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File: Z-8190  
Planner: Amanda-Brea Watson

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: DREWCO DEVELOPMENT CORPORATION 2250 BLACKWATER ROAD, 660 & 670 GARIBALDI AVENUE PUBLIC PARTICIPATION MEETING ON SEPTEMBER 24, 2013

RECOMMENDATION
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That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Drewco Development Corporation relating to the property located at 2250 Blackwater Road, 660 & 670 Garibaldi Avenue:

- a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 1, 2013 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R6 Special Provision/Residential R7 (R6-5(5)/R7•D35•H12) Zone which permits cluster dwellings in the form of: single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and apartment buildings; and senior citizens apartment buildings, handicap persons apartments buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments at a maximum density of 35 units per hectare and a maximum height of 12 metres, **TO** a Holding Residential R6 Special Provision/Residential R7 (h-5•R6-5( )/R7•D75•H18) Zone to increase the maximum density to 75 units per hectare and height to 18m for the permitted range of uses.
- b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Ensure exterior lighting provided on the apartment buildings is directed to minimize its fall on abutting landowners;
  - ii) Install privacy fencing and enhanced landscaping including a berm to screen parking lots view from existing single detached residential lots on Garibaldi Avenue;
  - iii) Encourage provision of benches, picnic table and refuse receptacles in the green space between Garibaldi Avenue and the parking area for Building 3, as well as in the green space between Building 1 and Building 2 which parallels Sunningdale Road East, to maximize the potential of these areas to serve as outdoor amenity space;
  - iv) Examine re-configuration of the proposed 338 parking spaces shared between Building 1 and Building 2 that adequately breaks paved parking fields with landscaping features;
  - v) Introduce small ponds or bio-swales into the landscape of the outdoor amenity space to provide naturalized vegetation features which also assist in site drainage;
  - vi) Meander the proposed non-vehicular pathway to provide visual variety and modulate wheeled travel speed between the residential development and commercial lands to the east;
  - vii) Encourage provision of non-glare lighting fixtures throughout the development, including parking areas and open spaces to minimize effect on neighbouring lands;

PREVIOUS REPORTS PERTINENT TO THIS MATTER

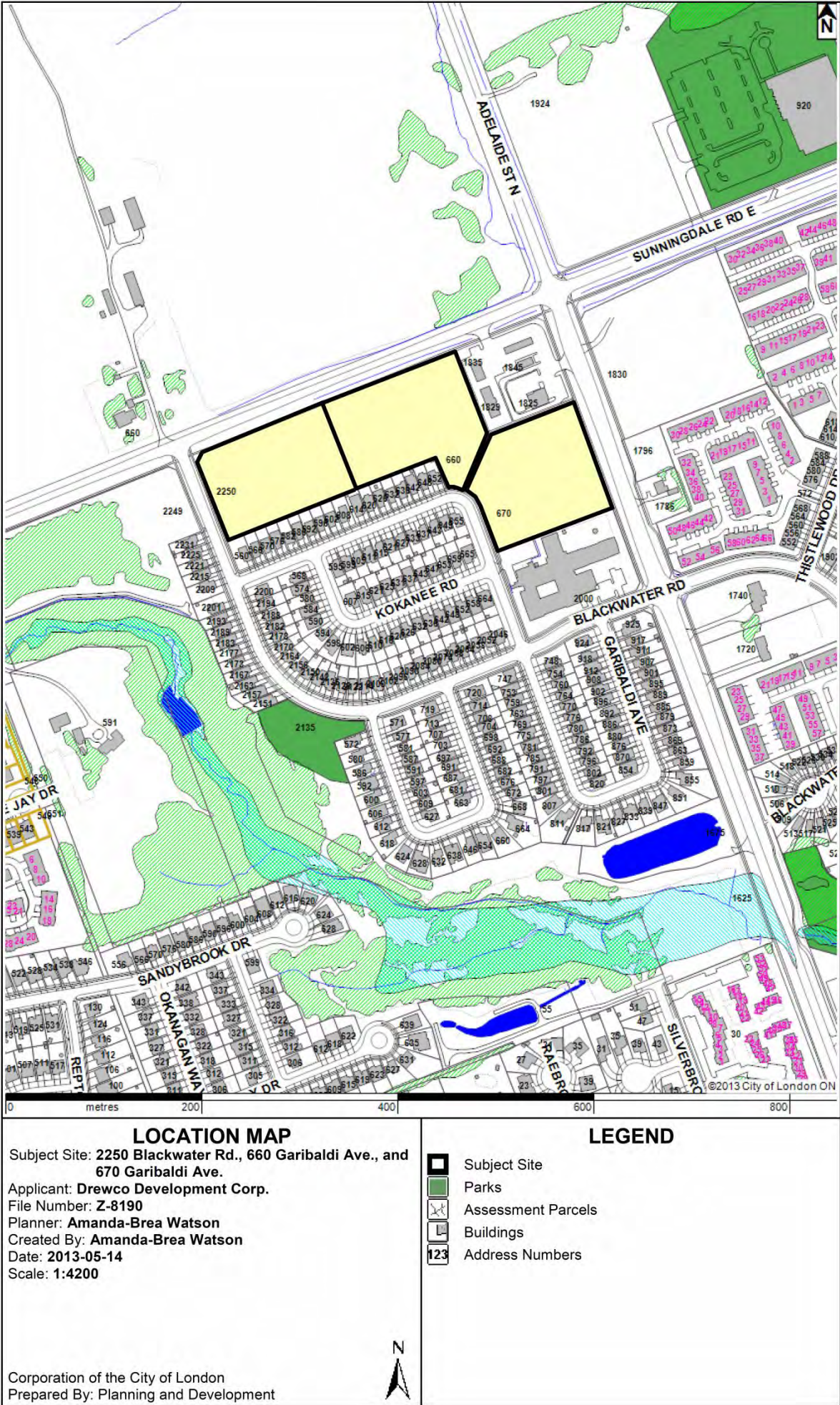
None

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended Zoning By-law amendment is to permit the development of three (3) six-storey apartment buildings with a total of 314 units at a maximum density of 75 units per hectare and a maximum height of 18 metres.

RATIONALE

- i) The recommended Zoning By-law amendment is consistent with policies of the *Provincial Policy Statement, 2005* that encourage efficient development and land use patterns which sustain the financial well-being al well-being of the municipality; accommodate an appropriate range and mix of land uses; and promote cost-effective development standards to minimize land consumption and servicing costs.
- ii) The recommended Zoning By-law amendment permits a form and intensity of medium density residential development that is in conformity with Multi-Family, Medium Density Residential policies of the Official Plan for the City of London, and can provide a compatible transition from the existing developed area to those land uses that are planned for the surrounding area;
- iii) The recommended Zoning By-law amendment allows development that is consistent with the land use concepts and guidelines in the Uplands Community Plan, which encourage medium density housing forms that are designed without the need for noise attenuation walls in this location and recognizes transition with existing residential development;
- iv) The proposed use for the subject site is for a three (3) 6-storey apartment buildings, contributing to the range and mix of housing options in the area. Given that the subject site currently sits undeveloped within a growing area of the City, the proposed use represents an efficient development and land use pattern;
- v) The subject lands are of a size and shape to accommodate the proposal. The recommended Zoning By-law amendment provides appropriate regulations to control the use and intensity of the building and limits the development.



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BACKGROUND

Date Application Accepted: May 10, 2013	Agent: George Bikas
<b>REQUESTED ACTION:</b> Change Zoning By-law Z.-1 from a Residential R6 Special Provision/ Residential R7 (R6-5(5)/R7•D35•H12) Zone which permits single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, apartment buildings, senior citizens apartment buildings, handicap persons apartments buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments at a maximum density of 35 units per hectare and a maximum height of 12 metres, to a Residential R6 Special Provision/Residential R7 (R6-5(5)/R7•D75•H18) Zone to increase the maximum density and height for apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments to 75 units per hectare and 18 metres respectively.	

<b>SITE CHARACTERISTICS:</b>
<ul style="list-style-type: none"><li>Current Land Use - vacant</li><li>Frontage - approximately 80 metres (263 feet) along Blackwater Road</li><li>Depth - approximately 290 metres (951 feet)</li><li>Area - 4.21 hectares (10.40 acres)</li><li>Shape - rectangular (roughly)</li><li>Topography - There is approximately a 23 metre (75 feet) change in elevation across the site sloping downhill from the northwest corner to the southeast corner</li></ul>

<b>SURROUNDING LAND USES:</b>
<ul style="list-style-type: none"><li>North - farmland (urban reserve)</li><li>South - residential (single detached dwellings &amp; Chateau Gardens long term care facility)</li><li>East - residential</li><li>West - residential, open space and vacant/undeveloped lands</li></ul>

<b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map)
<ul style="list-style-type: none"><li>Multi-Family, Medium Density Residential</li></ul>
<b>EXISTING ZONING:</b> (refer to Zoning Map)
<ul style="list-style-type: none"><li>Residential R6 Special Provision/ Residential R7 (R6-5(5)/R7•D35•H12)</li></ul>

PLANNING HISTORY

January 1, 1993 - Subject lands annexed to the City of London from the Township of London under the London-Middlesex Act, 1992 (Bill 75).

August 4, 1998 - Official Plan Amendments for the Uplands South area were adopted by City Council.

December 15, 1998 - Uplands Community Plan adopted by City Council.

Agenda Item #	Page #

File: Z-8190  
 Planner: Amanda-Brea Watson

- October 5, 1999

- Subdivision application by Drewlo Holdings Inc. accepted by the City. The subject lands were included as medium density residential blocks on this application.
- December 1, 1999

- Ontario Municipal Board confirmed the land use designations and road classifications in the Uplands Community Plan.
- June 23, 2000

-Revision to subdivision application by Drewlo Holdings Inc. Application proposes a reduced number of single detached dwelling lots (from 264 to 257) and a revised lotting pattern.
- July 31, 2000

- Draft Plan of Subdivision presented at public participation meeting with staff recommendations for approval. The Plan included 257 single detached dwelling lots, 7 medium density multi-family blocks, 2 stormwater management blocks, 1 commercial block (located at the southwest corner of Sunningdale and Adelaide), 1 park block, 4 pipeline utility blocks, and 1 open space block extending along the Powell Drain.  
  
 At this time staff also introduced OZ-5810, an amendment to change the zoning of the lands from Agricultural (A1) and (A2-6) Zones in the former Township of London Zoning By-law to a Neighbourhood Shopping Area (NSA4) Zone, Residential R1 Special Provision (R1-4( ), R1-6( ),R1-7( )) Zones; Residential R2, Residential R4, Residential R6 Special Provision and Residential R7 (R2-1, R4-5, R6-5( ), R7) Zone, which permit single detached, semi-detached and duplex dwellings, street townhouses, cluster housing and seniors housing, up to a maximum density of 35 units per hectares and a maximum building height of 12.0 metres; Open Space OS1 and OS5 Zones and a Holding Urban Reserve (h-2•UR1) Zone in the City of London Zoning By-law No.Z-1.  
  
 Please refer to Figures 1 & 2 which were used in the Notice of Subdivision Application and Official Plan Amendment Request as part of 39T-9952/OZ-5810.
- November 19, 2001-

Council approves application Z-6139 for Chateau Nursing Homes Inc. The application increased the density of existing zoning to permit various forms of cluster housing and seniors housing at a maximum density of 40 units per hectare.
- August 9, 2002

- Plan of Subdivision 33M-444 Registered.  
 This includes: 3 Open Space blocks on which Northbrook Park, multi-use trails and a storm pond have been developed; and a total of 144 residential lots along Blackwater Road, Clearwater Crescent and Garibaldi Avenue.
- August 26, 2004

- Plan of Subdivision 33M-499 Registered.  
 This includes: the subject lands, being, 3 medium density residential blocks; a commercial block at the corner of Sunningdale Road and Adelaide Street; as well as a total of 61 residential lots along Garibaldi Avenue and Kokanee Road.

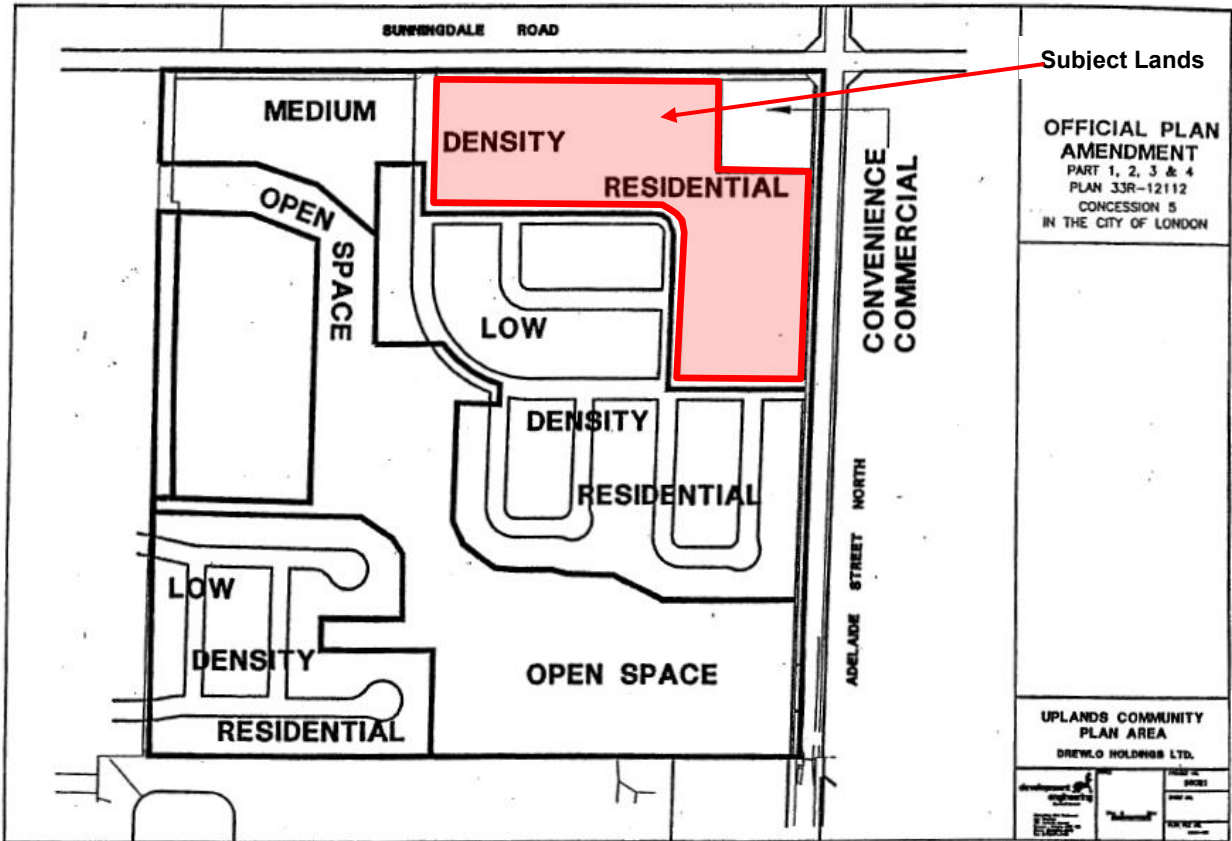


Figure 1 - Official Plan Amendment Requested as part of 39T-9952/OZ-5810  
Source: Public Notice of Subdivision Application – October 6, 1999

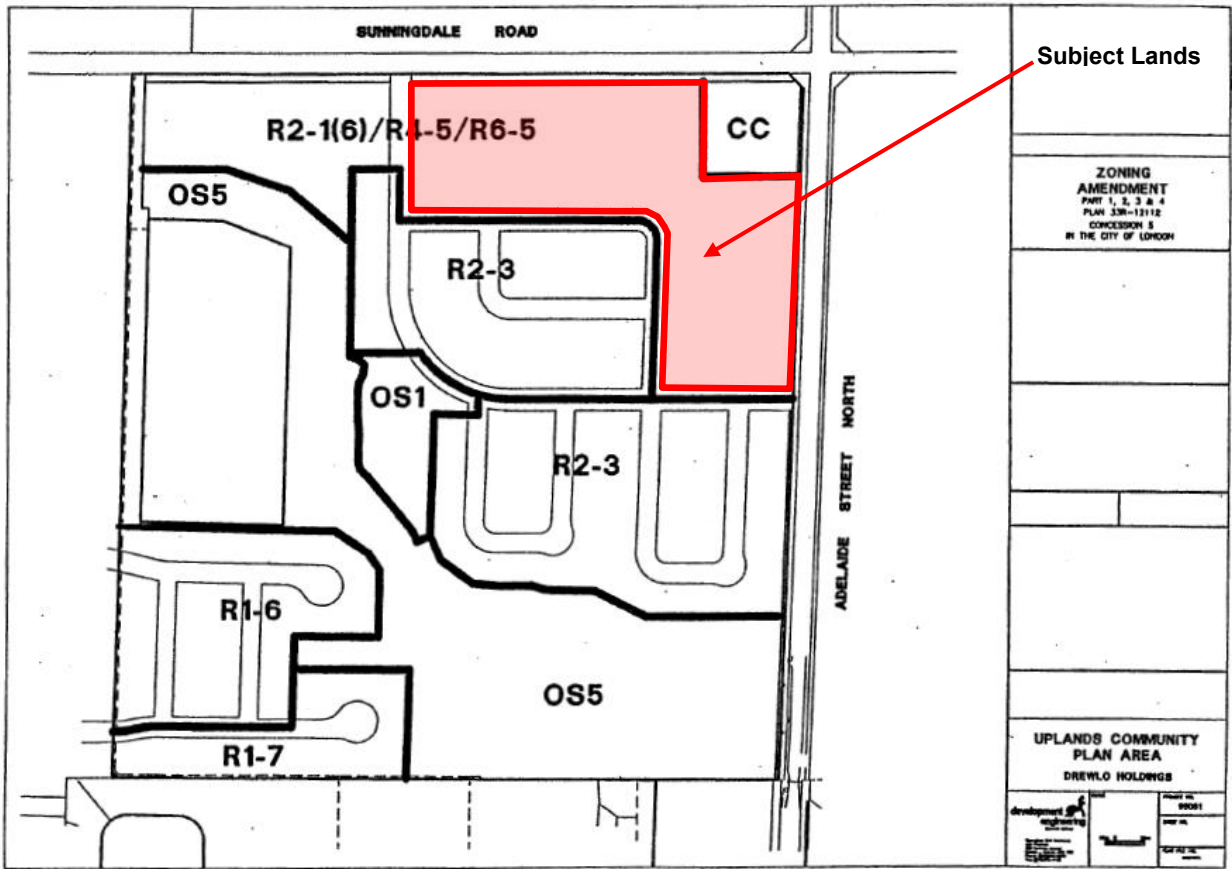
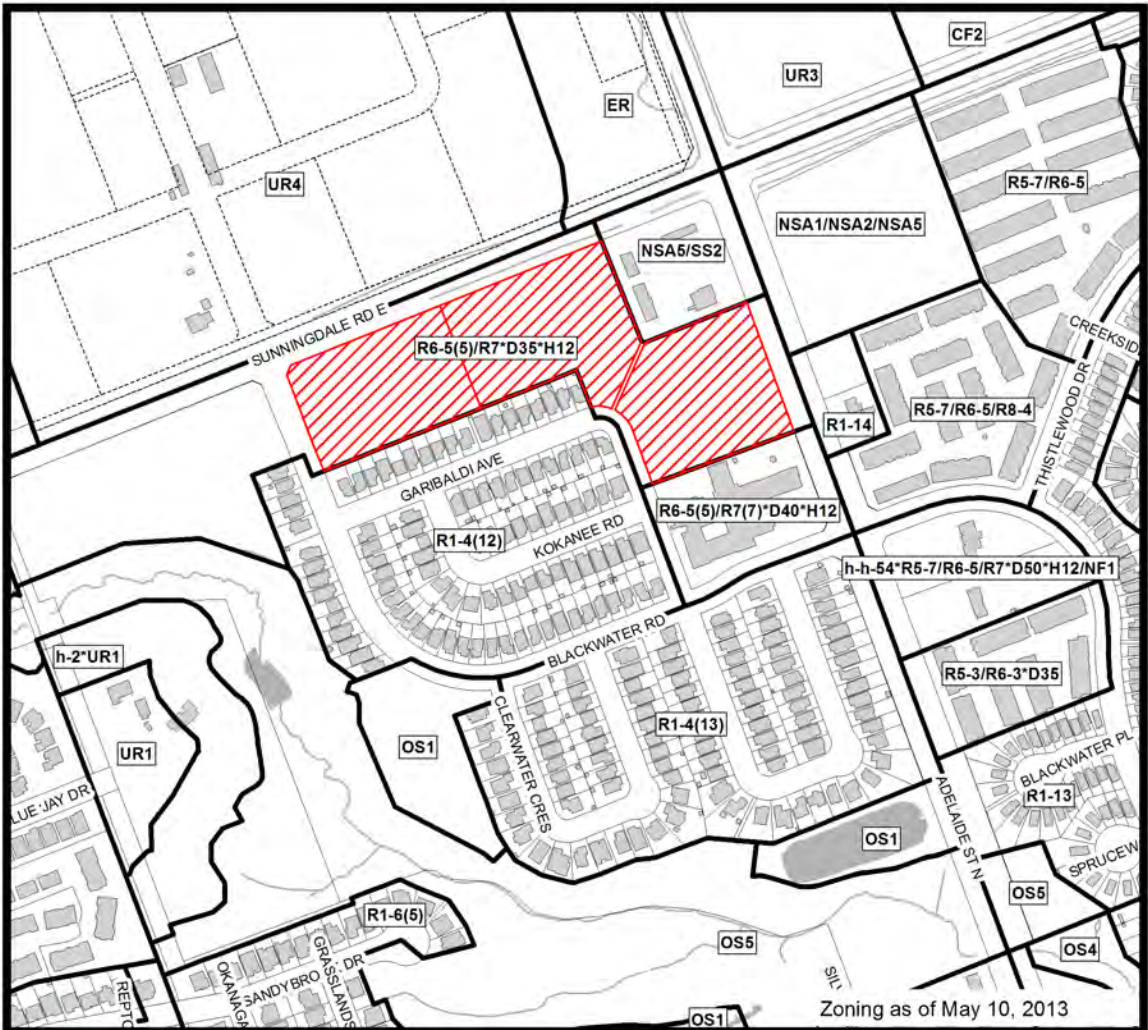


Figure 2 - Zoning By-law Amendment Requested as part of 39T-9952/OZ-5810  
Source: Public Notice of Subdivision Application – October 6, 1999





File: Z-8190  
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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R6-5(5)/R7\*D35\*H12

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

2) ANNEXED AREA APPEALED AREAS



CITY OF LONDON  
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING  
BY-LAW NO. Z-1  
SCHEDULE A



FILE NO:  
Z-8190      AW

MAP PREPARED:  
2013/05/21      MB

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Meters

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

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<b>SIGNIFICANT DEPARTMENT/AGENCY COMMENTS</b>
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**Upper Thames River Conservation Authority**

*The UTRCA has no objections to this application.*

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

*There are no vulnerable [drinking water system] areas associated with the subject lands.*

**London Hydro**

*No objection to this proposal or possible zoning amendment.*

**Bell Canada**

*No conditions/objections to the application as submitted.*

**Stormwater Management Unit**

*No objections to the proposed rezoning application. All necessary servicing and drainage requirements/ controls, SWM, etc. will be addressed at Site Plan approval stage.*

**Wastewater and Drainage Engineering Division**

*WADE has no objection to the rezoning.*

*The proposals at 2250 Blackwater Road, 660 Garibaldi Avenue & 670 Garibaldi Avenue under design population therefore no capacity constraints.*

**Water Engineering Division**

*Municipal Water Servicing for 2250 Blackwater and for 660 Garibaldi is to be from the Uplands High Level Water Distribution System. There is an existing 250 mm watermain on Blackwater Road which can provide municipal water servicing to 2250 Blackwater.*

*Servicing can be provided to 660 Garibaldi Avenue by extending the high level watermain on Sunningdale Road so that it fronts this site, or by extension of private watermain in conjunction with the servicing for 2250 Blackwater Road. If more than 300 apartment units are being created, it will be a requirement to provide a looped water system.*

*Municipal Water Servicing for 670 Garibaldi is to be from the low level water system. There is an existing 200 mm watermain fronting this site which is available for servicing.*

*Where there is the potential that private water servicing may have the potential to have a negative impact on the municipal water system, perimeter isolation at property line will be required.*

**Transportation Planning & Design Division**

- *Based on the transportation study submitted with this application traffic volume will be within acceptable limits on both Garibaldi Ave. and Blackwater Rd. with the one access option, traffic calming measures are in place on Blackwater Rd. and the intersection of Blackwater Rd. and Adelaide St. will be monitored in the future for traffic signals.*
- *The transportation study (TIA) reviewed different access scenarios to Garibaldi Ave including a two access option and a one access option. Both options include an access to Blackwater Rd just south of Sunningdale Rd. The two access option shows that traffic volume generated by the site using Garibaldi Ave would be approximately 1,900 vehicles per day. The one access options shows that traffic volume on Garibaldi Ave would be approximately 650 vehicles per day. Local streets like Garibaldi Ave are to provide local property access only and accommodate a maximum of 1,500 vehicles per day. As the study shows the one access option should be used for development of the site.*
- *Traffic volume on Blackwater Rd with the one access option is estimated to be 2,800 vehicles per day which is below the 5,000 vehicle per day maximum expected on secondary collector streets like Blackwater Rd. Through the plan of subdivision process traffic calming measures are constructed on secondary collector streets to reduce vehicle speeds and*

discourage through traffic. Speed cushions were constructed on Blackwater Rd for this purpose.

- The TIA indicates that traffic signals may be warranted at Blackwater Rd and Adelaide St in the future. Transportation will monitor the intersection as development occurs on this site to determine if traffic signals become warranted.

Urban Design Peer Review Panel (May 15, 2013)

1. The Applicant is commended for their full understanding the challenging contours of the site and their careful consideration of the massing and articulation of the three proposed apartment buildings.
2. Parking that is at a higher elevation than the neighbours is not favourable and enhanced landscaping is encouraged to act as a buffer and visual screen, in particular the ends of the drive aisles in the parking lot.
3. Using grades to advantage in the landscape is encouraged. For example, the outdoor amenity space does not have to be considered a flat plane.
4. Although a storm water retention pond is in the neighbourhood, consider integrating small ponds or bio-swales into the landscape that would benefit the outdoor amenity space.

<b>PUBLIC LIAISON:</b>	<p>On May 22, 2013, Notice of Application was sent to 155 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on May 23, 2013. A “Possible Land Use Change” sign was also posted on the site.</p> <p>Upon receipt of the Notice of Application letter neighbouring landowners circulated a petition opposing the proposed amendment to all residents within the Subdivision located south of Sunningdale Road East and west of Adelaide Street North. Specifically properties fronting on Garibaldi Avenue, Blackwater Road Kokanee Road and Clearwater Crescent. The petition circulation area included an estimated 257 households, 114 of which were beyond the 120 metre circulation distance for notice as required under the Planning Act.</p>	<p>136 Respondents opposed the application</p> <p>17 Telephone Calls received</p> <p>64 Written Reponses received</p> <p>158 Households Signed Petition</p>
<p><b>Nature of Liaison:</b></p> <p>Change Zoning By-law Z.-1 from a Residential R6 Special Provision/ Residential R7 (R6-5(5)/R7•D35•H12) Zone which permits single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, apartment buildings, senior citizens apartment buildings, handicap persons apartments buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments at a maximum density of 35 units per hectare and a maximum height of 12 metres, to a Residential R6 Special Provision/Residential R7 (R6-5(5)/R7•D75•H18) Zone to increase the maximum density and height for apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments to 75 units per hectare and 18 metres respectively.</p>		

**Responses:** In total there were 136 Respondents which represents approximately 50% of the 273 residential lots in this Subdivision.

- 17 telephone calls were received, 5 of which provided a written response and signed the neighbourhood petition;
- 65 written responses were received via email, 48 of those who responded in writing also signed the neighbourhood petition; and
- 158 households were represented in the neighbourhood petition, 49 of which had either previously had a telephone conversation with staff and/or provided written responses.

All 136 respondents were opposed the Zoning By-law amendment application.

Due to the quantity of written responses, telephone conversations and petitioners, staff have summarized emergent themes according to 11 categories. Samples of written submissions as well as the neighbourhood petition are included with the *Responses to Public Liaison Letter and Publication in Living in the City* section of this report.

The *Analysis* section of this report provides a table listing comments received as a result of the public liaison process including the neighbourhood petition. The comments are summarized to succinctly articulate the concerns and may therefore not appear verbatim to the comments that were submitted. Where comments and opinions of several parties were similar they have been consolidated. It should also be noted that in addition to the comments below, comments were also received respecting matters that the municipality has no authority to implement by way of policy or by-law. As a result, these comments were noted and filed but are not summarized below given that they are not directly related to the proposed amendment.

The table, starting on Page 21 of this report, is organized to highlight the summarized comments and opinions in the left hand column, followed by the right column containing a staff analysis summary of the comments indicating how and why comments will be, will not be, or have already been incorporated in the proposed amendment.

ANALYSIS

**Subject Site:**

The subject lands, known as 2250 Blackwater, 660 & 670 Garibaldi Avenue are located on the southwest corner of the intersection of Sunningdale Road East and Adelaide Street North. The lands are part of a Multi-Family, Medium Density Residential designation. This designation essentially runs along either side of both these arterial roads with the exception of three Neighbourhood Commercial Nodes located at the southwest, southeast and northeast corners of the Sunningdale/Adelaide intersection. The subject lands consist of three vacant properties, each essentially being rectangular in shape, with a total area of 4.21 hectares (10.40 acres) and a large variation in topography. The change in elevation across the site slopes downhill from the northwest corner to the southeast corner by approximately 23 metres (75 feet) in height.

The three subject parcels were created through a Plan of Subdivision which was registered in 2004. This subdivision application included a total of 257 single detached dwelling lots, 7 medium density multi-family blocks, 2 stormwater management blocks, 1 commercial block, 1 park block, 4 pipeline utility blocks, and 1 open space block extending along the Powell Drain. The subdivision was developed in three phases beginning with the single detached dwellings on Blackwater Road, followed by the single detached dwellings along Garibaldi Avenue and Kokanee Road, including the creation of Blocks 62, 63 & 64, being the subject lands, and lastly the single detached on Grasslands Way, Okanagan Way and Firefly Drive.



Figure 4 – 2250 Blackwater Road: facing southeast. Highest elevation of subject lands



Figure 5 – 2250 Blackwater Road: facing southeast. Subject lands below grade of Blackwater Road



Figure 6 – 2250 Blackwater Road: facing east. Single detached dwellings at significantly lower grade.



Figure 7 – 2250 Blackwater Road: facing southeast. Existing dwellings at significantly lower grade.



Figure 8 – 660 Garibaldi Avenue: facing southwest. Topography of lands divergent from Sunningdale.



Figure 9 – 660 Garibaldi Avenue: facing north. Topography of lands divergent from Sunningdale.



Figure 10 – 670 Garibaldi Avenue: facing west. Topography of lands similar to Adelaide Street North.



Figure 11 – 670 Garibaldi Avenue: facing east. Subject lands undeveloped with varying topography.

**Nature of Application:**

The intent of this application is for Drewco Development Corporation to construct three (3) apartment buildings, each building being a maximum height of 18 metres at a maximum density of 75 units per hectare. The requested development will result in a total of 314 new residential units, which in accordance with the Zoning By-law requires 471 off street parking spaces.



**Figure 12 – Conceptual Site Perspective**



**Figure 13 – Conceptual Site Plan proposed for subject lands**

In order to permit the proposed development a Zoning By-law amendment has been requested to modify the current regulations to increase the maximum height from 12 to 18 metres and increase the maximum density from 35 to 75 units per hectare. Vehicular access to the proposed development is intended to be provided at two locations. Buildings 1 & 2 are intended to share access from Blackwater Road and Building 3 is intended to have access from Garibaldi Avenue. The parking areas are intended to be located in the rear yard of the subject lands and screened by landscaping and fencing.

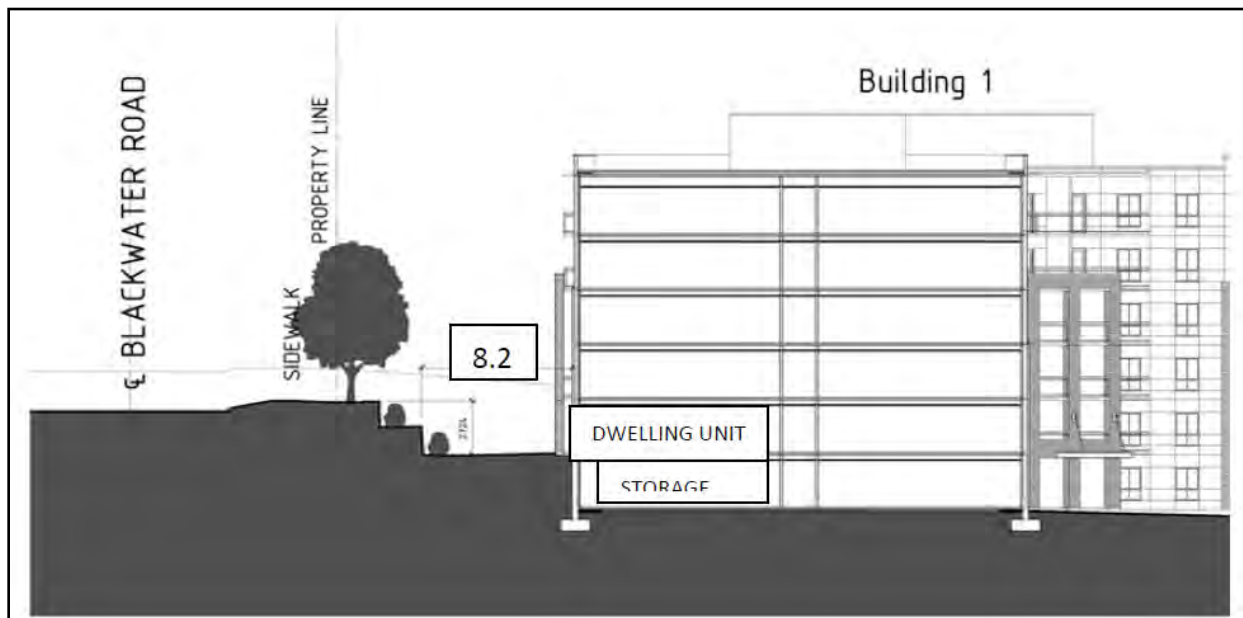
Throughout the application process some misunderstanding emerged around whether the proposed apartment buildings are 5 or 6 storeys. Due to the topography of the subject lands portions of the “main floor” space in proposed buildings will be located below grade. The

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**File: Z-8190**

**Planner: Amanda-Brea Watson**

buildings themselves are designed to be stepped with some portions having 5 floors and some having 6 floors. All buildings are identified as being no greater than 18 metres in height, which was described in the application and consistently included in public notifications. Figure 14, provided by the proponent, illustrates the proposed buildings in relation to the grade change.



**Figure 14 – Cross Section of Proposed Building 1 & Blackwater Road**

### **Provincial Policy Statement**

The Provincial Policy Statement, 2005 (PPS) provides policy direction on matter of provincial interest related to land use planning and development. The PPS promotes healthy, liveable, and safe communities by: encouraging efficient development and land use patterns which sustain the financial well-being of the municipality; accommodating an appropriate range and mix of residential, employment and other land uses; and, promoting cost effective development standards to minimize land consumption and servicing costs.

The proposed rezoning will allow three (3) Multi-family, Medium Density Residential apartment buildings to be developed on vacant lands, located within a developing area which bound by to the north and east by arterial roads and can be adequately municipally serviced.

The proposal conforms with section 1.1.3 which directs that *settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted*. The PPS recommends that land use patterns within settlement areas shall be based on: densities which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities; and minimize negative impacts to air quality and climate change, and promoted energy efficiency.

The Zoning By-law amendment, to increase the maximum height and density of the proposed apartment buildings, is within a designated growth area located adjacent to an existing built-up area with a compact form and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposal also conforms with Section 1.4 of the PPS which specifically addresses housing. The subject lands have appropriate levels of infrastructure and public service facilities to provide densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed.

### **Official Plan**

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and

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**File: Z-8190**

**Planner: Amanda-Brea Watson**

compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

This proposal does not include any amendments to the Official Plan. The subject property is designated Multi-Family, Medium Density Residential in the Official Plan. The planning objectives for Multi-Family, Medium Density Residential land use designations have certain criteria which should be maintained, including:

**3.1.3 Multi-Family, Medium Density Residential Objectives**

- i) Support the development of multi-family, medium density residential uses at locations which enhance the character and amenity of a residential area, and where there is safe and convenient access to public transit, shopping, public open space, recreation facilities and other urban amenities.*
- ii) Encourage the development of well-designed and visually attractive forms of multi-family, medium density housing.*
- iii) Promote the retention of desirable natural features through the appropriate location of buildings and parking areas.*

The proposed Zoning By-law amendment is in keeping with these planning objectives for the following reasons:

- The development of medium density apartment buildings eliminates the need for a noise attenuation wall, providing street presence and enhancing the character of the area.
- The proposed site design includes access to transit, safe pedestrian linkages, public space amenities and landscaping to enhance connectivity with adjacent land uses.
- The proposal was supported by the Urban Design Peer Review Panel who acknowledged the high design quality of the apartments.
- The design considers and intends to maintain the existing grading of the subject lands and integrate native and drought tolerant landscaping.
- No significant natural features were found on the subject lands.

The Official Plan recognizes that *multi-family, medium density residential designation may serve as a suitable transition between Low Density Residential areas and more intense forms of land use*. The Official Plan directs that multi-family, medium density residential designation permits multiple-unit residential developments having densities that exceed those found in Low Density Residential (30 units per hectare) areas but do not approach the densities intended for the Multi-Family, High Density Residential designation (150 units per hectare).

**3.3.1 Permitted Uses**

*The primary permitted uses in the multi-family, medium density residential designation shall include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged.*

Apartment buildings are recognized as a permitted use under the existing Zoning on the subject parcel. The proponent is seeking to change the maximum height and density for the proposed apartment buildings. Normally, in multi-family, medium density residential designations height limitations will not exceed four storeys. The Official Plan recognizes that in some instances, height may be permitted to exceed this limit.

**3.3.3 Scale of Development**

*Development within areas designated multi-family, medium density residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development.*

**Height**      *Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood. Normally height limitations will not exceed four storeys. In some instances, height*

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**File: Z-8190**

**Planner: Amanda-Brea Watson**

*may be permitted to exceed this limit, if determined through a compatibility report as described in Section 3.7.3. to be appropriate subject to a site specific zoning by-law amendment...*

**Density**      *Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre).*

**Secondary Plans**      *Where deemed necessary by Council, the determination of appropriate height and density limitations in the Zoning By-law for areas designated Multi-Family, Medium Density Residential may be based on an secondary plan, in accordance with the provisions of policy 19.2.1.*

Pursuant to section 3.3.3 of the Official Plan the applicant has provided a detailed Urban Design Brief and Scoped Compatibility Report which demonstrate how the proposed development is mindful of the subject lands' unique topography and what effects this proposal may have on the neighbouring lands. These reports demonstrate that the Zoning By-law amendment is consistent with these policies of the Official Plan for the following reasons:

- Transition and compatibly between existing adjacent residential uses and proposed residential buildings and the associated parking area is achieved through the site design, which provides significant separation distances, proposed landscaping and planting.
- The proposed site design, particularly with the 6-storey (18 metre) apartment buildings being located 75.5 metres from the property boundary with the adjacent residential lots would have no more impact on the neighbouring lands than the development of a 4-storey apartment building if it were located 4.8 metres from the property line, which is currently permitted under the existing zone.
- Lighting throughout the development is to be provided by using non-glare lighting fixtures in parking areas and open spaces.
- Privacy fencing is already located in most of the adjacent single detached rear yards. This is intended to be supplemented by landscaping, including a berm and large species planting which would produce a compatible interface between the proposed buildings and the existing residence.

#### 19.2.1 Secondary Plans

*Council may direct that a Secondary Plan be prepared if the land use characteristics of a specific area, and site potential for development or change, warrant a review, refinement, or elaboration of Official Plan policies.*

In addition to the land use designations and delineations of the Official Plan, guidance for future development is provided through the Uplands Community Plan, which was adopted by City Council as a guideline document on January 18, 1999, pursuant to Section 19.2.1 of the Official Plan.

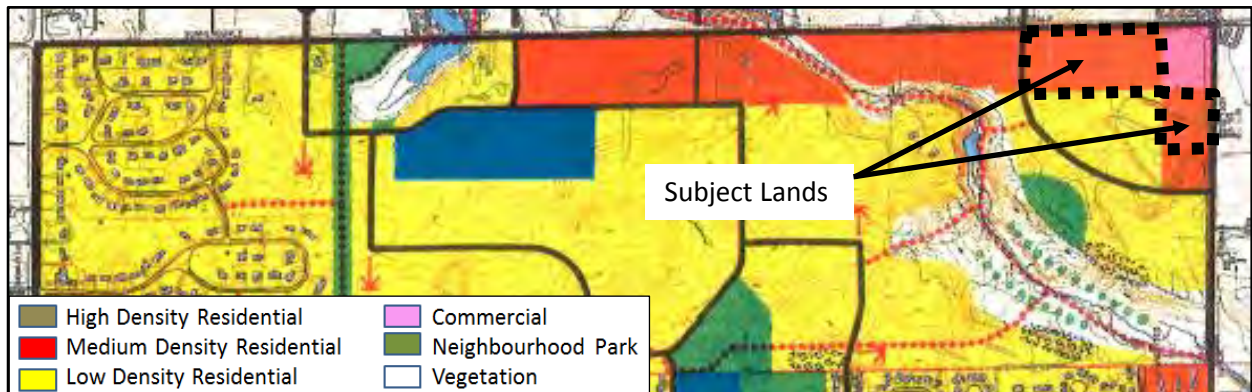
#### **Uplands Community Plan 1998**

The Uplands Community Plan is intended to provide additional guidance which supplements the more generalized designations and policies of the Official Plan. Key elements of the Uplands Community Plan that are relevant to this Zoning By-law amendment application include: residential density; transition with existing residential development; parks and open space; pedestrian linkages; and mitigation of arterial road noise.

The Plan area includes lands south of Sunningdale Road and north of Fanshawe Park Road between Richmond Street and Adelaide Street as shown below.

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**Planner: Amanda-Brea Watson**



**Figure 15 - Uplands Community Plan Preferred Land Use Concept**

### Residential Density

The subject lands are identified as part of a medium density residential area within the Uplands Community Plan. These locations were selected for medium density residential development for several reasons including: proximity to arterial road system which allows easy access to main traffic-carrying roads, and efficient use of infrastructure; greater opportunity to incorporate building and land use design elements without the need for noise attenuation walls along arterial roads; and the use/development of public transit routes.

Guidelines for medium density residential areas in the Uplands Community Plan encourage a mix of housing types and varying levels of affordability that are intended to meet the needs of the community. The Plan determined appropriate densities for residential development within the plan area based on densities of subdivisions created in and around the area at that time. These densities along with estimated percentages (being 60% detached/semis, 15% row housing and 25% apartments) were used to determine servicing requirements the Uplands Community Plan.

The density identified for medium residential areas in the Uplands Community Plan does not supersede the densities established in the Official Plan. As an example, in 2001 Council approved application Z-6139 which allowed increase in density from 35 to 40 units per hectare. The amendment accommodated the development of Chateau Nursing Homes Inc. which is located adjacent to the subject lands (670 Garibaldi Avenue). This application was considered as being well below the maximum density of 75 units per hectare permitted in areas that are designated Multi-Family, Medium Density Residential in the Official Plan.

### Transition with Existing Development

As recommended in the Uplands Community Plan development phasing has generally occurred from south to north, building contiguously from existing development. The subject lands, located at the north east corner of the Plan Area are among the last to be developed. The proposed medium density residential development allows significant separation space between each of the new apartment buildings and from existing neighbouring buildings. The height and location of the proposed apartment buildings will also help mitigate potential noise and visual issues which may arise from future commercial uses expected in two additional nodes at the Sunningdale/Adelaide intersection.

### Parks and Open Space

Provision of parks and open space in appropriate locations has been an important consideration in the Uplands Community Plan as has been the integration of parks within the natural heritage/open space. The plan recommends three areas for neighbourhood parks as well expanding facilities within the existing Virginia Park area and develop a broader community focus with greater facilities.

The subject lands form part of a registered plan of subdivision 33M-444. While there were significant environmental concerns/issues with the plan of subdivision, there is no natural heritage or environmental concerns with this application.

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As part of the subdivision process, parkland dedication was collected for the subject lands which included a neighbourhood park (Northbrook Park) and a portion of the Powell Drain which is a sensitive environmental area. The neighbourhood park was constructed by the City in 2008 once the lands were assumed from the owner. The park contains an activity circle with play equipment and swings, benches, trees, a pathway, and un-programed green space. These features are consistent with the level of service defined by development charges in 2008. In addition to the neighbourhood park, a pathway network and a bridge were constructed by the owner on the Powell Drain lands to help improve neighbourhood connectivity to the west including Virginia Park. The Plan of Subdivision had envisioned that these parks would service future residential development on the subject site.

#### Pedestrian linkages

The Uplands Community Plan incorporates pedestrian and cycling pathways on open spaces throughout the Plan area. Currently pathways connect Northbrook Park to Sandybrook Drive as a way to gain access to Virginia Park and the Leelanau School located on Hastings Drive. The proposed development builds on the trail network by providing pedestrian/cycling pathways from Garibaldi Avenue to the existing commercial lands on the southwest corner of the Sunningdale/Adelaide intersection. The conceptual site plan also includes linkages between public sidewalks (along Sunningdale Road, Adelaide Street, Garibaldi Avenue and Blackwater Road) and the proposed apartment buildings.

#### Mitigation of Arterial Road Noise

The Uplands Community Plan strives to avoid the need for noise walls as they are aesthetically unappealing and have a tendency to isolate the communities behind them. The Plan recognizes that locating medium density residential development adjacent to the arterial roads provides greater opportunity to incorporate design considerations which alleviate the need for noise attenuation walls. The subject lands are adjacent to Sunningdale Road and Garibaldi Street. Both are arterial roads. Accordingly, site layout has been designed without the need for noise attenuation walls. The apartment buildings are expected to mitigate arterial road noise within the community and with their interior by means of appropriate glazing and fenestration.

The proposed development of three 6-storey apartment buildings would provide an alternative to single detached residential parcels which consists of the majority of housing stock in the area. The proposal is consistent with objectives of the Uplands Community Plan for medium density residential area in that it is:

- a medium density residential development proposed within a medium residential area identified in the Uplands Community Plan as being located in a manner that make efficient use of municipal infrastructure;
- providing a mix of housing option styles and affordability in the area; and
- designed and oriented in a manner that does not necessitate a continuous noise wall along arterial street frontage.

### **ZONING BYLAW**

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal. It is important that all three criteria of use, intensity and form must be considered and deemed to be appropriate to the approval of any development proposal.

#### 10.1 General Purpose of the R6 Zone

*These Zone variations provide for and regulate medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments.*

#### 11.1 General Purpose of the R7 Zone

*This Zone provides for and regulates apartment buildings and similar structures for senior citizens and special populations that may have different standards and needs than regular*

residential developments. Zone variations are differentiated on the basis of the intensity of the use. These zones may be compounded with other apartment zones.

The subject lands are currently within the Residential R6 Special Provision/ Residential R7 (R6-5(5)/R7•D35•H12) Zone which permits single detached, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, apartment buildings, senior citizens apartment buildings, handicap persons apartments buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments at a maximum density of 35 units per hectare and a maximum height of 12 metres. The requested amendment does not represent a change in use. It requests a change in scale to the permitted uses by increasing the maximum height to 18 metres and increasing the maximum density to 75 units per hectare, to accommodate the development of three 6-storey apartment buildings. As previously noted in the Official Plan section of this report, this application does not propose any bonus zoning to increase the residential density.

Public Response

In total there were 136 Respondents which staff have interpreted to represent approximately 50% of the 273 residential lots in this Subdivision. Some neighbours provided comments in multiple forms (telephone conversation, email submission and signed a petition) therefore the actual number of comments exceeds 240.

No comments were received in support of the Zoning By-law amendment application.

In reviewing the significant amount of comments staff were able to identify emergent themes which were categorized into 11 groups as shown below.

Public Issue/Concern	Staff Response/Considerations
<div>i) Land Use Change</div> <div>Existing neighbours purchased property on the pretense that the subject lands would be developed to accommodate low rise condos. Drewco’s change of direction for development of this site will be at the expense of the existing residents.</div>	<div>The proponents are seeking permission to build a medium density residential development in accordance with the existing Medium Density designation of the Official Plan.</div> <div>Drewco Development Corporation intends to build three apartments buildings which are permitted under the existing (R6-5(5)/R7•D35•H12) Zone.</div> <div>The requested to Zoning By-law amendment seeks to increase the maximum height and maximum density. The application does not seeks a change in the permitted uses.</div>
<div>ii) Traffic</div> <div>Currently Blackwater Road is very busy with speeding traffic which has been acknowledged by the City who has had traffic calming measure installed. Currently, it is difficult at most times to negotiate a left hand turn out of the subdivision from Blackwater Road onto Adelaide Street. The addition of 314 apartment units triples the size of the neighbourhood and traffic will not flow easily through the subdivision. The increased traffic will also create additional noise as well as the extra car emissions which will be a significant nuisance factor this residential neighbourhood.</div>	<div>A Transportation Impact Assessment was submitted with this Zoning By-law amendment application.</div> <div>The study reviewed two scenarios: a one access option to Garibaldi Avenue, and a two access option to Garibaldi Avenue. Both options include an access to Blackwater Road just south of Sunningdale Road. The two access option shows that traffic volume generated would be approximately 1,900 vehicles per day compared to the one access option which shows traffic volume generated</div>

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	<p>being approximately 650 vehicles per day.</p> <p>Garibaldi Avenue is classified as a Local Street and designed to accommodate a maximum of 1,500 vehicles per day. As the study shows, the one access option should be used for this development.</p> <p>Traffic volumes will be within acceptable limits on both Garibaldi Avenue and Blackwater Road.</p> <p>With the one access option, traffic calming measures are in place on Blackwater Road.</p> <p>The TIA indicates that in the future traffic signals may be warranted at Blackwater Road and Adelaide Street. Transportation Division will monitor the intersection as development occurs on this site to determine if traffic signals become warranted.</p>
<p>iii) <u>Parking</u></p> <p>Currently Chateau Gardens does not have adequate parking onsite and vehicles are parking on Blackwater Road or Garibaldi Avenue. There are also residents of the subdivision, their visitors, residents who run home based businesses their patrons who already park on street, boulevards, or driveway aprons at all hours of the day. Although 477 parking spaces sounds plentiful for 314 units, if you assume at least half of the families who occupy the proposed apartment units have two vehicles, all of the parking will be utilized. This will force other residents of the apartment units and their visitors to parking on local streets, again impacting and impairing the safe flow of traffic through the subdivision. Also, during winter months Garibaldi north of Blackwater is essentially reduced to one lane due to prevailing winds snow accumulates. Snow crews can never completely clean the roads due to parked cars which essentially means we only have one lane to drive in most of the winter months. Increased traffic would exacerbate this already hazardous situation.</p>	<p>On street parking is typically permitted along local streets such as Blackwater Road &amp; Garibaldi Avenue.</p> <p>In total the proposed development includes 314 residential units. In accordance with the Zoning By-law at total of 471 parking spaces (1 space per 1.5 dwelling units) and 236 bicycle spaces (1 space per 0.75 units) are required onsite.</p> <p>The proposed concept plan provides a total of 497 parking spaces. This exceeds the minimum requirement by 26 spaces.</p> <p>Space for 236 bicycles is provided in the concept plan which satisfies the minimum bicycle parking requirements.</p> <p>Staff require Council's direction to review on street parking regulations in this area.</p>
<p>iv) <u>Sight Lines</u></p> <p>Apartment buildings that are 5/6 stories tall, will negatively affect the sight line of the neighbourhood. It is already difficult to see to negotiate the turn from Blackwater Road onto Sunningdale. The addition of these apartment buildings will further impair and endanger a driver's view to safely make that turn.</p>	<p>The City of London requires that all structures are located with sufficient setback distances to ensure visibility at intersection and corner lots.</p> <p>Before any buildings are constructed on the subject lands a Site Plan Application must be received and approved by the City of London. The site plan process considers these setback requirements and will ensure that corner visibility is maintained.</p>

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<p>v) <u>Property Value</u></p> <p>The addition of the apartment buildings in this neighbourhood will have a negative effect on existing residents' property values. Three buildings of this size will degrade the appearance of the neighborhood. They will be much larger than any other structure, which will affect the views from each house. The appearance of these buildings will degrade over time and Drewco has little control over the manner in which each tenant keeps the external appearance of their apartment. The increased traffic and obvious decrease in property values as a result makes us feel vulnerable and uncertain about our future here.</p>	<p>The Planning Act, R.S.O. 1990, Chapter P.13, is does not address property values.</p> <p>Land Use Planning principles consider use, intensity and form in determining the suitability of proposed uses in accordance with the Provincial Policy Statement, Official Plans, Zoning By-laws and Community Area Plans</p> <p>The matter of property value is not included as part of an evaluation undertaken by land use planners.</p>
<p>vi) <u>Park/Amenity Space</u></p> <p>Our subdivision currently contains one small park area. The addition of 314 higher density units would put additional strain on the already crowded and over-used park area. It is also anticipated that increased vehicular traffic along Blackwater Road, immediately adjacent to the current park area, would be hazardous for children and other users of the park.</p>	<p>In accordance with the Planning Act, 2.03 hectares (5 acres) of parkland were dedicated during the subdivision planning stage.</p> <p>Parkland dedication included a neighbourhood park (Northbrook Park), and a portion of the Powell Drain.</p> <p>After assuming the lands, the City constructed the neighbourhood park in 2008 which includes: an activity circle with play equipment and swings; benches, trees; a pathway; and un-programed green space. These features are consistent with the specific level of service defined for neighbourhood parks as set by development charges in 2008.</p> <p>During this time the land owner also constructed a pathway network and a bridge on the Powell Drain lands to help improve neighbourhood connectivity to the west including Virginia Park.</p>
<p>vii) <u>Compatibility</u></p> <p>The housing density is disproportionate to the small size of our subdivision.</p> <p>We were advised by both our builder and the representative of Drewlo Holdings Inc. that one storey luxury row condos were going to be built on the land in question. We were comfortable with this and went ahead with the build. We have now lived in this community for seven years and have grown to love the quiet, calm, safe and friendly neighbourhood for our daughter to grow up in.</p> <p>We are happy to hear that Drewlo wishes to develop the subject lots but I ask that the city deny their request to do so at the expense of the current area residents.</p> <p>A development which meets the current</p>	<p>The subject lands have been designated as Multi-Family, Medium Density Residential since being incorporated into the City of London's Official Plan in 1998.</p> <p>The Official Plan recognizes that Multi-family, Medium Density Residential designation may serve as a suitable transition between Low Density Residential areas and more intense forms of land use such as the commercial nodes at the intersection of Sunningdale Road East and Adelaide Street North.</p> <p>Under the Multi-Family, Medium Density Residential designation the Official Plan permits multiple-unit residential developments having densities not exceed an approximate net density of 75 units per hectare</p>

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<p>zoning requirements would be welcomed. One which more than doubles allowable density and traffic, impacts safety, and dramatically changes the character of the neighbourhood should not be permitted.</p>	
<p>viii) <u>Uplands Community Plan</u></p> <p>This zoning change contravenes the recommended land use set in the Uplands North Area Plan document 3 prepared by the City of London Planning Division in May of 2003 which recommends land use for Multi-Family Medium Density is 30 units per hectare.</p>	<p>The density identified for medium residential areas in the Uplands Community Plan does not supersede the densities established in the Official Plan.</p> <p>In 2001 Council approved application Z-6139 which allowed increase in density from 35 to 40 units per hectare to accommodate the development of Chateau Nursing Homes Inc</p> <p>Guidelines for medium density residential areas in the Uplands Community Plan encourage a mix of housing types and varying levels of affordability that are intended to meet the needs of the community.</p> <p>The Community Plan anticipated that normal density expectation for <u>townhousing</u> would be approximately 30 units per hectare and is silent on maximum height requirements.</p> <p>The Plan determined appropriate densities for residential development within the plan area based on densities of subdivisions created in and around the area at that time.</p> <p>Densities along with estimated percentages (being 60% detached/semis, 15% row housing and 25% apartments) were used to determine servicing requirements in the Community Plan. These percentages have not been realized. Currently there are adequate municipal services and capacities to support the proposed development.</p>
<p>ix) <u>Privacy</u></p> <p>These higher-density buildings will not only negatively alter the character and landscape of our neighbourhood but they will also be in conflict with the natural features of this area.</p> <p>Since these buildings will be at the top of the hill, these tenants are going to be able to look into most yards in the subdivision. We paid a lot of money for our house and would not have purchased our house in this location had we know that the zoning would be changed in the area. The last thing I want is a building full of people who can sit out on their balcony and have a clear view to my fenced in back yard.</p> <p>These apartments would cause a huge lack of any privacy in our homes and backyards. We would be living in a fish bowl concept and that is totally unacceptable!</p>	<p>As part of the Zoning By-law amendment application 3D modelling was undertaken to complete the Urban Design Brief. The modelling placed a person in an existing Garibaldi residential rear yard facing proposed Buildings 1 &amp; 2 and compared the sight lines to a theoretical 4 storey building that would comply with existing zoning setback and height requirements.</p> <p>Both views show that a 4 storey apartment building, as currently permitted (minimum setback distance of 4.8 metres from the residential rear yard) would and have a greater impact on neighbouring residents than the proposed 6 storey apartments (which are located 75.5 metres from the residential rear yards).</p>

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	<p>City staff also undertook a 3D modelling of the proposed development which confirmed these findings.</p> <p>Fencing, tree planting, swale/berms and the parking area situated between the existing and proposed residential units means a greater separation distance between existing and proposed buildings. These features would also act as a buffer to lessen the impacts of lights and protect privacy of the neighbouring land owners.</p>
<p>x) <u>Safety</u></p> <p>There was one accident a couple of years ago where a speeding car did not make the bend, went through part of the park and hit a fence and deck of a house. This was during the night but can easily happen during the day.</p> <p>It is known that cars travel at a higher rate of speed on this road at all hours of the day. Children and teenagers already use Blackwater Road as a large hill to skateboard down. They are out there at all times of the day flying down the street with their skateboards.</p> <p>Several families have expressed their concerns about the speed shown by cars and LTC busses on Blackwater Road. This will be enhanced and a greater danger with the extra traffic load.</p> <p>Safety concerns extend to: our kids at the park and getting on and off the school busses; residents getting mail on Garibaldi; staff and visitors to Chateau Gardens increased congestion; problems and safety concerns for city busses and community traffic turning onto Sunningdale and Adelaide.</p>	<p>The Traffic Impact Assessment transportation submitted with this application, as accepted by the City of London's Transportation Planning &amp; Design Division shows that traffic volumes will be within acceptable limits on both Garibaldi Avenue and Blackwater Road with the one access option.</p> <p>Garibaldi Avenue is classified by the City as a Local Street and is designed to accommodate a maximum of 1,500 vehicles per day.</p> <p>Blackwater Road is classified by the City as a Secondary Collector and is designed to accommodate a maximum of 5,000 vehicle per day maximum</p> <p>Through the plan of subdivision process traffic calming measures are constructed on secondary collector streets to reduce vehicle speeds and discourage through traffic. Speed cushions were constructed on Blackwater Road for this purpose.</p> <p>Transportation Department will monitor the intersection of Blackwater Road and Adelaide Street as development occurs on this site to determine if traffic signals become warranted.</p>
<p>xi) <u>Potential for High Student Occupancy</u></p> <p>We moved to this neighbourhood for the express purpose of avoiding NOT living next door to any such development.</p> <p>We very much enjoy the neighbourhood we are in and we understand and accept that the property in question is currently zoned for townhouse type development. Given with the proximity to the college there are concerns this area could be the next "Fleming Drive".</p>	<p>The City does not anticipate that existing long term residents of this neighbourhood will deal with issues of neighbourhood character relating to student housing.</p> <p>The Subject lands are not located within the Near Campus Neighbourhoods Area.</p>

CONCLUSION

The recommended Zoning By-law amendment is consistent with the policies of the Provincial Policy Statement, 2005 which promotes healthy, liveable and safe communities by encouraging efficient development and land use patterns which sustain the financial well-being of the municipality. Increasing the maximum height and density to accommodate mid-rise medium density residential development allows for responsible use of existing municipal services and encourages a compact form of development.

The recommended Zoning By-law amendment permits a form and intensity of medium density residential development that is in conformity with Multi-Family, Medium Density Residential policies of the Official Plan for the City of London, and can provide a compatible transition from the existing developed area to those land uses that are planned for the surrounding area;

The recommended Zoning By-law amendment allows development that is consistent with the land use concepts and guidelines in the Uplands Community Plan, which encourages a mix of housing types and varying levels of affordability, and in particular, residential buildings be located along arterial roads which make the efficient use of infrastructure and that are designed without the need for noise attenuation walls in this location and recognizes transition with existing residential development;

The proposed use for the subject site is for a three (3) 6-storey apartment buildings, contributing to the range and mix of housing options in the area. Given that the subject site currently sits vacant within an established built-up area, the proposed use represents an efficient development and land use pattern;

The subject lands are of a size and shape to accommodate the proposal. The recommended Zoning By-law amendment provides appropriate regulations to control the use and intensity of the building and limits the development.

PREPARED BY:	REVIEWED BY:
AMANDA-BREA WATSON, MCIP, RPP PLANNER II COMMUNITY PLANNING AND DESIGN	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, PLANNING REVIEW COMMUNITY PLANNING AND DESIGN
SUBMITTED BY:	RECOMMENDED BY:
JIM YANCHULA, MCIP, RPP MANAGER, COMMUNITY PLANNING AND DESIGN	JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER

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File: Z-8190  
Planner: Amanda-Brea Watson

Responses to Public Liaison Letter and Publication in “Living in the City”

<u>Telephone</u>	<u>Written</u>	<u>Signed Petition</u>
Susan Sangster 2058 Blackwater Rd.		Michael & Susan Sangster 2058 Blackwater Rd.
	Dragan & Mira Arezina 632 Kokanee Rd.	Mira & Dan Arezina 632 Kokanee Rd.
Shabnam Rajaie 2170 Blackwater Rd.		
Akbar Rajaie 2225 Blackwater Rd.		Akbar Rajaie 2225 Blackwater Rd.
Selfa Pyentam 649 Garibaldi Ave.		Selfa Pyentam 649 Garibaldi Ave.
	Drew Brundritt 632 Garibaldi Ave.	Cynthia & Drew Brundritt 632 Garibaldi Ave.
Niki Neal 664 Clearwater Cres.		Niki Neal 664 Clearwater Cres.
	Neil Carruthers 636 Garibaldi Ave.	Neil Carruthers & Jill Smith 636 Garibaldi Ave.
Jeff Gribble 626 Garibaldi Ave.		
	Marlene Chamberlain 600 Clearwater Cr.	Marlene Chamberlain 600 Clearwater Cr.
Tom Poole 586 Sandybrook Dr.		
	Alexei Chkouro 796 Garibaldi Ave.	
	John Clarke 2157 Blackwater Rd.	John Clarke 2157 Blackwater Rd.
Mathew Clark 2201 Blackwater Rd.	Matthew & Jennifer Clark 2201 Blackwater Rd.	Mathew Clark 2201 Blackwater Rd.
	Debbie Couchman 792 Garibaldi Ave.	Debbie Couchman 792 Garibaldi Ave.
Fraser Macaulay 2231 Blackwater Rd.		Kristina & Fraser Macaulay 2231 Blackwater Rd.
Ingrid Hollader 2215 Blackwater Rd.		Ingrid Hollader 2215 Blackwater Rd.
	Wendy & Clint Currie 652 Garibaldi Ave.	Wendy Currie 652 Garibaldi Ave.
Paul Marshman 269 Elderberry Ave.		
	Joanna & Michael Dales 2074 Blackwater Rd.	Michael Dales 2074 Blackwater Rd.
	Rick De Jong 620 Garibaldi Ave.	
	Serbo Dimic 759 Garibaldi Ave.	Serbo Dimic 759 Garibaldi Ave.
	Mina Dragovic 760 Garibaldi Ave.	Zoran & Mina Dragovic 760 Garibaldi Ave.
	Renee Egan 2128 Blackwater Rd.	Renee & Brian Egan 2128 Blackwater Rd.
	Ruth Endersby 889 Garibaldi Ave.	Ruth Endersby 889 Garibaldi Ave.
Michelle Febbraro 614 Garibaldi Ave.	Michelle & Nick Febbraro 614 Garibaldi Ave.	Nick Febbraro 614 Garibaldi Ave.
	Bela & Frank Franze 2046 Blackwater Rd.	Fran Franze 2046 Blackwater Rd.
	Kelly German 691 Clearwater Cr.	
	Dennis L. German 691 Clearwater Cr.	

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**Planner: Amanda-Brea Watson**

	Maria Gomez 847 Garibaldi Ave.	Humberto Ponce-De-Leon & Maria Gomez 847 Garibaldi Ave.
	Linda & Don Groke 642 Garibaldi Avenue	Linda Groke 642 Garibaldi Avenue
	Corinne Habkirk 652 Kokanee Rd.	Corinne Habkirk 652 Kokanee Rd.
	Hugh Henry 2177 Blackwater Rd.	Hugh Henry 2177 Blackwater Rd.
	Liubov Sovtous & Ted Janiszewski 714 Clearwater Cr.	Liubov Sovtous & Ted Janiszewski 714 Clearwater Cr.
	Bonnie Jennings 2183 Blackwater Rd.	
	Cassandra Johnson 786 Garibaldi Ave.	Chris & Cassandra Johnson 786 Garibaldi Ave.
Elvin Korah 566 Garibaldi Ave.	Elvin Korah 566 Garibaldi Ave.	
	Patricia Koziol 664 Kokanee Rd.	Patricia Koziol 664 Kokanee Rd.
	Michael Lankin 632 Clearwater Cr.	
	Le Gia Duong 2068 Blackwater Rd.	
	Bruce & Brenda Marshall 606 Clearwater Cres.	Bruce Marshall 606 Clearwater Cres.
Petra Mason 2064 Blackwater Rd.	Grant & Petra Mason 2064 Blackwater Rd.	Grant & Petra Mason 2064 Blackwater Rd.
	Greg & Anna Mayea 807 Garibaldi Ave.	Greg Mayea 807 Garibaldi Ave.
	Faye & Fred McDonald 821 Garibaldi Ave.	Faye & Fred McDonald 821 Garibaldi Ave.
	Lee Ann & Brian McKivor 885 Garibaldi Ave.	Lee Ann & Brian McKivor 885 Garibaldi Ave.
	Senando & Claire Mortera 708 Clearwater Cres.	Claire & Nancy Mortera 708 Clearwater Cres.
	Dr. Reina Persaud 720 Clearwater Cr.	Reneeza Persaud 720 Clearwater Cr
	Carolyn Pickering 627 Garibaldi Ave.	Craig &Carolyn Pickering 627 Garibaldi Ave.
	Ashley & Chris Poblocki 643 Garibaldi Ave.	Ashley & Chris Poblocki 643 Garibaldi Ave.
Ted Podonis 586 Clearwater Cr.	Ted & Maria Podonis 586 Cleawater Cr.	Ted & Maria Podonis 586 Cleawater Cr.
Cindy & Ken Rath 2173 Blackwater Rd.	Ken & Cindy Rath 2173 Blackwater Rd.	Ken & Cindy Rath 2173 Blackwater Rd.
	Lee-Anne Ridley & Shawn Pollock 594 Kokanee Rd.	Lee-Anne Ridley 594 Kokanee Rd.
	Beth Sinclair 2167 Blackwater Rd.	Beth Sinclair 2167 Blackwater Rd.
	Lora & Mike Sirie 621 Garibaldi Ave.	Lora & Mike Sirie 621 Garibaldi Ave.
	Drew Smith 2151 Blackwater Rd.	Drew Smith& Tiffany Tryon-Smith 2151 Blackwater Rd.
	Wanda & Richard Terrio 647 Kokanee Rd.	Wanda & Richard Terrio 647 Kokanee Rd.
	Len & Pat Thompson 707 Clearwater Cr.	Pat Thompson 707 Clearwater Cr.
	Robert & Dianne Vandermeersch 892 Garibaldi Ave.	Robert & Dianne Vandermeersch 892 Garibaldi Ave.
	Daryl Weber 817 Garibaldi Ave.	
	Shane Webster 560 Garibaldi Ave.	Sarah Webster 560 Garibaldi Ave.

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**Planner: Amanda-Brea Watson**

	Weiyan Wen & Shangxi Liu 2052 Blackwater Rd.	
	Millan & Anna Yeung 854 Garibaldi Ave.	M. Yeung 854 Garibaldi Ave.
	John & Trisha Zanin 698 Clearwater Cr.	John & Trisha Zanin 698 Clearwater Cr.
	Lucille Zapora 879 Garibaldi Ave.	
	Zhuxu Zhang 597 Clearwater Cr.	Zhuxu Zhang 597 Clearwater Cr.
	Shannon & Zack Amaral 2136 Blackwater Rd.	Shannon & Zack Amaral 2136 Blackwater Rd.
	Adrian Biljan 602 Garibaldi Ave.	Adrian Biljan 602 Garibaldi Ave.
	Barry & Cheryl Brock 654 Clearwater Cr.	Cheryl Brock 654 Clearwater Cr.
	Stan Brown no address provided	
	Lee Cadogan 2209 Blackwater Rd.	
	Nicola Cason 2177 Blackwater Rd.	
Paul & Zella Faria 776 Garibaldi Ave.		Paul & Zella Faria 776 Garibaldi Ave.
	Jerry Chappell 908 Garibaldi Ave.	Jerry Chappell 908 Garibaldi Ave.
	Mark & Sherri Couto 2182 Blackwater Rd.	
	Patrick Crewdson & Jessica Hinton 659 Kokanee Rd.	Patrick Crewdson & Jessica Hinton 659 Kokanee Rd.
	Dan D’Amico 599 Garibaldi Ave.	Daniel & Christine D’Amico 599 Garibaldi Ave.
		Lidia Michalowski 2163 Blackwater Rd.
		Jasna & Andrew Mitchell 2193 Blackwater Rd.
		Cliff Cadogan 2209 Blackwater Rd.
		Robert Thompson 2164 Blackwater Rd.
		Wenham Liu 2096 Blackwater Road
		Jenna & Scott Rathwell 2090 Blackwater Rd.
		Zia Barakziye 2142 Blackwater Rd.
		Le Duong 2068 Blackwater Rd.
		Leva Naujokaityte 2194 Blackwater Rd.
		Agim Luli 2080 Blackwater Rd.
		Mario Fatibene 2221 Blackwater Rd.
		Victor Ivanon 2200 Blackwater Rd
		Stephane Vaillancourt 2188 Blackwater Rd.
		Shabnam Rajaie 2170 Blackwater Rd.
		Jessica Vaccaro 2156 Blackwater Rd.

		Margaret Filipowski 2178 Blackwater Rd.
		Chris & Janet Annis 2122 Blackwater Rd.
		Bozimir Rajic 2150 Blackwater Rd.
		Mahmoud Abdel Salam 2114 Blackwater Road
		Maureen Gilroy 2108 Blackwater Rd.
		Eunseon Lee 2102 Blackwater Rd.
		Josephine Baldasarre 2084 Blackwater Rd.
		Crystal deWinter 582 Garibaldi Ave.
		Mia Olegario 648 Garibaldi Ave.
		Kevin Arding 655 Garibaldi Ave.
		Jang Park 633 Garibaldi Ave.
		Tommy Fok 615 Garibaldi Ave.
		M. Rafic Chaudhry 595 Garibaldi Ave.
		Nannette Anderson James 596 Garibaldi Ave.
		Scott Borland 608 Garibaldi Ave.
		Tracey De Lellis 592 Garibaldi Ave
		Neena Gupta 605 Garibaldi Ave.
		Merwais Nasrati 570 Garibaldi Ave.
		Al Binnie 692 Clearwater Cr.
		Thomas Kallumadyil 682 Clearwater Cr.
		Paul Podonis 676 Clearwater Cr.
		Nebi Selmani 668 Clearwater Cr.
		Jeffrey Devos 660 Clearwater Cr.
		Diana Tuca 618 Clearwater Cr.
		Adelaide Larivera 592 Clearwater Cr.
		Carolyn Rundle 580 Clearwater Cr.
		Adnan Saadeddin 571 Clearwater Cr.
		Mujo Kafadar 587 Clearwater Cr.
		Reisha Basdeo 627 Clearwater Cr.
		Lori Sashegyi 663 Clearwater Cr.
		Fatima & Antonio Campos 687 Clearwater Cr.

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

		Ashley Lee 703 Clearwater Cr.
		Karen Ridler 719 Clearwater Cr.
		Stephen West 672 Clearwater Cr.
		Dan Pasculescu 612 Clearwater Cr.
		Sonia & Robert Bulhoes 603 Clearwater Cr.
		John Almeida & Elsa De Jesus 609 Clearwater Cr.
		Lucy Vidiales & Alberto Gertrudiz 747 Garibaldi
		Ahn Yun Kyong 697 Clearwater Cr.
		Jennifer Dall 631 Kokanee Rd.
		Kim Rowe 621 Kokanee Rd.
		Vera King 607 Kokanee Rd.
		Allison Kinnaird 598 Kokanee Rd.
		Scott Palmer 602 Kokanee Rd.
		Cristina Casavechia 636 Kokanee Rd.
		Danielle Clewlow 584 Kokanee Rd.
		Michael Cluchey 590 Kokanee Rd.
		Reena Prashar 606 Kokanee Rd.
		Eileen De Jager 616 Kokanee Rd.
		Lucia Lehman 620 Kokanee Rd.
		Laura Castillo-Wharton 626 Kokanee Rd.
		Allison Twohey 637 Kokanee Rd.
		Aliah Omid 568 Kokanee Rd.
		Dan Sepetan 665 Kokanee Rd.
		Ken Takken 642 Kokanee Rd.
		Sam & Mary Haynes 653 Kokanee Rd.
		An Chi Dam & Shao Qiong Liu 625 Kokanee Rd.
		Octavian & Maria Telebaum 615 Kokanee Rd.
		Leslie Lamb 574 Kokanee Rd.
		Pawel Wasiak 610 Kokanee Rd.
		Debbie Todgham 924 Garibaldi Ave.
		Greg Agnew 896 Garibaldi Ave.

File: Z-8190

Planner: Amanda-Brea Watson

		Scott Hanna 880 Garibaldi Ave.
		Jim Nel-Landers 895 Garibaldi Ave.
		Joel Natareno 912 Garibaldi Ave.
		Adam Shhadeh 833 Garibaldi Ave.
		Ty Hua 791 Garibaldi Ave.
		Robert Campbell 797 Garibaldi Ave.
		Anne Marie Les 775 Garibaldi Ave.
		Jeff & Judy McArthur 769 Garibaldi Ave.
		Lynda Morton 725 Garibaldi Ave.
		Denise McAsey 907 Garibaldi Ave.
		Charles Terry 901 Garibaldi Ave.
		Lucy Barreiras 873 Garibaldi Ave.
		Sarah Kyle 869 Garibaldi Ave.
		Carol Polcz 863 Garibaldi Ave.
		David Colafranceschi 855 Garibaldi Ave.
		Linda Hill & Shawn Clarkin 839 Garibaldi Ave.
		Tao Tran 918 Garibaldi Ave.
		Ian Trotter 911 Garibaldi Ave.
		Michael Pham 902 Garibaldi Ave.
		Nick & Sophia Kalas 802 Garibaldi Ave.
		Daryl Weber 817 Garibaldi Ave.
		Weikai Huang & Shaoqiong Chen 754 Garibaldi Ave.
		Linda Gemmell 781 Garibaldi Ave.
		Paul & Gillian Rodrigues 764 Garibaldi Ave.

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

## **Opposition to Amend Zoning Bylaw - File Number Z-8190**

### ***Petition attachment - Objections and Recommendations***

**1. Objection - The proposed intensification in housing density is disproportionate to the small size of our subdivision.** Our subdivision currently contains 204 detached, low-density homes, and the addition of 314 higher density units (at 75 units per hectare) would result in 39% low density housing, or an even lower percentage if the Chateau Gardens long-term care facility present in our subdivision is taken into account. This percentage is well below the Municipal and Provincial target of approximately 60% for low density housing.

**Recommendation** - Maintain the current zoning bylaw, which restricts the new development to 35 units per hectare. This bylaw would place low density housing at 58% in our subdivision, which is much closer to the Municipal and Provincial target.

**2. Objection – The proposed increase in building height is exaggerated by the placement of apartments on a hilltop.** The proposed increase in maximum height to 18 m would have a disproportionate effect on our subdivision, given that the proposed 5 storey apartments would be at the top of a large hill overlooking the current homes. The proposed apartments are designed as walk-outs. Therefore, even though they are 5 storeys at the north side from the perspective of Sunningdale Rd., they are greater than 5-storeys facing south, from the perspective of the established low-density housing. Overall, this would greatly decrease the privacy of the current homeowners and impede their sightlines. This problem is exacerbated by the fact that 5 storey apartments would also require extra mechanical equipment on their rooftops for elevator shafts, HVAC, etc..., that would not be included in the 18 m height limit. The 3 storey buildings allowed under the current bylaw would not require this extra floor of infrastructure.

**Recommendation** – Maintain the current zoning bylaw, which restricts building height in the new development to 12 m, and allows for buildings that would not need extensive rooftop infrastructure.

**3. Objection – The road exits of the proposed apartments should not be routed through the rest of the subdivision.** According to the city plan, apartments should be placed next to main arterial roads to avoid unnecessarily routing of traffic through low density portions of the subdivision. There is only one road that enters and exits our subdivision (Blackwater Rd.), and this road has already required traffic calming efforts on the part of the city (e.g. the installation of speed humps). An increase of 314 units would increase traffic flow through the subdivision substantially.

**Recommendation** – Maintain the current zoning bylaw, which restricts the additional number of units to approximately 146. Traffic flow from the new development should also be routed directly onto the main arterial roads (Sunningdale and Adelaide).

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

**4. Objection – Parking overflow from the proposed apartments would be a safety hazard.** The 477 parking spots assigned for the 314 apartment units may not be adequate, particularly with respect to visitor parking. This problem could be exacerbated in the winter, if there is a need to pile snow over some sections of the parking area. Overflow parking would spill down the streets of the current homeowners. Such a scenario of reduced visibility at the entrances of driveways would be dangerous for the many small children in the neighbourhood, particularly when combined with increased traffic flow.

**Recommendation –** Maintain the current zoning bylaw, which restricts the additional number of units to approximately 146. Traffic flow from the new development should be routed directly onto the main arterial roads (Sunningdale and Adelaide), and aesthetic fences or barriers should be installed around the new development to impede foot traffic, thus discouraging parking in the low-density areas.

**5. Objection – The proposed apartments would impose unreasonable levels of light and noise pollution on the rest of the subdivision.** As described above, the placement of apartments on a hilltop exaggerates their physical presence from the perspective of the current home owners. In addition, activities such nighttime snow clearing from the 477 space parking lot would greatly increase noise pollution at a time when high noise levels are restricted in residential areas.

**Recommendation –** Maintain the current zoning bylaw, which restricts building height in the new development to 12 m, and restricts the new development to 35 units per hectare.

**6. Objection - The proposed intensification in housing density contains landscaping elements, but no additional park space or outdoor recreational elements.** Our subdivision currently contains one small park area serving 204 detached single-family dwellings. The addition of 314 higher density units would put additional strain on the already crowded and over-used park area. It is also anticipated that increased vehicular traffic along Blackwater Road, immediately adjacent to the current park area, would be hazardous for children and other users of the park.

**Recommendation -** Maintain the current zoning bylaw, which restricts the new development to 35 units per hectare.

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

**Rick De Jong**  
**620 Garibaldi Ave.**  
**London, Ontario**  
**N5X4R6**

**Amanda-Brea Watson**  
**The City of London Planning Division**  
**P.O. Box 5035**  
**London, Ontario**  
**N6A 4L9**

**cc. Joni Bechler: City Council Ward 5 Councillor**

**May 28, 2013**

**Subject: Zoning Change Request, Z-8190, Medium to high density housing request**

Amanda- Brea Watson,

I am in receipt of your notification of a request for zoning change from medium to high density requesting an allowance to build up to an 18 meter high tower or series of 3 towers as submitted by Drewco Development Corp.

I am highly opposed to this proposal both as a resident in the area and as a long term citizen of London.

This proposal is inconsistent with design of the city and the original contract made with the community in 1999 when all the existing parties, the Community, the City and Drewco Development Corp. agreed to develop the area as medium density housing.

Critical issues with this proposal:

1. It is inconsistent with the contract between the Community, City and Drewco Development Corp. made in 1999 with all the same parties.
2. It is outside of the high density node area of Masonville and the planned corridor along Richmond.
3. It is the worst kind of urban sprawl, setting a precedent for all areas of London to be susceptible to high rises
4. The land is sloped, upward from the existing homes to Sunningdale, this will increase the elevation of the high rises above 18 meters.
5. The area north of Sunningdale and East of Richmond is already designated high density. This is close to the Masonville node and consistent with good Urban planning. This property is owned by Drewco Development and available for use if they wish to build high density towers.
6. A change in zoning to high density from medium density housing is inconsistent with the current planning of the area. It will create a new transition zone to high density towers in an otherwise quiet, tranquil part of North London edging on the country side.
7. London needs more park land. The fine city planning that we see downtown where towers border commercial areas

I respectfully request an audience at any proceedings that take place relating to this matter. An approval of this request would be completely unacceptable, not only to myself and my neighbours but also to the City of London.

Best regards,  
Rick De Jong

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

**Watson, Amanda-Brea**

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**From:** [REDACTED]  
**Sent:** Tuesday, May 28, 2013 10:30 AM  
**To:** Watson, Amanda-Brea  
**Subject:** comments on File Number Z-8190

Z-8190  
Attn: Amanda-Brea Watson

Dear Ms. Watson,

Please note my strong opposition to the application by Drewlo Development Corporation to amend the zoning by-law for 2250 Blackwater Rd., 660 Garibaldi Ave. and 670 Garibaldi Ave. (File Number Z-8190). Our subdivision is relatively small, currently with about 200 housing units, and the addition of 314 apartment units (approx. 167 more units than allowed by the current zoning by-law - based on the proposed density increase from 35 to 75 units per hectare) would have a substantial negative impact on the subdivision in numerous respects.

My first concern regarding the proposed amendment is that it would increase traffic flow in our neighbourhood substantially. Despite being a residential road, with many families with small children, Blackwater Rd. already experiences high traffic flow, as evidenced by the installation of speed humps along the length of the road by the City of London. In addition, the extra apartment units might crowd street parking in the subdivision, particularly if visitor parking spots in the new apartment complex are limited. Increased street parking combined with increased traffic flow would present a danger, both to cars exiting driveways and to children entering the street.

I am also concerned about the negative effects of the proposed increase in the maximum height of the apartments, from 12 metres to 18 metres, on both the sightlines and the privacy of the current homeowners. One feature of the sub-division that is not apparent from the attached map is that the proposed apartment units would be located on a large hill at the top of the subdivision. As a result, the proposed 5-storey apartments would effectively rise to 6-8 storeys from the perspective of many of the homes currently in the subdivision. Equipment located on top of the apartments, which would not be needed for smaller buildings, would likely rise above that. Given that the subdivision is relatively new, they are no large trees to increase privacy or lessen the visual dominance of the apartments.

Finally, I am concerned about the likely effect of the proposed increase in housing density and apartment height on the property values of the current homes, and the potential ease of resale. I and many of my neighbours purchased our properties in good faith based on the details clearly outlined in the current zoning by-law, and we would have paid less for our properties or chosen to build elsewhere if the proposed amendment had been included in the original zoning plan. The developer no doubt stands to benefit financially from the proposed amendment, and they are essentially engaging in a game of bait-and-switch with the current homeowners. I sincerely hope that the City of London will not enable these dishonest tactics used by the developer, because any financial gain by the developer or even the city as a result of this amendment would be at the expense of the current home owners, who would see a decrease in their property values. I urge the Municipal Council to protect the current homeowners by making sure the developer honours the details set out in the original zoning by-law.

Thank you for considering my concerns, and please forward my comments to the Municipal Council and the Planning Division for the City of London.

Sincerely,

Hugh Henry  
2177 Blackwater Rd.  
London

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

Z-8190

Attn: Amanda-Brea Watson

Dear Ms. Watson,

I have received the rezoning notice regarding the zoning change proposed by Drewlo in Uplands Crossing. This is a significant amendment to the developer's original plan and has serious implications for all homeowners in this area.

This plan aims to almost double the height and more than double the occupancy of the dwellings from the original zoning plan. The proposed apartment buildings would be situated on a hill, which will amplify their presence and markedly affect the sightlines in the neighbourhood and the privacy of the residences situated below. In addition, these types of buildings will require additional infrastructure on the roof, which will increase their height, visibility and presence ever further. Lower rise townhomes would not suffer from this problem.

Uplands Crossing is a very small subdivision with approximately 200 homes. Changing the occupant capacity three-fold is a substantial increase that will only exacerbate the existing problems with congestion as people increasingly use the Blackwater road shortcut to travel from Sunningdale to Adelaide. There is already a neighbourhood concern regarding traffic flow, speed and parking, and how this endangers the many young children in the area. These issues will only get substantially worse if potentially thousands of new residents move into the neighbourhood.

The homeowners in this neighbourhood purchased their homes by making informed decisions about area amenities, schools, traffic patterns and zoning. Drewlo has deceived the residents of Uplands Crossing by waiting for all the homes to be purchased and built and then revising their proposal. This is an underhanded move that greatly affects the neighbourhood's property values, aesthetics, and environmental, economic and social stability.

I would greatly appreciate it if you could forward my concerns to the Municipal Council and the Planning Division for the City of London.

Thank-you,

Nicola Cason  
2177 Blackwater Rd

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

## **Bibliography of Information and Materials Z-8190**

### **Request for Approval:**

City of London Zoning By-law Amendment Application Form, completed by Dewco Development Corporation, May 10, 2013.

### **Reference Documents:**

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, March 1, 2005.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

Stantec. *Planning Justification Report*, May, 2013.

Stantec. *Urban Design Brief*, May 1, 2013.

F.R. Berry & Associates. *Transportation Impact Assessment*, May, 2013.

Kirkness Consulting. *Compatibility Report*, August , 2013

### **Correspondence: (all located in City of London File No. Z-8190. unless otherwise stated)**

#### **City of London -**

Clavet Y., City of London Environmental & Engineering Services Department - Stormwater Management Unit. E-mail to A-B. Watson. June 11, 2007.

Couvillon A., City of London Transportation Planning & Design Division. Various e-mails with A-B Watson. July 26, 2013 to August 6, 2013.

Masschelein B., City of London Environmental & Engineering Services Department – Wastewater and Drainage Engineering Division. Email to A-B. Watson. June 12, 2013.

Lupton P., City of London Environmental & Engineering Services Department – Water Engineer Division. Email to A-B. Watson. August 26, 2013.

Page B., City of London Environmental & Parks Planning. Various e-mails with A-B Watson. July 30, 2013 to August 6, 2013.

Henry B., City of London Development Planning. Email to A-B. Watson. August 15, 2013

Postma R., City of London – Urban Forestry Unit. Email to A-B. Watson. May 27, 2013

Smolarek J., City of London Planning Division - Urban Design Unit Email to C. Smith. May 14, 2013

#### **Departments and Agencies -**

Creighton C., UTRCA. Letter to A-B. Watson. June 11, 2013.

McLean M., City of London Urban Design Peer Review Panel. Memo to C. Smith. May 15, 2013

Raffoul L., Bell – Development & Municipal Services Control Centre. Letter to A-B Watson. June 4, 2013

Dalrymple D., London Hydro. Memo to A-B Watson. May 23, 2013

### **Other:**

Site visit June 14, 2013 and photographs of the same date.

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**File: Z-8190**  
**Planner: Amanda-Brea Watson**

### Appendix "A"

Bill No. (number to be inserted by Clerk's Office)  
2013

By-law No. Z.-1-13\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 2250 Blackwater Road, 660 & 670 Garibaldi Avenue.

WHEREAS Drewco Development Corporation has applied to rezone an area of land located at 2250 Blackwater Road, 660 & 670 Garibaldi Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning 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 2250 Blackwater Road, 660 & 670 Garibaldi Avenue, as shown on the attached map comprising part of Key Map No. A102, from a Residential R6 Special Provision/ Residential R7 (R6-5(5)/R7•D35•H12) Zone to a Holding Residential R6 Special Provision/ Residential R7 (h-5•R6-5( )/R7•D75•H18) Zone.
- 2) Section Number 10.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:

R6-5( )            2250 Blackwater Road, 660 & 670 Garibaldi Avenue

- a) Regulations
- i) Density            75 units per hectare  
(Maximum)
  - ii) Height            18 metres  
(Maximum)

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 October 1, 2013.

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading        - October 1, 2013.  
Second Reading - October 1, 2013.  
Third Reading       - October 1, 2013.

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

