



**359 WELLINGTON ROAD,
LONDON**

Planning Justification Report

Official Plan Amendment Application

Zoning By-law Amendment Application

Prepared for:

LJM Developments Ltd.

February 2024



*A. J. Clarke &
Associates Ltd.*

Proud of our Treasured Past – Building a Sustainable Future

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1 Introduction

A.J. Clarke & Associates Ltd. has been retained by LJM Developments Ltd. to provide planning services in relation to the subject lands. We have prepared this Planning Justification Report (PJR) to support Applications for an Official Plan Amendment Application and Zoning By-law Amendment application. The purpose of the applications is to redevelop the subject lands, for a mixed use building. The subject lands are comprised of two parcels of land municipally known as 359 Wellington Road, and 657 Baseline Road East. The parcels will be merged into one parcel to facilitate the overall development scheme.

Previous to this submission, two pre application consultations were held with staff. A Pre-Application meeting was held in 2022 for the initial Official Plan and Rezoning Application. A further Pre-Consultation was previously completed for the purposes of Site Plan Control on October 30, 2023. Since the 2022 pre consultation an additional property, 657 Base Line Road, has been consolidated with 359 Wellington Road to create a larger development parcel.

As part of the complete application submission under The *Planning Act*, several supporting technical studies and reports have been prepared to satisfy the requirements of a complete application, as per the Pre-consultation Document. The following materials are submitted in support of the subject Official Plan Amendment application, and Zoning By-law Amendment application:

1. Planning Justification Report prepared by A.J. Clarke and Associates Ltd.;
2. Architectural Package including Full Colored Renderings, prepared by Kirkor Architects;
3. Heritage Impact Assessment prepared by TMHC Inc ;
4. Archeological Assessment prepared by Amick Consultants Inc.;
5. Transportation Impact Study & Parking Impact Study prepared by Paradigm Transportation Solutions;
6. Pedestrian Wind Study, prepared by RWDI;
7. Landscape Plan and TPP prepared by Adesso Design;
8. Urban Design Brief, prepared by GSP Group;
9. Preliminary Functional Servicing Report prepared by MTE Consultants;

Sections 2 and 3 of this report discuss the subject lands and the proposed development, while Section 4 outlines how this proposal relates to the applicable provincial and municipal land use planning policy documents. Section 5 discusses the supporting technical materials and how they relate to the proposed redevelopment. Lastly, Section 6 outlines the public consultation strategy for the subject applications and Section 7 provides concluding remarks and a professional planning opinion on the applications.

2 Description of Subject Lands & Surrounding Neighbourhood

The subject lands are located at the southwest corner of the intersection of Wellington Road, and Baseline Road East. The parcel of 359 Wellington Road is currently vacant, and 657 Baseline Road East is currently occupied by a single detached dwelling (1.5 Storeys) and accessory structure. The existing building will be demolished and the lands consolidated to facilitate the proposed redevelopment.

The consolidated parcel has an approximate frontage of 31 m along Baseline Road East, and 33.5 m along Wellington Road. The parcel has an approximate area of 1,552 square metres.

A summary of the surrounding land uses is described below:

- North:** To the north of the subject site commercial land uses including a Convenience store and commercial office building and residential land uses (single detached dwellings)
- South:** To the south of the subject site are commercial land uses including a shopping mall and associated surface parking.
- East:** To the east of the subject site is the London Health Sciences Centre.
- West:** To the west of the subject site is the Seasons Retirement Highland London Retirement Home, a nine storey continuum of care facility, and townhouses.

The below Aerial Photo depicts the subject lands.



Generally, the surrounding neighbourhood is characterized by a mix of uses including institutional uses, commercial uses, and residential uses. Wellington Road will be the site of the future London BRT System which will run north-south along Wellington Road to Downtown London.

The existing neighbourhood amenities nearby are well suited to service the daily and long term needs of the future occupants of this redevelopment. Further, this neighbourhood provides amenities and services to support existing and future residents through various stages of life.

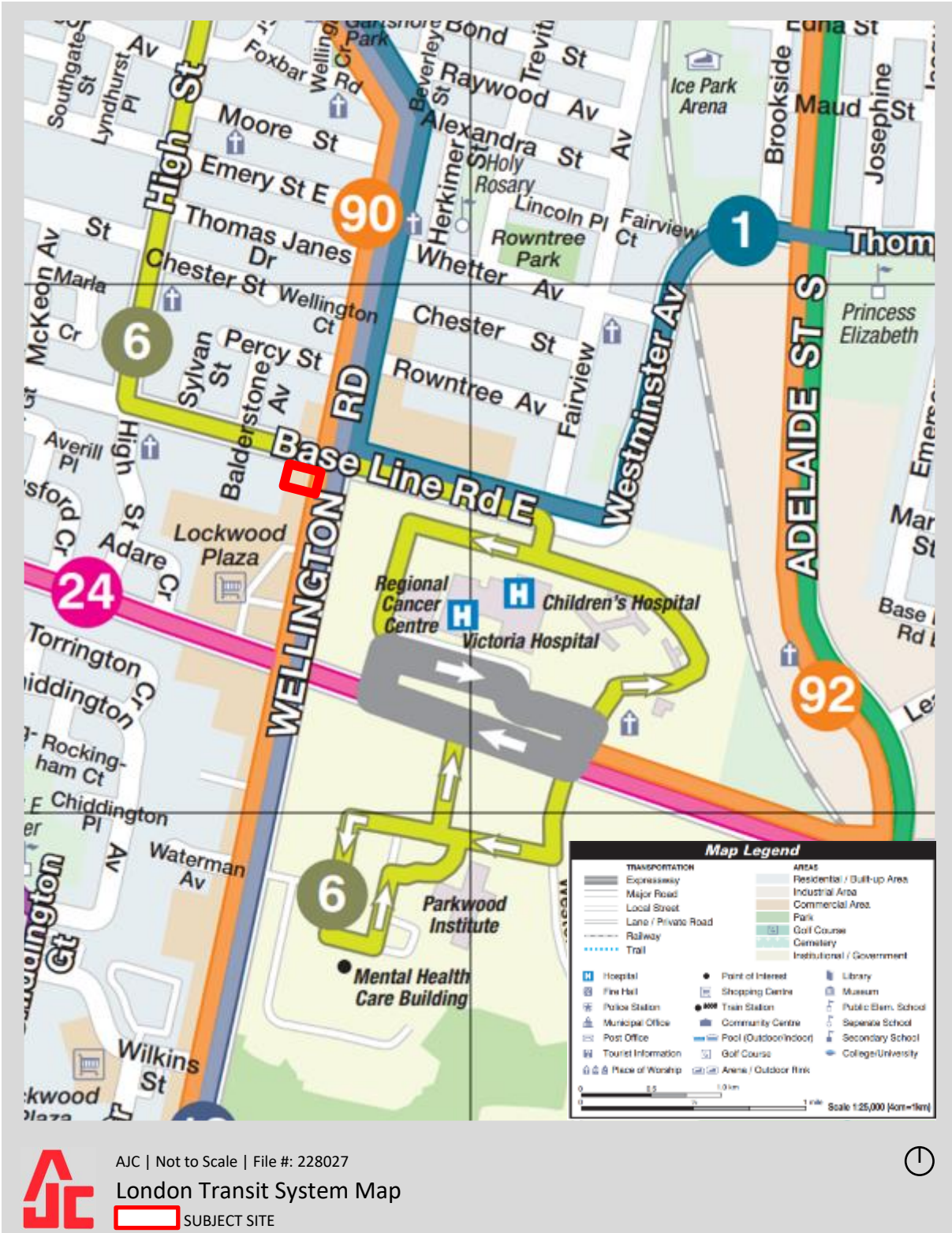
Wellington Road is classified as a Rapid Transit Boulevard which connect the downtown to the Highway 401, and is a major thoroughfare, while Baseline Road is classified as a Local Road. The Wellington Gateway (Rapid Transit) project is one of the three rapid transit projects within London which will increase the frequency and reliability of transit in this area. The project includes dedicated Bus Rapid Transit Lanes along Wellington Road. Phase 1 is currently under construction, and the subject lands are adjacent to the rapid transit stop at Wellington Road, and Baseline Road East, which is within Phase 2 of the project. A Map depicting the proposed BRT Route is shown below with the approximate location of the subject lands in red.

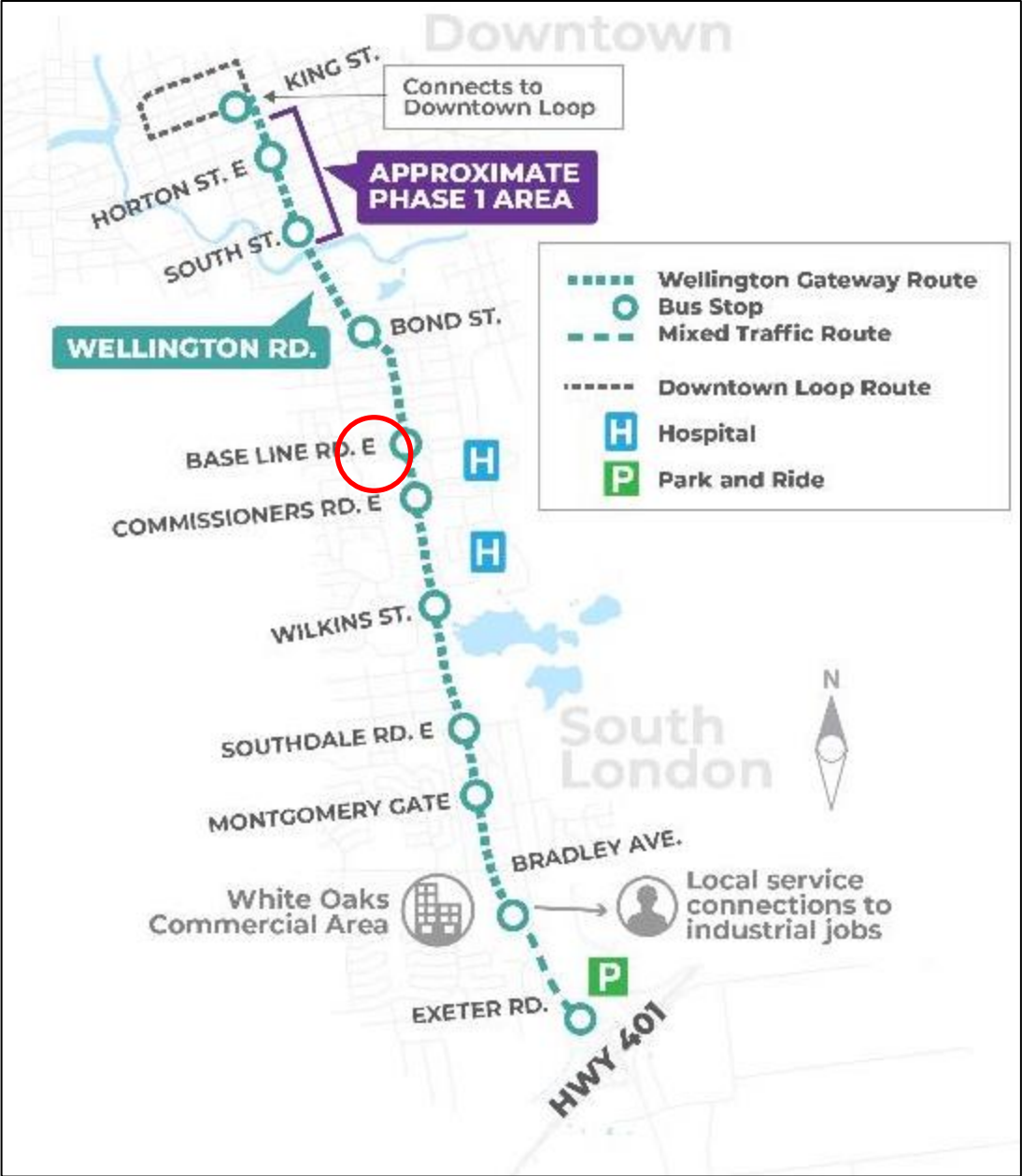
Generally, along Wellington Road there is a variety of higher density residential developments, commercial and institutional uses, with lower density residential uses located interior to the neighbourhood.

To the south of the subject lands, is the Skyline Commercial London South Mall, which provides a variety of commercial uses required for the existing and future residents. Within a short walking distance of approximately 75m residents have direct access via the public sidewalks to a grocery store, pharmacy, Canada Post, banks, fast food outlets, personal service business and other commercial uses. At Commissioners Road there is another shopping complex which features additional grocery stores, pharmacies, personal services, and restaurants.

The east side of Wellington Road is predominantly institutional uses which includes the London Health Sciences Centre (Victoria Hospital, and Children's Hospital). Further south at the intersection of Wellington Road and Commissioners Road East is the Parkwood Institute which forms part of St. Josephs Health Care London.

Further the subject lands are already serviced by multiple London Transit Routes including Route 1 Kipps La. To Pond Mills Rd/ King Edward, Route 6 Natural Science to Parkwood Institute, Route 13 Masonville Mall to White Oaks Mall/Westminster Park, Route 90 Masonville Mall to White Oaks Mall. A Map depicting the range of existing transit uses are shown below.





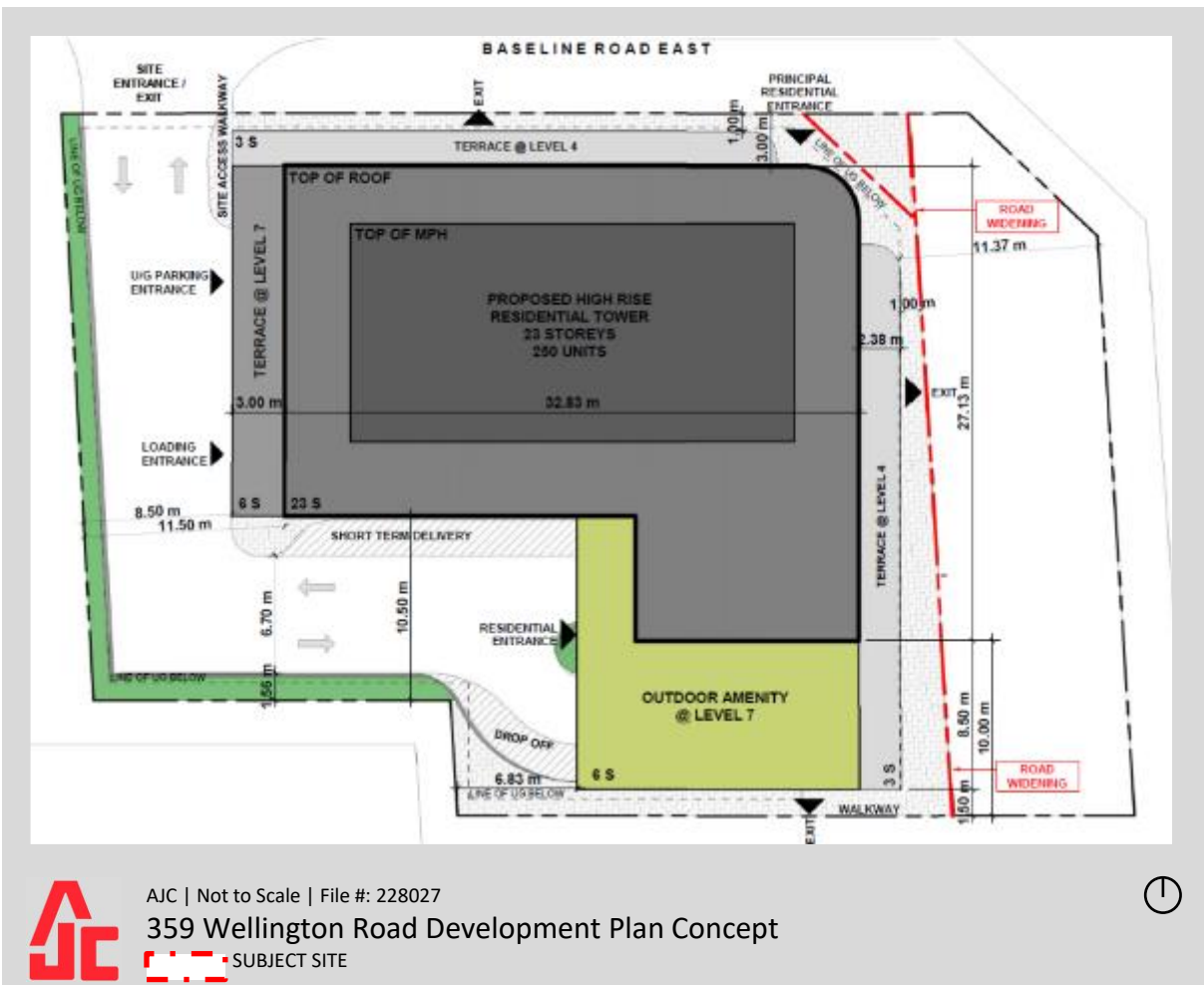
3 Proposed Development

The proposed development is to establish a residential building with a total height of 23 storeys inclusive of a six (6) storey podium. In total 250 new residential units will be provided.

The unit breakdown is as follows:


- 1 Bedroom: 160 units
- 2 Bedroom: 74 Units
- 3 Bedroom: 12 Units

The proposed development is accessed by vehicular traffic from Baseline Road East which provides access to the four level of underground parking, drop off areas and short term delivery spots. The back of house areas are hidden from view of the street. The proposed development includes four (4) levels of underground parking providing 118 parking spaces and 192 bicycle parking spaces. Outdoor amenity space is proposed on the roof of the podium on the seventh floor, with indoor amenity space at grade. Amenity space will front both Base Line Road and Wellington Road. A road widening of approximately 11.3m is accommodated along the Wellington Road frontage to accommodate for the London BRT. After the road widening, the resultant density is 1391 UPH and the FSI is 10.3.



AJC | Not to Scale | File #: 228027

359 Wellington Road Development Plan Concept

 SUBJECT SITE



3.1 Planning Applications

Two *Planning Act* applications are to be submitted in support of the project; an Official Plan Amendment Application and a Zoning By-law Amendment Application.

An application for an Official Plan Amendment has been submitted to permit the proposed redevelopment with a height of 23 storeys within the Rapid Transit Corridor Place Type. The Rapid Transit Corridor Place Type permits a maximum height of 16 storeys. As will be shown in the planning analysis below, no mapping amendments are required to facilitate the approval of the redevelopment.

An application for a Zoning By-law Amendment has been submitted to amend the City of London Zoning By-law No. Z.-1 by rezoning the lands from the Automobile Service Station 1 (SS1) and Residential R1 Zone to the Residential 9 (R9-X) Zone with special exceptions to permit the proposed development. In summary, amendments are required to the maximum density and height, landscaping strips and balcony projections. Further details respecting the proposed Zoning performance standards are located within Section 4 of this Report.

Both amendments are necessary to facilitate the development concept presented within the concurrent submission package. The concept plan is also provided within Appendix A of this report.

4 Planning Policy Framework

The following land use planning policy and zoning instruments are considered in this Section:

- *Planning Act, 1990 R.S.O*
- Provincial Policy Statement (2020)
- The London Plan (2023)
- City of London Zoning By-law No. Z.-1

4.1 The Planning Act

The *Planning Act* provides the legislative permission for municipalities to control land use in Ontario. All municipal decisions shall have regard to the matters listed below:

Provincial Interest

Pol. 2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(a) the protection of ecological systems, including natural areas, features and functions;

(c) the conservation and management of natural resources and the mineral resource base;

(e) the supply, efficient use and conservation of energy and water;

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (m) the co-ordination of planning activities of public bodies;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

This statement of Provincial Interest provides a broad perspective on approaching *Planning Act* applications. The proposed development is redevelopment of underutilized land within the urban boundary increasing the supply of residential units. The development is appropriately located along a targeted transit corridor. The proposed development aligns with the objectives of orderly development of safe and healthy communities. The proposed development is a promotion of built form that is well designed and encourages a sense of place that provides high quality public spaces that are accessible attractive and vibrant. The proposed development is located within the urban boundary with adequate provisions for efficient development as it utilizes the existing servicing network, transportation systems, and with pedestrian oriented infrastructure. The development is located within a settlement area and is ideal to support the continued growth and vibrancy of this neighbourhood. All of the above promote the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development has regard for the matters of provincial interest under Section 2 of the *Planning Act*.

4.2 Provincial Policy Statement (2020)

The current Provincial Policy Statement (PPS) came into effect on May 1st, 2020. The principles of the PPS are about managing change and promoting efficient, cost-effective development and land use patterns, which encourage strong, sustainable, and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. All development proposals must demonstrate consistency with the PPS.

Section 1.0 – Building Strong Health Communities

Section 1.0 of the PPS contains policies that relate to building strong, healthy communities. The following policies are relevant to the proposed development:

Pol. 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity;*
- i) *preparing for the regional and local impacts of a changing climate*

The proposed development is an efficient and orderly expansion of the neighbourhood as it is located within the designated urban boundary. The proposed development will add residential units in a compact and efficient form of development that is consistent with its neighbourhood and its location within the urban boundary. The proposed development provides for a range of residential units including one, two, and three bedroom units.

This redevelopment provides a compact development pattern that minimizes land consumption and sprawl while utilizing the existing infrastructure and public services. The proposed development supports the expansion of the rapid transit system that is expected to be constructed between 2023 and 2027. Within the neighbourhood there are a variety of public services including healthcare services, commercial uses, parks and other recreational facilities.

The subject lands are located within a *settlement area* as defined by the PPS. Lands within these *settlement areas* shall be focus of development and growth. The following PPS policies relate to development in *settlement areas* which are relevant to the proposed development and confirms its appropriateness:

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

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

- a) *efficiently use land and resources;*

- b) are appropriate for, and efficiently use, the infrastructure and public service
 - i. facilities which are planned or available, and avoid the need for their*
 - ii. unjustified and/or uneconomical expansion;**
- b) minimize negative impacts to air quality and climate change, and promote
 - i. energy efficiency;**
- c) prepare for the impacts of a changing climate;*
- d) support active transportation;*
- e) are transit-supportive, where transit is planned, exists or may be developed;*
- f) are freight supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

As noted above, the proposed development represents a compact and dense form of development which is located within a settlement area. The proposal represents an intensification of residential land uses on a vacant and underutilized parcel within the settlement area. The development is transit-supportive and includes TDM measures such as long term bicycle parking to support active transportation. The concurrently submitted FSR shows that the development can be serviced with the existing services available along Base Line Road.

As such, the proposed use of lands are appropriate and will facilitate the listed goals under Policy 1.1.3.2 listed above.

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

The proposed development is located within a settlement areas and is a compact development that efficiently utilizes available land, and existing municipal services. The implementing Zoning By-law will provide for a set of development standards that are appropriate for the development of the subject lands.

The compact form is transit supportive and would increase density in this neighbourhood to support the anticipated future rapid transit project which are planned by the City of London. The proposed Bus Rapid Transit stop will be located at the intersection of Wellington Road and Baseline Road East, directly adjacent to the subject lands.

Detailed Urban Design Analysis is provided within the concurrently submitted Urban Design Report.

Pol. 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

The proposed development represents good planning as it is located within the urban settlement areas, and along the Rapid Transit Corridor which are designated for a range of uses and higher intensities in a linear fashion along these routes. The proposed development will provide for an increase in densities, mix of uses and unit types in the neighbourhood. Further analysis of the proposed density of the development is provided below.

Housing

Section 1.4 of the PPS contains policies specific to housing. The following sections are relevant to this development application:

Pol. 1.4.1. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

The proposed housing targets are implemented by the City of London through the Official Plan. London is anticipated to grow by 77,000 people and 41,000 housing units over the next 20 years. Generally, the proposed redevelopment contributes to the overall planned density of the delineated settlement area in the City of London. The range of different units provided by the proposed development will contribute to overall housing choice in the City of London.

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

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

- i. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- ii. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development is located within the urban boundary, and the proposed density is consistent with the planned scale and density contemplated for this Rapid Transit Corridor. The proposed development is an efficient and compact land use that will contribute to the planned intensification targets intended for the City of London. The subject lands and neighbourhood are supplied with appropriate servicing and infrastructure to support the residential development. The proposed development will increase the supply and type of residential units within the City. The proposed Zoning By-law Amendment establishes performance standards that implement the overall direction of the PPS

Section 1.5 of the PPS Provides further policy direction on Public Spaces, Recreation, Parks, Trails and Open Space.

Pol. 1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical water based resources;*
- c) providing opportunities for public access to shorelines and;*

- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts to these areas.*

The proposed development provides for improvements to the public realm, by expanding the public sidewalk network, for a contiguous safe pedestrian experience along the Baseline Road East, and Wellington Avenue. Further the proposed development is supportive of higher order transit development, and active transportation with 250 total bicycle parking spaces provided. The development is also within walking distance to various recreational amenities such as parks.

Section 1.6 of the PPS provides further policy direction for the use and provision of infrastructure and public service facilities.

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

Pol. 1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

- 1. municipal sewage services and municipal water services; and*
- 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;*

- b) ensure that these systems are provided in a manner that:*

- 1. can be sustained by the water resources upon which such services rely;*
- 2. prepares for the impacts of a changing climate;*
- 3. is feasible and financially viable over their lifecycle; and*
- 4. protects human health and safety, and the natural environment;*

- c) promote water conservation and water use efficiency;*

- d) integrate servicing and land use considerations at all stages of the planning process; and*

The proposed development is located within the Urban Boundary of the City of London and is further located within the Built Area Boundary. The proposed development will be fully municipally serviced through Base Line Road. The proposed development represents an efficient use of existing municipal infrastructure. Further a Functional Servicing Report (FSR) has been prepared by MTE Consultants in support of the development, which has been included with these applications, shows that the development and density can be serviced from a functional perspective. Details are included within the FSR.

Pol. 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc. determined that the proposed development can be supported by the existing watermain and hydrants along Base Line Road, while the existing municipal sanitary sewer will be extended to service the property. As such, the proposed development can be serviced with municipal services. Further a more detailed analysis of the Functional Servicing and Stormwater Management Report has been included in Section 5 of this report.

The PPS also contains policies which pertain to management of stormwater.

Pol. 1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

The proposed development utilizes stormwater management best practices as demonstrated by The Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc. The proposed storm water management plan has been designed to ensure that the proposed development can withstand 2 through 100 years storm events, and safely convey water to Base Line Road East. The proposal is consistent with the PPS with respect to infrastructure.

Subsection 1.6.7 outlines policy for Transportation Systems planning. The following policies are particularly relevant to the proposed development:

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

Pol. 1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

Pol. 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development makes efficient use of and is connected to, the existing infrastructure on Baseline Road East and Wellington Avenue. The proposed development is supportive of multimodal transportation, with increased densities along the transit corridor to support higher modes of transit, pedestrian and cycling connections with adequate bicycle parking for both long term and short term bicycle parking. Further the proposed development provides the required road widening dedications for future transportation needs. No road extensions are necessary to facilitate the development.

A Transportation Impact and Parking Study (TIS) was completed by Paradigm Transportation Solutions Limited (Paradigm). The report concluded that the existing infrastructure could support the development. There is a proposed improvement to a nearby highway interchange that, when made, will also be able to support the proposed development. Further details are contained in the concurrently submitted TIS.

Section 1.7 of the PPS outlines policy that will assist planning in supporting the long-term economic prosperity of the province and municipalities. The following policies are relevant to the proposal:

Policy 1.7.1 Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;*

The proposed development increases the range of housing and housing stock within the City of London providing a total of 250 dwelling units which includes 118 1-bedroom units, 42 1-bedroom

plus den units, 74 2-bedroom units, and 12 3-bedroom units. The development optimizes the use of underutilized and vacant lands within the Urban Boundary and Built Area Boundary in a compact form. The subject lands utilizes the existing infrastructure and services in an efficient cost-effective manner for the City of London. Further this development is located within the Rapid Transit Corridor with a rapid transit stop adjacent to the subject lands, supporting multimodal transportation, and the continued viability of a significant public transit investment.

Section 1.8 sets policy directed at energy conservation, air quality, and working to prepare for and minimize the effects of climate change. The following policies are applicable to the proposed development:

- Pol 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the *impacts of a changing climate* through land use and development patterns which:
- a) promote compact form and a structure of nodes and corridors;
 - b) promote the use of *active transportation* and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
 - e) encourage *transit-supportive* development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
 - f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and *green infrastructure*; and
 - g) maximize vegetation within settlement areas, where feasible.

The proposed development is located within the urban growth boundary, built area boundary, and further Primary Transit Area of the City of London, and is a compact development. The site is located within the Rapid Transit Corridor, with access to a variety of commercial, institutional, recreational and employment opportunities near by including the London Health Sciences Centre.

The proposed development includes for a Landscaping Plan which illustrates the intention of the site design to facilitate tree plantings, add details from landscape design. However, any specific matters relating to sustainable design will be discussed and implemented further through the Site Plan Application Stage.

Section 2.0 – Wise Use and Management of Resources

Section 2.0 of the PPS deals with the wise use and management of resources such as natural heritage features and areas, watersheds, prime agricultural areas, mineral and petroleum resources, and significant built and cultural heritage resources. The subject lands are located within the urban boundary and are planned to accommodate future growth. As such, there will be no loss of agricultural lands.

The proposed development is not located within the Natural Heritage System, nor within the regulated areas of the Upper Thames Conservation Authority. As such and the proposed development will not impact the ecological functions or features of the Natural Heritage System.

The subject lands are not designated under the Ontario Heritage Act, however, across the street from the subject lands is 741-779 Baseline Road East (The London Health Sciences Centre) which is a heritage listed property. The following policies are applicable:

- 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*
- 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

In support of the proposed development a scoped Heritage Impact Assessment was prepared by TMC Inc. The report concluded that there are no known potential impacts of the proposed development on the adjacent listed heritage property, and no heritage mitigation strategies are recommended.

Further in support of the proposed development a Stage 1-2 Archeological Assessment was completed by AMICK Consultants Limited. The study was carried out over the entire subject lands in accordance with Provincial and Municipal requirements. No archeological resources were encountered, and subsequently no further archeological assessments of the study is warranted. Accordingly, the proposal is consistent with the PPS.

Section 3.0 – Protecting Public Health and Safety

Section 3.0 of the PPS deals with the protection of public health and safety. The policies in this section direct development away from naturally occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas.

The proposal does not have any effect of impacting public health or safety.

As discussed above and as confirmed within the relevant studies and reports submitted in conjunction with this application, the proposed development is consistent with the applicable policies of the Provincial Policy Statement (2020).

4.3 City of London Official Plan

The London Plan constitutes the is the City of London Official Plan which was adopted by Council in June of 2016, and approved by the Minister of Municipal Affairs and Housing in December 28, 2016.

Through the OLT decision May 25, 2022, the final phase of policy appeals have been resolved, as such the London Plan is in force and effect. The London Plan forecasts a 20 year horizon until 2035 that sets out the visions, principles, priorities, strategies and policies for development within the City of London.

Over the next 20 years the City of London is forecast to grow by over 77,000 people to a population of 458,000 and employment will grow by 43,000 net new jobs to a total of 241,000 jobs between 2015 and 2035.

Section 2 - Our Strategy of *The London Plan* provides guidance and direction for development to achieve their visions

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

56 *Direction #2 Connect London to the surrounding region*

57 *Direction #3 Celebrate and support London as a culturally rich, creative, and diverse city*

58 *Direction #4 Become one of the greenest cities in Canada*

59 *Direction 5 – Build a mixed-use City*

1. *Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.*
2. *Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.*
3. *Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.*
4. *Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*
5. *Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*
6. *Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.*
7. *Build quality public spaces and pedestrian environments that support walking.*
8. *Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.*

60 *Direction 6 - Place a new emphasis on creating attractive mobility choices*

1. *Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities*

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

1. *Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services.*

62 *Direction #8 – Make wise planning decisions*

1. *Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.*

Section 3 – of *The London Plan* is entitled “Our City”. The policy framework encourages robust growth in London over the next 20 years and direct growth to strategic locations. The City Structure Plan provides framework in 5 key areas including growth framework, green framework, mobility framework, economic framework, and community framework.

71 *The Growth Framework establishes a plan for shaping growth over the next 20 years.*

The subject lands are located within the City of London Urban Growth Boundary, and further located within the Built-Area Boundary, along the Downtown Transit Villages, and Rapid Transit Corridors, and is within the Primary Transit Area.



Intensification

The following policies place an emphasis on how the City of London will grow towards the planning Horizon of 2035. The Subject lands are shown in the Growth Framework figure above.

- 79 *The London Plan places an emphasis on growing “inward and upward” to achieve a compact form of development. This should not be interpreted to mean that greenfield forms of development will not be permitted, but rather there will be a greater emphasis on encouraging and supporting growth within the existing builtup area of the city.*
- 80 *Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:*
- 1. Addition of an additional residential unit.*
 - 2. Expansion of existing buildings to accommodate greater residential intensity.*
 - 3. Adaptive re-use of existing, non residential buildings, for residential use.*
 - 4. Infill development of vacant and underutilized lots.***
 - 5. Severance of existing lots.*
 - 6. Redevelopment, at a higher than existing density, on developed lands.*
- 81 *It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the “intensification target”. The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2016. This boundary will be used on an on-going basis to monitor intensification and will not change over time.*
- 83 *As directed by the policies of this Plan, intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit. Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms of intensification. A guideline document may be prepared to provide further detailed direction to ensure appropriate forms of intensification.*
- 84 *Intensification may occur in all of the Place Types that allow for residential uses.*
- 86 *Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.*

Intensification is permitted in all Place Types across the City that allow for residential uses which includes the Rapid Transit Corridors Place Type. The proposed development supports the overall goals of the City of London on growing 'inward and upward' and achieving a compact form within the existing built-up area. Further the proposed development is located within the built up area and helps achieve the City's minimum intensification target of 45% of all residential development be within this built up area. There are no undue impacts stemming from the redevelopment on the neighbourhoods that are located northwest of the subject lands and the development is appropriately located along the Rapid Transit Corridor Place Type.

The proposed development is an infill development of vacant and underutilized lots, and subsequently results in a higher density on of the existing lands which align with the intensification policies.

Primary Transit Area

The subject lands are further located within the Primary Transit Area as per Figure 3 of the Official Plan, as such the following policies are applicable:

90_ *The Primary Transit Area will be a focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. The nature and scale of intensification will vary depending on the Place Type within the Primary Transit Area and will be a good fit within existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.*

91_ *Directing infill and intensification to this area is a major part of this Plan's strategy to manage growth in the city as a whole and to target 45% of all future residential growth in the Built-Area Boundary.*

92_ *Within the Primary Transit Area the following policies shall apply:*

- 1. The Primary Transit Area will serve as the limit of rapid transit infrastructure to the year 2035.*
- 2. The greatest amount of transit infrastructure investment and the highest level of transit service will be directed to the Primary Transit Area.*
- 3. To promote intensification in the Primary Transit Area, it is an objective of this Plan that 75% of the intensification target will be in the Primary Transit Area.*
- 4. A long-term servicing strategy will be established for the Primary Transit Area to plan, coordinate, and budget for the sanitary, stormwater, water, street, and transit infrastructure required to service planned growth within the Primary Transit Area.*

5. *The City Design Policies will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in the Primary Transit Area.*
6. *Municipal servicing within the Primary Transit Area will be planned to recognize the greater population density and heightened demand for services in this area and also recognizing the heightened demand for active mobility.*
7. *Municipal urban regeneration initiatives will be focused on neighbourhoods and business areas within the Primary Transit Area – although this will not preclude regeneration efforts outside of the Primary Transit Area.*
8. *Development within the Primary Transit Area should be designed to be transit oriented and well serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas.*
9. *The supply of public parking within the Primary Transit Area will be managed to support the transit and active mobility networks.*
10. *Civic infrastructure and mobility projects within the Primary Transit Area will be designed to enhance active mobility and transit usage.*

Further the proposed development supports the City’s goals of intensification within these Primary Transit Areas, where 75% of the overall intensification is intended be located . Further, the development will be directly supportive of the infrastructure investments that are planned for these Areas. The development effectively leverages the future infrastructure investment by providing for a transit-oriented development on an underutilized lot. The above policies lend further credence to both the height and density proposed for the subject lands.

Downtown, Transit Villages and Rapid Transit Corridors

The subject lands are also identified on Figure 5 as being part of the Rapid Transit Corridor. Accordingly, the following policies apply:

96_ *Our Rapid Transit Corridors will connect the Downtown and Transit Villages along rapid transit routes. A form of rapid transit that will strongly attract and promote infill and intensification is intended for these corridors. Development along these corridors will be of an intensity that will support rapid transit ridership, without detracting from the highest intensity of development that is to be directed to the Downtown and Transit Village centres.*

97_ *Our Rapid Transit Corridors will help us to make active forms of mobility viable and attractive, and in doing so will help us to save energy, reduce air emissions, encourage infill and intensification, minimize outward expansion, allow for mixed-use development, and support a more resilient city that is adaptable to change. The Rapid Transit Corridors will provide positive opportunities for mid-rise and high-rise development.*

As noted above, the planning framework to allow additional density along Rapid Transit Corridors. Further, the policies make note that intensification is a key component of ensuring that the future rapid transit corridors are successfully integrated into the City and it accommodates growth to 2035.

97A_ *The Downtown, Transit Villages, and Rapid Transit Corridors are identified as Protected Major Transit Station Areas due to their proximity to rapid transit stations, and are shown on Figure 5. The Downtown, Transit Village, and Rapid Transit Corridor Place Type chapters of this Plan provide more detailed policy direction to plan for Protected Major Transit Station Areas. (OPA 30)*

The above noted policy framework makes mention to include and intense form of development to support rapid transit infrastructure within the City. As proposed, this development achieves the intent of the above policies by being transit supportive along a future higher order transit line. The Density proposed is not intended to detract or destabilize from the Downtown which is targeted for the highest densities in the City. Furthermore, the proposed development is contextually appropriate to accommodate additional density, being adjacent to a future Transit Station and within walking distance to the Victoria Hospital. The proximity to the Hospital is a key driver of the proposed density and is a benefit afforded to the development that is not available to areas in the Downtown, for example. Further policy discussion will follow below.

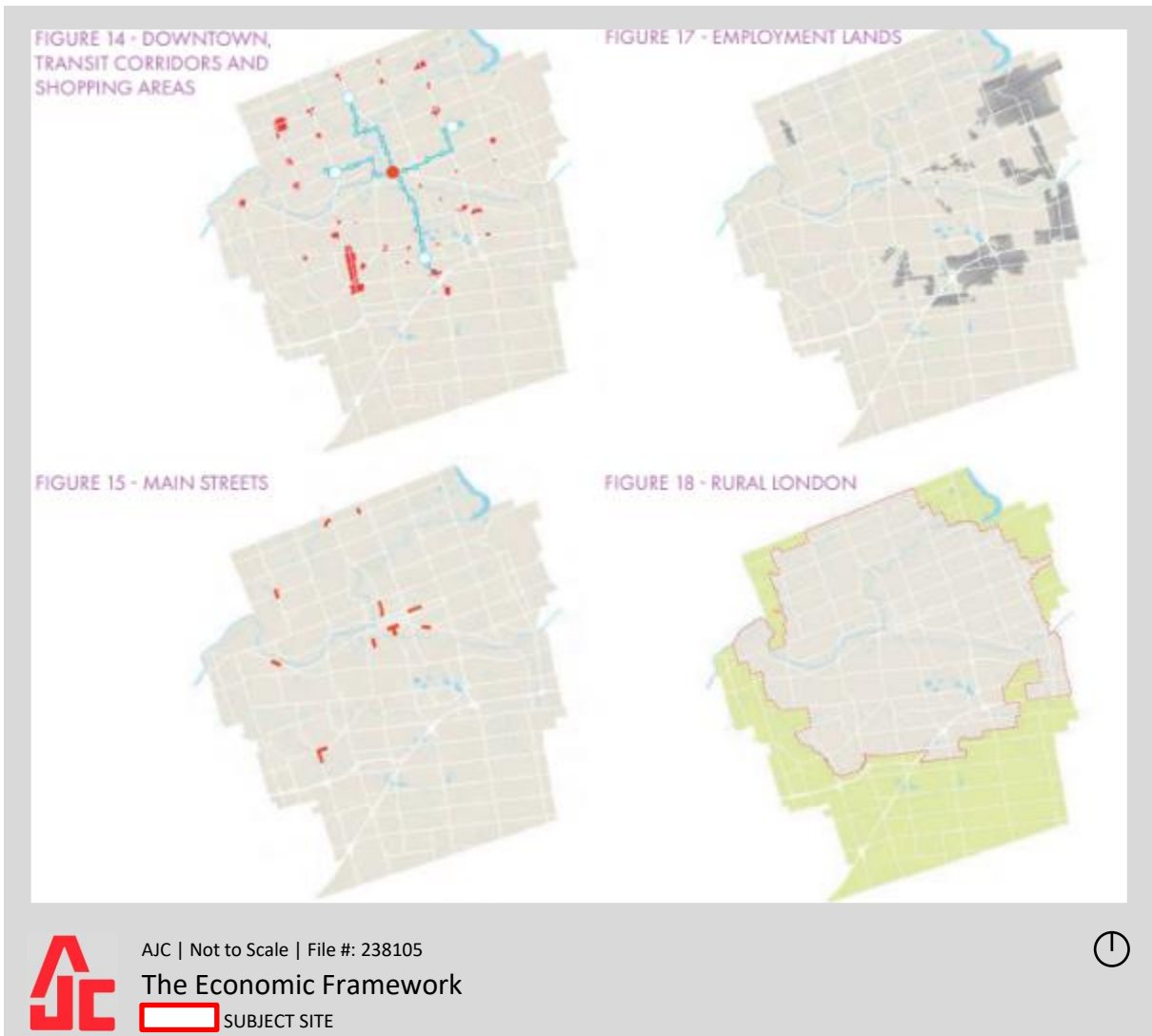
98_ *In conformity with the City Structure Plan the following actions will be taken:*

1. *Establish a world-class, mid-sized Downtown that is well connected to the rest of London, the surrounding region, and the airport and highways which connect London to the world.*
2. *Plan for four Transit Villages that support intense forms of mixed-use development.*
3. ***Connect the Downtown and the Transit Villages with Rapid Transit Corridors. These corridors will also connect many of London's most major institutions – our hospitals, our university and colleges.***
4. *Plan for a high level of residential amenity and public service within the Downtown, Transit Villages and Rapid Transit Corridors.*
5. *Utilize the Transit Villages and Rapid Transit Corridors to create abundant opportunities for growth and development that can be achieved in a cost-efficient way*
6. *Plan and budget for infrastructure improvements necessary to accommodate planned growth within these centres and corridors.*

The proposed development is in line with the above noted actions listed in the above noted policies. The proposed development will leverage the proposed infrastructure investment in the Hamilton BRT to deliver a compact, dense and transit-oriented development which is planned for the City of London. It is desirable to include such a development along this corridor.

The Economic Framework

126_ *The Economic Framework establishes a high-level plan for key elements of our city that will drive our economic success over the next 20 years.*



Per the figure above, the subject lands are located along a Rapid Transit Corridor.

Downtown, Transit Villages, Rapid Transit Corridors and Shopping Areas

127_ *Figure 14 illustrates our Downtown, Transit Villages, and Rapid Transit Corridors which will be economic engines for commerce, employment, and economic growth. These mixed-use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high-quality walking, cycling and transit environments, and will be*

serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions.

The overall intent of the Rapid Transit Corridor is to facilitate and leverage new development to ensure that the new infrastructure investments by the City will be successful. Accordingly, the proposed development is in keeping with the overall intent of the Place Type.

146_ Figure 20 shows the composite city structure plan that illustrates various components from all five frameworks. The composite is a useful tool for understanding how these frameworks relate to one another, but does not diminish the intent of planning for each of these frameworks as described and illustrated in this chapter.

FIGURE 20 - CITY STRUCTURE COMPOSITE



CITY BUILDING POLICIES

Street Network

211_ *The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.*

STREETSCAPES

221_ *The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.*

As it relates to the above noted policies, the proposed street network will be improved by way of providing direct pedestrian connections on the ground. In addition, a large right of way widening will be dedicated to assist in fulfilling the ultimate right of way width and pedestrian amenities that will be included along with the London BRT. Accordingly, the proposed redevelopment will assist in achieving the policies that speak to the planned vision of the streetscape.

SITE LAYOUT

252_ *The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.*

The layout of the site has been organized to hide any parking or back of house components behind the street edge. The proposed height and density proposed responds appropriately to the overall intent of the Rapid Transit Corridor Place Type and will leverage the investment in the London BRT by allocating greater density on this site.

PARKING

270_ *The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.*

271_ *The Zoning By-law will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower or may not apply within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction. (OPA 68)*

As the subject lands are located within the Rapid Transit Corridor, there are no minimum parking requirements afforded to the development site. The proposed redevelopment employs a market-based approach to the parking rate provided on site. Further, the parking rate is supported by a Traffic Study that has been concurrently submitted with the application.

272_ *The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.*

275_ *To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design*

On site parking is provided underground and no surface parking is proposed. Accordingly, the above noted policies are met.

280_ *Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.*

The proposed development is an efficient use of land that provides for parking within four levels of underground to reduce the visual impact, and ensure the public realm is not negatively affected. Further at grade the proposed development promotes active street frontages with amenity spaces located at grade, and pedestrian entrances to the main lobby. Further to support alternative modes of transportation including active transportation the proposed development provides 250 bicycle parking spaces.

BUILDINGS

285_ *To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.*

286_ *Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.*

287_ *Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.*

288_ *Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.*

Regarding the policies listed above, the proposed building intends to provide for active uses at the street edge to improve upon the public realm. No blank walls face the street. In regard to policy 287, the building is intentionally designed with a six-storey podium which is well proportioned to the width of both Base Line Road and Wellington Road. The Tower component is set back to provide for a pedestrian scaled streetscape. Further details are included in the concurrently submitted Urban Design Brief.

289_ *High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.*

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

In accordance with the above noted policy, the building contains each of the three components noted above. The six-storey podium contains ample fenestration in the form of window opening and transparent glass. The tower component is setback from the podium to create a separation from the public realm. The top contains a finishing treatment. Further details are included in the concurrently submitted Urban Design Brief.

- 290_ Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*
- 291_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.*
- 292_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.*
- 293_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.*
- 294_ In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.*
- 295_ Residential and mixed-use buildings should include outdoor amenity spaces.*

The proposed development is situated on a corner lot. Both street frontages will contain fenestration and front facing windows to activate and reinforce the pedestrian realm. The tower component of the building is slender and achieves a floorplate of 750m². The slenderness of the tower helps to mitigate shadowing impacts. Further details are included in the concurrently submitted Urban Design Brief.

An outdoor private amenity area is afforded on the seventh floor of the building. Although not specifically noted at this stage of development, the proposal will have the opportunity to provide low impact development measures, such as green roofs, solar panels, passive heating and cooling and

other methods of green building design. These matters will be fleshed out at the site plan stage of development.

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

Rooftop equipment is screened from view of the street.

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

To provide for an appropriate transition, the proposed building incorporates a podium base that is six storeys in height. The podium base will reinforce the public realm and is appropriate for the width of both Base Line Road and Wellington Road. The development is located at the corner of a Rapid Transit Corridor, which is where the tallest and most dense built forms should be placed. In terms of transition, the proposed tower is loaded towards the northwest corner of the property. This will be controlled through the Zoning By-law. The development adequately transitions from the nine storey development adjacent to the subject lands to the 23 storey tower form adjacent to the Rapid Transit Corridor. Considering that the surrounding context will be transformed over the life of the Official Plan, the proposed development is appropriately located along the corridor and at a prominent intersection and future station stop of the London BRT. The figures below depict how the development will be integrated into the existing context.





MATERIALS

- 301_ *A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.*
- 302_ *Materials should be selected for their scale, texture, quality, durability, and consistency within their context.*
- 304_ *Efforts should be made to design buildings and use materials that minimize bird strikes on high-rise buildings.*
- 305_ *Where new development is being constructed adjacent to heritage designated properties, building materials should be sympathetic to the materials and architectural style of the heritage property.*

Per the above noted policies, a material palette has been chosen to loosely reflect the historical background of the neighbourhood and the Victoria Hospital. The podium design has been carefully crafted to complement and harmonize with the adjacent heritage 'Listed' property at 741-779 Baseline Road East, notably the London Health Sciences Centre Victoria Hospital. Employing a contemporary interpretation of heritage materiality, the proposed materials reflect modern,

sustainable choices—brown brick cladding, charcoal-coloured aluminium-framed windows, dark grey spandrels, and railings.

Traffic

335_ *A Transportation Impact Assessment (TIA) may be required for planning and development applications to identify, evaluate and mitigate transportation impacts. City Council may adopt Transportation Impact Assessment Guidelines to assist in the preparation of a transportation impact assessment.*

336_ *Access management will be applied with the objective of limiting driveways onto major streets. Where appropriate, Neighbourhood Connectors and Neighbourhood Streets intersecting with major streets may be used to access sites fronting onto Civic Boulevards, Urban Thoroughfares and Rapid Transit Corridors. City Council may adopt Access Management Guidelines to provide further details on appropriate access design for sites.*

In support of the proposed development a Transportation Impact study was prepared by Paradigm Transportation Ltd. and has been submitted concurrently with this application. The report concluded that the proposed development does not pose an impact to the existing conditions at the intersection of Base Line Road and Wellington Road. Further review of this study can be found in Section 5.

345_ *Transit stations will be identified on Map 3 - Street Classifications. The areas surrounding these stations will have a high standard of design to support mobility choices and the built form will be transit-oriented consistent with the applicable place type.*

As per the policies listed above, the proposed redevelopment is located adjacent to a future transit station and represents a transit-oriented development. The proposed design is of high quality as is discussed in the concurrently submitted Urban Design Brief.

ACTIVE MOBILITY

346_ *Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system.*

350_ *To support walkability, streets classified as Urban Thoroughfares or Civic Boulevards within the Primary Transit Area, and all Rapid Transit Boulevards and Main Streets, may include a hard surface from the curb to the building, that serves as the sidewalk.*

368_ *Parking requirements may be reduced for developments that provide associated carshare and bikeshare services.*

369_ *Where a request is made for a minor variance to the parking requirements, as established in the Zoning By-law, the approval authority may require a parking study.*

371_ *The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:*

3. Rapid Transit Boulevard
 - a. Priority on through movement and connection to/of transit vehicles
 - b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
 - c. High-quality pedestrian realm
 - d. High standard of urban design

The proposed development is located adjacent to the proposed rapid transit stop at the intersection of Baseline Road East, and Wellington Road. The proposed development supports active transportation by providing for a high quality pedestrian realm with hardscape pathways directly connecting the proposed development to the public sidewalk infrastructure. Further the proposed development provides for 250 bicycle parking spaces to achieve the intent of the above noted policy.

SANITARY SEWAGE INFRASTRUCTURE

473_ *Sanitary sewage services, including the provision, operation, and maintenance of sewers, pumping stations and wastewater treatment facilities, are essential for public and environmental health as well as efficient growth and development. As such, the planning, design, and budgeting for sanitary sewage services will conform with the following policies, as well as all other relevant policies of this Plan:*

5. *Within the Urban Growth Boundary, new development will be permitted only if it can be connected to adequate municipal sanitary sewage infrastructure.*

WATER SERVICES

474_ *Water services are critical for London's high-quality drinking water and supply for fire protection. All the planning, design, and budgeting we do to provide water services will conform with the following policies, as well as all other relevant policies of this Plan.*

4. *All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.*

Per the concurrently submitted FSR, prepared by MTE Consultants, the proposed development will be fully municipally serviced. Furthermore, there is sufficient capacity in the system to support the proposed development from a water and sewer perspective.

STORM DRAINAGE AND STORMWATER MANAGEMENT

475_ *Providing effective stormwater servicing is critical to protect properties from flooding and erosion, to minimize health hazards, and to enhance the natural environment where possible. The planning and design of stormwater servicing infrastructure shall be coordinated with the following policies and all other relevant policies of this Plan.*

5. Within the Urban Growth Boundary, new development will be permitted only if it can be connected to adequate municipal sanitary sewage infrastructure.

The proposed redevelopment is located within the Built-Area Boundary of the City and is currently vacant and underutilized. The proposed redevelopment will efficiently utilize existing municipal infrastructure, by connecting to the existing sanitary sewers adjacent to the subject lands within the municipal right of ways. The Functional Servicing Report prepared by MTE Consultants demonstrated that the existing sewers can accommodate the expected wastewater flows from the proposed development.

Water Services

474_ *Water services are critical for London's high-quality drinking water and supply for fire protection. All the planning, design, and budgeting we do to provide water services will conform with the following policies, as well as all other relevant policies of this Plan.*

1. *1. All public and private development shall require stormwater servicing and shall be designed to:*
 - a. *Prevent the loss of life, personal injury, and property damage.*
 - b. *Fulfill water quality objectives, in compliance with provincial and federal requirements.*
 - c. *Control erosion and sedimentation within natural watercourses.*
 - d. *Minimize on-site and downstream flooding.*
 - e. *Manage urban runoff.*
 - f. *Manage overland flow routes.*
 - g. *Maintain or enhance the flow regime in receiving watercourses.*
 - h. *Encourage groundwater recharge where appropriate.*
 - i. *Optimize the total cost of stormwater servicing and related works.*
 - j. *Protect and enhance features and functions of the Natural Heritage System.*
 - k. *Provide amenity spaces that are integrated into the design of neighbourhoods, development sites, parks, and open spaces.*

I. Promote innovation by encouraging green infrastructure, stormwater attenuation, re-use, and low-impact development.

The proposed development is located within the Urban Growth Boundary, and further Built Area Boundary and will be serviced by the existing municipal water and wastewater services.

The subject lands are located within the urban boundary and are an efficient use of lands and infrastructure. The proposed development will be serviced with municipal piped water, sanitary sewers, and storm sewers. Submitted with this application in support of this proposed development is the Functional Servicing Report, and Stormwater Management Plan prepared by MTE . More details can be found in Section 5 of this report.

Cultural Heritage

586_ The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

The subject lands are not directly adjacent to any Cultural Heritage resources. However, staff requested a Heritage Impact Assessment be prepared in relation to the nearby 741-779 Base Line Road East (the London Health Sciences Centre). There are no impacts on this listed resource and no mitigation measures are recommended. Accordingly, the proposal conforms to the Official Plan in this respect.

Archeological Resources

608_ *In accordance with the Ontario Heritage Act, the City will conserve archaeological resources.*

616_ *An archaeological assessment is required where a proposal involves development or site alteration, and if it is determined through the application of the Archaeological Management Plan model that any part of a subject area possesses archaeological resource potential or known archaeological resources.*

617_ *Archaeological assessments shall be undertaken to the applicable level of assessment by a consultant archaeologist in compliance with provincial requirements and standards.*

A Stage 1 and Stage 2 Archeological Assessment was completed by Amick Consultants Limited dated December 2023, which covered the entire site lands. The report was prepared in accordance with Provincial requirements and concluded that no archeological resources were encountered. Therefore no further archeological assessments were warranted, and the area is clear of any archeological concern.

Section 6 – Place Types

Section 6 of the Official Plan provides detailed direction of each of the Place Types within the City.

Place Types Overview

746_ *For London to be highly prosperous – exciting, exceptional and connected in 2035, our city will need to represent a mosaic of outstanding places. These places will have their own unique functions and distinct identities and will offer a multitude of benefits to those who experience them.*

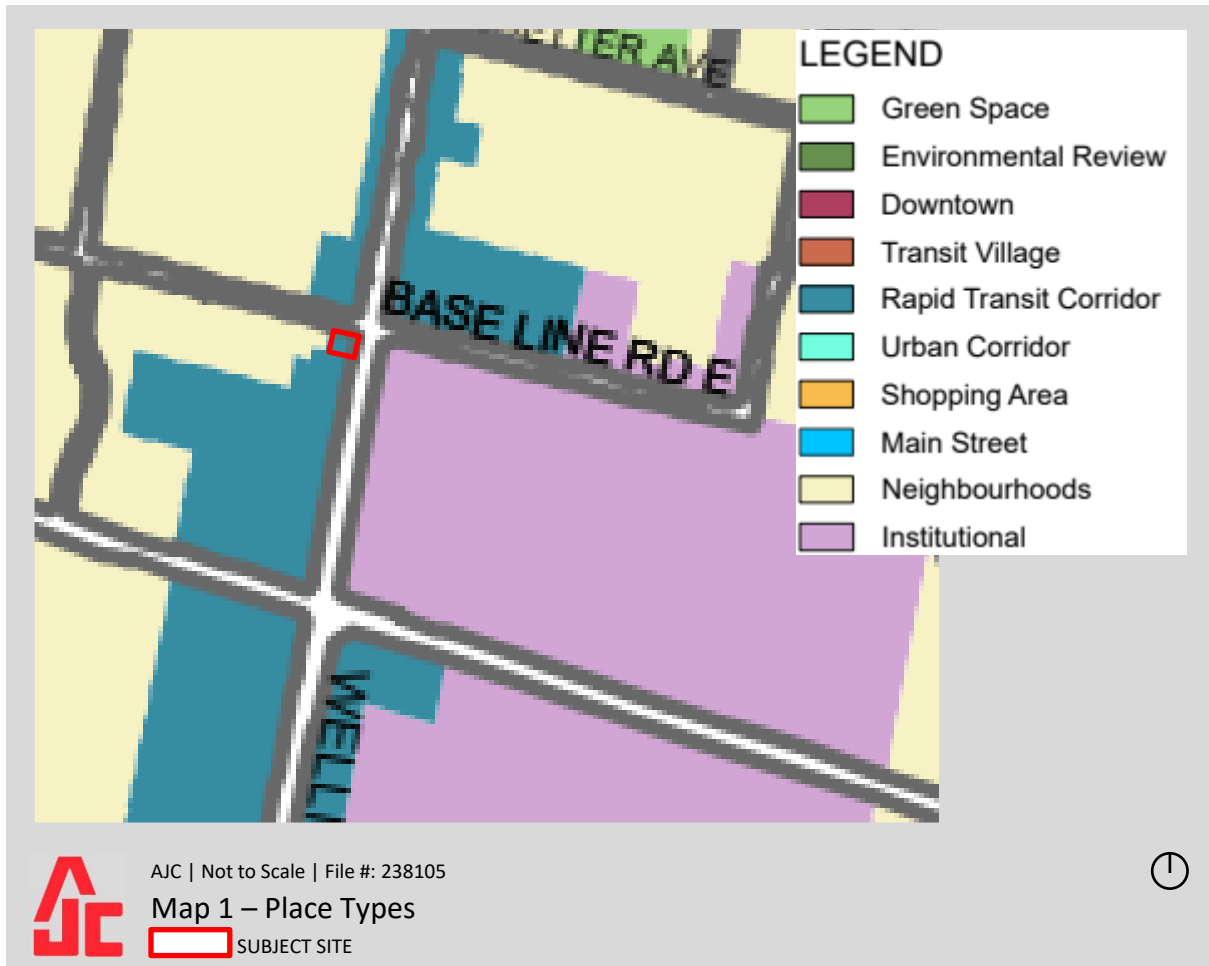
747_ *While the City Building policies of The London Plan lay out the essential framework for how we will build our city over the next 20 years, our Plan also needs to provide direction for how we will develop different geographic areas within our city – the places that make up London.*

748_ *Traditionally, Planners have focused on land use when setting plans for geographic areas within a city – often referred to as a “land use designation”. The London Plan takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly-functional, connected, and desirable places.*

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

3. Rapid Transit Corridors

The subject lands are located within the Urban Growth Boundary, as such the policies related to Urban Place Types are applicable. Within the Urban Place Types, the subject lands are designated ‘Rapid Transit Corridor’ as per Map 1 – Place Types of *The London Plan*. Accordingly, the analysis below will include the relevant policies for the Rapid Transit Corridor Place Type. The figure below depicts the Place Type on Map 1 in the Official Plan.

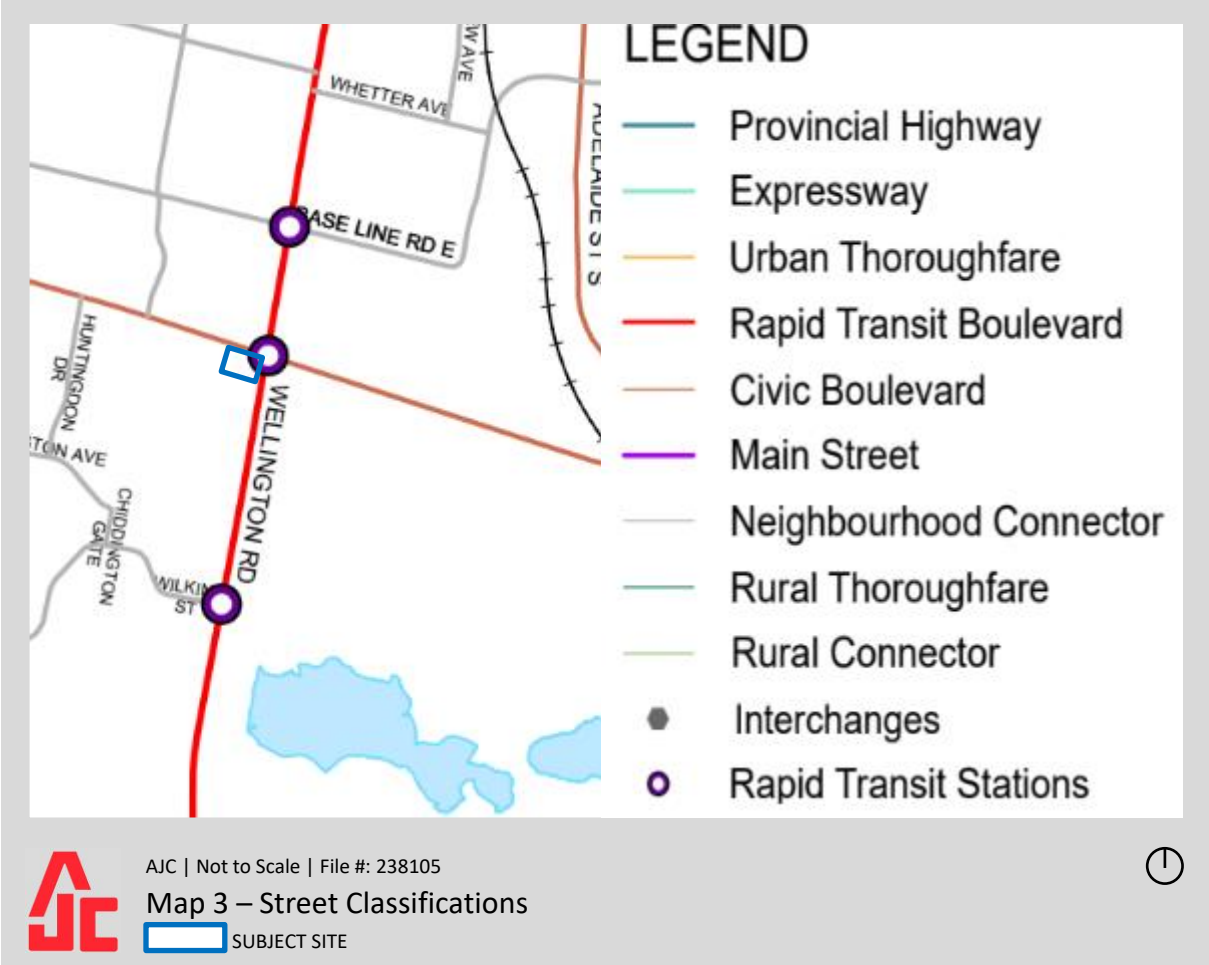


789_

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

- 1. The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes. The range of uses and the intensity and form of development varies by segment.*

The above policy acknowledges that the intensity of development envisioned for the Rapid Transit Corridor's will facilitate additional density and redevelopment along the Corridor. The proposed redevelopment is an example of such a form of intensification. Map 3 below, indicates that the subject lands are situated along a Rapid Transit Boulevard, adjacent to a Rapid Transit Station.



Framework of Height

790_ *It is useful to summarize the height that is permitted within each of the various Urban Place Types, to provide a general understanding of how the City Structure Plan will be implemented through the assignment and implementation of these place types. Table 8 provides this summary.*

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

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

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the relevant place type.
Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of the relevant place type chapter, Map 7 which shows specific policy areas, and the Secondary Plans part of this Plan to identify applicable specific policies.
Note 3 - Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.



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Maximum and Minimum Heights by Place Type

An Official Plan Amendment is required to permit the proposed development as the Maximum height permitted within the London Plan is 16 Storeys within the Rapid Transit Corridor Place Type when adjacent to a Rapid Transit Station. The proposed development is 23 Storeys. Accordingly, an Official Plan Amendment is required. The Plan acknowledges that the greatest height be apportioned to lands with direct access to a Rapid Transit Station, such as proposed.

Rapid Transit and Urban Corridors

Vision

826_ *Rapid transit corridors will be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services. Not all the segments of our corridors will be the same in character, use and intensity. Some segments will be primarily residential in nature, allowing only for small-scale commercial uses. In other segments, where large amounts of commercial floor space already exist, opportunities will be made for new stand-alone commercial uses while opening new opportunities for mixed-use development.*

827_ *Located in the Primary Transit Area and also along rapid transit routes, the Rapid Transit Corridors will be some of the most highly-connected neighbourhoods in our city. They will be linked to the Downtown and to the Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian- and transit-oriented. Those parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents.*

Per the policies listed above, the proposed redevelopment is consistent with the vision for the rapid transit corridors. This neighbourhood in particular is in transition and currently is characterized by auto oriented low intensity land uses. It is understood that these areas will be redeveloped over time. The proposed redevelopment is in line with the vision for the Rapid Transit Corridors. As will be discussed below, the proposed development will improve upon the streetscape and be transit supportive, in accordance with the policies above.

ROLE WITHIN THE CITY STRUCTURE

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

In accordance with the above noted policies the proposed redevelopment allocates additional density along a Rapid Transit Corridor which will afford the opportunity for residents to take transit to and from their everyday destinations. Accordingly, the proposal conforms to the above noted policies.

INTERPRETATION OF CORRIDOR PLACE TYPE BOUNDARIES

- 831_ *Map 1 - Place Types, depicts areas that are included within the Rapid Transit and Urban Corridor Place Types. In general, these areas have been included within the Corridor Place Type because they abut one of the following street classifications:*
1. *Rapid Transit Boulevard*
 2. *Civic Boulevard*
 3. *Urban Thoroughfare*
- 832_ *Subject to the Our Tools part of this Plan and the more detailed policies in this chapter, intensification will be encouraged along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas.*
- 833_ *The depth of the Corridor Place Types shown on Map 1 is generally aligned with the lot fabric that is adjacent to the major street. In some instances, it may be desirable to allow for the assembly of additional lots outside of the Corridor, together with a lot that is clearly located within the Corridor identified on Map 1, through an interpretation of the Corridor Place Type boundary.*
- 834_ *Such an interpretation may allow for the consolidation of lots to create a viable development parcel, such that a property may be developed in accordance with the vision for the Corridor, while managing and mitigating potential impacts on the adjacent neighbourhood. Such consolidation may also be important to allow for the appropriate setback between the proposed development and adjacent properties. In general, lot depths up to 150m along these corridors may be appropriate where they meet the evaluation criteria of this section and the Planning and Development Applications section in the Our Tools part of this Plan.*
- 835_ *The interpretation of the Place Type boundary will not require an amendment to this Plan provided it can be demonstrated that any potential impacts to the adjacent neighbourhood resulting from the proposed development will be appropriately managed and mitigated. The following criteria will be used to guide the interpretation of the Corridor Place Type boundary shown on Map 1:*
1. *A boundary interpretation shall only be made concurrent with the review of a zoning by-law amendment application. This will allow for considerations of planning impact and compatibility to be addressed when such interpretations are made.*
 2. *The zoning by-law amendment application will be reviewed in conformity with the Planning and Development Applications section in the Our Tools part of this Plan.*
 3. *The by-law amendment application shall demonstrate the need for lot assembly to achieve a development form that is in keeping with the vision for the Corridor Place Type and will provide justification for the boundary interpretation.*

4. If the site is located on a corner, the proposed front face of the building shall be oriented to the Civic Boulevard or Urban Thoroughfare, and shall not be oriented to the more minor “side-street”.
5. The evaluation of a development proposal will have consideration for how automobile access and circulation will be managed to mitigate potential impacts on the interior portions of the neighbourhood.
6. The interpretation of the Place Type boundary should not result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to be developed in accordance with the long-term vision for the Corridor. Design concepts may be required to demonstrate how remnant lots can ultimately be developed.

In accordance with the above noted policy framework, the subject lands are designated as Rapid Transit Corridor. In the process of creating the development parcel, a remnant single detached dwelling was purchased and consolidated with the subject lands. In accordance with the policy framework above, no remnant lands will be created as a result of this application. Further, in accordance with the boundary interpretation policies above, the entirety of the lands can be considered as Rapid Transit Corridor. The consolidation of the parcel on Base Line Road also affords the opportunity to include a driveway further from the intersection of Base Line Road and Wellington Road to the east. Further, the inclusion of this parcel allows the tower component of the development to be setback further from the adjacent nine storey building to the west.

GENERAL USE, INTENSITY AND FORM POLICIES FOR RAPID TRANSIT AND URBAN CORRIDORS

836_ The following general policies relating to permitted uses, permitted intensity of development, and built form, will apply to those lands within the Rapid Transit Corridor and Urban Corridor Place Types. Specific-Segment policies for identified segments of each corridor provide more specific policies; where there is a conflict between the following general policies and the Specific-Segment policies, the more specific policies will prevail. Otherwise, these general policies will apply to all segments.

PERMITTED USES

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

- 1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.*
- 2. Mixed-use buildings will be encouraged.*
- 3. Large floor plate, single use nonresidential buildings will be discouraged in Corridors.*

4. *Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.*
5. *The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.*



The proposed development is located within the Rapid Transit Corridor, directly adjacent to a rapid transit stop at the intersection of Wellington Road, and Baseline Road East. The proposed development is a high-density residential development which supports the development of higher order transit. Accordingly, the use is permitted.

839_ *Table 9 shows the minimum height, standard maximum height, and upper maximum height that may be permitted in the Rapid Transit and Urban Corridor Place Types.*

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

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.
Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and the Secondary Plans part of this Plan to identify applicable specific policies.
Note 3 - Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.

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 Table 9 – Maximum Heights in the Rapid Transit and Urban Corridor Place Types 

The subject lands are located within the Rapid Transit Corridor, and are further located within 100 metres of a Rapid Transit Station. The closest Rapid Transit Station to the subject lands is located adjacent to the Site at the intersection of Baseline Road East, and Wellington Road. As such the maximum permitted height as per The London Plan is 16 storeys. An Official Plan Amendment is necessary to facilitate additional height. The additional height is warranted as there are limited impacts on neighbouring properties and the subject lands are directly adjacent to a proposed Rapid Transit Stop.

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

1. Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility.
2. Commercial buildings should not exceed 6,000m² in size within Corridors.
3. Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities.
4. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
5. Individual buildings will not contain more than 2,000m² of office space, except within 100 metres of rapid transit stations where buildings may contain up to 5,000m² of office space. An aggregate total of no more than 5,000m² will be allowed within 100 metres of a rapid transit station.
6. As shown on Table 9, greater residential intensity may be permitted within the Rapid Transit Corridor Place Type on sites that are located within 100 metres of a rapid transit station.
7. High-rise buildings up to the limits set out in Table 9, may be permitted in conformity with the Our Tools policies of this Plan.
8. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.
9. The full extent of intensity described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

The proposed development is compatible with the surrounding land uses and is a redevelopment where lot assembly is utilized to create a comprehensive development. The subject lands are of sufficient size to accommodate the proposed development and have been designed to a high quality to ensure minimum impacts on the adjacent land uses. Further the subject lands are directly adjacent to a rapid transit station where greater residential density may be permitted within the Rapid Corridor Place. The proposed redevelopment will not include any office space.

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

1. *All planning and development applications will conform with the City Design policies of this Plan.*
2. *Buildings should be sited close to the front lot line, to create a pedestrian oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line.*
3. *The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.*
4. *Development should be designed to implement transit-oriented design principles.*
5. *Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through consideration of building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.*
6. *Convenient pedestrian access to transit stations will be a primary design principle within Rapid Transit Corridors. New development adjacent to rapid transit stations and transit stops should make strong, direct connections to these facilities.*
7. *On-street parking within Corridors is encouraged wherever possible and when conflicts with public transit services and on-street bike paths can be avoided or mitigated.*
8. *While access to development along Corridors may be provided from “sidestreets”, such accesses to development will be located and directed in a manner that minimizes impacts on the internal portions of adjacent neighbourhoods.*
9. *All public works will ensure a high quality pedestrian environment through streetscape improvements which may include widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.*
10. *Planning and development applications will be discouraged if they result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to develop in accordance with the long-term vision for the Corridor.*
11. *Where appropriate, block concepts should be developed to provide for rear drive lanes and to coordinate automobile access and circulation.*

- 12. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.*
- 13. Buildings will be designed to mitigate the impact of new development on adjacent neighbourhood areas.*

The proposed development has been located along the street line and provides for a continuous street line and high quality pedestrian oriented street. The proposed development includes at grade features adjacent to the residential lobby which animate the intersection of Baseline Road East and Wellington Road. Further along both frontages substantial glazing is proposed, with amenity spaces at grade with active uses to support a pleasant and interesting pedestrian realm.

The proposed development supports active transportation and encourages cycling and pedestrian movements. The proposed development has located the massing of the residential tower toward the intersection of Baseline Road and Wellington Avenue East, with step backs being provided at the podium to mitigate potential impacts to adjacent land uses. Details of how these step backs are being applied are contained in the Zoning By-law section of this report.

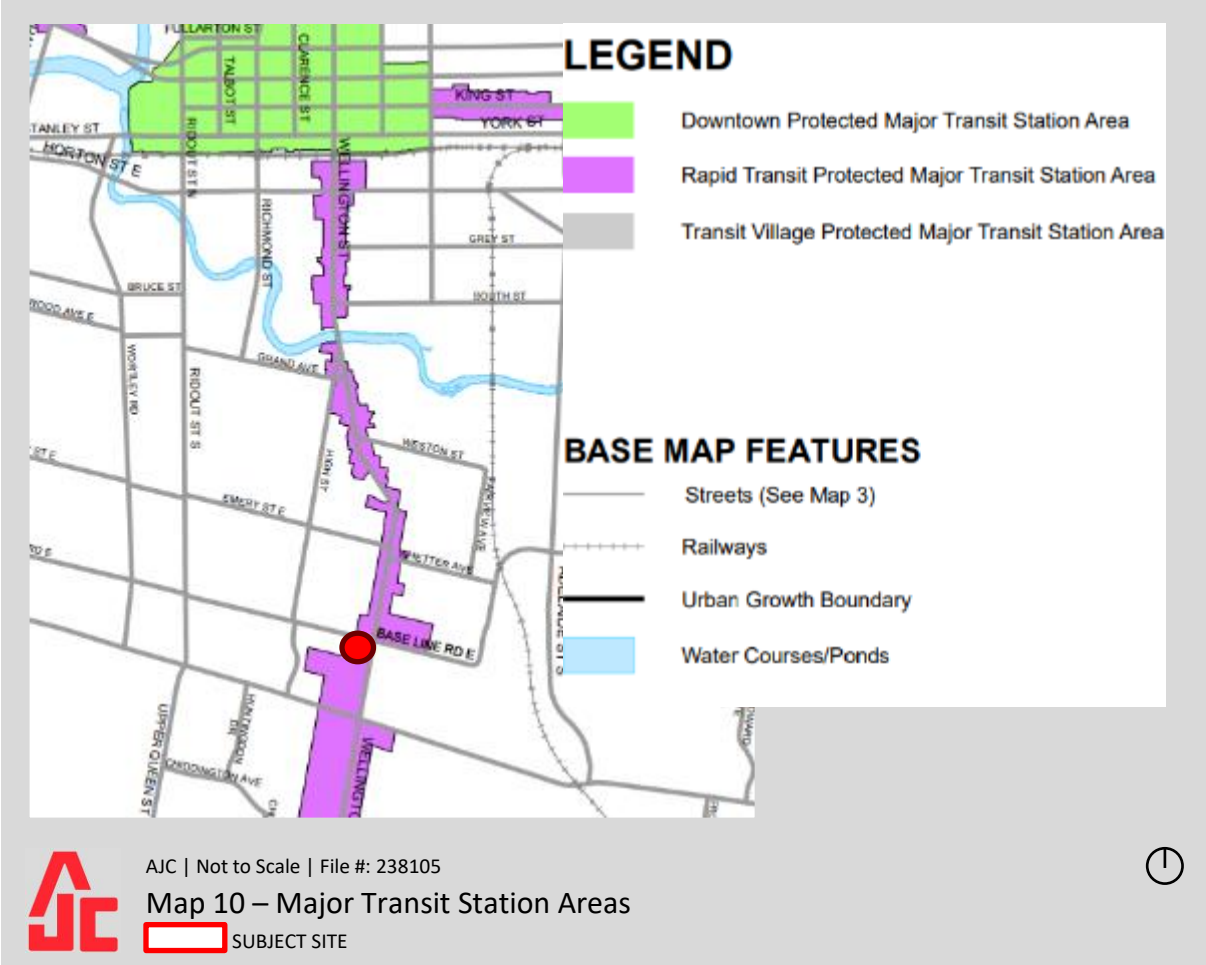
As shown in the landscape plan and site plan, the proposed development reinforces pedestrian safety and easy navigation to the existing municipal sidewalks, and transit connection. The proposed development provides a direct connection to this infrastructure and subsequently the adjacent rapid transit station located at this intersection. This development is supportive of alternative transportation modes and provides cycling infrastructure including short term and long term bicycle parking spaces, direct and easy access in and out of the building to the existing infrastructure in the neighborhood. Further a high quality pedestrian environment has been created through streetscaping including sidewalks, street plantings, benches and improved pedestrian lighting.

Development is an assembly of two existing parcels which will be developed contiguously as one development application, and will not result in isolated remnant parcels, in accordance with the long term visions of the corridor policies.

The proposed development is accessed by vehicular transportation from Base Line Road East, to the rear of the development to access the underground parking structure along with the secondary residential entrance and drop off area. Further the rear of the property features a 1.8 meter fence with landscape plantings to mitigate impacts on the adjacent land uses. Overall, the development is well integrated and exemplifies typical transit oriented development principles. The development conforms to the above noted policy framework.

RAPID TRANSIT CORRIDOR PROTECTED MAJOR TRANSIT STATION AREAS

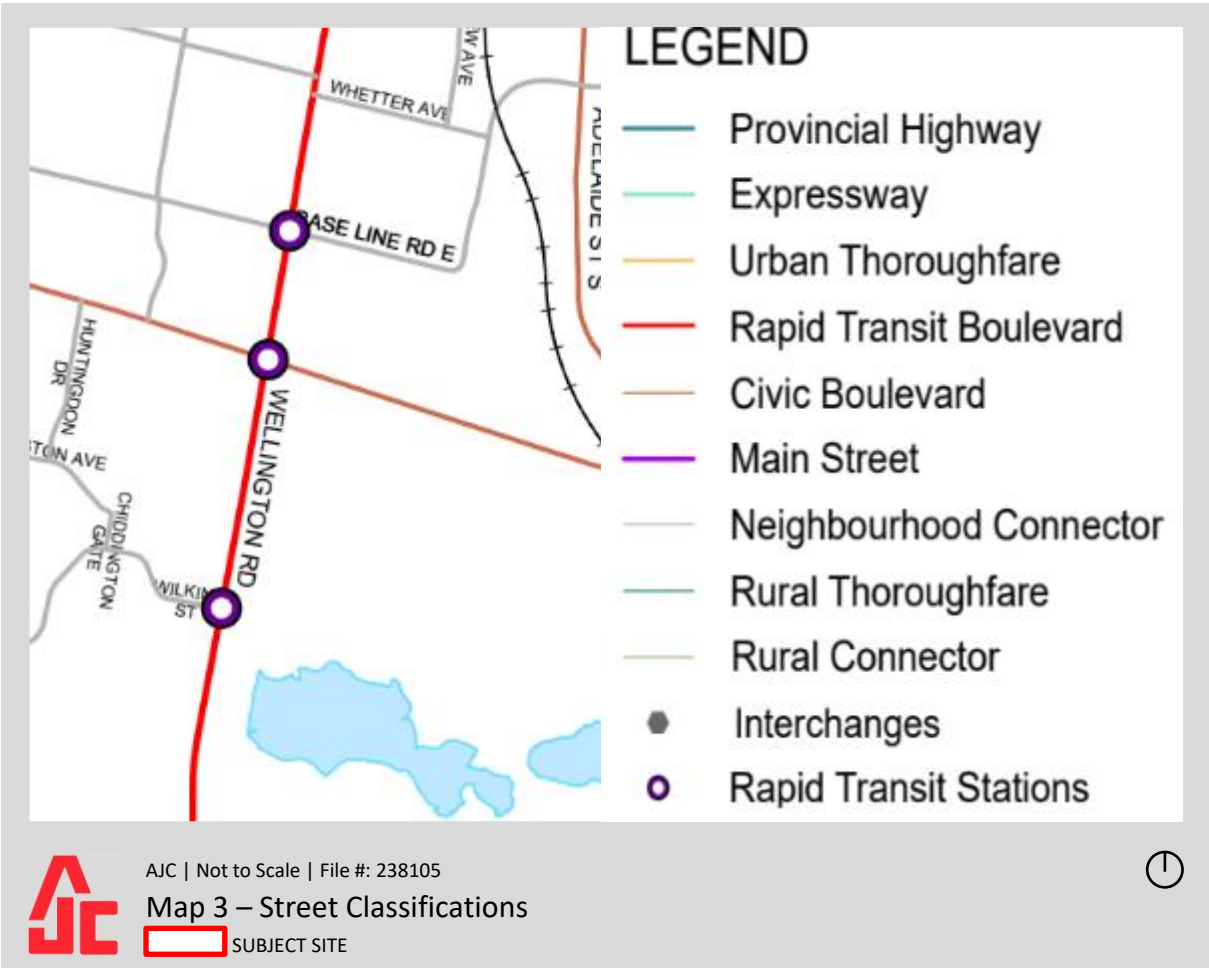
The subject lands are further located within the Rapid Transit Protected Major Transit Station Area as shown in Map 10 of the London Plan.



- 860A_ *Rapid Transit Corridors are identified as Protected Major Transit Station Areas, as shown on Map 10. (OPA 30)*
- 860B_ *Each Rapid Transit Corridor Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare. (OPA 30)*
- 860C_ *Within the Rapid Transit Corridor Protected Major Transit Station Areas, the minimum building height is two storeys or eight metres and the maximum building height is 12 storeys, or 16 storeys for areas within 100 metres of a rapid transit station. (OPA 30)*
- 860D_ *Within the Rapid Transit Corridor Protected Major Transit Station Areas, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. (OPA 30)*
- 860E_ *In the Rapid Transit Corridor Protected Major Transit Station Areas, a range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted. Mixed-use buildings will be encouraged. (OPA 30)*

860F_ *Development within the Rapid Transit Corridor Protected Major Transit Station Areas will conform with all other policies of the London Plan including Rapid Transit Corridor Place Type and any Specific Segment or Specific Area Polices. (OPA 30)*

The proposed development supports the policies and directives of the protected major transit station areas. The subject lands meet the minimum building height requirements of 2 storeys, and a density of 1391 residential units per hectare.



Section 7 of The London Plan Environmental Policies relates to the Natural Heritage System, Natural and Human Made Hazards, and Natural Resources. These policies are not applicable to the subject lands as they do not fall within the Natural Heritage System as per Map 5 of The London Plan, and they are not within a Hazards and Natural Resources as per Map 6 of The London Plan, or within the regulated areas of the Upper Thames River Conservation Authority.

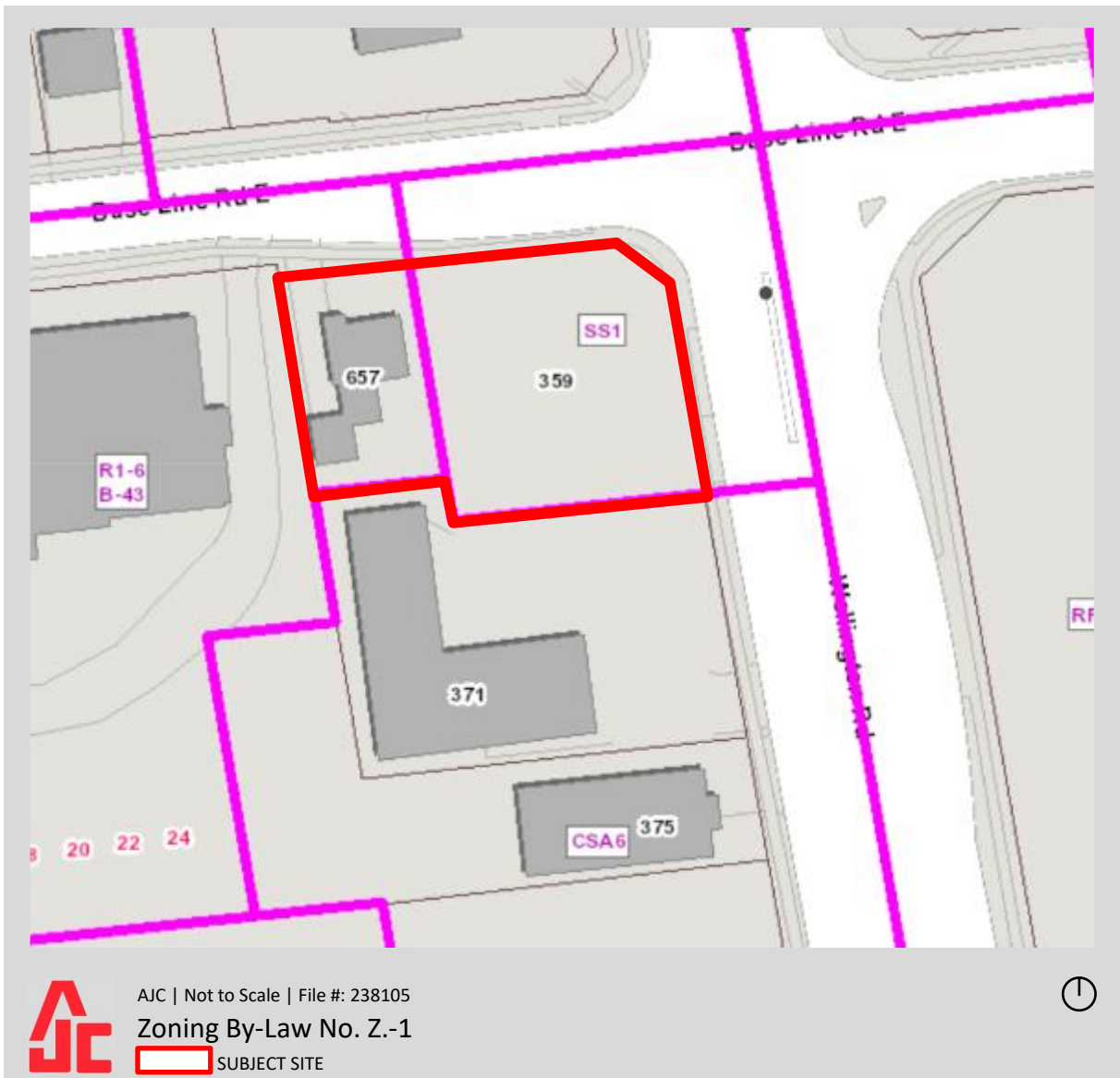
As per the above noted Policy Framework, the proposed development generally conforms to the City of London Official Plan.

4.4 Zoning By-law No. Z.-1

The subject lands are currently zoned with two different zones. The Parcel of 359 Wellington Road is zoned SS1 Automotive Service Station Zone 1, while 657 Baseline Road East is currently zoned Residential R1 Zone, with Zone Variation 6, and Bonus Zone 43.

The proposed Zoning By-law Amendment would rezone the lands from the current Residential 1 Zone, and Automotive Service Station Zone 1 to the Residential R9 Zone with a Zone Variation (R9-7 (xx)).

The Residential R9 zone permits a wide range of medium and higher density residential development in the form of apartment buildings. Further the permitted uses include apartment buildings.



The proposed Zoning By-Law Amendment would permit the proposed development and rezone the lands to a site specific R9 Zone with the following site-specific exceptions:

1. To permit an exterior yard depth of 0.8 metres;

2. To permit a lot coverage of 61%;
3. To permit a minimum Landscaped Open Space of 14%;
4. To permit Bicycle Parking Minimum of 1.0 spaces per unit (250 Bicycle Parking Spaces), and;
5. To permit a maximum height of 72.9m.
6. To permit a density of 1391 units per hectare.

Height, Density Lot Coverage

To facilitate the proposed development, variances are required to building height, density and lot coverage. Throughout this report it has been noted how the redevelopment represents a compact and desirable built form that is in generally keeping with the City of London Official Plan. To this end, variances to lot coverage and density are required. The lot coverage variance is necessary as the building is situated on a corner lot and it is desirable to front the building close to each of the street lines to create a comfortable pedestrian realm. For this reason, the lot coverage is increased owing to the lack of setbacks on either frontage. This provision is appropriate as it will facilitate a compact built form that is desired within the London Plan. The London Plan does not contain any density provisions in its various Place Type Designations. As such, the density provision is required to cap the number of units on this lot. It is understood that additional density will be afforded along the Rapid Transit corridors and the proposed development is appropriate from a density perspective to facilitate future investment in Public Transit and generally meets the policies for the Place Type in the Official Plan.

The variance to height will ensure that a height cap is afforded to the proposed building. Once the Official Plan Amendment is passed, the Height of the Building will conform to the Official Plan.

Exterior Yard

This provision represents a technical variance. The exterior yard is technically located along the Wellington Road frontage. Accordingly, a reduction is appropriate to facilitate a pedestrian oriented streetscape by bringing the podium of the proposed building to the street line. It should be noted that this provision also captures the required road widening along Wellington Road to facilitate the future London BRT.

Landscaped Open Space

A reduction to landscaped open space is required on site. Given that the proposed development represents a compact built form, the area afforded to landscaping is minimized to facilitate the development. However, the development can make up for ground floor space either on the roof of the building or by providing for planted areas on the various terraces proposed on the building. It should also be noted that ample boulevard is being conveyed to the City of London for the BRT system. Accordingly, landscaping may be accommodated on the public boulevard. Further, plantings will be proposed at the site plan stage to assist in providing greenery on the ground floor of the subject lands to further support the proposed landscaped open space.

Bicycle Parking

The above noted variance is necessary to ensure that bicycle parking is provided within the development and that each unit has access to long term bicycle storage. This provision does not currently exist in the By-law and accordingly meets the intent and goals of the London Official Plan. Although the By-law does not require long-term bicycle parking, the requirement for bike parking will effectively become a TDM measure to lessen the reliance on motor vehicles for travel. Further, the bike parking will support the density on site and support the investment of the London BRT which will facilitate greater transit usage throughout the City.

The Draft Zoning By-Law Amendment can be found appended to this report and contains greater detail on each of the performance standards. Upon approval of the Official Plan Amendment, the Zoning By-law will conform to the London Official Plan.

5 Review of Technical Reports and Studies

5.1 Landscape Plan

The Landscape Plan and Tree Protection Plan have been prepared by Adesso Design Inc. dated January 19, 2024 and have been included with the application package. The proposed Landscape plan proposed significant improvements to the pedestrian realm along Wellington Road, with the 10m road widening featuring land canopy trees, with pedestrian connections from the public sidewalk to the site. Further foundation plantings wrap around the base of the building along Wellington Road, Baseline Road East. A privacy fence is proposed along the south and east interior property lines with landscape shrub buffers. Hardscaping at the entrances provide seating opportunities with backed benches, and bike racks. The amenity space on the seventh floor

5.2 Urban Design Brief

An Urban Design Brief was prepared by GSP Group Inc. The Brief provided a general overview of the subject lands and surrounding context. The Report also contained information regarding the design of the building and the improvements to the public realm associated with the development. The Brief also spoke to the various design elements incorporated into the building and how it fit within the neighbourhood context. The Brief also noted that there we're minimal impacts from a shadow perspective associated with the proposed redevelopment. In summary, the Brief noted that the proposed development was an appropriate built form and incorporated materials that were indicative of the neighbourhood.

5.3 Transportation Impact Study

A Transportation Impact Study was prepared by Paradigm Transportation Ltd. The scope of the analysis included the background traffic including recently approved developments. The study also considered the future impacts of network modifications including the modifications anticipated as a result of the London BRT. The study looked at background conditions in 2026 and 2031.

The study identified that the existing intersection at Base Line Road and Wellington Road already suffered from capacity issues. However, the capacity issues are independent of whether the

development is approved as the proposed development will only generate 59 trips in the AM and 70 trips in the PM peak hours.

The report also looked at TDM measures such as the provision for bicycle storage, less on site parking and sidewalk connections to the street. Further details are contained in the concurrently submitted Traffic Study.

5.4 Wind Study

The Pedestrian Wind Study was prepared by Rowan Williams Davies & Irwin Inc. (RWDI) dated September 11, 2023 in support of the proposed development and has been submitted with this application. The Wind Study concluded that the existing wind condition are expected to be suitable for pedestrian use throughout the year. The proposed development incorporates several wind responsive technologies which moderate potential wind impacts on the surroundings. Further wind control features are recommended to be localized at building corners, and on the above-grade outdoor amenity to provide shelter to patrons from undesirable wind flows. Finally, a wind tunnel test is recommended at a later stage in design to quantify wind activity and determine if there is a need for wind control features, and optimize mitigation effects.

5.5 Archeological Assessment

The Stage 1-2 Archeological Assessment was prepared by AMICK Consultants Limited dated December 1 2023 in support of the proposed development and has been submitted with this application. The Archeological Assessment was carried out over the entire site in accordance with the Ontario Ministry of Tourism and Culture (MTC) and the Ontario Heritage Act (RSO 1990a). The report concluded that no archeological resources were encountered, and no further archaeological assessment is warranted as the Provincial interest was addressed, and there is no further archeological concern.

5.6 Heritage Impact Assessment

The Scope Heritage Impact Assessment (HIA) was prepared by TMHC Inc, dated December 5th, 2023, in support of the proposed development and has been submitted with this application. This report was required due to the proximity of 741-779 Baseline Road East, which is located at the south east corner of the Wellington Road and Baseline Road East intersection opposite the subject lands. The intent of the report was to determine the potential impacts on the cultural heritage value and heritage attributes of the adjacent property and provide mitigation strategies if needed. The report was prepared in accordance with the Provincial Regulations and City of London Heritage Policy directives and concluded that there are no known potential impacts of this development on the adjacent heritage properties and therefore, no mitigation strategies are required.

5.7 Functional Servicing Report

The Functional Servicing Report was prepared by MTE Consultants dated January 19, 2024, in support of the proposed development, and has been submitted with this application. There are existing sanitary sewers, storm sewers, and watermains within the existing road allowances of Wellington Road, and Baseline Road East. The Functional Servicing Report concluded that the existing sanitary sewers have sufficient capacity to convey the expected flow from the proposed development. The

stormwater management analysis showed that the subject lands will be designed to safely convey runoff from a storm event greater than the 100 year storm. Further, water supply will be provided via the existing water main on Wellington Road, with further modelling to be provided during the detailed design stages.

6 Public Consultation Strategy

In accordance with Section 31.1 within Schedule A of recently amended Ontario Regulation 545/06 Zoning By-laws, Holding By-laws and Interim Control By-laws and Section 26.1 with Schedule 1 of recently amended Ontario Regulation 543/06 Official Plans and Plan Amendments, “a proposed strategy for consulting with the public with respect to the application” is considered “prescribed information” to be provided as part of applications to amend a Zoning By-law or an Official Plan. The following discusses the Public Consultation Strategy for this application.

A public open house will be organized to provide information to the public and to generate feedback from stakeholders in accordance with the City’s Public Consultation Strategy Guidelines. Invitations will be sent out to stakeholders within ±120 metres of the proposed development unless an alternative invitation radius is suggested by City Staff or the Ward Councillor. The date and time of the open house will be determined in coordination with City Staff. The necessary materials will be provided to City Staff in conjunction with the requirements of the City’s Public Consultation Strategy Guidelines, at the appropriate juncture.

In accordance with Ontario Regulations 545/06 and 543/06 and Sections 22 and 34 of the Planning Act, landowners within 120 metres of the subject lands will receive notice that a Zoning By-law Amendment application has been received by the City and to inform them that the required public meeting has been scheduled. These notices will advise that information and materials relating to the proposed development is available for their review and will invite them to make comments and present their views prior to, and at the public hearing.

We trust this Public Consultation Strategy is adequate and will satisfy the requisite Public Consultation Strategy submission for the proposed development. We look forward to further discussing the details within the Public Consultation Strategy with City Staff at the appropriate juncture.

7 Conclusions & Planning Opinion

The proposed development complies with, conforms to, and is consistent with the intent and direction provided in the applicable provincial and municipal land use planning documents. The recommendations and conclusions of this report concerning the proposed development are as follows:

- The proposal is aligned with the directives of The London Plan to meet the minimum targets of 45% of residential intensification within the Built Area Boundary, with 75% of this intensification target is to occur within the Primary Transit Area.
- The proposed redevelopment is an appropriate increase in density and height that is complimentary to and takes into account the impacts on the surrounding neighbourhood;

- The subject lands are located along a Rapid Transit Corridor and are adjacent to a Rapid Transit Station. The development is transit supportive through the reduction in parking and the addition of long term bicycle parking on site.
- The supporting studies show that there are no impacts from a Traffic perspective and the development can be serviced in accordance with the Functional Servicing Report.
- The proposed redevelopment will provide for a large right of way widening to assist in achieving the right of way requirements for the London BRT.
- The proposed development is consistent with the Provincial Policy Statement and conforms to the London Official Plan.
- Once the Official Plan Amendment is passed, the Zoning By-law Amendment will conform to the Official Plan.

The proposed development represents good planning and should be approved.

Prepared by:



Ryan Ferrari, MCIP , RPP
Senior Planner
A.J Clarke and Associates Ltd.

Reviewed By:



Franz Kloibhofer, MCIP, RPP
Principal, Planning Manager
A.J Clarke and Associates Ltd.



Appendix A

Concept Plan

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Do not scale the drawings.
This Drawing is Not To Be Used For Construction Until Signed By The Architect.

Date:



KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

Revisions:
No. Revision Date

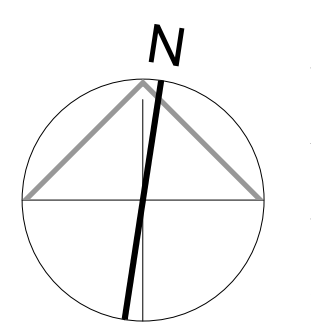
01	Issued for Rezoning	02/01/24
No.	Issued For:	Date:

Client:
LJM Developments

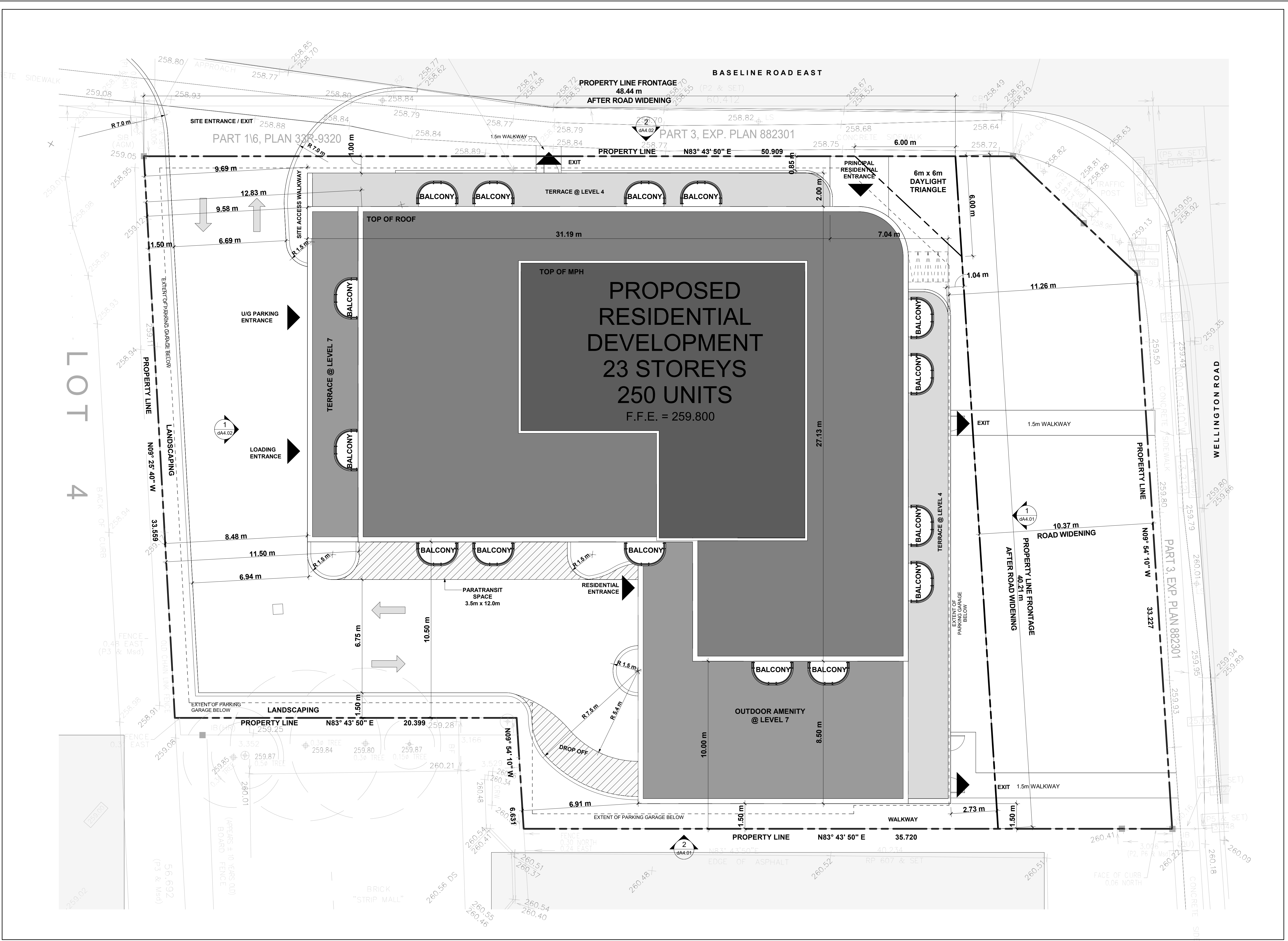
395 Wellington Rd - London
Proposed Residential Development

Drawing Title:
Site Plan

Scale:
1 : 100
Drawn by:
PM
Checked by:
MA
Project No.:
22-001
Date:
Nov. 24, 2023
Drawing No.:



dA1.03



Site Plan 1
1 : 100 dA1.03



Appendix B

Draft Official Plan Amendment

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

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

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to 359 Wellington Street.

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

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

PASSED in Open Council on XXX, 2024.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – XXXX, 2024
Second Reading – XXXX, 2024
Third Reading – XXXX, 2024

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Rapid Transit Corridor Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a maximum building height of 22 stories for the Rapid Transit Corridor Place Type contained in the Urban Place Types part of this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 359 Wellington Road South in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment is consistent with the PPS and policies of The London Plan. The recommended amendment facilitates an appropriate density and height for the subject lands.

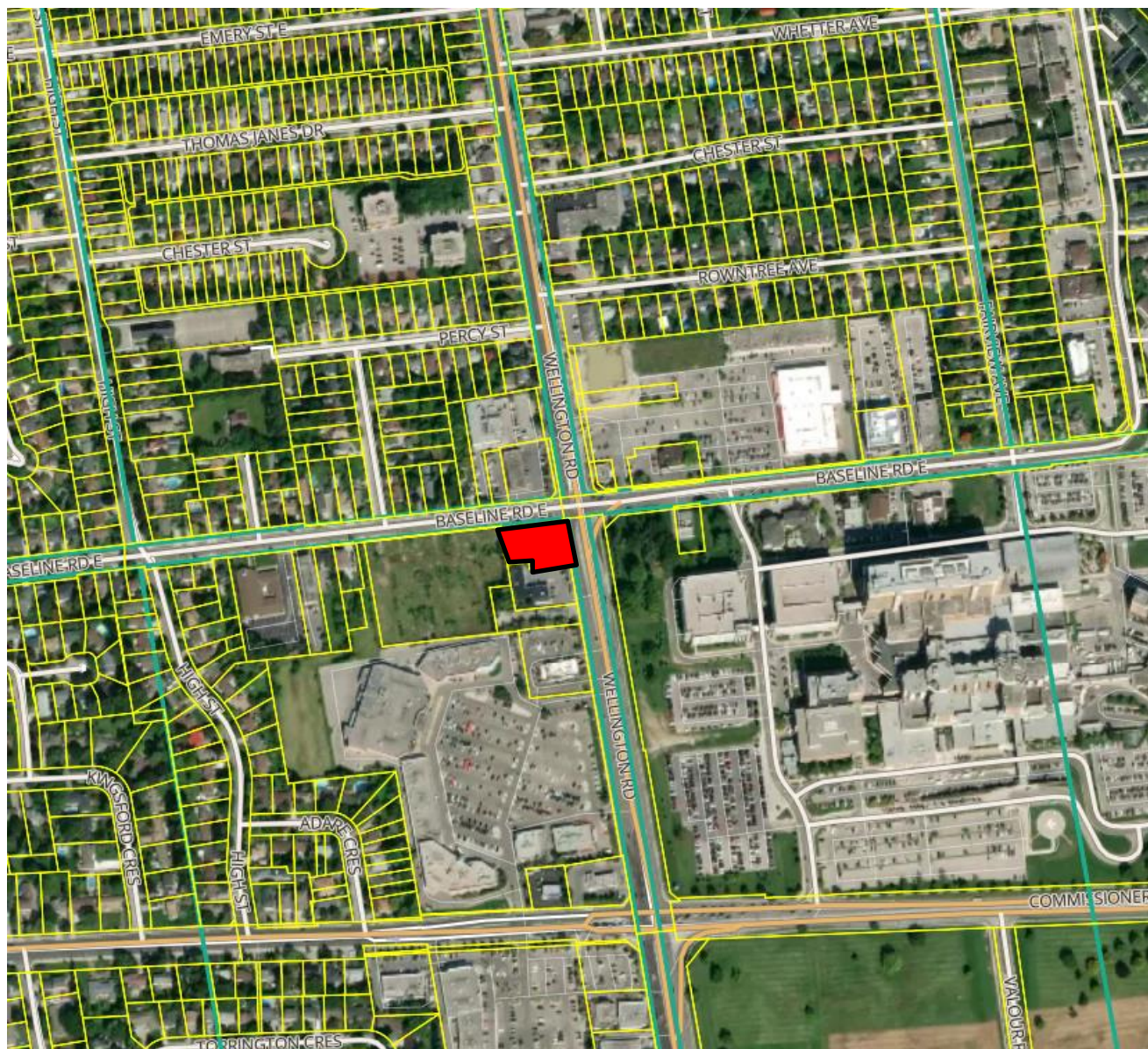
D. THE AMENDMENT


The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Rapid Transit Corridor Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

() In the Rapid Transit Corridor Place Type at 359 Wellington Road South, a maximum building height of 22 Stories shall be permitted.
2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 359 Wellington Road in the City of London, as indicated on "Schedule 1" attached hereto.

“Schedule 1”





Appendix C

Draft Zoning By-law Amendment

Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 359 Wellington Road, and 657 Baseline Road East

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 359 Wellington Road, and 657 Baseline Road East as shown on the attached map comprising part of Key Map No. A136, **FROM** a Automotive Service Station (SS1), and Residential R1 Zone (R1-6), Bonus Zone 43 (B-43) to a Residential R9 Special Provision (R9-7()) Zone.

Automotive Service Station (SS1) Zone **TO** a Residential R9 Special Provision (R9-7(_)) Zone.

2. Section Number 13.4.g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7(_) 359 Wellington Road, and 657 Baseline Road East

a. Regulations

- i) Front Yard Depth (Minimum) – 0.8m
- ii) North Interior Side Yard Depth (Minimum) – 1.5m
- iii) Rear Yard Depth (Minimum) – 8.4 metres to the main building and 0.3 metres to the parking garage
- iv) Podium Height (Maximum) – 6 Storeys
- v) Building Height (Maximum) – 23 Storeys
- vi) Floorplate Area 7th Storey and Above (Maximum) – 750 square metres
- vii) Density (Maximum) – 1391 units per hectare
- viii) Lot Coverage (Maximum) – 61%
- ix) Landscaped Open Space (Minimum) – 14%
- x) The main building entrance shall be oriented to Wellington Road
- xi) Bicycle Parking Spaces 0.6 per unit

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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

PASSED in Open Council on xxx 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – XXX, 2024
Second Reading – XXXX, 2024
Third Reading – XXX, 2024

Schedule A

