

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: 1176, 1180, 1182, & 1186 Huron Street & 294 Briarhill Avenue
Public Participation Meeting
City File No: OZ-9596 Ward 3

Date: June 19, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2864876 Ontario Inc. relating to the property located at 1176, 1180, 1182, & 1186 Huron Street & 294 Briarhill Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 27, 2023 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of the Official Plan;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting June 27, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, for the City of London to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R9 Special Provision (h-18*R9-7(_)*H27) Zone;
- (c) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Provision of adequate outdoor amenity space;
 - ii) Differentiate the main building entrance from ground floor units;
 - iii) No portions of the building or landscaping features (ie planting boxes or privacy screens) are permitted to encroach into the City right-of-way;
 - iv) Consent to remove any boundary trees is required prior to final Site Plan Approval; and,
 - v) At the time of Site Plan Approval, the building design is to be similar to that which was considered at the time of the Official Plan/Zoning By-law Amendment application.
- (d) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the recommended by-law.

Executive Summary

Summary of Request

The applicant has requested to amend The London Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

The applicant has also requested to rezone the subject site from a Residential R1 (R1-6) Zone to a Residential Special Provision (R9-7(_)) Zone to permit an 8-storey, 143-unit apartment building. Special provisions would permit the following: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 1.0 metre; a maximum front/exterior side yard depth of 6 metres; a minimum setback of 0 metres to the sight triangle; a maximum balcony encroachment of 0.5 metres into the front/exterior side yard; a minimum rear yard depth of 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height but in no case less than 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to facilitate the development of an 8-storey, 143-unit apartment building. A maximum building height of 27 metres is recommended through the H27 height provision. Staff are further recommending an h-18, Holding Provision be applied to ensure all outstanding archaeological matters are addressed.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, the Neighbourhoods Place Type policies, the Zoning to the Upper Maximum policies, and the Evaluation Criteria for Planning and Development Applications policies;
3. The recommended amendment would permit development at a transitional scale and intensity that is appropriate for the site and the surrounding neighbourhood;
4. The recommended amendment facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of development.

Linkage to the Corporate Strategic Plan

A well planned and growing community – London’s growth and development is well-planned and considers use, intensity, and form.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The introduction of a Temporary Zone for a surface parking lot continues to foster the use of automobiles and is a use that conflicts with the long-term planning of the subject lands for development, which promotes mobility alternatives that are transit-supportive and pedestrian-friendly. See more detail in Appendix F.

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located at the northeast corner of Huron Street and Briarhill Avenue within the Huron Heights Planning District. The subject lands currently consist

of five properties addressed as 1176, 1180, 1182 and 1186 Huron Street and 294 Briarhill Avenue. The properties are currently developed with existing single detached dwellings, with the exception of 1182 Huron Street which is currently vacant. The consolidated site is 0.686 hectares in area with frontages on Huron Street and Briarhill Avenue. The surrounding area is predominantly developed with low, medium, and high density residential uses.



Figure 1: Photo of the subject lands

1.2 Current Planning Information (see more detail in Appendix G)

- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning – Residential R1 (R1-6) Zone
- Street Classification – Civic Boulevard (Huron Street) and Neighbourhood Connector (Briarhill Avenue)

1.3 Site Characteristics

- Current Land Use – Single detached dwellings and vacant
- Frontage – 95.2 metres (Huron Street) and 75.8 metres (Briarhill Avenue)
- Area – 0.686 hectares
- Shape – Irregular

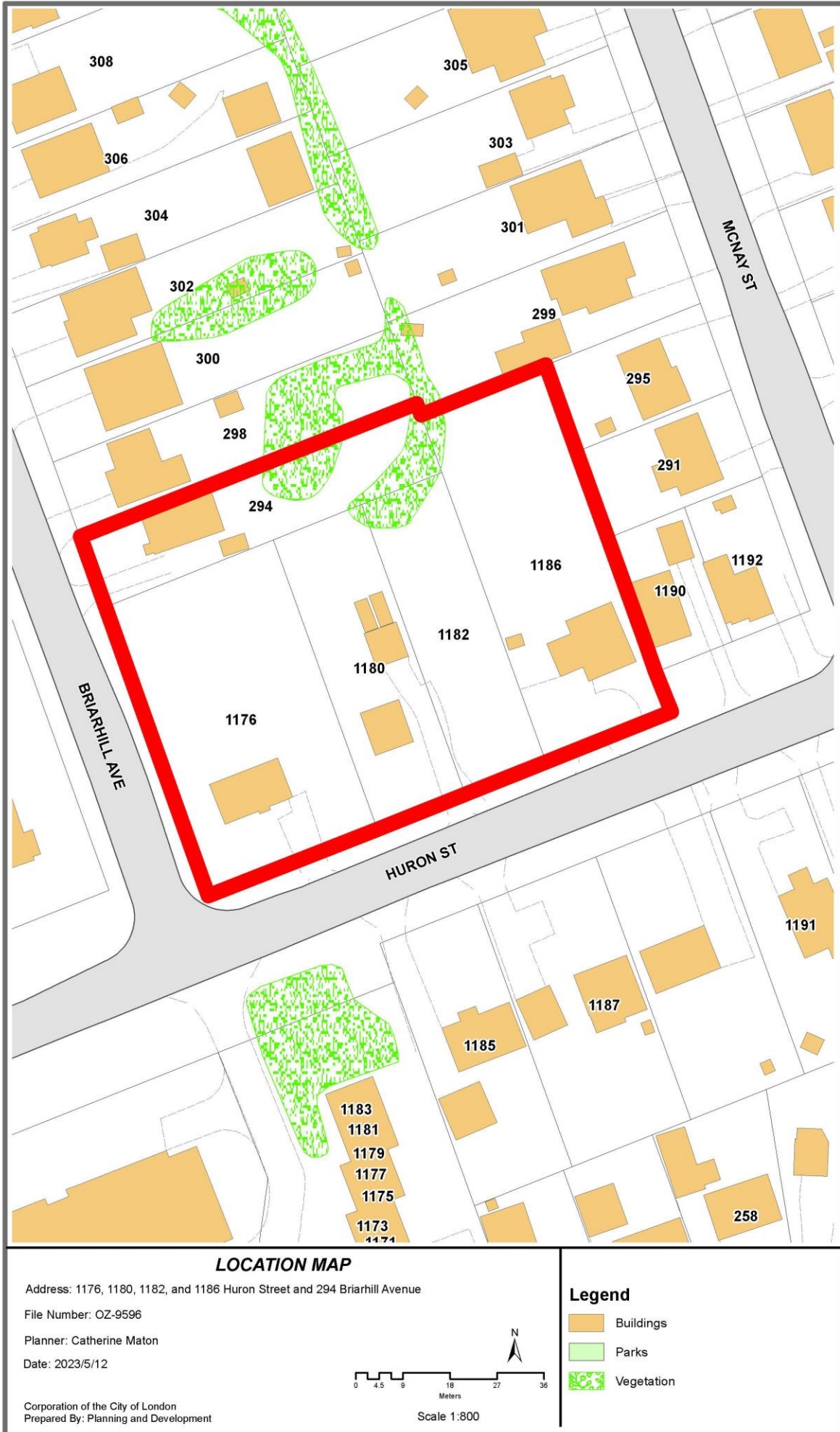
1.4 Surrounding Land Uses

- North – Single Detached Dwellings
- East – Single Detached Dwellings
- South – Townhouses and 8 Storey Apartment Building
- West – 4 Storey Apartment Building

1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary and Primary Transit Area through the addition of 143 new residential units.

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The proposed development consists of an L-shaped building containing 143 residential units with a maximum density of 225 units per hectare (UPH) and a height of up to 27 metres (8 storeys). Vehicular access is proposed off Briarhill Avenue leading to 51 surface parking spaces and an underground parking garage containing 102 parking spaces. The underground parking garage would also contain 122 bicycle parking spaces. The building is oriented towards the intersection of Huron Street and Briarhill Avenue, with the 8 storey portion sited at the intersection and along Huron Street, lowering to 6 storeys along Briarhill Avenue towards the low density residential properties to the north. The site concept plan and renderings are contained in Figures 2 to 5.

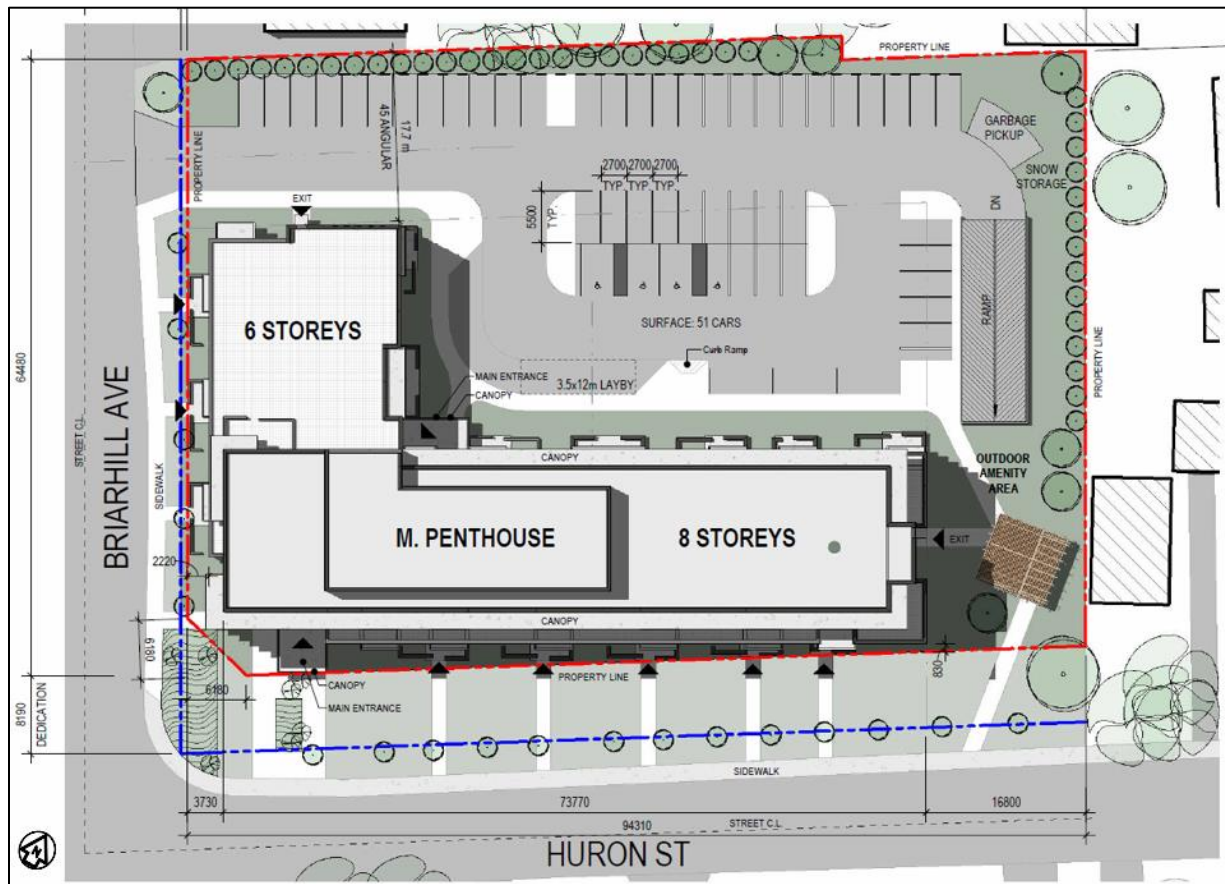


Figure 2: Site concept plan



Figure 3: Conceptual rendering – view from intersection of Huron Street and Briarhill Avenue



Figure 4: Conceptual rendering – Huron Street view



Figure 5: Conceptual rendering – Briarhill Avenue view

2.2 Requested Amendment

The applicant has requested to amend The London Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

The applicant has further requested to rezone the subject site from a Residential R1 (R1-6) Zone to a Residential Special Provision (R9-7(_)) Zone to permit an 8-storey, 143-unit apartment building. Special provisions are requested to permit the following:

- A minimum lot area of 6,800 square metres;
- A minimum front/exterior side yard depth of 0 metres;
- A maximum front/exterior side yard depth of 6 metres;
- A minimum rear yard depth of 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height but in no case less than 7.5 metres;

- A minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres;
- A maximum building height of 27.0 metres;
- a maximum density of 225 units per hectare; and,
- Notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

In May 2023, the applicant amended the requested Zoning By-law Amendment to permit 1.0 metre front/exterior side yard depths, whereas 0 metres was previously requested and to permit the following additional special provisions: a 0 metre setback to the sight triangle; and a maximum balcony encroachment of 0.5 metres into the front/exterior side yard. No major changes to the site or building design resulted from the amended request.

2.3 Community Engagement (see more detail in Appendix C)

Staff received seven (7) responses through the circulation of the application consisting of a mix of support, opposition, and requests for clarification. The concerns raised were with regards to affordability of the units, increased traffic, and ease of access to the proposed bike parking.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020

Provincial Policy Statement, 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities 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 (1.4.1).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3) and is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure, public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

Lastly, the PPS is supportive of development standards which facilitate intensification,

redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form, and by conserving features that help define character (1.7.1 e)).

The recommended amendment is consistent with the PPS as it will permit a more compact and intense form of development. The amendment will also contribute to providing an appropriate range and mix of housing options and densities essential to meeting the projected requirements for current and future residents. The development creates an appropriate land use pattern and makes efficient use of five underutilized parcels within an established neighbourhood and settlement area. The proposed development represents an appropriate form of residential intensification, which assists in avoiding the need for unjustified, and uneconomical, expansion of land. It should also be noted that the proposed development is at the intersection of two streets allowing for easy access to bus transit facilities and nearby commercial uses that assist in supporting a complete community.

4.2 Issue and Consideration #2: The London Plan Key Directions

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning 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; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Implementing “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. Integrating affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources. (Key Direction #7, Directions 3 and 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Ensuring that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
- Thinking “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.
- Avoiding current and future land use conflicts – mitigate conflicts where they cannot be avoided.
- Ensuring new development is a good fit within the context of an existing neighbourhood.
- Ensuring health and safety is achieved in all planning processes. (Key Direction #8, Directions 1, 3, 8, 9, and 10).

The recommended amendment supports these Key Directions by proposing a development that achieves a form of residential intensification that builds inward and upward, resulting in compact growth that utilizes existing services and facilities. Further, the proposed 8-storey, 143-unit apartment building contributes to a mix of housing options within the neighbourhood, providing a more intrinsically affordable housing

option in the community.

The area surrounding the subject lands primarily consists of a mix of low to high rise residential uses. The recommended amendment would permit a form of residential intensification that is transitional in height towards the surrounding low-rise residential uses and allows for a height and density that assists in thinking “big-picture” by contributing to the mix of housing options in the neighbourhood. The proposed development would also maximize the use of the land to accommodate appropriate residential density within the neighbourhood thereby allowing existing residents to age in place whilst efficiently taking advantage of existing municipal services and facilities.

4.3 Issue and Consideration #3: Use

The site is located within the Neighbourhoods Place Types of The London Plan, with frontage on a Civic Boulevard (Huron Street) and a Neighbourhood Connector (Briarhill Avenue), in accordance with Map 1 – Place Types and Map 3 – Street Classifications.

Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including: single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses, triplexes, and low-rise apartment buildings. Mixed-use buildings are also contemplated at the intersection of a Civic Boulevard and a Neighbourhood Connector.

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.

The proposed apartment building is a contemplated use in accordance with Table 10 and would contribute to a mix of housing types, providing more intrinsically affordable housing options. Mixed-use buildings are also contemplated at this location, therefore the requested Specific Policy to permit the option of a mixed-use building is in conformity with Table 10. As such, the proposed use is in conformity with The London Plan.

4.4 Issue and Consideration #4: Intensity

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (935_1). At this location, Table 11 would permit a standard maximum building height of 4 storeys. An upper maximum height of 6 storeys may be contemplated, subject to the policies for Zoning to the Upper Maximum Height contained in policies 1638_ to 1641_ in the Our Tools section of The London Plan. The applicant has requested an Official Plan Amendment to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8 storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

Policy 1638_ states that applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to The London Plan, however heights exceeding the upper maximum will require an amendment. In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific Zoning By-law amendment will be required to exceed the standard maximum height (1640_). Through the amendment process the community, City Council and other stakeholders

can be assured that measures will be implemented to mitigate any impacts of additional height or density. Increases in building height above the Standard Maximum may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (1641_).

The proposed development has been reviewed from a form-based perspective to evaluate the appropriateness of the proposed intensity and to ensure the site is of a sufficient size to accommodate it. The requested amendment has also been reviewed in accordance with the Evaluation Criteria for Planning and Development Applications contained in policies 1577_ to 1579_ of the Our Tools section of The London Plan. Specifically, the application has been reviewed on the degree to which the proposal fits within its context.

Staff is satisfied appropriate mitigation measures are in place to justify the additional building height as discussed in Section 4.5 of this report. Given that the surrounding context consists of a range of residential uses and intensities, the proposed 8 storey apartment building is considered appropriate for the neighbourhood context. As such, staff is satisfied the proposed intensity is in conformity with the policies of The London Plan, including the criteria for Zoning to the Upper Maximum and the Evaluation Criteria for Planning and Development Applications.

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

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

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

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

4.5 Issue and Consideration #5: Form

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_ 8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.).

In addition to the Form policies of the Neighbourhoods Place Type, all planning and development applications will conform with the City Design policies of The London Plan (841_1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252_ and 253_).

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

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

Building Orientation and Built Form

The proposed building has been sited close to the front and exterior side lot lines, with the greatest mass oriented to the intersection and along the higher order street (Huron Street) and the main entrance oriented to the intersection. The requested specific policy would establish angular plane requirements, specifically a 45-degree angular plane measured from the north property line and a 60-degree angular plane measured from the east property line, which would ensure an appropriate transition in height is provided towards adjacent development. These angular plane requirements would be implemented through the rear and interior side yard setback regulations requested through the application, and would ensure the massing is appropriate to the scale of the surrounding neighbourhood. While the applicant has requested reduced front and exterior side yard setbacks of 1 metre, which is smaller than the front yard setbacks of adjacent buildings, the reduced setbacks would facilitate an urban character that better aligns with modern urban design principles, creates a strong street wall, and sets the context for a comfortable pedestrian environment. This also allows for substantial separation from the rear and interior side lot lines to preserve access to sunlight and minimize overlook into rear yard amenity spaces, and to ensure development remains oriented towards Huron Street to encourage an active streetscape. It should also be noted that the existing 8 storey apartment buildings on Huron Street across from the subject lands were developed with no setbacks or transition in height. As such, the proposed development incorporates design attributes that currently do not exist within the neighbourhood context to assist in mitigating any adverse impacts as a result of the increased building height and location near the property line. Lastly, a Shadow Study was prepared for the proposed development to illustrate the potential shadow impacts on adjacent properties. The Shadow Study images are contained in Appendix E.

Parking and Vehicular Access

Vehicular access is proposed off of Briarhill Avenue, the lower order street, leading to 51 surface parking spaces and an underground parking garage containing 102 parking spaces. The underground parking garage would also contain 122 bicycle parking spaces. The surface parking is located at the rear of the building which would limit visual impacts of the parking lot on Huron Street. In total, 153 parking spaces are proposed, equating to 1.06 spaces per unit. Section 4.19 of Zoning By-law Z.-1 requires parking for apartment buildings at a rate of 0.5 spaces per unit, therefore the applicant is proposing more than twice the minimum required.

Outdoor Amenity Area

A common outdoor amenity area is proposed in the interior side yard to the east of the proposed building. While the applicant is commended for providing a reasonably-sized and centrally-located outdoor amenity area, the proposed location along Huron Street is not the most ideal. In addition, concerns were raised that the location of this amenity area could conflict with the proposed location of the ramp leading to the underground parking garage. However, as the applicant is proposing a significant oversupply in parking, there is opportunity to explore alternative options to reduce the number of surface parking spaces to allow for a more favourable location for the outdoor amenity area. These details will be reviewed and determined in greater detail at a future Site Plan Approval stage.

The application was reviewed by the Urban Design Peer Review Panel (the Panel) on March 15, 2023. The Panel was generally supportive of the proposed development, commending the proponents for the quality of the submission, and the quality of the proposed design. The Panel advised that the architecture, massing, and treatment of

the street frontages are all seen as positive contributions to this corner site. The Panel's full comments and the applicant's response are contained in Appendix D.

Staff are satisfied the proposed building and site design has adequately addressed comments from staff and the Panel. Further design refinements, including landscaping details and final determination of the common outdoor amenity area(s), will occur through the detailed design at a future Site Plan Approval stage. As such, staff are satisfied the proposed development and built form are in conformity with policies of The London Plan.

4.6 Issue and Consideration #6: Zoning

The applicant has requested to rezone the lands from the existing Residential R1 (R1-6) Zone to a Residential R9-7 Special Provision (R9-7()*H27) Zone. Special provisions are requested to permit the following: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 0 metres; a maximum front/exterior side yard depth of 6 metres; a minimum rear yard depth of 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height but in no case less than 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line.

The proposed R9-7 Zone variation provides for, and regulates, a wide range of medium and higher density residential developments in the form of apartment buildings which are suitable for the intended nature of development in the Neighbourhoods Place Type along higher order streets such as a Civic Boulevard.

Lot Consolidation

The applicant has requested an increased minimum lot size of 6,800 square metres, whereas a minimum of 1,000 square metres is required in the R9-7 Zone. The purpose of the requested increase in lot area is to ensure development can only occur on the five consolidated parcels. This aligns with the vision of The London Plan to ensure redevelopment occurs comprehensively through lot assembly. The size and shape of the proposed lot assembly is desirable and provides a unique opportunity to accommodate residential intensification in a manner that is sensitive and responds well to its context.

Front/Exterior Side Yard and Setback to the Sight Triangle

In the Residential R9 Zone, minimum front/exterior side, interior side, and rear yard depths are established relative to building height resulting in larger setbacks for taller buildings. However, larger front yard depths are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard and interior side yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (259_). In addition, staff is recommending a 0 metre setback to the sight triangle. With the building oriented to the corner, there is a pinch point where a sight triangle is to be dedicated to the City. Staff have no concerns with the requested reductions, as they facilitate a development that is better oriented towards the intersection of Huron Street and Briarhill Avenue, consistent with the City Design policies in The London Plan.

Balcony Projection

Section 4.27 of the Zoning By-law establishes a list of structures and the maximum projection permitted into required yards. In accordance with section 4.27(6), balconies on apartment buildings may project 1.5 metres provided the projection is no closer than 3.0 metres to the lot line. The proposed balconies project beyond the façade of the building into the front yard and exterior side yards. As such, a special provision is required to permit a maximum balcony encroachment of 0.5 metres into the front/exterior side yard. As the proposed balconies provide additional private outdoor

amenity space for residents and do not encroach into the City's right-of-way, staff are satisfied the requested 0.5 metre encroachment is appropriate.

Rear Yard Depth

The intent of the required rear yard depth is to provide adequate separation between the proposed development and adjacent buildings, while also maintaining opportunities for amenity space in the rear yard. The applicant has requested a minimum rear yard depth of 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height but in no case less than 7.5 metres. The intent of the proposed setback is to facilitate the proposed development while recognizing that existing low-rise residential development and rear yard amenity spaces of those properties will be maintained in perpetuity and are not planned to change by way of the applicable policy framework. The regulation will ensure that the new building will fit within a 45 degree angular plane measured from 3 metres above grade, mitigating potential massing and shadow impacts. The actual rear yard depth proposed for the building is 17.7 metres, providing adequate separation between the building and adjacent properties to the north.

Interior Side Yard Depth

The intent of the required interior side yard depth is to provide adequate separation between the proposed development and adjacent buildings, while also providing perimeter access to the rear yard. The applicant has requested a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres. The proposed regulation will ensure all new buildings on the project site are setback at a minimum 1:2 depth-to-height ratio to provide additional horizontal plane separation and enhanced opportunities for plantings/buffering. The actual interior side yard depth proposed for the building is 16.8 metres, which provides plenty of separation between the building and adjacent property to the east.

Building Height, Density, and Building Stepbacks

Staff is satisfied the requested 8 storey (27 metre) building height and density of 225 units per hectare are appropriate for the site. As discussed in section 4.4 of this report, the increase in intensity beyond the standard maximum of 4 storeys and upper maximum of 6 storeys is appropriate for the site and has been appropriately mitigated to ensure there will be no adverse impacts on adjacent properties. Angular plane and minimum setback requirements captured in the recommended amendments ensure adequate separation between the building and adjacent properties, as well as an appropriate transition in height. In addition, 1.5 metre and 2.0 metre stepbacks above the 6th storey are recommended along Briarhill Avenue and Huron Street, respectively, to assist in creating a human-scale streetscape. Adequate outdoor amenity space has been provided on site and will be refined at a future Site Plan Approval stage. As such, staff is satisfied the proposed 8 storey (27 metre) building height and density of 225 units per hectare is appropriate and provides for higher density, transit-oriented development. It should be noted that the requested building height of 27 metres is recommended through the H27 height provision.

Front Lot Line Interpretation

As the subject site is located on a corner, the lot contains both a front lot line and an exterior side lot line. By definition in the Zoning By-law, the front lot line is the shorter lot line abutting the street which in this case is the Briarhill Avenue frontage. However, the site has been designed such that the building is oriented towards Huron Street, the higher order street, therefore the applicant has requested an additional special provision to interpret Huron Street as the legal frontage. As this is a technical matter and would secure building orientation to the higher order street, staff have no concerns with the requested special provision.

4.7 Issue and Consideration #7: Traffic and Parking

As previously stated, the applicant is proposing 153 parking spaces which equates to more than double the requirement of Section 4.19 of Zoning By-law Z.-1. As such, staff have no concerns about the on site parking or impacts within the neighbourhood. In addition, the site is located in close proximity to bus stops #300, #1002, and #1012,

which are located on Briarhill Avenue (directly across from the property) and along Huron Street. There are also a number of other transit stops in the vicinity.

As part of the submission for the revised development concept, the applicant provided a Transportation Impact Assessment (“TIA”) prepared by Paradigm Transportation Solutions Limited, dated November 2022. The City’s Transportation Division has reviewed the TIA and has accepted the conclusions and recommendations.

4.8 Issue and Consideration #8: Archaeology

The subject lands are identified on the City’s Archaeological Mapping as having archaeological potential. As part of the complete application, the applicant submitted a Stage 1-2 Archaeological Assessment prepared by Lincoln Environmental Consulting Corp., dated June 2022. However, the submission did not include the necessary Ministry of Citizenship and Multiculturalism (MCM) compliance letter. As such, staff are recommending an h-18 Holding Provision be applied to ensure the compliance letter is received and all outstanding archaeological matters are addressed.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, the Neighbourhoods Place Type policies, the Zoning to the Upper Maximum policies, and the Evaluation Criteria for Planning and Development Applications policies. The recommended amendment would permit development at a transitional scale and intensity that is appropriate for the site and the surrounding neighbourhood, and facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of development.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

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

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

Cc:

Britt O’Hagan, Manager, Community Planning, Urban Design and Heritage

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

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 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

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 June 27, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 27, 2023
Second Reading – June 27, 2023
Third Reading – June 27, 2023

**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 Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum contained in the Our Tools part of this Plan, and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for an apartment building or a mixed-use apartment building with an upper maximum height of 8-storeys. Additional criteria would require lot assembly and ensure the increased intensity fits within the character of the existing area and is appropriate for the site.

D. THE AMENDMENT

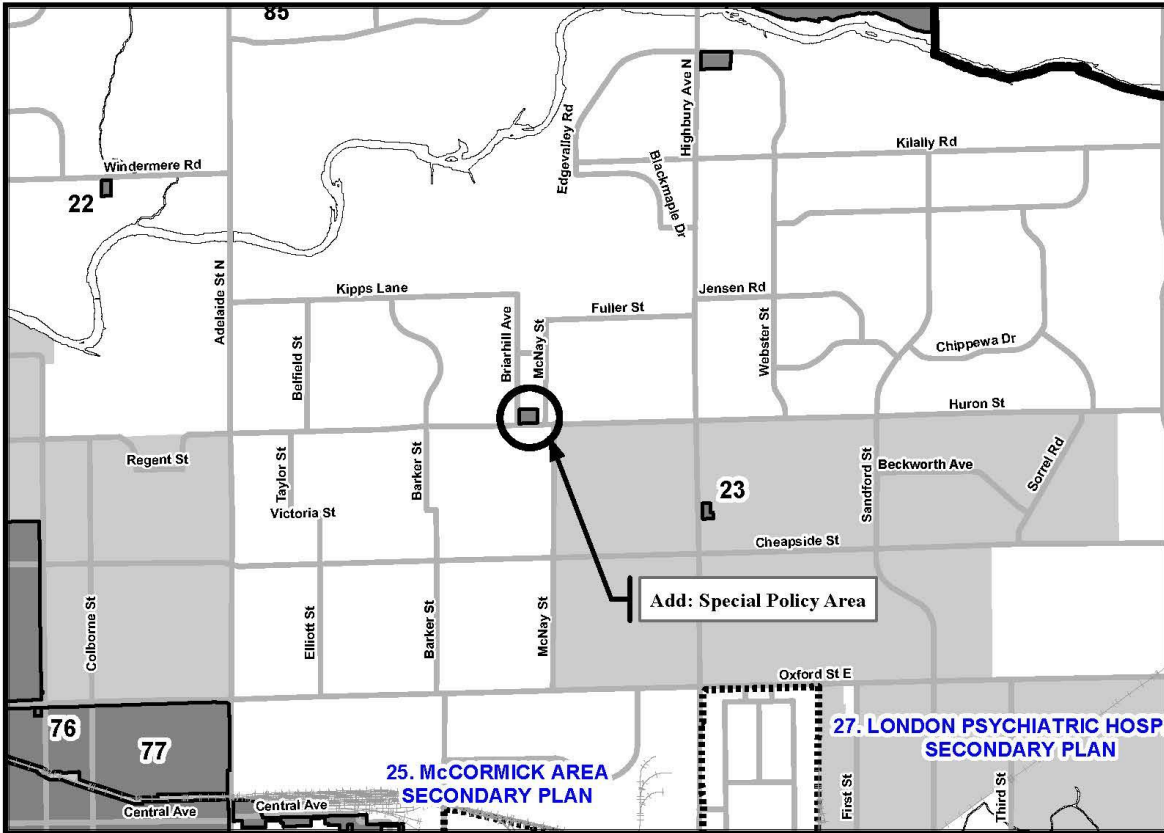
The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

() 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

In the Neighbourhoods Place Type applied to the lands at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, an apartment building or mixed-use apartment building shall be permitted at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum contained in the Our Tools part of this Plan, and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line.

2. Map 7 - Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue in the City of London, as indicated on “Schedule 1” attached hereto.

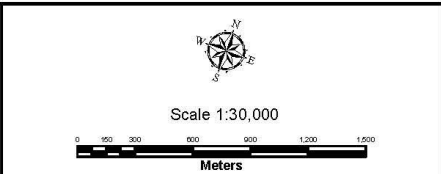


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9596
PLANNER: CM
TECHNICIAN: JI
DATE: 5/12/2023

Appendix B

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 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

WHEREAS 2864876 Ontario Inc. has applied to rezone an area of land located at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform 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 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R9 Special Provision (h-18*R9-7()*H27) Zone.
- 2) Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7() 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue

a) Regulations

- | | |
|--|---|
| i) Lot Area (Minimum) | 6,800 square metres |
| ii) Front and Exterior Side Yard Depth (Minimum) | 1.0 metre |
| iii) Front and Exterior Side Yard Depth (Maximum) | 6.0 metres |
| iv) Front Yard Building Stepback Above the 6th Storey (Minimum) | 2.0 metres |
| v) Exterior Side Yard Building Stepback Above the 6th Storey (Minimum) | 1.5 metres |
| vi) Setback to the Sight Triangle (Minimum) | 0.0 metre |
| vii) Rear Yard Depth (Minimum) | 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height, but in no case less than 7.5 metres |

- | | | |
|-------|--|---|
| viii) | Interior Side Yard Depth
(Minimum) | 1.0 metres per 2.0 metres of
main building height or fraction
thereof, but in no case less than
4.5 metres |
| ix) | Density
(Maximum) | 225 UPH |
| x) | Notwithstanding Section 4.27, balconies on an apartment building may
be permitted to encroach up to 0.5 metres into the required front and
exterior side yard. | |
| xi) | Notwithstanding anything to the contrary, Huron Street shall be
deemed to be the front lot line. | |

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.

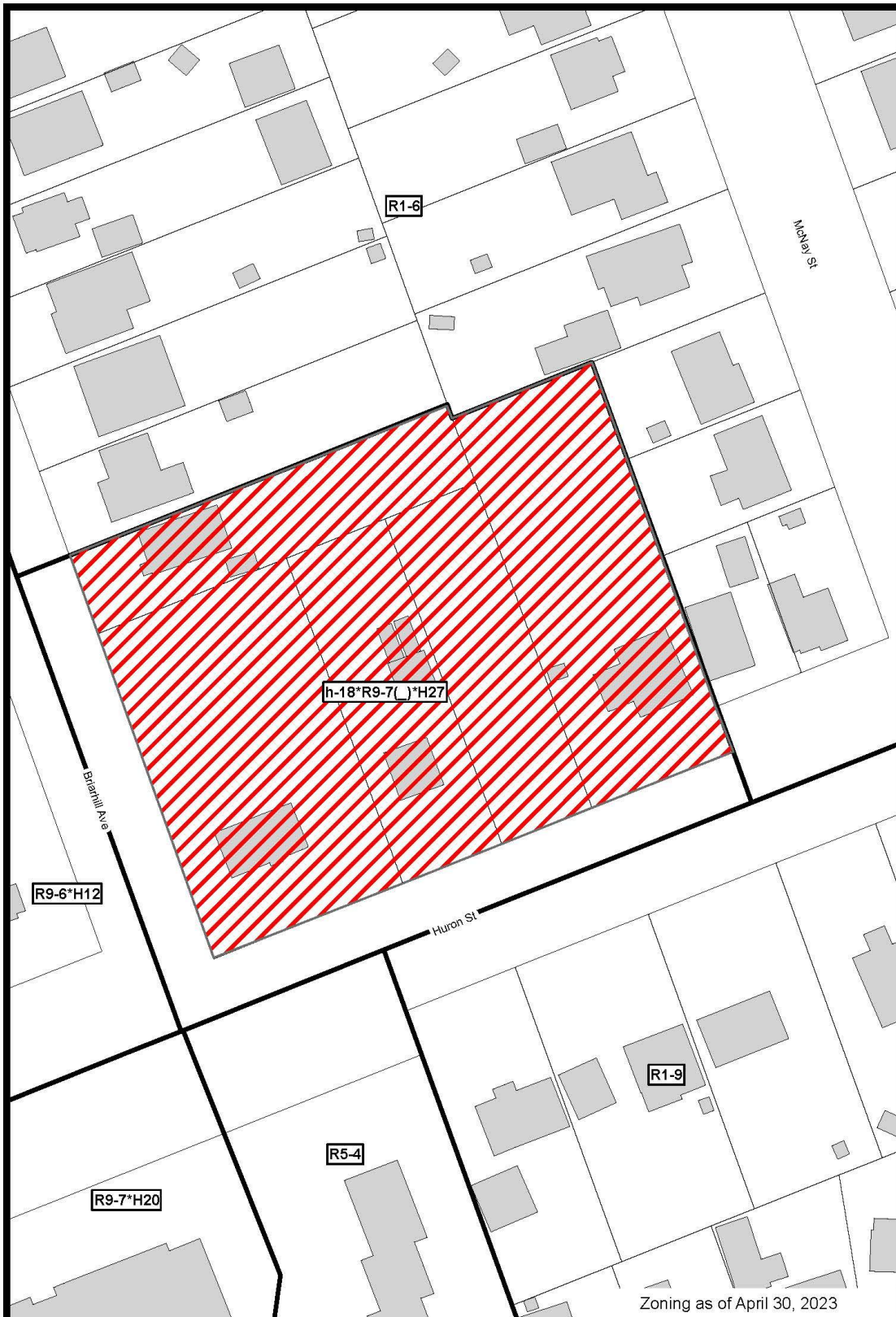
PASSED in Open Council on June 27, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 27, 2023
Second Reading – June 27, 2023
Third Reading – June 27, 2023

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



File Number: OZ-9596
Planner: CM
Date Prepared: 2023/5/12
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix C – Public Engagement

Community Engagement

Public liaison: On March 8, 2023, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 9, 2023. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit an 8-storey, 143-unit apartment building. Possible amendment to the Official Plan to add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building or mixed-use apartment building at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-6) Zone, which permits a single detached dwelling, **TO** a Residential R9 Special Provision (R9-7(_)*H27) Zone, which permits: apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and continuum-of-care facilities. The following special provisions have been requested: a minimum lot area of 6,800 square metres; a minimum front/exterior side yard depth of 0 metres; a maximum front/exterior side yard depth of 6 metres; a minimum rear yard depth of 1.0 metres per 1.0 metres of main building height or fraction thereof for all portions of the main building above 3.0 metres in height but in no case less than 7.5 metres; a minimum interior side yard depth of 1.0 metres per 2.0 metres of main building height or fraction thereof, but in no case less than 4.5 metres; a maximum building height of 27.0 metres; a maximum density of 225 units per hectare; and, notwithstanding any provisions of the by-law to the contrary, Huron Street shall be regarded as the front lot line. File: OZ-9596 Planner: C. Maton.

Public Responses: Five (5) written responses and three (3) phone calls were received from seven (7) interested parties.

Concern for:

Affordability:

Concern that there is a need for affordable housing in this area and that the units will not be affordable.

Traffic:

Concern that there are existing traffic issues in the area which will be exacerbated by the proposed development.

Bike Parking:

Concern that the proposed bike parking is not easily accessible for residents.

From: Lord Byron

Sent: Monday, March 20, 2023 5:53 PM

To: Maton, Catherine <cmaton@london.ca>; Planning and Development <PlanDev@london.ca>

Subject: [EXTERNAL] Huron St & Briarhill Apartment Proposal

Good Evening Catherine.

I can assume that you are the project planner for the Apartment to be built at the corner of Huron & Briarhill in London ON?

I saw your plans and am excited for the new Development. It appears to be a High End building, which should fit in just fine in our neighbourhood.

I do have 2 questions. As you may have surveyed the area, Huron St has been a busy East - West road in London for quite some time. With the addition of this building, the traffic will most certainly rise.

My 1st question, does the City of London plan on widening Huron St from McNay St through Barker to Adelaide? This street has been a high flow traffic street for many trying to travel from home, work and school. Many times during peak hours in the afternoon/evening, traffic has been backed up from McMay to Barker heading Eastbound.

With the new construction, now would be the BEST time to widen Huron, at least from McNay to Barker. Now I did notice that there is another building proposal on Huron St close to Adelaide. Again, if the plans are to go ahead, widening Huron from Adelaide to McNay would then be the most optimal time to do so.

I understand this may not have anything to do with your building proposal.

David Sharples, resident @

May the force be with you.

From: SHIVANI SHELAT

Sent: Wednesday, March 22, 2023 2:21 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] Notice of Planning Application- Huron and Briarhill Avenue

Hello Catherine,

Thank you for speaking with me this afternoon. Please share the link for tonight's meeting on this email.

Thanks,
Shivani Shelat

From: Chris Brook

Sent: Wednesday, March 29, 2023 5:18 PM

To: Maton, Catherine <cmaton@london.ca>

Cc: Cuddy, Peter <pcuddy@london.ca>; Stevenson, Susan <sstevenson@london.ca>

Subject: [EXTERNAL] Notice of Planning Application OZ-9596 - Resident Feedback

Good afternoon,

I received a notice regarding the planning application that has been submitted for the rezoning and redevelopment of the properties at 294 Briarhill and 1176, 1180, 1182 and 1186 Huron. As a resident of this neighbourhood, I do have some feedback to provide with regards to this development application.

First of all, I do not have any concerns with redeveloping this site into a multi-unit residential building. I think given fact that Huron is a major road and already has dozens of multi-unit residential buildings, this redevelopment makes sense for the neighbourhood. I also recognize that this fits in with the city's current mandate of residential densification and that such redevelopment could help to alleviate the current housing affordability crisis we are facing.

I do, however, have three primary concerns with regards to the development itself and the collateral impacts of increasing the population density at Huron and Briarhill.

1. With regards to the development itself, is this building going to be used to provide affordable housing? If that is not the primary purpose of the building, is there going to be a requirement for the building to include a percentage of affordable units?

This neighbourhood is already facing a housing affordability crisis as this is one of the lower income areas of the city with high poverty rates and affordable housing is what is needed here. We do not need more overpriced rentals or luxury condos, we need housing that people can actually afford. If this development is not planning to provide

any affordable housing units to this neighbourhood at this time, then this should be a condition of approval of the application.

2. If this site is redeveloped into a 143 unit residential building then there needs to be sufficient parking for the residents. My understanding is that the city currently has a minimum requirement of 1 parking space per 2 units in these sorts of multi-unit residential buildings and this is simply insufficient for any residential development in this city at this time. I understand that the intention is to push the use of transit, however Huron is not getting rapid transit and the local transit system is currently insufficient forcing residents to have to rely on their cars to get around.

If this development is approved and the bare minimum parking is provided, then residents without onsite parking will simply find other places to park. That may end up being on the street or on private property such as in the visitors/overflow parking in my townhouse complex at 305 Briarhill where we already have plenty of our own issues with parking.

3. If this development is approved, then the city needs to address the traffic issues on Huron, particularly at the Huron and Briarhill intersection. This area is already subject to plenty of congestion due to the fact that this section of Huron is insufficient for the requirements of current traffic volumes. If a new apartment building is built at this site then the city needs to take the opportunity to widen and redevelop Huron to accommodate the added traffic, in addition to the current traffic volumes, and improve pedestrian and bicycle infrastructure.

At this point I believe Huron should have two lanes in each direction from Highbury to Adelaide to accommodate the traffic volumes. In the current state, these houses between McNay and Briarhill present an obstacle to widening the road, however if they are being removed for this development then this is the perfect time for the city to address the traffic issues here as well. I know this section of Huron already has had repeated issues with water mains as well, so this would be a good time to address water and sewer infrastructure.

I do hope this feedback is helpful in the consideration of this application. If you should have any questions about my feedback, please do not hesitate to ask.

Thank you,

Christopher Brook
Ward 4 Resident at

From: Sharon Crowther
Sent: Monday, April 17, 2023 12:26 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] File OZ-9596

I viewed the sign on the corner of Briarhill and Huron Streets concerning the erection of a 143 unit apartment building on this corner. My first question is what is the meaning of maximum density 225 uph?

From what I could see on the website, it appears that there is to be one entrance/exit to this building which is to be on Briarhill Avenue. This corner becomes quite congested and I cannot imagine what further traffic chaos is going to be created when you have the additional impact of 143-286 cars entering and exiting the building a few yards from the corner where the traffic that already uses Briarhill as a short-cut is coming around the corner proceeding north directly in front of the entrance/exit to this new building. While they obviously will not all be leaving the building at the same time, there is the potential of a lot of additional traffic thrown into the mix. Is there a plan to deal with this?

Thirdly, and of maximum concern to the residents on Briarhill Avenue, traffic on Briarhill has become a critical issue. We have been trying to have City Hall address our

concerns. It can take a considerable length of time just to back out of your driveway already and what is this going to do to an already difficult situation? Most of the people in this section have been in their houses between 25 and 75 years and the traffic is just getting worse. It can be a real problem trying to cross the street unless it is 7:00 am Sunday morning. The realtors have told people trying to sell their houses that traffic is a problem and the last 3 families who have moved in on the street have said they never would have bought the house if they had known how busy the street is. As I see it the addition of this building on the corner is only going to heighten the problems of traffic.

Currently, if the light is red at Briarhill, traffic travelling west will go North on McNay, West on Melsandra, and whip around the corner onto Briarhill (never observing the stop sign). Other traffic turns at Briarhill to cut down to Kipps Lane, and the Adelaide Street traffic cuts eastward on Kipps Lane, barreling around the stop sign at Briarhill and races up to Huon Street. No one stops at the stop signs if they are going north or south. What plan is in place to deal with this problem when you are adding potentially up to 286 cars onto the corner?

I look forward to hearing from you.

Sharon & Doug Crowther

From: Daniel Hall

Sent: Sunday, April 23, 2023 6:25 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] 1176, 1180, 1182, & 1186 Huron Street and 294 Briarhill Avenue

Hi Catherine,

I live off of Huron St near this proposed development and want to say I am very excited for this development on Huron St. We need more density broadly in the City, and this location is well served by transit, and is close to commercial opportunities at Highbury. Additionally, I've lived in the area for 10 years and haven't seen very much new development, so to me it's a good sign that new development is happening in this area.

I also have a few comments about the development that hopefully are helpful:

- Mixed use developments are critical and this would be a missed opportunity to not have some commercial within the development. I think at a minimum requiring a single-unit of commercial would help activate the street frontage and provide an amenity to the neighbourhood
- The bike parking inside the development seems to be behind many doors. It should be designed for easy in and out for people cycling
- The sidewalk on Huron St should be in line with the sidewalk to the west of Briarhill - set back from the road. Curb face sidewalk is not ideal here.
- There is an existing transit stop at the eastern edge of this development. This should be an opportunity to enhance this stop - planning for amenities or a place to have a shelter for example

Thanks for your consideration,
Daniel

Agency/Departmental Comments

Site Plan – March 9, 2023

The overall layout is similar to SPC, but a few things stand out. I provided comments below.

The southern setbacks are very tight. If the red line is the post-widened property line, they seem to be blurring the public-private realm. I'm curious about the site features they're showing beyond the red line – does the developer intend to make these site features then hand over maintenance to the City? Perhaps the City is willing to entertain this responsibility but this isn't a substitute for on-site tree planting/landscaping buffering the street. I'll leave this to you and Corby to discuss.

Urban Design can speak more to the shadow study, but several neighbouring parcels would be regularly occluded from the sun, either partially or fully.

That northwestern parking is quite exposed. Again, I appreciate the public-side tree but I'd want another tree on their side as well. If and when the City widens that, it'd be a football field worth of parking from the streetscape. I also want to see trees on the parking islands.

Accessible parking is calculated per provided parking, not required, so this needs to be updated. They'd also need to shown the barrier-free pathway. I want to see outside bicycle parking too.

I don't mind the amenity space. However, I don't see an indication of how they'll handle that nearby ramp. I'm imagining kids running around. I figure OBC likely requires some guard for safety but additionally, the applicant may consider bushes to further section off this area.

Urban Design – March 14, 2023

Urban Design is generally supportive of this proposal. The London Plan contemplates four storeys with the potential to go up to six storeys – if zoning provisions are applied that address contextual fit. Urban Design staff would be amenable to an increase beyond the maximum height, if the scale and contextual fit of the building is properly addressed through the zoning provisions, in particular, transitions to the London Plan planned context along both street frontages.

- This application will be reviewed by the Urban Design Peer Review Panel (UDPRP)
- Following the UDPRP meeting, the applicant is to forward the following information to the Planner and Urban Designer:
 - i. UDPRP Memo
 - ii. Applicant response to the UDPRP memo
 - iii. Updated drawings reflecting the revisions made to address the UDPRP comments.

Minor Comments for Zoning

- Provide height transition to the east that will minimize shadow impacts and reduce the abrupt change in intensity along Huron Street. A stepdown to six storeys along Huron Street and down to four storeys on Briar Hill may be more appropriate to transition to the existing and planned context. Additional design measures relating to building height, scale and massing may be used to provide this transition [TLP 298_]
- Provide a setback above the fourth storey to create a human scale streetwall better aligned with the London Plan policy context.
- Integrate the underground parking ramp into the building rather than as a stand-alone structure to allow for additional amenity space and to minimize visual impact [TLP 275_].

Items to be Addressed at Site Plan

- Provide an appropriate landscape treatment between the building and the street, along Huron Street and Briarhill Avenue.
 - Provide a mix of hard- and soft- landscape treatments and pedestrian amenities near the main lobby entrance such as seating and lighting to attract pedestrian activity to the front of the building [TLP 243_, 879_4].
 - Provide the public sidewalk in the ultimate location and provide direct walkways to individual units' entrance with front doors.
 - Design the landscape with clear sight lines especially along pedestrian routes and delineate the public and private realm.
- Increase the landscape buffer to the abutting properties to the north for visual amenity. This would also assist with stormwater management and reduce the heat island effect [TLP 278_, 282_].

- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance [TLP 280_]. Ensure these are denoted on the site plan.
- If garbage pickup location is to remain at the currently illustrated location on site, provide a garbage enclosure and buffer the enclosure with landscaping [TLP 266_].

Urban Design Peer Review Panel (UDPRP) – March 15, 2023

General Comments

The panel commends the proponents for the quality of the submission, and the quality of the proposed design. The architecture, massing, and treatment of the street frontages are all seen as positive contributions to this corner site.

Surface Parking, Circulation, Outdoor Amenity Space

- The panel suggest consideration be given to reducing the amount of surface parking, either by reducing the overall parking count, or by redistributing more surface parking to underground parking.
- A reduction in surface parking will allow for a larger and more useful amenity space. The panel notes that in its current location, the amenity space will require noise mitigation. Consider providing a larger amenity space with a paved terrace and planter boxes along the north edge of the interior corner of the L-shaped building. The proposed amenity space at the east edge of the site could also remain, or be revised to a simple generous landscaped buffer space with walkways.
- The panel recommends consideration be given to relocating the parking ramp closer to the north side of the site, to make a better site configuration, a better condition for the suggested revised amenity space location noted above, and the pedestrian walkway proposed to connect from the Huron Street public sidewalk across the east side of the site to the rear of the building.
- The panel commends the inclusion of private amenity spaces and entrances to apartments at grade, as well as direct paved walkways connecting the public sidewalks along Huron and Briarhill to individual private entrance. The panel suggests that individual walkways could also be provided to private amenity spaces included along the interior corner of the building on the parking lot side.

Architectural Expression

- The panel commends the proponent for a thoughtful and appropriate proposed building massing and architectural treatment.
- Consider providing larger glazed openings at the end of the ground floor corridors at the north end of the building and the east end of the building. Consider a slight alteration to the location of the two outside exit stairs to allow for a direct line of sight and path of travel from the corridors through these entrance/exit points This could improve wayfinding for residents and visitors entering or exiting the building. The inclusion of canopies at both these entry/exit points is commended.

Concluding comments

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process. Subject to incorporation of the comments and recommendations noted above, the proposed redevelopment of this site will make a positive contribution to the evolving neighbourhood. Consider the panel's recommendations as noted above for future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent's response.

London Hydro – March 17, 2023

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:**

Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Landscape Architecture – March 20, 2023

The City's Landscape Architect has reviewed the Tree Preservation Report prepared by Arthur Lierman for 1176-1186 Huron St and 294 Briarhill Avenue and has the following comments:

1. The development poses some risk of injury to two CoL boulevard trees [#1, 12]. All trees located on City of London Boulevards (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed by the Boulevard Tree Protection Bylaw. At time of **Site Plan** Application, the owner is to forward proof of payment to Forestry Operations for removal of tree #12 and permission to injure the roots of #1. Any person who contravenes any provision of this By-law is guilty of an offence and is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00.
2. One large tree is growing on the property line shared with 295 MacNay Street will be injured with the development as proposed. The tree is protected by the Province's Forestry Act. Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands. Forestry Act 1998, c. 18, Sched. I, s. 21. To injure the roots of this tree, estimated non-fatal 10%, **written consent from co-owner, owner 295 MacNay must be obtained and forwarded to Development and Planning.** Any person who injures or destroys a tree growing on the boundary between adjoining lands without the consent of the land owners is guilty of an offence under this Act.

UTRCA – March 27, 2023

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION: *Clean Water Act*

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:
<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

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

Ecology – March 31, 2023

- No ecological planning issues related to this property and/or associated study requirements.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Engineering – April 3, 2023

Engineering has reviewed the submitted TIA and servicing report and have no issues or concerns with the proposal and we do not require any holding provisions.

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

Transportation:

- A response to comment letter is required for each following comments;
- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure proposed access meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes;
- As per Site Plan control by-law and City's Access Management Guideline (AMG) minimum 6.0m curb radii and 6.7m driveway width is required;
- A 15.0m clear throat is required from property line in to the site;
- Ensure access radii must not extend beyond property line projection, access must be maintained within the projected property frontage and not encroach on the neighbouring properties projected frontage;
- Currently, the width from C/L along Briarhill Ave is 10.058m. Therefore a widening of 0.692 is required to attain 10.75 road dedication from centerline;
- Along Huron St, the width from C/L is 10.058m at the present. Therefore a widening of 7.942m is required to attain 18.0m road dedication from centerline;
- A 6.0m x 6.0m daylight triangle is required at the corner of Huron St and Briarhill Ave;
- Please register draft reference plan with City's Geomatic department for required widening.

Water:

- Municipal watermains fronting the subject site include a 300 mm diameter PVC watermain on Briarhill Avenue, a 600 mm diameter Steel watermain on Huron Street and a 150 mm diameter CI watermain on Huron Street.
- Water servicing for this development should be taken from the 300 mm diameter PVC watermain on Briarhill Avenue.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- All water servicing to the site shall be to City of London Design Standards.
- Existing water services are to be decommissioned as per City Standards.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Wastewater:

- There are two municipal sanitary sewers available to service the subject site. There is a 375 mm diameter sanitary sewer, down to a 350 mm diameter sanitary sewer downstream, on Huron Street and a 200 mm diameter sanitary sewer on Briarhill Avenue.

Stormwater:

Specific comments for this site:

- Currently, there is no frontage storm sewer and any future extension would be at the applicant cost.
- In addition, Changes in the "C" value will require the applicant to demonstrate sufficient capacity in the receiving pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. As-constructed information should also be updated to reflect the proposed development. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- If the number of at grade parking spaces exceed 29, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the

standards of the Ministry of the Environment, Conservation and Parks and to the satisfaction of the City Engineer. Applicable options to address water quality could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required sampling/inspection maintenance hole.

- The proposed land use of a medium density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.

The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.

- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed:

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.

An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and

satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Appendix D – Applicant’s Response to UDPRP Comments

Comment:

The panel commends the proponents for the quality of the submission, and the quality of the proposed design. The architecture, massing, and treatment of the street frontages are all seen as positive contributions to this corner site.

Applicant Response:

Acknowledged, thank you.

Comment:

The panel suggest consideration be given to reducing the amount of surface parking, either by reducing the overall parking count, or by redistributing more surface parking to underground parking.

Applicant Response:

The current design strives to strike a balance between the provision of housing, green/amenity space and effectively using surface area for parking and vehicle circulation. As shown on the concept plan, 2/3 of all proposed parking located in the underground garage. We will continue to look at opportunities to reduce the amount of paved area at-grade as we get into detailed design through the Site Plan process.

Comment:

A reduction in surface parking will allow for a larger and more useful amenity space. The panel notes that in its current location, the amenity space will require noise mitigation. Consider providing a larger amenity space with a paved terrace and planter boxes along the north edge of the interior corner of the L-shaped building. The proposed amenity space at the east edge of the site could also remain, or be revised to a simple generous landscaped buffer space with walkways.

Applicant Response:

It is our belief that the current at-grade outdoor amenity space along with the opportunity of rooftop amenity space provides for an adequate amount of common outdoor amenity for the development. Due to other urban design considerations such as locating the building along both street edges and due to the orientation, size and dimensions of the site, the current location of the at-grade amenity space would have the greatest opportunity for continuous sunlight while being next to the building. We will explore opportunities to potentially enlarge the space through detailed design as we progress to the Site Plan process.

Comment:

The panel recommends consideration be given to relocating the parking ramp closer to the north side of the site, to make a better site configuration, a better condition for the suggested revised amenity space location noted above, and the pedestrian walkway proposed to connect from the Huron Street public sidewalk across the east side of the site to the rear of the building.

Applicant Response:

Through detailed design we will explore opportunities to potentially relocate the ramp, however in order to create an efficient and functional layout of the underground parking structure there may be limited opportunity to move the ramp further north.

Comment:

The panel commends the inclusion of private amenity spaces and entrances to apartments at grade, as well as direct paved walkways connecting the public sidewalks along Huron and Briarhill to individual private entrance. The panel suggests that individual walkways could also be provided to private amenity spaces included along the interior corner of the building on the parking lot side.

Applicant Response:

We will explore opportunities to add the individual walkways through detailed design as we progress to the Site Plan process.

Comment:

The panel commends the proponent for a thoughtful and appropriate proposed building massing and architectural treatment.

Applicant Response:

Acknowledged, thank you.

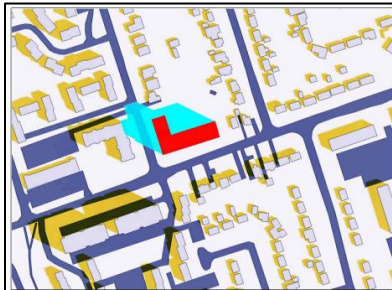
Comment:

Consider providing larger glazed openings at the end of the ground floor corridors at the north end of the building and the east end of the building. Consider a slight alteration to the location of the two outside exit stairs to allow for a direct line of sight and path of travel from the corridors through these entrance/exit points. This could improve wayfinding for residents and visitors entering or exiting the building. The inclusion of canopies at both these entry/exit points is commended.

Applicant Response:

We will explore opportunities to add the suggested larger glazed openings at the end of the ground floor corridors along with the relocation of the outside exit stairs through detailed design as we progress to the Site Plan process.

Appendix E – Shadow Study Images



MARCH 21 9:00AM



MARCH 21 12:00PM



MARCH 21 3:00PM



MARCH 21 5:00PM

- PROPOSED BUILDING
- SHADOW CASTED BY PROPOSED BUILDING
- EXISTING BUILDINGS
- SHADOW CASTED BY EXISTING BUILDINGS



JUNE 21 9:00AM



JUNE 21 12:00PM



JUNE 21 3:00PM



JUNE 21 5:00PM

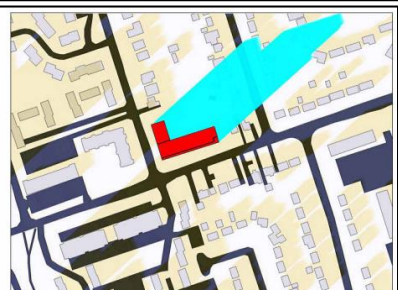
- PROPOSED BUILDING
- SHADOW CASTED BY PROPOSED BUILDING
- EXISTING BUILDINGS
- SHADOW CASTED BY EXISTING BUILDINGS



DECEMBER 21 9:00AM



DECEMBER 21 12:00PM



DECEMBER 21 3:00PM

- PROPOSED BUILDING
- SHADOW CASTED BY PROPOSED BUILDING
- EXISTING BUILDINGS
- SHADOW CASTED BY EXISTING BUILDINGS

Appendix F – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: Yes
Located within the Primary Transit Area: Yes
Net density change: 225 UPH
Net change in affordable housing units: N/A

Complete Communities

New use added to the local community: No
Proximity to the nearest public open space: 550 metres (Northeast Park)
Proximity to the nearest commercial area/use: 150 metres
Proximity to the nearest food store: 950 metres (Walmart Superstore)
Proximity to nearest primary school: Lord Elgin Public School, 850 metres
Proximity to nearest community/recreation amenity: London Public Library (Beacock Branch), 650 metres
Net change in functional on-site outdoor amenity areas: N/A

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 49 metres
Completes gaps in the public sidewalk network: No
Connection from the site to a public sidewalk: Yes
Connection from the site to a multi-use pathway: N/A
Site layout contributes to a walkable environment: Yes
Proximity to nearest dedicated cycling infrastructure: 170 metres
Secured bike parking spaces: 122 spaces
Secured bike parking ratio: 0.75 spaces per unit
New electric vehicles charging stations: 0
Vehicle parking ratio: 1.01 spaces per unit

Environmental Impacts

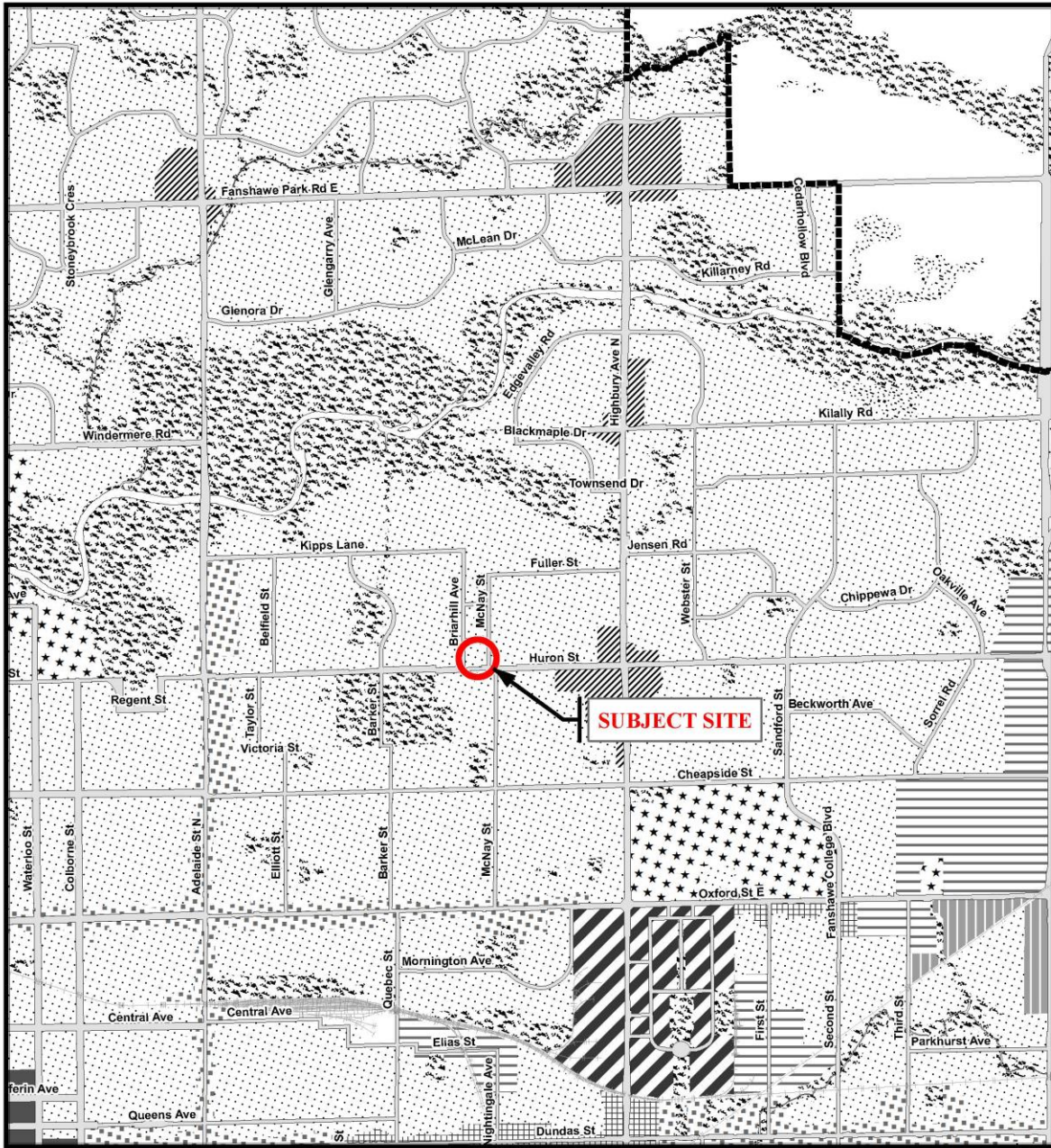
Net change in permeable surfaces: - 0.46 hectares
Net change in the number of trees: - 49
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: N/A
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): N/A

Construction

Existing structures on site: Yes, 7 (including accessory structures)
Existing structures repurposed/adaptively reused: No
Green building features: No
District energy system connection: N/A

Appendix G – Relevant Background

The London Plan – Map 1 – Place Types



Legend

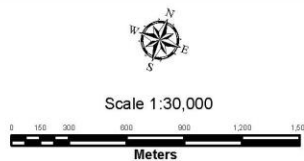
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



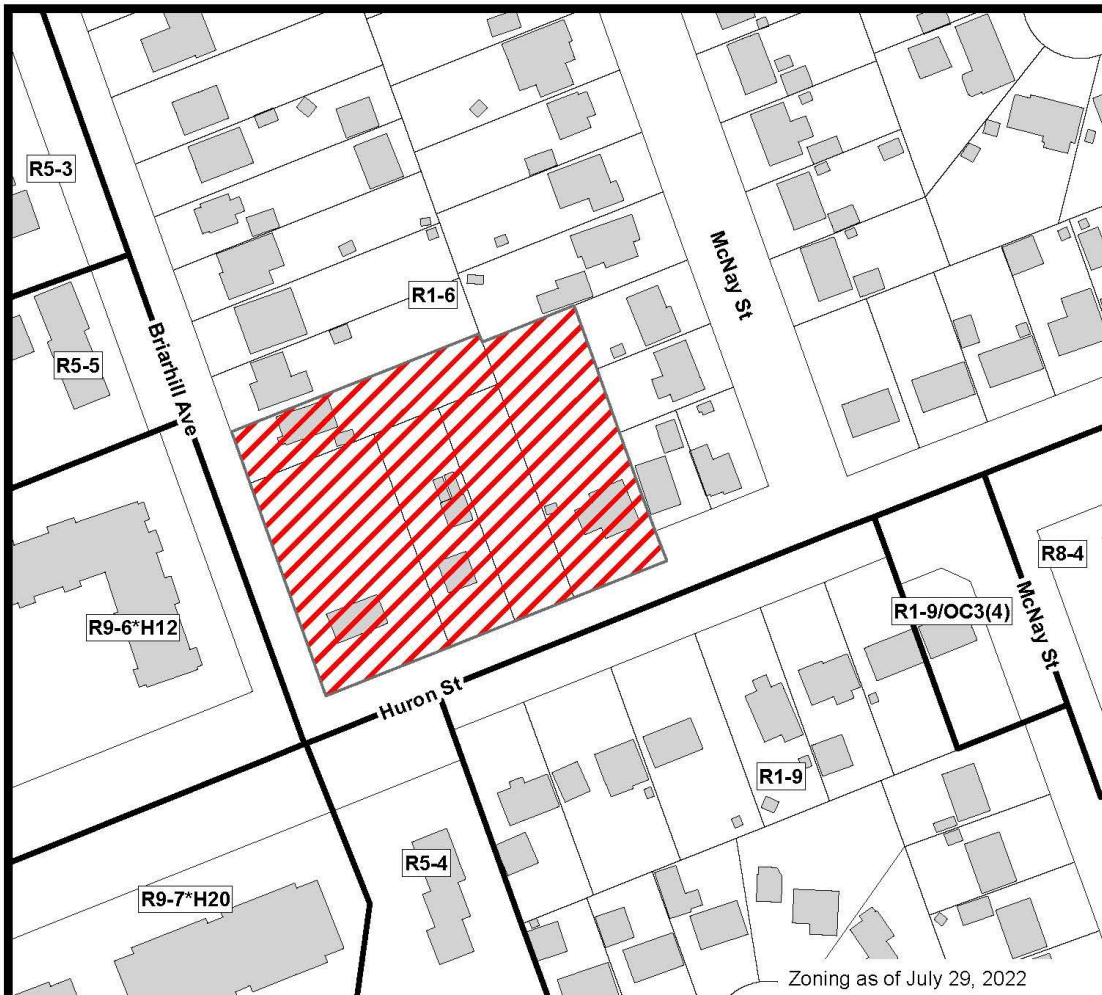
File Number: OZ-9596

Planner: CM

Technician: JI

Date: 2023/5/12

Zoning By-law Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

1) LEGEND FOR ZONING BY-LAW Z-1

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z-1 SCHEDULE A



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

FILE NO:

OZ-9596

CM

MAP PREPARED:

2023/05/12

Jl

1:1,500

0 5 10 20 30 40

Meters