full Municipal Services
Existing Zoning	Restricted Service Commercial (RSC2/RSC4) Zone
Official Plan	Urban Corridor
Street Classification	York Street: Civic Boulevard Burwell Street: Neighbourhood Street

Note: A "Concept Plan" has been prepared by Siv-ik Planning & Design Inc. (Appendix A) showing planned modifications to the parking layout, within the existing asphalt area.

Figure 2: Aerial view of site looking north from York Street

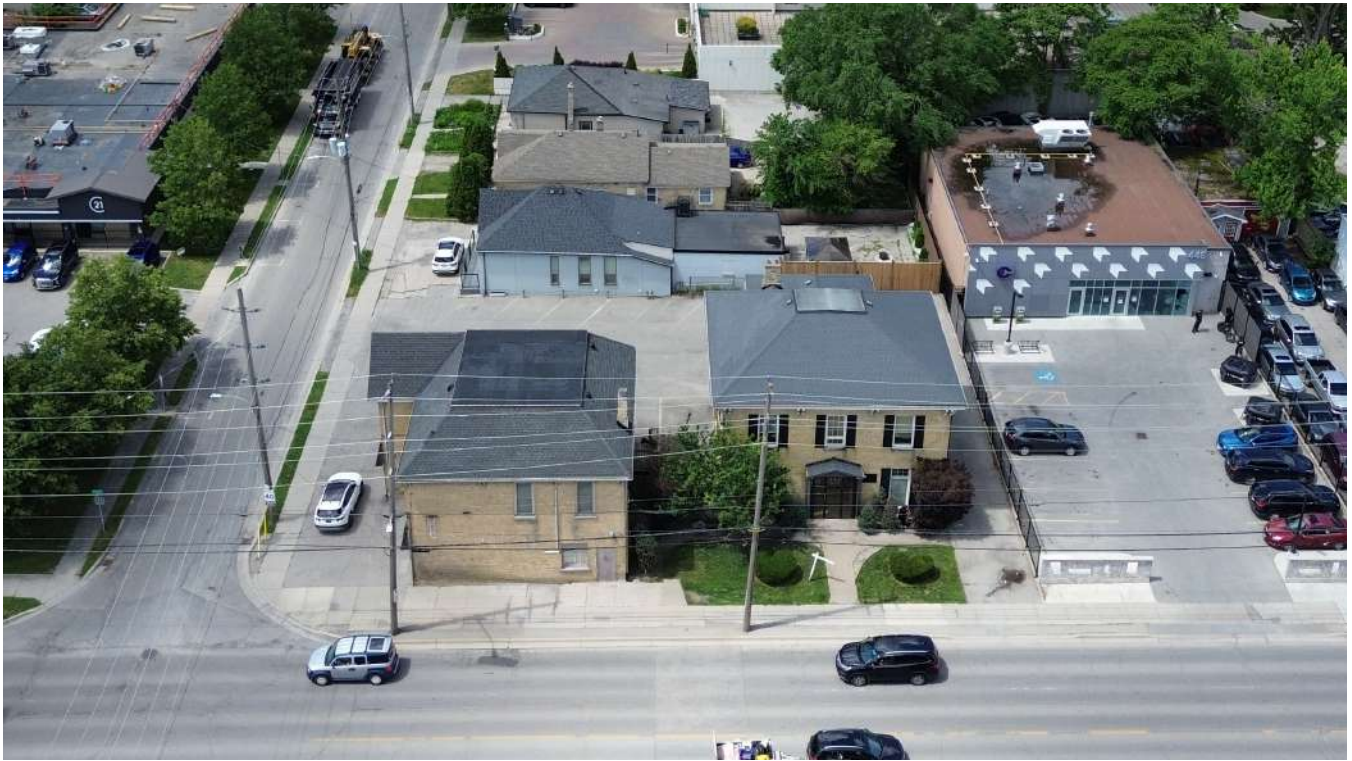


Figure 3: Aerial view looking northeast from York Street



Figure 4: Aerial view of site looking southeast towards York Street



Figure 5: Aerial perspective looking south towards York Street.



2.0 SITE CONTEXT

2.1 Surrounding Land Use

As noted in Section 1.0 of this report, the subject site is located at the northeast corner of York Street and Burwell Street, within the Central London neighbourhood. The surrounding context includes a mix of residential, institutional, office, light industrial, and commercial uses. Residential uses range from low-density to higher-density apartment buildings, while commercial uses include auto repair shops and personal service establishments. South of York Street, the CN rail corridor establishes an edge to the neighbourhood, with lands in proximity to the rail line transitioning to light industrial uses. Several larger parcels along York Street, including 415 York Street and the site of the former London Free Press Building, are slated for future high-density redevelopment.

The site is well-served by public transportation. A Bus Rapid Transit (BRT) station is located approximately 120 metres to the north at King Street and Burwell Street. LTC Route 7 operates along York Street, with eastbound and westbound stops within 100 metres of the site, and Route 94 operates along King Street. Several community amenities are located near the site, including Catholic Central High School, H.B. Beal Secondary School, and the Centre Branch YMCA.

Figure 6: Surrounding Land Use Map (400m)



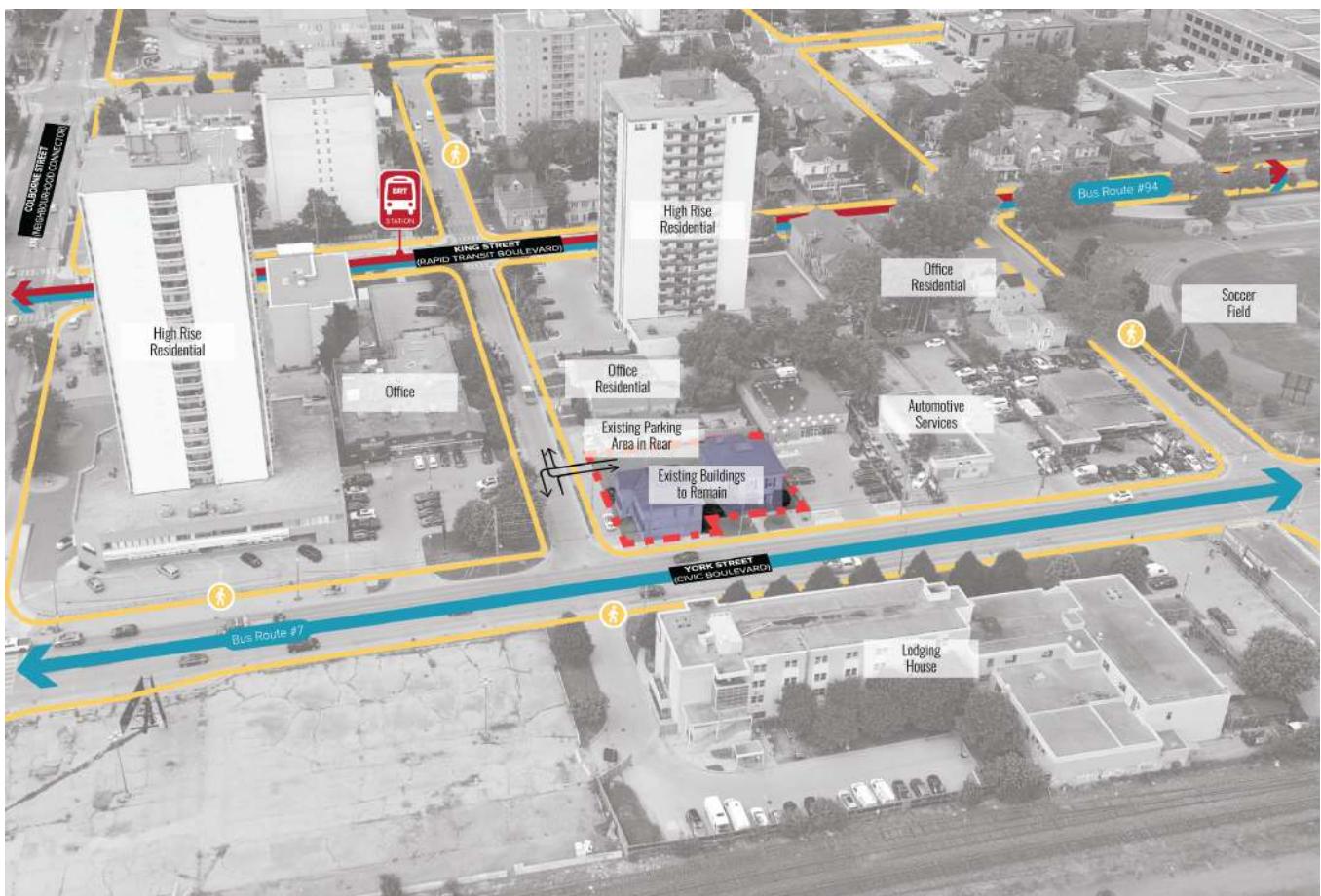
2.2 Site Analysis

The site analysis below represents the existing physical characteristics of the site and the lands immediately surrounding it. The subject site consists of a roughly rectangular corner parcel with approximately 38.96 metres of frontage on York Street and 30.77 metres of frontage on Burwell Street. The site is fully developed and contains two existing 2-storey buildings. The building at 444 York Street has a gross floor area of approximately 172.5m², currently operating as an office/commercial use. The building at 330 Burwell Street has a gross floor area of approximately 135.6m², currently operating as a converted 4-unit dwelling. Vehicle access to the site is currently provided via a two-way driveway from Burwell Street along the west property line and a single driveway from York Street along the south property line. The site currently accommodates parking for approximately 18 vehicles. A landscaped strip is located along the York Street frontage in front of 444 York Street; the remainder of the site is predominantly surfaced with asphalt.

In accordance with Map 3 – Street Classifications in the London Plan, the site has direct frontage on a Civic Boulevard (York Street) and a Neighbourhood Street (Burwell Street). York Street consists of a 4-lane cross-section with two travel lanes travelling east and west. Burwell Street consists of a 2-lane cross-section with a single lane travelling north and south. Municipal sidewalks are located along the site's frontage on both York Street and Burwell Street.

The site is well-served by public transportation, as described in Section 2.1 of this report. From a servicing perspective, the site has full access to municipal water, sanitary, and stormwater infrastructure.

Figure 7: Site Analysis



3.0 POLICY & REGULATORY FRAMEWORK

The following section of this report provides an overview of the applicable planning policy and regulatory framework that currently guides land use and development on the subject site. In this case, the key applicable statutory documents include the Provincial Planning Statement (2024), the City of London Official Plan (The London Plan) and the City of London Comprehensive Zoning By-law Z.-1. The following policies and regulations inform and guide the professional planning analysis of the proposal provided in Section 5.0 below.

3.1 Provincial Planning Statement, 2024:

The Provincial Planning Statement (PPS) provides policy direction on matters of Provincial interest regarding land use planning and development. The PPS is issued under Section 3 of the Planning Act. Section 3 of the Planning Act requires that land use planning decisions be consistent with the PPS, ensuring that matters of provincial interest, as identified in Section 2 of the Planning Act, are addressed. The PPS is a broad policy document that is generally implemented through local municipal planning documents. Although it is to be interpreted broadly, the following policy guidance and planning considerations are important in the context of the Zoning By-law Amendment application for 444 York Street and 330 Burwell Street:

- ▶ Section 2.1.6 of the PPS establishes that Planning Authorities should accommodate an appropriate range and mix of land uses, housing options, transportation options, employment options etc. to support the achievement of complete communities.
- ▶ This is further established within Section 2.2.1, which details that all housing options to meet the social, health, economic and well-being requirements of current and future residents should be permitted, including all types of residential intensification;
- ▶ Section 2.3.1 of the PPS establishes that land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources and are transit supportive.
- ▶ The subject lands present an opportunity for the residential intensification of an existing building, which effectively minimizes land consumption and servicing and construction costs without causing public health and safety concerns to support growth and long-term needs of the public (2.3.1.2);
- ▶ Section 4.6 of the PPS establishes that Planning Authorities may permit development on lands with, and adjacent to, protected heritage properties only where the heritage attributes of those properties will be conserved, ensuring that growth is managed in a way that safeguards cultural heritage value.

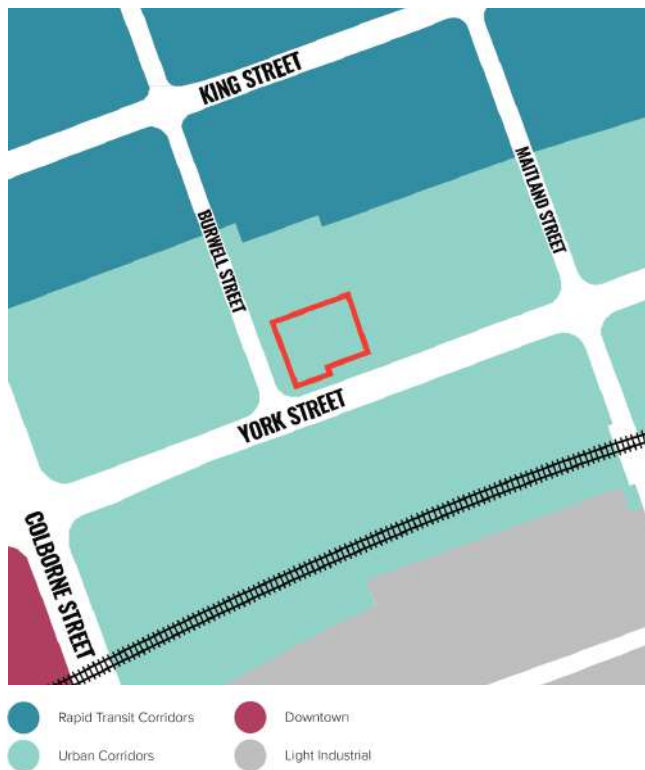
In view of the PPS policies, the proposed Zoning By-law Amendment supports the long-term viability of two existing heritage buildings. Rezoning the site to incorporate a site-specific Residential R6 Special Provision (R6-5(_)) Zone, in combination with the existing RSC2/RSC4 zoning, aligns with the Provincial Planning Statement

by promoting efficient land use, housing supply, and sustainability. The adaptive reuse of both the 444 York Street office/commercial building as a 6-unit multi-residential apartment building and the formalization of the 4 existing units at 330 Burwell Street respond directly to provincial direction on residential intensification and complete communities. The proposal advances PPS direction on cultural heritage conservation by facilitating the adaptive reuse of both heritage-listed structures and protecting their heritage attributes.

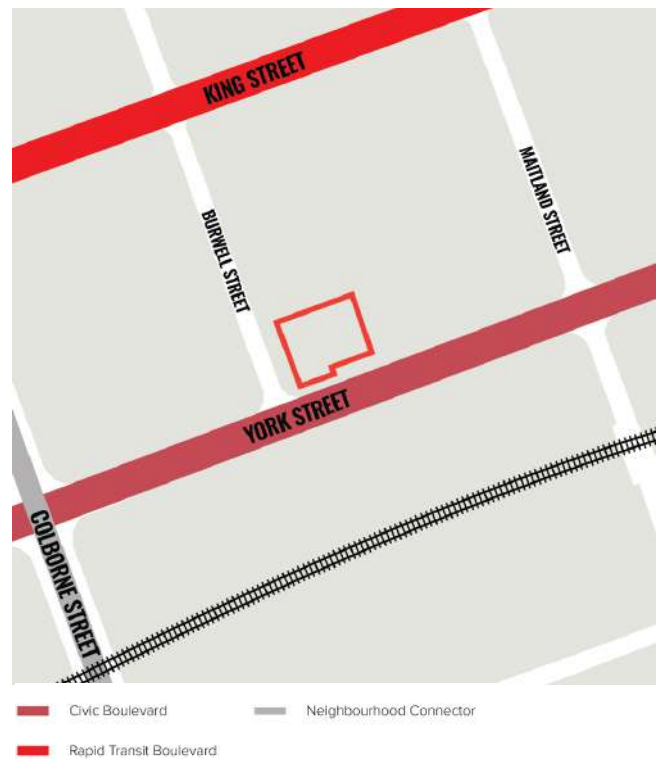
3.2 The London Plan:

The mapping below represents relevant excerpts from Map 1 – Place Types and Map 3 – Street Classifications in *The London Plan*. The project site is located within the “Urban Corridors” Place Type with frontage on a Neighbourhood Street (Burwell Street) and Civic Boulevard (York Street). The specific policies applicable to the project site are identified and summarized in the following pages of this report, and provide the primary guidance (use, intensity, and form) for development of the site.

Place Types (Map 1)



Street Classifications (Map 3)



Place Type Policies:

In accordance with Map 1 – Place Types, the project site is within the “Urban Corridors” Place Type. Urban Corridors are envisioned as vibrant, mixed-use streets that evolve over time to support higher-order transit in the future. They will accommodate a range of residential and commercial uses, encouraging mid-rise, pedestrian-oriented development that enhances walkability and connectivity. These areas are planned to gradually intensify and mature into dynamic, transit-supportive communities that link neighbourhoods and key destinations across the city. Policy 837_ within the London Plan, outlines the permitted uses within the Urban Corridors Place Type. Permitted uses on the site include a broad mix of residential, retail, service, office, cultural, recreational, and institutional uses.

In addition to the use, intensity, and form policies of the Urban Corridor Place Type, Policy 837_ directs Urban Corridors to accommodate a diverse mix of housing, while Policy 840_ emphasizes that new development should respect existing neighbourhood character and provide strategic opportunities for reinvestment. The proposed conversion/formalization of the existing buildings to a multi-residential use aligns with these objectives by introducing additional housing within a planned intensification area, leveraging existing infrastructure, and contributing to the intended evolution of the corridor as a complete, transit-supportive mixed-use environment.

Cultural Heritage Policies:

The London Plan directs that new development/redevelopment projects on, and adjacent to, heritage-designated properties and properties listed on the Register are to be designed to protect the heritage attributes and character of those resources, and to minimize visual and physical impacts on those resources. 330 Burwell Street (c. 1880 Italianate-style dwelling) and 444 York Street (c. 1863 Georgian-style dwelling) are listed on the City of London's Register of Cultural Heritage Resources. Policy 568 of the London Plan further directs that conservation of whole buildings on properties identified on the Register is the preferred approach. As further detailed in this report, the concept plan envisions full retention of the original volume of both existing structures.

Our Tools Policies:

The "Our Tools" section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning Justification Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning Justification Report 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.

3.3 City of London Comprehensive Zoning By-law Z.-1:

The subject lands are currently zoned Restricted Service Commercial (RSC2/RSC4). The RSC zone provides for and regulates a range of commercial uses and trade service uses, which may require significant amounts of land for outdoor storage or interior building space and a location on major streets. The RSC zone is typically applied across the City, differentiated based on the function, intensity and potential impacts on the surrounding neighbourhood. Specifically, the RSC2 and RSC4 zone variation regulates a wide range of commercial and light-industrial uses. The applicable regulations of the RSC2 and RSC4 Zones are listed in Table 2 below.

Table 2: Existing Zoning Breakdown

Regulation	RSC2	RSC4
Permitted Uses	Section 28.2	Section 28.2
Lot Frontage (min.)	45.0m	30.0m
Lot Depth (min.)	60.0m	60.0m
Front & Exterior Yard Depth (min.)	6.0m plus 1.0m per 3.0m of main building height or fraction thereof above the first 3.0m	6.0m plus 1.0m per 3.0m of main building height or fraction thereof above the first 3.0m
Interior Side & Rear Yard Depth (min.) (Abutting a Non-Residential Zone)	3.0m plus 1.5m for each 4.0m of building height or fraction thereof above the first 4.0m from any other nonresidential zone boundary and 0.0m within the same RSC Zone	3.0m plus 1.5m for each 4.0m of building height or fraction thereof above the first 4.0m from any other nonresidential zone boundary and 0.0m within the same RSC Zone
Landscaped Open Space (min.)	15%	15%
Lot Coverage (max.)	30%	30%
Height (max.)	12.0m	12.0m
Gross Floor Area (max.)	6,000m ²	6,000m ²
Open Storage (max.)	5%	5% (40% for Self Storage Establishments)
Setback for Open Storage (min.)	N/A	9.0m plus the applicable rear & interior side yard depth when abutting any non-residential zone and 0.0m within the same RSC zone.

Section 4.19 - Parking:

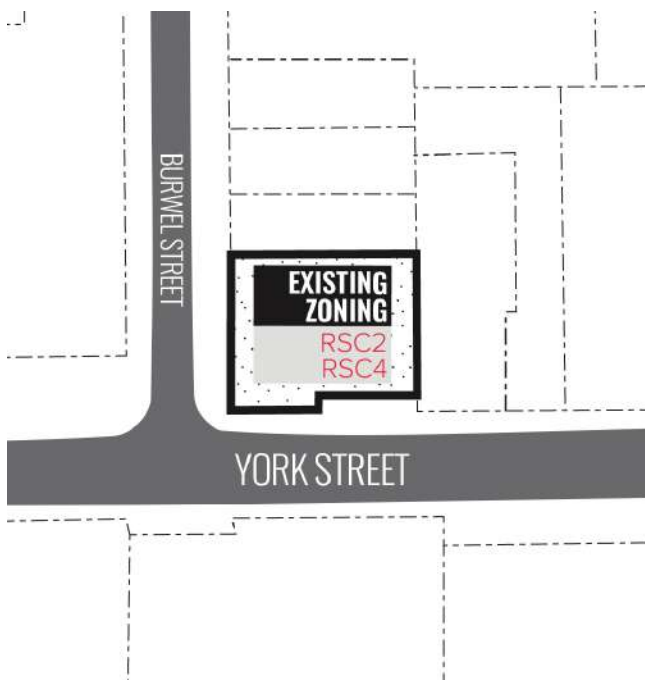
Section 4.19 (10) of the Zoning By-law outlines the parking supply requirements for the various land uses listed and defined in Section 2 of the By-law. As shown on Appendix A - Concept Plan, the site has the capacity to accommodate 11 parking stalls. As per Section 4.19, the site is not within the "Area Exempt from Minimum Parking Requirements". Apartment buildings and Fourplexes require 0.5 parking stalls per unit.

4.0 THE PROPOSAL

4.1 Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to establish a framework to support the conversion of the existing office/commercial building at 444 York Street to a 6-unit multi-residential apartment building and the legal conversion of the existing 4-unit dwelling at 330 Burwell Street, both within their existing structures. The existing Restricted Service Commercial RSC2/RSC4 zoning is proposed to be maintained on the site, in combination with a new site-specific Residential R6 Special Provision (R6-5(L)) Zone, which will allow for the desired multi-residential uses within the existing structures. The requested zone includes special regulations to recognize the existing conditions of the site, including front and exterior side yard setback, landscape open space and density. It is important to note that the minimum required parking rate for the residential use is maintained in this proposed zone.

Existing Zoning



Proposed Zoning

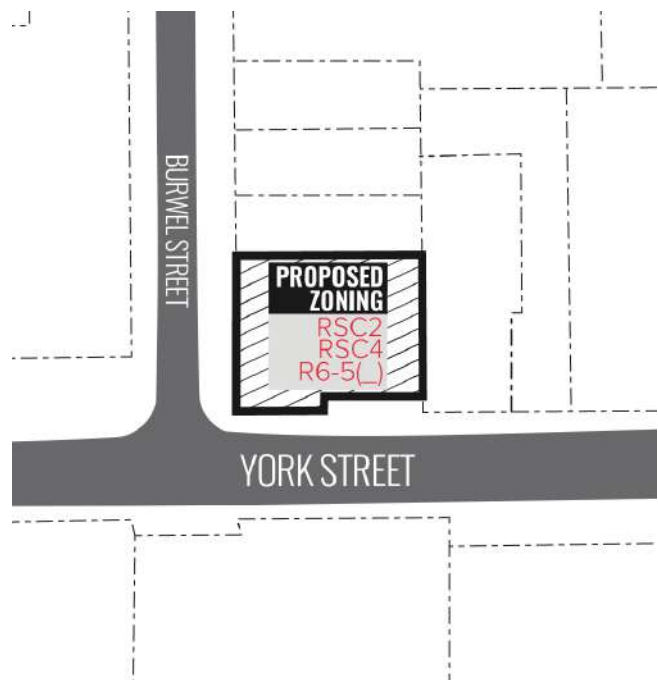


Table 3: Proposed Zoning By-law Regulations

Regulation	Existing Standard R6-5	Proposed R6-5()
Permitted Uses	Section 10.2	Fourplex, Apartment building within the existing structure
Lot Area (min.)	850m ²	-
Lot Frontage (min.)	10.0m	-
Front & Exterior Side Yard Depth (min.)	8.0m (Arterial Road)	Front Yard: 0.0m (As existing) Exterior Yard: 0.0m (As existing)
Interior & Rear Yard Depth (min.)	1.2m per 3.0m of main building height or fraction thereof above 3.0m, but in no case less than 4.5m 4.5m (min)	Interior Yard: 0.0m (As existing)
Landscaped Open Space (min.)	30%	0% (as existing)
Lot Coverage (max.)	45%	-
Height (max.)	12.0m	-
Density (max.)	35uph	112uph
Off-Street Parking (min.)	Fourplex: 0.5/unit Apartment: 0.5/unit	-

4.2 Purpose of the Application

The purpose of the proposed Zoning By-law Amendment is to establish a framework to facilitate the conversion of the existing office/commercial building at 444 York Street to a 6-unit multi-residential apartment building and the legal conversion of the existing 4-unit dwelling at 330 Burwell Street. This proposal is not intended to facilitate any significant expansion, enlargement or significant exterior modifications to the existing buildings at 444 York Street and 330 Burwell Street. Special provisions for front yard setback, exterior side yard setback, interior side yard setback, landscaped open space, and density are being sought to recognize existing site conditions.





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5.0 PLANNING ANALYSIS

5.1 Zoning By-Law Amendment Rationale

The following analysis examines the impacts and implications of the proposed Zoning By-law Amendment with respect to use, intensity, form and function. As explained in Section 4.0 - The Proposal - of this report, the proposed Zoning By-law Amendment is not intended to facilitate any significant addition or expansion to the existing buildings at 444 York Street and 330 Burwell Street. The scope of this analysis is focused on the general proposed zoning framework and how it has been structured to ensure desirable site outcomes, consistent with the applicable policies for the site.

The proposed Zoning By-law Amendment seeks to establish a framework to support the conversion of the existing office/commercial building at 444 York Street to a multi-residential apartment building and the legal conversion of the existing 4-unit dwelling at 330 Burwell Street. The existing RSC2/RSC4 zoning is proposed to be maintained on the site, in combination with the proposed R6-5() Zone, which will provide for the multi-residential uses to occur within the existing buildings. The proposed zoning framework enables the new uses while recognizing existing site conditions, including front yard setback, exterior side yard setback, interior side yard setback, landscaped open space, and density.

5.2 Land Use

Policy 826_ of the London Plan describes the intended function and purpose of the Urban Corridor Place Type. As per policy 826_, Urban Corridors are intended to evolve into vibrant, mixed-use communities. Residential intensification is encouraged in Urban Corridors to support future higher-order transit. It is noted that these corridors will be primarily residential in nature. Policy 837_ of the London Plan provides general policy guidance for determining the appropriate range of land uses for the subject land. A range of uses, including residential, are permitted in the Urban Corridor Place Type.

By applying the proposed R6-5() Zone to the site, the proposed amendment will provide a framework for residential apartments and multi-unit residential uses, which are expressly permitted within the Urban Corridor Place Type. The proposed R6-5() zone category maintains an appropriate set of built form standards that guide any future modifications to the site or the buildings. This proposal meets the general intent of the Urban Corridor Place Type policies of the London Plan to encourage the transition to higher-density forms of development, while at the same time preserving two existing heritage buildings.

The subject lands front directly onto the York Street Urban Corridor. As described in Section 2.1 of this report, higher-density residential apartment buildings and more urbanized neighbourhoods are located to the north and the CN rail corridor to the south. By maintaining the existing built form, the proposal provides a scaled, context-sensitive contribution to the corridor that aligns with the planned evolution of York Street into a more urban, transit-supportive corridor, while remaining compatible with the lower-scale residential uses.

With respect to the proposed Zoning By-law Amendment at 444 York Street and 330 Burwell Street, the proposal is sensitive to, and compatible with, the surrounding land uses and its planned context within the Urban Corridor Place Type along York Street. The proposal fits the policy goals and objectives of the Urban Corridor Place Type by adding to the ongoing functionality of the existing buildings through residential conversion and legalization, while not creating adverse impacts on the surrounding lands.

5.3 Existing Site Conditions

The proposed Zoning By-law Amendment contains special provisions to recognize the existing conditions of the project site with respect to the requested R6-5() Zone. Special provisions are required to address deficiencies in front yard setback, exterior side yard setback, interior side yard setback, and landscaped open space, as well as an increase in permitted density, all of which reflect existing conditions or the intended adaptive reuse of the existing buildings.

A front yard and exterior side yard setback of 0.0 metres are required to recognize the existing condition of 330 Burwell Street. An interior side yard setback of 3.9 metres is required to recognize the existing condition of 444 York Street. These setbacks reflect the existing building footprints, which have remained unaltered since their original construction. No exterior building expansions are proposed as part of this application.

A minimum landscaped open space provision of 3% is required to recognize the existing condition of the site, whereas 30% is required in the R6 Zone. The majority of the site is occupied by existing surface parking in the form of an asphalt lot, resulting in limited opportunity for additional soft landscaping within the current site configuration. This deficiency reflects the long-standing developed condition of the property rather than any change proposed through this application.

An increased density of 112 units per hectare is also required, whereas the base R6-5 Zone permits a maximum of 35 units per hectare. This provision reflects the proposed conversion of 444 York Street to a 6-unit apartment building and the formalization of 4 existing units at 330 Burwell Street, for a total of 10 units on a site with a lot area of approximately 0.09 hectares. The increased density is a result of the site's compact lot size relative to the number of units it already accommodates.

Through the preparation of the conceptual site plan, it has been demonstrated that the existing lot configuration, parking, site access and building footprints can accommodate the proposed adaptive reuse without exterior alterations. In order to implement the proposed conversion and unit formalization, the existing site conditions must be recognized through the Zoning By-law. The requested special provisions do not represent a change in the physical character of the site, but formalize conditions that have existed for many years and allow for the continued use and reinvestment in these heritage-listed buildings.

5.4 Parking

The Concept Plan (Appendix A) submitted with the Zoning By-law Amendment application demonstrates that the site can accommodate eleven (11) parking stalls, including one (1) accessible stall, within a reconfigured parking area. As per Section 4.19 of the Zoning By-law, the project site is not exempt from minimum parking standards. The converted and formalized residential buildings contain a total of 10 units at 0.5 stalls per unit, which results in a requirement of five (5) parking spaces. The reconfigured parking area accommodates eleven (11) stalls, exceeding the minimum requirement.

The provision of eleven (11) stalls is also consistent with proposed future amendments to the Zoning By-law's parking standards, which will require one (1) parking stall per unit for apartment and fourplex dwellings. The

Concept Plan has been prepared to align with this future standard, providing a parking supply that meets both current and anticipated requirements.

The site is well served by transit. A Bus Rapid Transit (BRT) station is located approximately 120 metres to the north at King Street and Burwell Street. LTC Route 7 operates along York Street, with eastbound and westbound stops within 100 metres of the site, and Route 94 operates along King Street. These routes provide connections to Downtown London, Fanshawe College, and other employment lands, supporting active and public transportation opportunities.

5.5 Cultural Heritage

The proposed Zoning By-law Amendment supports the conservation-first direction of The London Plan by retaining both listed heritage resources at 444 York Street and 330 Burwell Street. The project has been intentionally designed to avoid adverse effects on the cultural heritage attributes of both buildings. No significant exterior alterations, additions, or new built forms are proposed as part of this application, as the conversions are fully contained within the existing structures. This approach enables the c. 1863 Georgian-style building at 444 York Street and the c. 1880 Italianate-style building at 330 Burwell Street to maintain their established presence along the York Street and Burwell Street streetscapes.

The London Plan identifies whole-building retention as the preferred conservation strategy for properties listed on the Register, and the proposal aligns directly with this policy intent. The adaptive reuse of both buildings extends their functional lifespan and ensures the long-term viability of two heritage resources while accommodating compatible intensification within the Urban Corridor.

This outcome advances the city's cultural heritage objectives and reinforces the role of heritage assets as stable, character-defining elements within evolving urban corridors.

5.6 Servicing & Utilities

The site is (and will continue to be) serviced by full municipal water and sanitary services. The residential conversion of the property is anticipated to exceed the current service levels, and minor alterations are anticipated through the detailed design phase of this project. While minor private servicing upgrades are likely required, the proposal represents an efficient use of existing municipal infrastructure, supporting cost-effective forms of residential intensification on the project site. By avoiding the need for significant servicing investments, the proposal aligns with sustainable development principles in the Provincial Planning Statement, 2024 and The London Plan, which seek to accommodate new growth in a cost-effective manner.

5.7 Noise & Vibration

A Noise Impact Study was prepared by Tatham Engineering Limited to evaluate potential transportation noise impacts on the subject site. The assessment addressed road traffic along York Street and rail traffic from the adjacent CN and Via Rail corridors, and was completed in accordance with MECP NPC-300 guidelines, the City of London's Sound By-law PW-12, and the FCM/RAC Guidelines for New Development in Proximity to Railway Operations, using projected 2036 traffic volumes.

The proposed development does not include any outdoor living areas; accordingly, Outdoor Living Area (OLA) noise criteria are not applicable to this assessment. Predicted plane-of-window (POW) sound levels at all assessed receptor locations on both buildings exceed the applicable NPC-300 criteria of 60 dBA daytime and 55 dBA nighttime, due to the combined influence of road and rail noise sources.

As a result, noise control measures are required for all units in both buildings. The study recommends the installation of central air conditioning to allow windows and doors to remain closed for noise control purposes, and the inclusion of Type D warning clauses in all purchase and lease agreements. Given the proximity of the site to the CN and Via Rail mainlines (within 300 m), the CN and Via Rail warning clause is also required. Building envelope upgrades are necessary to achieve acceptable indoor sound levels.

Subject to implementation of the recommended measures, the proposed development is feasible from a noise perspective and will comply with provincial noise control guidelines.

5.8 Air Quality

A D-6 Land Use Compatibility (Air Impact Assessment) was prepared by Tatham Engineering Limited to evaluate the potential air quality, dust, and odour impacts of surrounding industrial and commercial facilities on the subject lands. The assessment was completed in accordance with MECP D-6 guidelines, O.Reg. 419/05, and the MECP Environmental Activity and Sector Registry (EASR) framework, and also considered the effect of the proposed development on the ability of surrounding facilities to maintain their existing environmental approvals.

Nine industrial and commercial facilities within a one-kilometre radius of the site were identified and assessed. The majority of identified facilities, which include several auto body shops (ACX Burwell, Platingmaster 1978 Ltd., Supersonic Auto Body, Piccadilly Motors, Jasmin Auto Repair, Ace Auto Collision) and municipal facilities (London Police Headquarters, A.J. Tyler Operations Centre), are classified as D-6 Class I with a recommended minimum separation distance of 20 m. All Class I facilities are situated well beyond their respective Potential Areas of Influence and are anticipated to have negligible air quality, odour, or dust impacts on the proposed development. London District Energy (301 Colborne Street), a Class II utility production facility, holds an ECA – Air and Noise and, while within its 300 m Potential Area of Influence, is anticipated to have minimal impacts given that its ECA requires demonstrated compliance with applicable MECP air criteria at the property boundary.

With respect to transportation corridors, York Street and the adjacent CN and Via Rail corridor are identified as the primary sources of traffic-related air pollution (TRAP), with fugitive dust and diesel combustion emissions (NO_x, SO_x, particulate matter) of potential concern. Dominant winds from the south and southwest increase the potential for residential units to be affected by fugitive dust from the rail corridor. TRAP emission sources are not anticipated to exceed Ontario Ambient Air Quality Criteria; however, the study recommends a suite of mitigation measures, including centralized air conditioning, MERV 9–12 particulate filters on mechanical ventilation systems, and ventilation intakes oriented away from traffic sources.

The assessment concludes that the proposed development is compatible with its surrounding environment from an air quality perspective and that it will not limit the ability of adjacent facilities to operate normally or maintain their environmental permits.

6.0 CONCLUSIONS

The proposed Zoning By-law Amendment to permit the conversion of 444 York Street to a 6-unit multi-residential apartment building and to formalize the existing 4-unit dwelling at 330 Burwell Street is consistent with the Provincial Planning Statement (2024) and conforms to the policies of The London Plan. The PPS promotes development and land use patterns that support compact form, a mix of uses, and the efficient use of resources. This application achieves these objectives by accommodating new residential units within two existing, fully serviced heritage buildings, without requiring significant additional infrastructure or site alterations.

The subject lands are within the Urban Corridor Place Type in The London Plan, which contemplates and supports residential intensification that is compatible with the existing built form and character of the surrounding neighbourhood. The proposed Zoning By-law Amendment establishes an appropriate and specific zoning framework to guide intensification at 444 York Street and 330 Burwell Street in a manner consistent with the adaptive reuse of the existing buildings. The proposed RSC2/RSC4/R6-5() Special Provision Zone would permit the proposed uses while recognizing the existing conditions, heritage character, and built form of both properties. The special provisions requested with respect to setbacks, landscaped open space, and density formalize existing site conditions that have remained unaltered for many years and do not represent a change in the physical character of the site.

The proposed development is modest in scale and is not anticipated to generate traffic or servicing demands that would result in compatibility issues with surrounding properties. The adaptive reuse of two listed heritage buildings represents a sensitive and context-appropriate form of intensification that respects the character of the Central London neighbourhood.

The proposal is compatible with the existing and surrounding mix of residential and commercial uses. No adverse impacts on surrounding properties with respect to traffic, noise, or servicing are anticipated. The proposed Amendment represents good planning, aligns with municipal and provincial policy, and supports a balanced, efficient, and context-sensitive approach to residential intensification within the Urban Corridor Place Type.

Dan Murphy, BAA, MA

APPENDICES

Concept Plan

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