

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

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

**Subject:** Old Oak Properties  
610-620 Beaverbrook Avenue  
File Number: OZ-9517, Ward 13

**Date:** October 23, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Old Oak Properties relating to the property located at 610-620 Beaverbrook Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 7, 2023 to amend the Official Plan, The London Plan, to **ADD** a new Specific Policy to the Neighbourhoods Place Type to permit two, five (5) storey apartment buildings and to **ADD** the subject lands to Map 7 – Specific Policy Areas – of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 7, 2023 to amend Zoning By-law No. Z.-1, in conformity with the 1989 Official Plan, and the Official Plan, The London Plan for the City of London as amended in part (a) above), to change the zoning of the subject property **FROM** an Urban Reserve (UR1)) Zone and a Holding Residential R5 (h\*R5-7) Zone **TO** a Residential R8 Special Provision (R8-4( ) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Provide a building step down to 4-storeys to the north to provide appropriate height transition from abutting low-rise residential buildings;
  - ii) Screen the parking structure with the building facing Beaverbrook Avenue, and ensure that parts of the structure visible from the street are adequately screened with enhanced all-seasoned landscaping;
  - iii) Relocate the garbage loading/pick-up area away from the view from the public realm;
  - iv) Ensure there is a safe pedestrian connection from the city sidewalk to the north entrance of the east building for pedestrians leaving and arriving to the north;
  - v) Consider common outdoor amenity spaces (e.g., sit-out areas, rooftops gardens etc.) on the 5<sup>th</sup> floor terraces;
  - vi) Update the tree preservation plan, and/or provide adequate soil volumes for required perimeter plantings;
  - vii) Consider reducing the number of parking spaces on site and provide for increased landscaped open space;
  - viii) Ensure sidewalk widths are a minimum of 1.5m and increased to 2.1 metres wherever parking abuts a sidewalk;
  - ix) Ensure barrier-free stalls are located closer to the main buildings entrances and/or extend the access aisle crossings;
  - x) Consider relocating the move-in loading room closer to the loading area to avoid moving trucks parking within the main drive-aisle;
  - xi) Provide glass railings that are bird friendly;
  - xii) Ensure there is a minimum setback of 2.5m from parking to habitable space and provide landscaping or built elements to mitigate headlight

- glare;
- xiii) Provide a delineation between ground floor patios and the public realm and include lockable front doors for ground level units to encourage street activation;
  - xiv) Ensure that the proposed parking structure is designed in a way that balances privacy, safety and headlight mitigation (e.g. lattice fence, brise-soleil structure, perennial plants, hardscaping etc.); and
  - xv) Ensure Low Impact Development measures are incorporated to minimize any drainage impacts.

**IT BEING NOTED**, that the above noted amendments are being recommended for the following reasons:

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 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.

## 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 two 5-storey apartment buildings.

The applicant has also requested to rezone the subject site **FROM** an Urban Reserve (UR1) Zone and a Holding Residential R5 (h\*R5-7) Zone **TO** a Residential R8 Special Provision (R8-4( ) Zone. Special provisions would permit a minimum front yard setback of 4.5 metres, whereas 8.0 metres is required; a minimum rear yard setback of 5.1 metres whereas 7.6 metres is required; a maximum building height of 17.0 metres whereas 13.0 metres is required; and a minimum landscaped open space of 24% whereas 30% is required.

### Purpose and the Effect of Recommended Action

The recommended action will permit two, 5 storey apartment buildings with a total of 184 residential units with a density of 150 units per hectare.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

October 2006 - OZ-7198 – 610 Beaverbrook Avenue

### 1.2 Planning History

An Official Plan Amendment and Zoning By-law Amendment application (OZ-7198) was submitted in 2006 to rezone 610 Beaverbrook Avenue from an Urban Reserve (UR) Zone to a Holding Residential R5 (h\*R5-7) Zone.

Regarding the current application, it was originally submitted prior to The London Plan coming into full force and effect, so the policies of the 1989 Official Plan still applied. The applicant has since revised the application and The London Plan is in full force and effect.

### 1.3 Property Description and Location

The subject lands consist of two lots, 610 and 620 Beaverbrook Avenue. The lands are located on the west side of Beaverbrook Avenue, between Proudfoot Lane to the north and Sugarcreek Trail to the south, in the West London Planning District in Ward 13. The lands are currently vacant – 610 Beaverbrook Avenue originally contained a single detached dwelling which was demolished in 2010.

The lands are located in a predominantly medium to high density residential area, with forms including townhouses, stacked townhouses, and apartment buildings and small-scale commercial and community uses. Lower-density residential uses are located further to the south, along Riverside Drive. The lands are also adjacent to Mount Pleasant Cemetery and Sugarcreek Park.

#### Site Statistics:

- Current Land Use: Vacant
- Frontage: 102 metres (500 feet)
- Area: 1.2 hectares (2.9 acres)
- Shape: regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

#### Surrounding Land Uses:

- North: townhouse condominium
- East: Mount Pleasant Cemetery
- South: single detached dwelling, future stacked townhouse development
- West: Sugarcreek Park

#### Existing Planning Information:

- Existing London Plan Place Type: Neighbourhood fronting a Neighbourhood Connector
- Existing Special Policies: Primary Transit Area
- Existing Zoning: 610 Beaverbrook Avenue – Holding Residential R5 (h\*R5-7)  
620 Beaverbrook Avenue – Urban Reserve (UR1)

Additional site information and context is provided in Appendix C.





Figure 1- Aerial Photo of 610 and 620 Beaverbrook Avenue and surrounding lands



Figure 2 - Streetview of 610-620 Beaverbrook Avenue (view looking west)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The subject lands are proposed to be developed for two, 5-storey, residential apartment buildings containing a combined total of 184 residential units, with a density of 150 units per hectare.

Vehicular parking is proposed in a parking deck between the two buildings with 236 parking spaces proposed for a parking ratio of 1.26 spaces per unit.

Common outdoor amenity areas are provided around the perimeter of the buildings blending into Sugarcreek Park. A large portion of the proposed building mass is to be oriented close to Beaverbrook Avenue to reinforce the streetscape and provide a strong street edge.

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment buildings
- Height: 5 storeys (17m)
- Residential units: 184
- Density: 150 units / hectare
- Building coverage: 29%



- Parking spaces: 236 structured
- Bicycle parking spaces: 184
- Landscape open space: 24%

Additional information on the development proposal is provided in Appendix C.

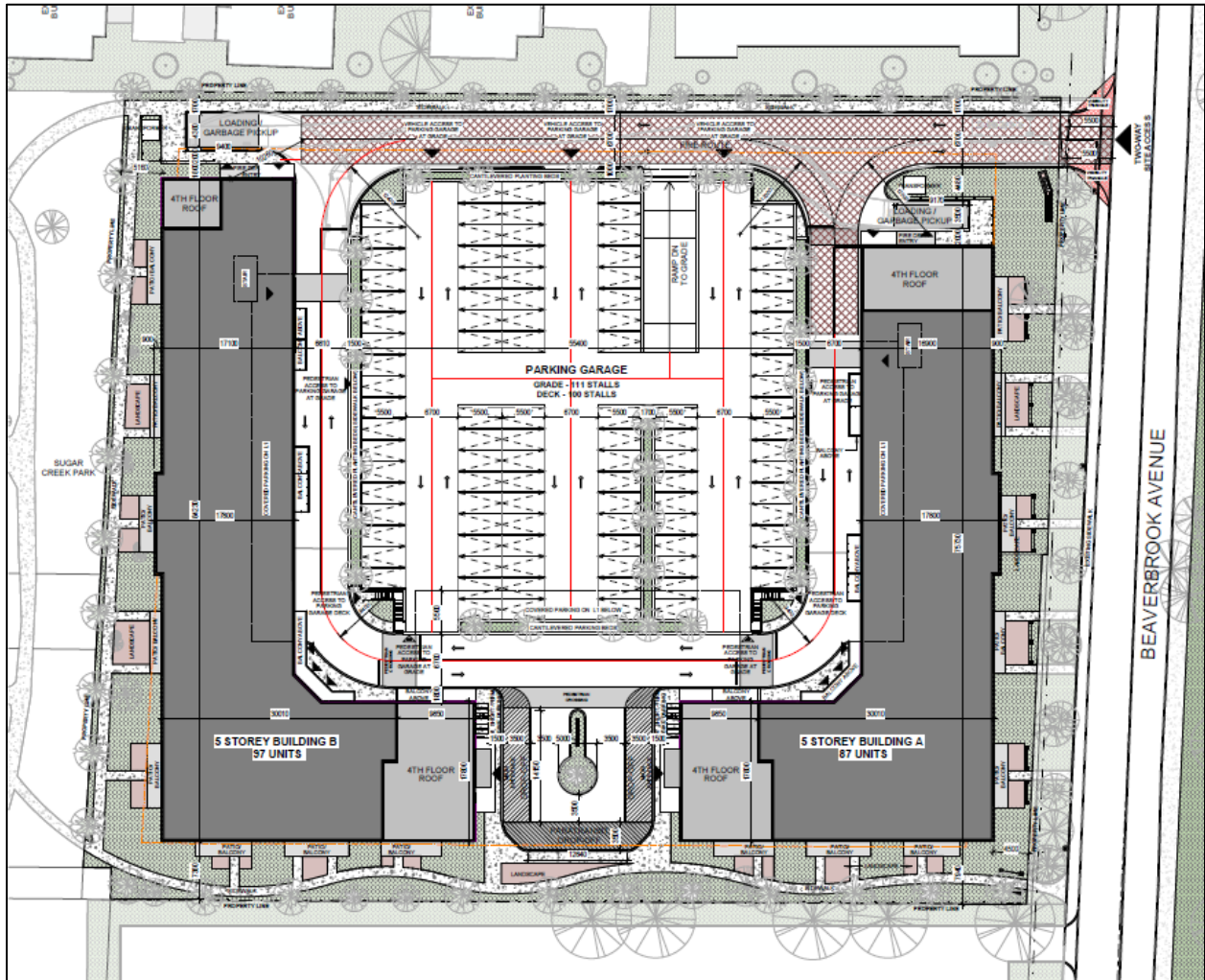


Figure 3 - Conceptual Site Plan (August 2023)



Figure 4 – Elevations (August 2023)



Figure 5 – Renderings (August 2023)

## 2.2 Requested Amendment(s)

The applicant has requested to amend The London Plan to add a Specific Policy to the

Neighbourhoods Place Type to permit two, 5-storey apartment buildings.

The applicant has further requested to rezone the subject site from an Urban Reserve (UR1) Zone and a Holding Residential R5 (h\*R5-7) Zone to a Residential R8 Special Provision (R8-4(\_)) Zone with the following proposed special provisions.

Regulation (R8-4(_))	Required	Proposed
Minimum front yard setback	8.0m	4.5m
Minimum rear yard setback	7.6m	5.1m
Maximum height	13.0m	17.0m
Minimum landscaped open space	30%	24%

### 2.3 Internal and Agency Comments

The application and [associated materials](#) were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- parking
- site functionality and design
- trees

Detailed internal and agency comments are included in Appendix D of this report.

### 2.4 Public Engagement

On September 8, 2023, a Revised Notice of Application was sent to 184 property owners and residents in the surrounding area. A Revised Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 21, 2023. A “Planning Application” sign was also placed on the site.

There were ten responses plus a petition received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Trees
- Lack of green space
- Intensity
- Density
- Height
- Traffic
- Privacy
- Drainage
- Sunlight

Detailed public comments are included in Appendix E of this report.

### 2.5 Policy Context

#### ***The Planning Act and the 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 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 an underutilized property 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 has access to bus transit facilities and nearby commercial uses that assist in supporting a complete community.

### ***The London Plan, 2016***

#### *Planning and Development Applications*

*The London Plan* (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

#### *Specific Policy Areas*

*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 (TLP 1729-1734).

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. 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 appropriately buffered from the abutting low-rise residential uses and contributes 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.

#### *Zoning to the Upper Maximum*

To provide certainty and to ensure that impacts of the additional height are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height in The London Plan. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

Staff are of the opinion that the proposed zoning provisions sufficiently mitigate the impacts of the additional height.

### **3.0 Financial Impact/Considerations**

None.

### **4.0 Key Issues and Considerations**

#### **4.1 Land Use**

The site is located within the Neighbourhoods Place Types of The London Plan, with frontage on a Neighbourhood Connector, 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, and triplexes.

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 buildings are not a contemplated use in accordance with Table 10, along a Neighbourhood Connector. Therefore, a Specific Policy to permit apartment buildings as a permitted use on the subject site is required. In staff's opinion the

proposed use is appropriate with the surrounding context which is predominately made up of medium to high density residential type uses. The current range of permitted uses in the Neighbourhood Place Type does not fully optimize the development potential of the subject lands which is capable of accommodating greater levels of intensity through an apartment building. Staff believe the use will provide an efficient use of land and is compatible amidst the existing residential uses in the area and meets the criteria to support a special policy.

## **4.2 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. There is no upper maximum height for the subject site. The applicant has requested an Official Plan Amendment to add a Specific Policy to the Neighbourhoods Place Type to permit apartment buildings at an upper maximum height of 5 storeys, exceeding the permitted four storeys.

Policy 1638\_ states that applications to exceed the standard maximum height will be reviewed on a site-specific basis. 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 is 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 are satisfied that appropriate mitigation measures including but not limited to building step downs, setbacks, and the position of the buildings with the access along the north are provided to justify the additional building height as discussed in Section 4.5 of this report. Given the surrounding context and existing range of heights and intensity, the proposed two, 5-storey apartment buildings are considered appropriate and compatible within the neighbourhood context. As such, staff are satisfied the proposed intensity is in conformity with the criteria for Zoning to the Upper Maximum and the Evaluation Criteria for Planning and Development Applications.

## **4.3 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\_).

### **Building Orientation and Built Form**

The application was reviewed by the Urban Design Peer Review Panel. 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. A previous iteration of the development included the two buildings oriented in a backwards C-shape with larger masses towards the north and south property lines and parking structure facing the park. The Panel and staff advised that the buildings be rotated to the current U-shape in order to provide greater frontage along the street and park, and to screen the parking and provide a buffer to the north. As a result of those comments, the applicant rotated the development so the built form addressed both Beaverbrook Ave and Sugarcreek Park resulting in a more appropriate form of development for the site. The Panel's full comments and the applicant's response are contained in Appendix D.

The proposed buildings have been sited close to the front and rear lot lines, with the greatest mass oriented along Beaverbrook Ave and Sugarcreek Park to the west to limit impacts to the south and north. Access is proposed along the north side of the property to provide further buffering between the proposed built form and low-rise land use to the north. Through the recommended zoning regulations and direction to the site plan approval authority, an appropriate transition in height will be provided towards adjacent development. These recommendations include side yard setback regulations, access location and step downs to ensure the massing is appropriate to the scale of the surrounding neighbourhood. While the applicant has requested reduced front and rear yard setbacks, the reduced setbacks would facilitate an urban character that better aligns with modern urban design principles, creating a strong street wall, and setting the context for a comfortable pedestrian environment. The U-shape orientation of the buildings allow for substantial separation from adjacent land uses and stepping down to preserve access to sunlight and minimize overlook into rear yard amenity spaces.

### **Parking and Vehicular Access**

Vehicular access is proposed off Beaverbrook Ave leading to a parking structure containing 236 parking spaces (1.26 spaces per unit) and bicycle parking of 184 spaces. All the parking is located to the interior of the development which limits visual impacts of the parking on Beaverbrook Ave and surrounding uses. 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**

Common outdoor amenity areas are proposed around the exterior of the buildings with paths connecting the development to Beaverbrook Ave and Sugarcreek Park to the west. While the applicant is commended for providing a reasonably-sized outdoor amenity area, staff would encourage the application to provide additional amenity areas on the property. As the applicant is proposing a significant oversupply in parking, there is opportunity to explore alternative options to reduce the number of parking spaces to accommodate this increase in amenity space. These details will be reviewed and determined in greater detail at a future Site Plan Approval stage.

Staff are satisfied the revised development 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.



#### **4.4 Issue and Consideration #6: Zoning**

In addition to the requested Specific Policy the applicant has also requested to rezone the subject site from an Urban Reserve (UR1) Zone and a Holding Residential R5 (h\*R5-7) Zone to a Residential R8 Special Provision (R8-4( ) Zone. Special provisions would permit a minimum front yard setback of 4.5 metres, whereas 8.0 metres is required; a minimum rear yard setback of 5.1 metres whereas 7.6 metres is required; a maximum building height of 17.0 metres whereas 13.0 metres is required; and a minimum landscaped open space of 24% whereas 30% is required.

##### **Front and Rear Yard Depth**

In the Residential R8 Zone, minimum front and 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 rear 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 ). Staff have no concerns with the requested reductions, as they facilitate a development that is better oriented towards Beaverbrook Ave and Sugarcreek Park, consistent with the City Design policies in The London Plan.

##### **Building Height and Building Step Downs**

Staff are satisfied the requested two 5-storey buildings height with step down to 4-storeys are appropriate for the site. As discussed in section 4.3 of this report, the increase in height is appropriate for the site and has been mitigated to ensure there will be no adverse impacts on adjacent properties. Minimum setback requirements captured in the recommended amendments ensure adequate separation between the building and adjacent properties. The stepping down of the height to 4 storeys towards the north will reduce the privacy and shadow impacts on the adjacent townhouses. As such, staff is satisfied the proposed development is appropriate and provides for higher intensity, transit-oriented development.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan, including but not limited to the Key Directions, City Building policies, Neighbourhoods Place Type 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:** Alanna Riley, 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, Current Development  
Michael Pease, Manager, Site Plans  
Brent Lambert, 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 610-620 Beaverbrook 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 November 7, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – November 7, 2023  
Second Reading – November 7, 2023  
Third Reading – November 7, 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 facilitate the proposed infill development at 610-620 Beaverbrook Avenue by permitting apartment buildings and an upper maximum height of five storeys on the property.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 610-620 Beaverbrook Ave in the City of London.

**C. BASIS OF THE AMENDMENT**

The site-specific amendment would allow for two, 5-storey apartment buildings. The proposed amendment is considered appropriate as it is consistent with the Provincial Policy Statement, 2020, conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Specific Policy Area policies in Our Tools. 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.

**D. THE AMENDMENT**

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

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

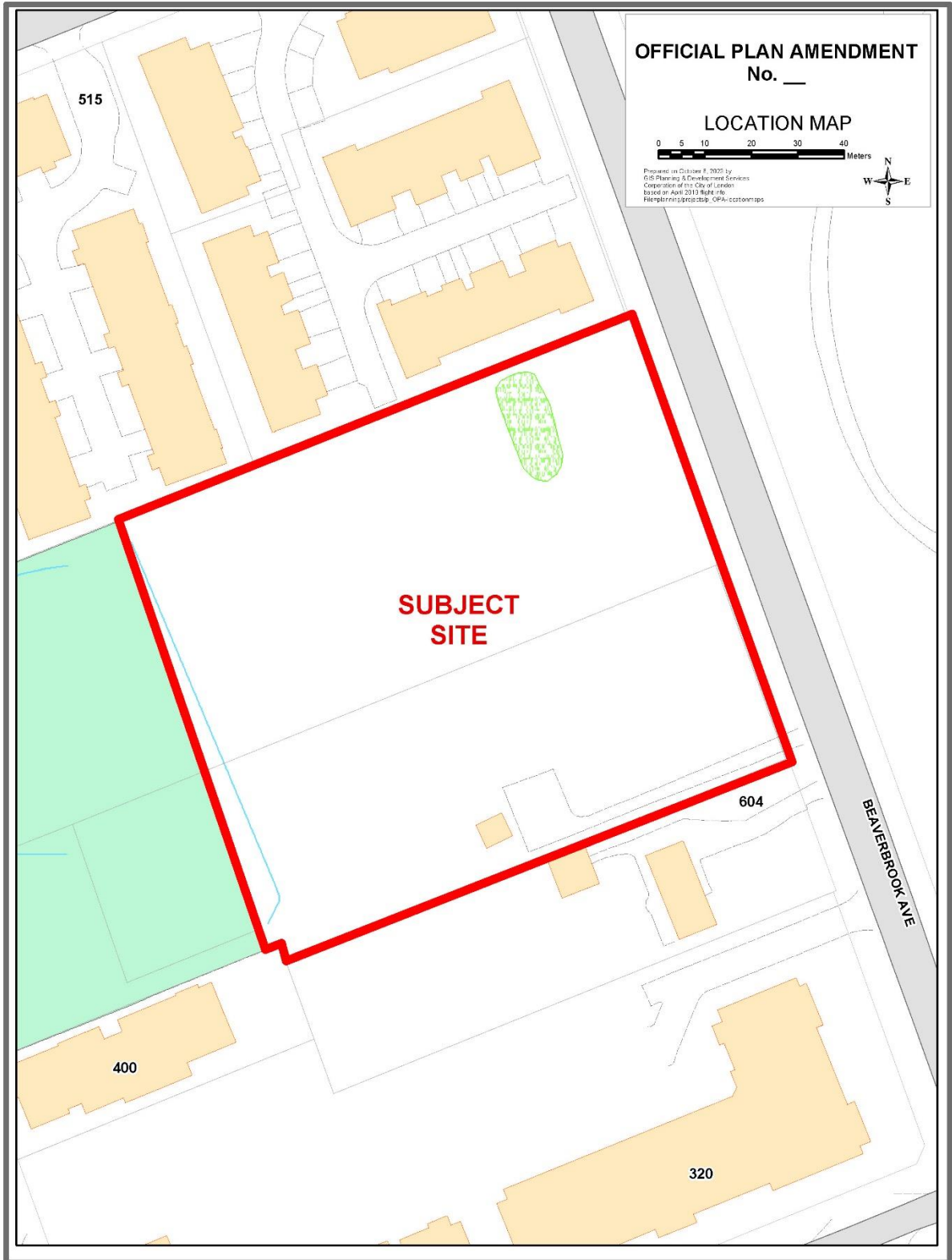
(\_\_\_) 610-620 Beaverbrook Avenue

For lands in the Neighbourhoods Place Type located at 610-620 Beaverbrook Avenue, as shown on Map 7 – Specific Policy Areas, apartment buildings shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of five (5) storeys.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 610-620 Beaverbrook Avenue in the City of London, as indicated on “Schedule 2” attached hereto.

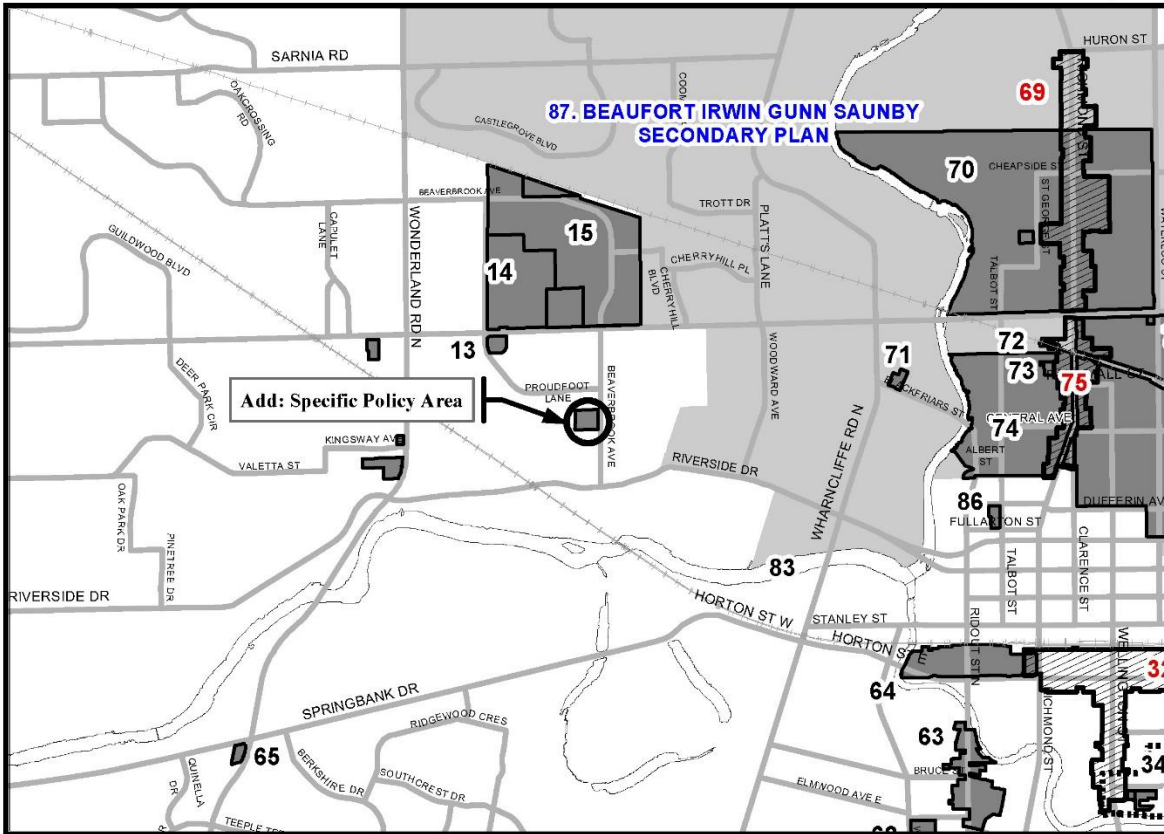


# Schedule 1



# Schedule 2

AMENDMENT NO:



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.*

<p><b>SCHEDULE #</b> <b>TO</b></p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9517</p> <p>PLANNER: AR</p> <p>TECHNICIAN: RC</p> <p>DATE: 7/13/2022</p>
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## 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 610-  
620 Beaverbrook Avenue.

**WHEREAS** Old Oak Properties has applied to rezone an area of land located at 610-620 Beaverbrook 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 610-620 Beaverbrook Avenue, as shown on the attached map comprising part of Key Map No. A106, **FROM** an Urban Reserve (UR1) Zone and a Holding Residential R5 (h\*R5-7) Zone **TO** a Residential R8 Special Provision (R8-4(\_)) Zone.
- 2) Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:  
  
R8-4(\_) 610-620 Beaverbrook Avenue
  - a) Regulations
    - i) Front Yard Depth (minimum): 4.5 metres
    - ii) Rear Yard Depth (minimum): 5.0 metres
    - iii) North Interior Side Yard Depth (minimum): 10.0 metres
    - iv) Height (maximum): 17 metres
    - v) Landscaped Open Space (minimum): 24%
- 3) 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.

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.

**PASSED** in Open Council on June 27, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

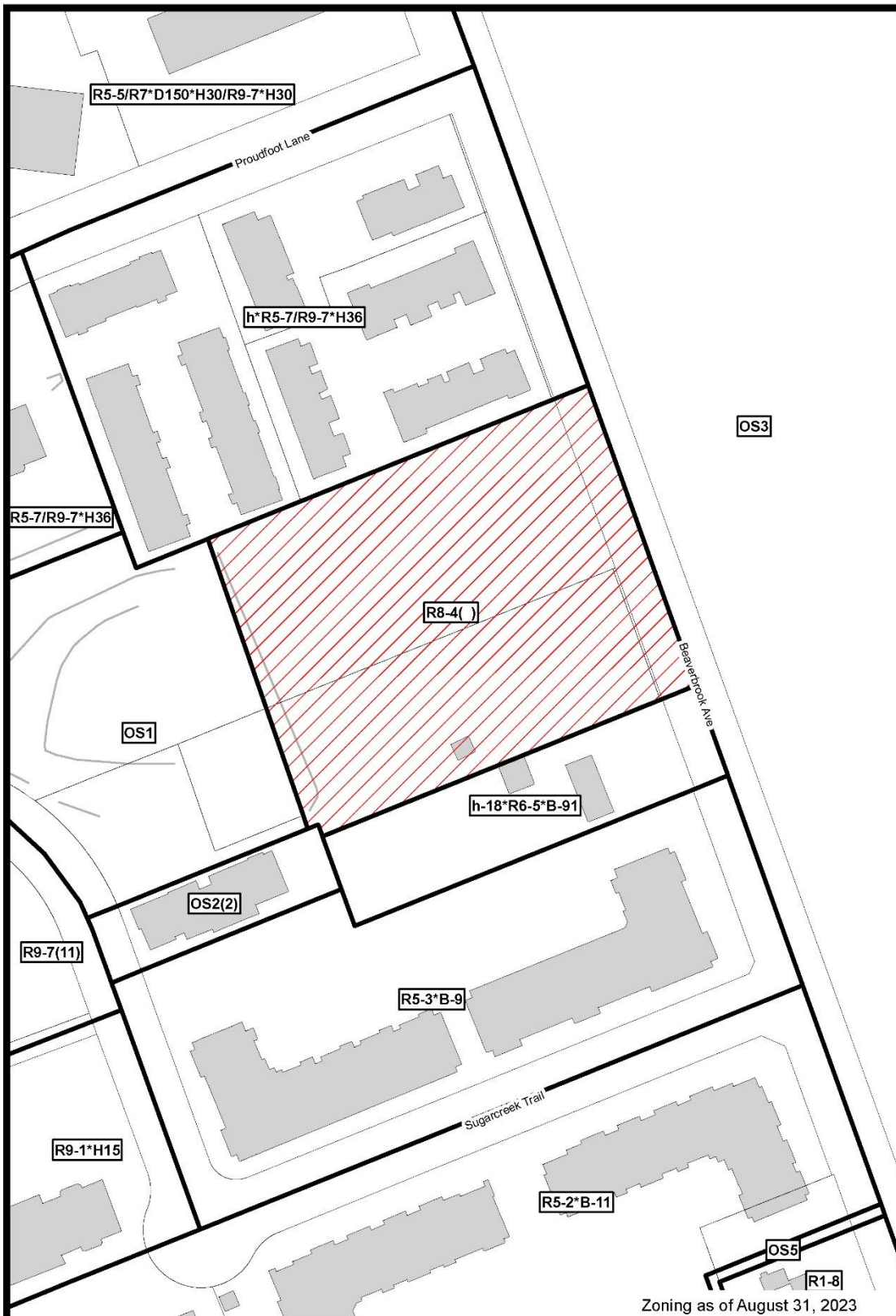


Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – November 7, 2023  
Second Reading – November 7, 2023  
Third Reading – November 7, 2023

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



Zoning as of August 31, 2023

File Number: OZ-9517  
 Planner: AR  
 Date Prepared: 2023/10/06  
 Technician: RC  
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters



## Appendix C - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Vacant
Frontage	102 metres (500 feet)
Area	1.2 hectares (2.9 acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Townhouse condominium
East	Mount Pleasant Cemetery
South	Single detached dwelling, future stacked townhouse development
West	Sugarcreek Park

#### Proximity to Nearest Amenities

Major Intersection	Beaverbrook Avenue & Oxford Street West, 400m
Dedicated cycling infrastructure	Riverside Drive, 300m
London Transit stop	Riverside Drive (Route 19), 300m
Public open space	Sugarcreek Park, adjacent
Commercial area/use	Cherryhill Mall, 1.1km
Food store	Metro (Cherryhill Mall), 1.1km
Primary school	Eagle Heights Public School, 1.0km
Community/recreation amenity	Sugarcreek Park, adjacent

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhood Place Type, Neighbourhood Connector
Current Special Policies	Primary Transit Area
Current Zoning	610 Beaverbrook Ave – Holding Residential R5 (h*R5-7) 620 Beaverbrook Ave – Urban Reserve (UR1)

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Permit two, 5-storey apartment buildings
Requested Zoning	R8-4( )

#### Requested Special Provisions

Regulation (R8-4( ))	Required	Proposed
Minimum front yard setback	8.0m	4.5m
Minimum rear yard setback	7.6m	5.1m
Maximum height	13.0m	17.0m
Minimum landscaped open space	30%	24%

## C. Development Proposal Summary

### Development Overview

The subject lands are proposed to be developed for two, 5-storey, residential apartment buildings containing a combined total of 184 residential units, with a density of 150 units per hectare. 236 parking spaces are proposed on an above grade parking deck. Common outdoor amenity areas are provided around the perimeter of the building and blending into Sugarcreek Park.

### Proposal Statistics

Land use	Residential
Form	Apartment buildings
Height	5 storeys (17 metres)
Residential units	184
Density	150 units per hectare
Building coverage	29%
Landscape open space	24%
New use being added to the local community	No

### Mobility

Parking spaces	236 structured
Vehicle parking ratio	1.26 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	184
Secured bike parking ratio	1 space per unit
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

### Environmental Impact

Tree removals	131
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

## Appendix D – Internal and Agency Comments

### First Submission Comments

#### Urban Design – Received August 10, 2022

- The proposed building and site design should incorporate the following as part of the Zoning By-Law Amendment application before proceeding to Site Plan Application.
  - Provide a full set of dimensioned elevations for all sides of the proposed buildings with materials and colours labelled. Further urban design comments may follow upon receipt of the elevations.
  - Locate built form along Park frontage in addition to the Beaverbrook Avenue frontage in order to provide for built and active edges to these public interfaces and also providing appropriate transition to the 2 storey townhomes located towards the North of the site.
    - Eliminate the parking structure along the park to provide a better interface. Explore opportunities to locate alternative low-rise (2 to 3 storeys) housing forms along park frontage such as townhouses or stacked townhouses with individual entrances off walkways along Sugarcreek Park boundary and garages accessed from rear as opposed to the proposed landscape terrace wall to activate the public interface along the Sugarcreek Park.
  - Reduce the apparent overall massing and length (over 100m) along East-West by breaking up each building into separate buildings or through creative massing using materials, recesses, projections, and fenestration.
  - Ensure to include active ground-floor uses on both the street-facing and park-facing elevations, such as individual residential unit entrances, amenity rooms, lobbies, the principal building entrance, etc.
    - The active uses along Beaverbrook Avenue including Primary building entrances and amenity areas are acknowledged. Provide individual unit entrances with walkway connection from City Sidewalk to the 2-Bed unit facing Beaverbrook Avenue.
  - Design the parking to be one level underground as opposed to structured parking to minimize the visual impact of the parking structure from the street as well for the units facing internally to the parking bays. This could facilitate additional units at ground levels as well as two storey units along the park frontage.
  - Provide a network of pedestrian walkways that connect to the adjacent park, the building entrances, and the public sidewalk on Beaverbrook Avenue.
    - The pedestrian connection provided along the North edge of the site is acknowledged. Provide a similar pedestrian connection along South property edge connecting the City Sidewalk and Sugarcreek Park with walkway connections from ground floor residential units.

#### Site Plan – Received August 10, 2022

Comments are as follows:

1. Based on comments provided at the time of SPC and by the UDPRP, the proponent is strongly encouraged to do underground parking given the cost and maintenance of green roofs.
2. Through the previous process, staff were looking for more direct pedestrian connections to the park at the rear – even through the current parking configuration. Currently, the only connection is along the north side of the site. Given the parks proximity, staff are not looing for a large outdoor common



amenity space but rather looking for these pedestrian connections to make the park more accessible to residents.

3. The current parking configuration does not provide for safe pedestrian connections to the building. Pedestrians are required to walk through the parking area to reach the building. Provide pedestrian connections to the building internal to the sites parking area.

### **London Hydro – Received July 6, 2022**

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

### **Upper Thames Conservation Authority – Received June 16, 2022**

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. The UTRCA therefore has no objections to this application and Section 28 approvals are not required.

### **Landscape Architect – Received August 9, 2022**

I have reviewed the Tree Assessment report prepared by RKLA in April 2022. I have no concerns about the report's accuracy and format. The inventory captured 145 individual trees within the subject site, within 3 meters of the legal property boundary, and in the City ROW of Beaverbrook Avenue. All (98) trees located within subject site are proposed for removal due to construction impacts. Twenty-nine trees are proposed for removal off site or on the shared property line with 604 Beaverbrook.

No species classified as endangered or threatened under the Ontario Endangered Species Act, 2007, S.O. 2007, c. 6 were observed during the tree inventory.

The site is not within or adjacent to a City of London Tree Protection Area.

All trees over 50cm dbh are protected by the City's Tree Protection By-law until Site Plan approval. Removal permits would be required until that time. Any person who contravenes any provision of this By-law is guilty of an offence. A permit convicted under this By-law is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00, where the fine is not a set fine.

At Site Plan review, the applicant will be required to provide:

- consent from City of London for removal of three trees (tree ID #s 59,60 & 61) from the City ROW along Beaverbrook Ave due to construction impacts. Request could include tree #144 depending on actions of adjacent developer in road allowance adjacent to 604 Beaverbrook. Confirm with the developer of 604 Beaverbrook Ave that they are coordinating with the City for the removal of one tree from the City ROW along Beaverbrook Ave (tree ID #144)

consent from the owner of 604 Beaverbrook Ave for the removal of 29 trees offsite or on property line.

### **Parks Planning – Received June 23, 2022**

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

The site abuts Sugarcreek Park to the west and the following is to be considered at the time of site plan approval:

- The proposed sidewalk / pathway over the development lands for access from Beaverbrook Ave to Sugarcreek Park will require an easement for public use if

implemented, and all maintenance on the easement lands will not be the responsibility of the City

- Parks Planning & Design will review the detailed servicing and grading plans when the formal site plan application is submitted. Please clearly show how the pathway connection into the park will not negatively impact grading, drainage, or existing trees within the park, along with restoration to City Park standards for topsoil and seed.
- Any special provisions tied to the park can be confirmed after drawing review

#### **Ecology – Received September 16, 2022**

- Zoning amendment to allow two 3-storey stacked townhouse buildings with a total of 24 residential units. A maximum density of 70 units per hectare.
- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- 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.

Ecology – complete application requirements

- None.

Notes

- None.

#### **Engineering – Received August 9, 2022**

- The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned zoning application:

**The following items are to be addressed during the re-zoning application stage:**

##### ***Wastewater***

- The report is satisfactory however the applicant will need to provide a copy of the reference plan and easement agreement to confirm access to the described outlet.

**The following items are to be considered during a future site plan application stage:**

##### ***Wastewater***

- According to the accepted area plan 22786, the proposed lands are tributary to 200mm diameter sanitary sewer on Sugarcreek Trail.

As set out on the accepted sanitary area plan and design sheet, the anticipated proposed population will exceed the allocated.

As part of a complete application, the Applicant's consulting engineer is to submit a servicing report that includes the capacity design of the downstream sanitary system to Proudfoot lane, maximum population and maximum flows will be generated based on the proposed zone as well as sanitary routing/connection to the ultimate intended municipal sanitary outlet. The owner is to clearly identify how the lands will connect to municipal outlet.

Sewer Engineering' expectation is that the holding provision remain in place until outlet and capacity can be addressed and demonstrated to satisfaction of the SED and the City Engineer.

- **Water**

- - Municipal water servicing is available from 250mm watermain on Beaverbrook Avenue fronting the site.
  - If building ownership will be condominium or there is potential separate ownership, separate municipal water services should be provided to each building.
  - Additional comments will be provided at the time of application and will be based on City's Design Standards.

- **Stormwater:**

- - Specific comment for this site
  - As per as-constructed 22785, the site at C=0.50 is tributary to the existing 375mm storm sewer and maintenance hole R7B at the west end of the site. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
  - However, the City cannot confirm this storm connection/pdc exists to service the property. In order to service the proposed site(s) the applicant will be required to construct these sewers; these works shall be in accordance with City Standards.
  - The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100 year return period storms.
  - The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
  - The proposed land use of a high density residential triggers 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.
  - Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
  - This site plan may be eligible to qualify for a Stormwater Rate Reduction (up to 50% reduction) as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can find more information and an application form at the following: <http://www.london.ca/residents/Water/water-bill/Pages/Water-and-Wastewater-Rates.aspx>.

- An Operations and Maintenance manual should be provided as a separate report/manual identifying any implemented/constructed LIDs. For examples of such report contents please refer to the following website <https://cvc.ca/low-impact-development/lid-maintenance-monitoring/>
- 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 the Mud Creek Subwatershed
- The subject lands are located in the Mudcreek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Mudcreek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- 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.
- 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.

***Transportation:***

- Road Widening requirement 10.75m from centerline along Beaverbrook Ave;
- Consider a different configuration for access to underground parking, a sightline analysis may be required to determine safety of conflicting vehicle movements;
- Detailed comments regarding access to be provided through Site Plan.

**Heritage – Received August 9, 2022**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9517):

- Amick Consultants Limited. Stage 1-2 Archaeological Property Inspection, 610-620 Beaverbrook Avenue [...] Middlesex County, Ontario (PIF P038-1175-2021), April 11, 2022.

Please be advised that heritage planning staff recognize the conclusion of the report that states that: “[a]s a result of the Stage 2 Property Assessment of the study area, no archaeological resources were encountered. Consequently, the following recommendations are made:

1. No further archaeological assessment of the study area is warranted;
2. The provincial interest in archaeological resources with respect to the proposed undertaking has been addressed;
3. The proposed undertaking is clear of any archaeological concern.” (p2)

An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received dated May 26, 2022 (MHSTCI Project Information Form Number P038-1175-2021, MHSTCI File Number 0015950).

Archaeological conditions can be considered satisfied for this application.



## **Second Submission Comments**

### **Landscape Architecture – Received May 23, 2023**

1. Development and Planning's Landscape Architect does not support the reduced setback from the west property line of 3m. Tree planting along interior property lines is a requirement of a Site Application. The reduced area will not be able to accommodate, surface drainage features, tree planting and vegetative screening to the adjacent public park or provide sufficient soil volume to support required tree vitality. The required setback of 7.6m to be enforced.

2. Four CoL boulevard trees are proposed for removal [59, 60, 61, 144]. To remove a City Tree from a boulevard, contact Forestry Dispatcher at trees@london.ca with details of your request for removal. Proof of payment issued by Forestry Operations is a requirement of Site Plan approval. A recommendation for proof of payment will be forwarded for Site Plan review.

3. Twenty-nine trees growing off site or on the property line shared with 604 Beaverbrook Ave are proposed for removal. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Consent to injure or remove boundary trees is a requirement of Site Plan approval. A recommendation for letters of approval will be forwarded for Site Plan Review..

4. All trees over 50cm dbh are protected by the City's Tree Protection By-law until Site Plan approval. Removal permits would be required until that time. Any person who contravenes any provision of this By-law is guilty of an offence. A permit convicted under this By-law is liable to a minimum fine of \$500.00 and a maximum fine of \$100,000.00, where the fine is not a set fine.

### **Parks Planning – Received May 25, 2023**

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of site plan approval.

The site abuts Sugarcreek Park to the west and the following is to be considered at the time of site plan approval:

- The proposed sidewalk / pathway (s) over the development lands for access from Beaverbrook Ave to Sugarcreek Park will require an easement(s) for public use if implemented, and all maintenance on the easement lands will not be the responsibility of the City
- Parks Planning & Design will review the detailed servicing and grading plans when the formal site plan application is submitted. Please clearly show how the pathway connection(s) into the park will not negatively impact grading, drainage, or existing trees within the park, along with restoration to City park standards for topsoil and seed.
- Any special provisions tied to the park can be confirmed after drawing review

### **Heritage – Received July 18, 2023**

- The comments remain the same for the revised application on this property.
  - Heritage Impact Assessment Report – sufficient to fulfill requirements.
  - To mitigate potential impacts:
    - On the final conceptual townhouse layout, ensure the status of 1186 Fanshawe Park Road East is clearly identified as a LISTED property on the City's Register of Cultural Heritage Resources.
    - Due to the proximity of the proposed development, a permanent

- fence should be installed along that shared west boundary between 1186 Fanshawe Park Road East and 1208 Fanshawe Park Road East post-construction.
  - Additional landscape buffering along the boundary of 1186 and 1208 Fanshawe Park Road East to be considered as part of site plan approval.
- Archaeological Assessment requirements have been satisfied for this application.

### **Ecology – Received June 1, 2023**

#### Official Plan and Zoning amendments to allow two, 5-storey apartment buildings

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

#### Major issues identified

- 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.

#### Ecology – complete application requirements

- None.

#### Notes

- None.

### **UTRCA – Received September 18 18, 2023**

- The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.
- The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

### **London Hydro – Received September 26, 2023**

- Servicing the above proposed should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearance from L.H. infrastructure is mandatory. A blanket easement will be required. **Note:** Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

### **Urban Design – Received September 19, 2023**

#### Matters for Zoning

1. The Applicant is commended for incorporating the following site and building design features:
  - Providing an active frontage along Sugar Creek Park by orienting the built form with windows, balconies, entrances facing the park and patios extending into the setbacks with direct walkways leading to the park
  - Reducing the apparent length of the built form and breaking up each building through creative massing using materials, recesses, projections, and fenestrations
  - Providing pedestrian connections along the North and South property edge connecting the City Sidewalk and Sugarcreek Park with walkway connections from ground floor residential units.
2. A step back of minimum 5m above the 4th floor should be provided on the north side to allow for an appropriate transition towards the 2-storey townhouses and mitigate any shadow and overlook issues. Refer to The London Plan [TLP, 298]

## Matters for Site Plan

1. Consider limiting the parking structure till the extent of the building facing Beaverbrook Avenue. Alternatively, ensure that the part of the structure visible from the street is adequately screened with enhanced all-seasoned landscaping. [TLP, 273]
2. Relocate the garbage loading/pick-up area away from the view of the public realm. [TLP, 266]
3. Ensure there is a safe pedestrian connection from the city sidewalk to the north entrance of the building facing Beaverbrook Avenue for pedestrians leaving and arriving to the north. [TLP, 255]
4. Common outdoor amenity spaces (e.g., sit-out areas, rooftops gardens etc.) on the 5<sup>th</sup> floor terraces are highly encouraged. [TLP, 295, 666, 667]

## Engineering – Received September 15, 2023

### Water

#### Matters for Site Plan

- Water is available via the municipal 250mm PVC watermain on Beaverbrook Ave.
- Separate Water service for each apartment building will be required.
- Our record shows the property is being serviced by 1/2" servicing from 250mm PVC watermain on Beaverbrook Ave. The existing water service to be decommissioned to City Standard (cut and capped at watermain) and each severed lots is required to have their new separate municipal water service connection.
- The Site is in the City's low Level service area, which has a hydraulic grade line of 301.8 m.
- A water servicing report will be required addressing domestic demands, fire flows, water quality.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system. Each separately owned buildings shall have a separate water service connection to the municipal water system.

## Site Plan – Received September 15, 2023

### 1. Major Issues

- N/A

### 2. Matters for OPA/ZBA

- Reduce the number of parking stalls on site and provide for increased landscaped open space. The site is significantly over-parked.
- Sidewalk widths are to be a minimum of 1.5 metres and increased to 2.1 metres wherever parking abuts a sidewalk.

### 3. Matters for Site Plan

- The barrier-free stalls are to be located closer to the main building entrance and/or extend the access aisle crossings.
- Minor site design matters such as fire route sign locations, short-term bicycle parking, snow storage etc., will be addressed through the Site Plan Approval process.
- The moving room is noted however, consider relocating this closer to the loading area to avoid moving trucks parking within the main drive-aisle.

## Appendix E – Public Engagement

### Community Engagement

#### Notice of Application:

**Public liaison:** On June 16, 2022, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, June 16, 2022. A “Planning Application” sign was also placed on the site.

**Public Responses:** Replies were received from 10 households and a petition was submitted.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit the development of two, 5-storey apartment buildings with 172 residential units and density of 141 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** from an Urban Reserve (UR1)) Zone and a Holding Residential R5 (h.R5-7) Zone **TO** a Residential Special Provision (R8-4(\_)) Zone. Special provisions would permit a minimum front yard setback of 4.5 metres, whereas 8.0 metres is required; a minimum interior side yard setback of 6.0 metres whereas 7.6 metres is required; a minimum rear yard setback of 3.0 metres whereas 7.6 metres is required; a maximum building height of 19.0 metres whereas 12.0 metres is required; a minimum landscaped open space of 27% whereas 30% is required; and a maximum lot coverage of 36.5% where as 30% is required.

#### Revised Notice of Application:

**Public liaison:** On September 14, 2023 a Revised Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, September 14, 2023. A “Planning Application” sign was also placed on the site.

**Public Responses:** Replies were received from 10 households

**Nature of Liaison:** The purpose and effect of this zoning change is to permit the development of two, 5-storey apartment buildings with 184 residential units and density of 150 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** an Urban Reserve (UR1)) Zone and a Holding Residential R5 (h.R5-7) Zone **TO** a Residential Special Provision (R8-4(\_)) Zone. Special provisions would permit a minimum front yard setback of 4.5 metres, whereas 8.0 metres is required; a minimum rear yard setback of 5.1 metres whereas 7.6 metres is required; a maximum building height of 17.0 metres whereas 13.0 metres is required; and a minimum landscaped open space of 24% whereas 30% is required.

**Responses:** A summary of the various comments received include the following:

- Trees
- Lack of green space
- Intensity
- Density
- Height
- Traffic
- Privacy
- Drainage
- Sunlight

#### **Responses to Public Liaison Letter and Publication in “The Londoner”**

**From:** Leanda Carr

**Sent:** Thursday, June 23, 2022 10:28 AM

**To:** Riley, Alanna <ariley@London.ca>

**Subject:** [EXTERNAL] File #OZ-9517 Notice of Planning Application

Good Morning Alanna,

I received the notice of planning application for the proposed (2) Two five (5) storey buildings off of the Sugar Creek Park and Beaverbrook Rd by Old Oak properties.

I wholeheartedly disapprove of this build solely on the environmental and aesthetic impact of another building(s) in this area.

The lot itself use to be a farm property and contains a small pear orchard that families and wildlife enjoy, as well it has been recently used for picnics, dog training and an off shoot of the park for kids to play.

With the provided renderings the parking is going to be backing onto the park and it will increase both the noise and regular pollution levels for those enjoying the park.

I understand that the population of London is increasing and more available units must be built, but I think this zoning application should be denied.

As Old Oak keeps building the costs of rents have too gone up and these builds will be "unaffordable" to the majority of people with the standard median of \$2,100 for a 2 bedroom for their newer builds, and shared accommodations will become more prevalent and less of a family oriented neighbourhood.

If a building must be built I am proposing an 8 storey building with underground parking only so that the impact on green space is minimized as much as possible.

Thank you for your time,

Leanda Carr

**From:** Diane Young  
**Sent:** Wednesday, March 23, 2022 9:47 AM  
**To:** Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] Re: 604 Beaverbrook Avenue

Hello Alanna, I am a resident and owner at \_\_\_\_\_ and just received the notice about the 604 Beaverbrook Avenue Application yesterday. As you may know, my building is about 11 years old, and when I moved in there were lots of trees and green space in this area. Since that, four apartment buildings have gone up on the south side of this property, and now this development is proposed for the north side of the property. As an owner, it obviously isn't ideal to be in the centre of a concrete jungle, and lose much of that previous green space. Also, as a city, it doesn't seem desirable to re-zone areas that provided a bit of space and green. I am curious if the existing trees will remain between the Sugarcreek condos and the new development, or if those will be removed. If the trees remained, it would at least provide a bit of separation and a bit of green. I am not in favour of more development in this area that has already seen a lot of development in a short period of time.

Diane Young

**From:** Diane Young  
**Sent:** Tuesday, June 21, 2022 6:24 PM  
**To:** Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] Re: 604 Beaverbrook Avenue

Hello Alanna. I just received another notice of planning application for 610-620 Beaverbrook. This appears to be at the same location as the last notice, so just trying to understand what this means. Was the previous request denied or withdrawn, and now there is a new one for a bigger project? I obviously am not in favour of even more development in this area. The new proposal is for 172 units, and I believe the previous



one was for 32. Removing the trees in this area could really harm the environment and allow flooding and erosion.

Diane Young

**From:** Rafuna, Liridona **On Behalf Of** Fyfe-Millar, John  
**Sent:** Wednesday, June 22, 2022 2:40 PM  
**To:** Riley, Alanna <ariley@London.ca>  
**Cc:** Fyfe-Millar, John; McGee, Mack  
**Subject:** Resident concerns RE OZ 9517 610-620 Beaverbrook Ave Application

Hello Alanna,

With permission provided by the resident, Patricia G called our office today following up on a few concerns that she claimed to have reported/relayed via previous emails to your office.

Patricia expressed her disapproval over the proposed plans for a 5 storey building at this location as she feels that with the new additions to this area turning this land into green space would be much more useful and environmentally friendly. Patricia is suggesting that this location be considered for a community garden, or park playground equipment, or a bee pollinating garden, etc. She stated that other area residents feel the same about these suggestions and is hoping that these will be taken into consideration.

In addition to the above, Patricia also indicated that a while back they had initially received a notice of application for townhomes at this same address, and now it seems like the plans have changed to a 5 storey building instead. She is seeking some clarity on how this went from a townhomes application to a multi-storey building.

Lastly, Patricia wishes to only be contacted by you Alanna, and/or by the Councillor directly. She does not want her contact information to be shared with any other City Staff or City Departments.

Any direct information/assistance that you may be able to provide to the resident, with a final update to the Councillor, would be greatly appreciated.

Thank you kindly

6 July 2022

Ms. Alanna Riley  
Planning & Development, City of London  
300 Dufferin Avenue, 6th Floor London, ON N6A 4L9

Dear Ms. Riley:

I am writing to express my deep and sincere concerns about the proposed construction project at 610- 620 Beaverbrook Avenue (File: OZ-9517).

There are already numerous large apartment buildings in this area. Two apartment buildings were constructed during just the past few years (construction on the second of these is just reaching an end.) A third one is planned for 604 Beaverbrook. Amidst these tall buildings, there are two small communities of one- and two-story townhouses. These townhouses are quickly being closed in on all sides by huge apartment buildings.

As a resident of one of the townhouses located immediately adjacent to the proposed development site, I am acutely aware of the many ways this latest project threatens to affect my community and quality of life. These threats include:

- 1) Continuation of construction noise, traffic, and disruption which has already been going on in this neighbourhood non-stop for several years. As someone who works from home most of the time—almost ALL of the time now, during the pandemic—this project will be extremely disruptive and difficult. Many people

continue to work from home due to Covid, and the noise and stress levels will challenge the mental and physical well being of many of us.

2) The construction of these two additional apartment buildings will add further density, traffic, noise, and pollution to the neighbourhood, while drastically diminishing the green spaces.

3) The land where this project is proposed to be built is currently marked on maps as a park. It is used daily by local citizens for walking, playing ball and other sports, dog walking, and even picnic-ing. This is a very much used, loved, and appreciated community green space in the heart of our neighbourhood.

4) The land where this project is proposed to be built contains approximately 150 trees, many of them slated to be destroyed and removed, to facilitate construction. According to the City of London's Consolidated Tree Protection By-law (C.P.-1555-252, passed 24 November 2020), this area falls within a designated "Tree Protection Area."

5) This includes a row of trees along the perimeter of the fence separating the park area from the townhouses at 505 and 515 Proudfoot Lane. These perimeter trees provide an essential tree canopy that shades the townhouses. Removal of the trees will increase our reliance on air conditioning.

6) Paving of the lawns/grassy areas immediately adjacent to the townhouses will increase the risk of flooding of these townhouses.

It is ironic that a city that calls itself "The Forest City" continues to destroy trees and green spaces. And it is tragic that, as climate change becomes an urgent and existential concern, trees and green spaces are being willfully destroyed, including trees that provide essential canopy for homes and help to contain and control flooding.

If the city is unwilling to preserve this community green space and its trees for the benefit of the residents of the city of London, I respectfully request that you reconsider the structure and placement of the proposed construction, and have it set a much further distance from the townhouses, thus preserving the trees that protect these townhouses.

Thank you for considering my concerns

**From:** Anne Marie Madziak

**Sent:** Saturday, July 16, 2022 10:35 PM

**To:** Riley, Alanna <ariley@London.ca>

**Subject:** [EXTERNAL] 610-620 Beaverbrook proposal

Dear Alanna , Ed, John & Josh

My partner and I are writing you in response to the proposed apartment buildings that would become 610 and 620 Beaverbrook, application by Old Oak Properties.

We live in the \_\_\_\_\_ condo complex, which means these buildings would back on to us. However, that is not our concern.

We are very concerned about the loss of green space in this densely populated part of the city. I'm sure you are aware that many new Canadians live in the apartment buildings, many families with several children. As it is, the Sugar Creek Park, while equipped with amenities like a walking path, a few benches, playground equipment and a concrete basketball play area, it is too small for the number of children who live nearby and who flock to the park every day. I have never seen such a busy park and I've been thinking for a while now, wouldn't it be great for these kids to have a splash pad or (dreaming big) a small soccer field.

Honestly, the city should be expanding the green space and the amenities, not building townhouses at 604, and now two more apartment buildings with 172 units in the green space adjacent to the small park.

A related issue we ask you to consider is the impact on traffic of 172 additional households, plus however many are included in 604 Beaverbrook, not to mention the

development happening north of Proudfoot near Oxford St. Proudfoot Lane already needs traffic control as speeding vehicles are an ongoing issue and there are times when vehicles hardly slow down, let alone stop, at the 3 way stop at Proudfoot and Beaverbrook. Families and dog walkers and seniors cross Proudfoot all of the time because there is a long stretch between the crosswalk and the 3 way stop at Beaverbrook but it is increasingly dangerous to do so given the volume of traffic and the speed of some of the cars. I cannot imagine how bad it will be with an influx of so many new residents, many of whom will add cars to the road.

It is also of grave concern to us that this development would result in the loss of 145 trees. Environmentally, this seems unnecessary and irresponsible at this time.

We ask you to consider these ramifications if this proposal were to go through  
We thank you for the invitation to provide feedback.

Warm regards,

Anne Marie Madziak & Janice Marchant

**From:** rick

**Sent:** Wednesday, July 6, 2022 3:53 PM

**To:** Riley, Alanna <ariley@London.ca>; Fyfe-Millar, John <jfmillar@london.ca>

**Subject:** [EXTERNAL] File OZ-9517 610 620 Beaverbrook Avenue

Official Plan and Zoning Bylaw Amendments

610-620 Beaverbrook Avenue

File OZ-9517

Applicant Old Oak Properties

Alanna Riley Planning and Development

John Fyfe-Millar

We are condo owners of \_\_\_\_\_ neighboring the proposed development. We have resided here for 22 years. We have watched the applicant develop Sugar Creek over the years.

We object to the QZ amendments Our comments are.

Front Yard Setback.

Special Provision permitting the front yard setback of 4.5m from the required 8m. This should not be reduced as it does not allow for future Beaverbrook Avenue improvements to handle the additional traffic and bike lanes. We assume the front yard is facing Beaverbrook Avenue. If I am wrong in this, please advise.

Interior Side Yard

We assume the side yard is the north limit abutting the existing MCC 505 Proudfoot Lane. The proposed development will be in direct view of our windows and patio area impacting our quality of life. Also lighting from the development will shine into our windows. We believe the 7.6 meters remain.

Rear Yard Setback

We assume the rear yard is the west limit of the property adjoins the property of Old Oak.

Maximum Building Height

The current standard of 12m should remain in place. Any increase will severely impact the north neighboring units 505 Proudfoot Lane. Any additional height will reduce daylight and invade the privacy of the neighboring units impacting the quality of life. The additional height is evident when comparing the Applicants recent build of 325 Sugarcreek Trail which is 5 story. The applicants past build of 320 Sugarcreek Trail is 4 story.

Thank you,

Rick & Ann Poppe

I expect you are aware of the proposed plan to build more apartments at 610-620 Beaverbrook Avenue. These are in addition to the ones proposed on 604 Beaverbrook - the site adjacent to 610-620.

**From:** Lorna Brooke  
**Sent:** Thursday, July 28, 2022 7:47 PM  
**To:** Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] Re: Proposed apartment development 610-620 Beaverbrook Ave.

Dear Councillor Fyfe-Miller,  
I attended the Zoom meeting on July 14 regarding the 604 Beaverbrook development. At it, concern was raised regarding the probable increase in traffic on Beaverbrook and the loss of trees, that would arise from such a development. The representative from Zelinko Priamo Ltd. gave some assurance that such an impact would be low. This was not very convincing.

No mention was made of the proposed development at 610-620. It now appears that will be a huge impact on Beaverbrook with regard to greater traffic flow and loss of trees. I have seen the tree report (22 pages) on the website provided. Most of the trees are scheduled to be removed.

It is difficult to understand why City Council is so set on building apartments on every green space in London. This area is a high density residential one and has few green spaces in it.

I do hope that you will look into the concerns surrounding this development and that the Council will reject this proposal.

Thank you for your help in this matter.

Yours sincerely,

Lorna Brooke

**From:** Janet Anderson  
**Sent:** Tuesday, July 19, 2022 9:39 AM  
**To:** Fyfe-Millar, John <jfmillar@london.ca>; Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] Rezoning of 610-620 Beaverbrook

Dear John and Alanna,

Thank you John for your reply on Sunday! It was a lovely surprise. Although the land is privately owned and will be developed we still can get Old Oak to go back to the drawing board and redesign the plans to fit into the current zoning for development they are asking for, without the variances that they are requesting. At least that will space things out a little more, may be able to save more trees and will give the new residents a little more green space. I think it has been said there is a concern for water run off. I am concerned about the height of the planned development and how close the buildings will be to the road and laneways and the lack of parking. There is already a lack of parking in the neighbourhood. Can we at least make Old Oak stick to the requirements of the rezoning they are applying for?

Thank you for your time and for passing this along to the appropriate persons and departments.

*Janet Anderson*

**Revised Notice of Application:**

**Public liaison:** On Wednesday, June 28, 2023, a Revised Notice of Application was sent to 67 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, June 28, 2023. A "Planning Application" sign was also placed on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit the development of two stacked townhouse buildings with a height of 3.5 storeys, and a total of 26 residential units. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-14) Zone **TO** a Residential R5 Special Provision (R5-7(\_)) Zone, which would permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The proposed special provisions would also permit a reduced minimum front yard depth of 3.0m, whereas 6.0m is required; a reduced rear yard depth of 5.0m, whereas 6.0m is required; and an increased maximum density of 74 units per hectare (uph), whereas 60uph is permitted.

**Public Responses:** No replies received.

**From:** Blaise Noel  
**Sent:** Monday, May 22, 2023 8:05 PM  
**To:** Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] 610-620 beaverbrook avenue

Good evening Alanna,

I am writing you this email in regard to the proposed buildings that Old Oak Properties wants to erect (610-620 Beaverbrook Avenue).

In my opinion, erecting these buildings is a not a good idea as it will negatively impact the environment as well as the people living in the surrounding area. This is currently a beautiful green space with many old trees that still have an abundance of life left to give. Many animals and plants have built a beautiful ecosystem there and it is the last remaining green space in this area. I find it ironic how London calls itself the "Forest City" yet the city is constructing new infrastructure on all the remaining green spaces that exist in and around the city. This green space is an area where many people walk their dogs and relax because there isn't any other space around here to do things such as this.

Furthermore, apart from the negative environmental impact, there is already a limited amount of space in the surrounding area and to find parking around this neighborhood is next to impossible. As I live at \_\_\_\_\_, I know already at my current building that there are not enough spots for the amount of tenants with vehicles. Many of the tenants in this building have to park on the street, and the exact same thing is going to happen at these buildings. Where are all these tenants supposed to park their vehicles? To add to this, we have terrible traffic in this area and adding multiple other buildings to this already very condensed neighborhood will only add to the chaos.

I strongly disagree with the proposed building applications as do many other surrounding residents, and I recommend the city of London to re-think these building proposals.

Regards,  
Blaise Noel  
**From:** Kathy I  
**Sent:** Wednesday, September 27, 2023 10:51 AM  
**To:** Riley, Alanna <ariley@London.ca>  
**Subject:** [EXTERNAL] File OZ-0517 610-620 Beaverbrook Ave

Hello

I currently live at \_\_\_\_\_ which backs onto the property involved for a requested rezoning

I have grave concerns about the increase in traffic flow that will result on Beaverbrook Ave.

I do not agree with the request for a higher building to 17 metres. This will allow renters to view down onto our property as there will be balconies on the north side.

Another huge concern is the impact to our environment. The numbers of trees that will be cut is is considerable. Since Old Oak owns the property I would suggest that the trees could be transplanted to the park area to the west end.

I also would like to request the specific measurements of where the lot line ends from Beaverbrook Ave to where the park lot line starts.

The map on the revised notice does not state any specific measurements on page four.

Sincerely

Kathy Irwin

8 June 2023

Ms. Alanna Riley  
Planning & Development, City of London  
300 Dufferin Ave., 6<sup>th</sup> Floor  
London, ON N6A 4L9  
*Via e-mail: ariley@london.ca*

**Re: File OZ-9517 (610-620 Beaverbrook Avenue)**

I am submitting this letter on behalf of the more than 120 Londoners who have signed the attached petition. They are concerned about the impacts of the proposed Old Oak development at 610-620 Beaverbrook, in particular, the loss of a much needed green space in this already extremely dense area of the city, along with the loss of 131 trees.

Currently in this neighbourhood, in what is a six square block area, there are already 19 high-rise buildings. There are three more high-rises being planned along Beaverbrook, in addition to the two proposed for the 610-620 Beaverbrook site, making a total of 24 high-rise buildings in an area of six square blocks.

While I understand the pressure you are facing to create more affordable housing, allowing more luxury high-rises in an already overly-dense neighbourhood, at the cost of green space, is not a solution. The addition of such high-priced units will continue to drive up the costs of housing in London. A city must be affordable, and livable. People do not want to live in a concrete jungle, surrounded on all sides by high-rises, with green spaces paved over.

Who is a city for? The people who live in it. It is important—indeed, vital—in city planning to consider the needs of the people living in the city. The people ARE the city. As Jane Jacobs said, “There is no logic that can be superimposed on the city; people make it, and it is to them, not buildings, that we must fit our plans.”

However, there has not been a community information meeting held about this development and the potential re-zoning and its ramifications. Those of us most affected—i.e., living immediately adjacent to the site—were assured by John Fyfe-Millar that we would be able to meet with the developer, Old Oak, to express our concerns. This did not happen.

Have any of the members of City Council, particularly those who are going to vote on whether or not to allow this rezoning, actually been to the site to see what is at stake, and how the current residents of the area would be affected? I know that Ward 13 Councillor David Ferreira has done so, and has listened to our concerns, but what about the rest of Council?

The green space at 610-620 Beaverbrook is used and appreciated by area residents. The space is used to picnic, to exercise, to go for family walks, to exercise dogs, to play volleyball or lacrosse, or just to sit and read in what is the one peaceful green space in the area (apart from the cemetery!).

Green space is crucial. James Felt, former head of the NYC Planning Commission, pointed out that: “The smallest patch of green to arrest the monotony of asphalt is



as important to the value of real estate as streets, sewers and convenient shopping.” Green space is an essential ingredient of a successful and livable city. As are trees. As renowned urban planner Frederick Law Olmsted noted, green space is essential to urban living, and trees are “the lungs of a city.” And, as we see the alarming consequences of rapid climate change, trees are more important than ever. Among the trees on this site that are slated to be destroyed are several very old, large, and majestic black walnut trees. A native species, the black walnut is protected on the City of Toronto; why not in the “Forest City”? It’s not just ironic, but disappointing, that the “Forest City” is so willing to destroy trees, and a company called Old Oak is destroying old oaks. Let’s stop, step back, and look at the bigger picture. Environmentalist John Sawhill warned, “In the end, or society will be defined not only by what we create, but what we refuse to destroy.”

Many of the residents of this ward who signed the attached petition live in buildings owned and managed by Old Oak. They complained to me about the lack of maintenance, and the unresponsiveness of Old Oak to their requests for maintenance. Old Oak has told them they simply do not have enough maintenance staff to respond to all the issues. As you are aware, Old Oak has been in the news more than once recently, due to tenant complaints about maintenance. Tenants even held a protest last week. Shouldn’t City Council require Old Oak to take care of the properties (and tenants) that it currently is responsible for, before granting it a rezoning that it is requesting in order to build more multi-dwelling, high-rise buildings that it will not be able to maintain properly? What is the end goal here: a city that has more expensive, but undesirable and unlivable, housing, in neighbourhoods that lack trees and green space?

Ideally, Old Oak would leave this piece of land, and its 145 trees, as green space to enrich the neighbourhood, the city, and the lives and welfare of the people of London. If Old Oak is not willing to do so, the next best option is for City Council to vote against the rezoning request. If Old Oak was limited to building townhouses on the site, this would at least assuage, in part, some of the concerns of the current residents of the area, particularly the ones living immediately adjacent to the site: concerns about increased density, traffic, stress on the sewage system, issues of drainage and potential flooding, etc. It would also, presumably, allow for a greater number of trees to be saved. Such a development, while not ideal, would fit better into the neighbourhood and be less intrusive.

London, as you are no doubt aware, has earned the #1 spot on a recent list of “Unhappiest places to live in Canada.” Certainly, a City Council that is willing to allow zoning amendments requested by big developers, while not taking into account the needs, opinions, and quality of life of its residents, does not create a happy place to live.

As a professor at Western, I interact with dozens, often hundreds, of students each year. When they ask my advice about whether to settle in London after graduation, I hope that I don’t have to advise them to leave London, because this is NOT a livable city; that it is a city whose future is being determined by a mayor and city council that ignores the will of the people and the voices of the constituents they swore to represent.

In closing, I’d like to quote Jane Jacobs once again: “We expect too much of new buildings, and too little of ourselves.” Let’s do the right thing—for this neighbourhood, for Ward 13, for the City of London, for the environment, and for the people of London, current and future. Please vote against this rezoning request.

- 
- Respectfully,
- 
- Dr. Aldona Sendzikas
  - **From:** "Sonja Tanner-Kplash"
  - **To:** [ariley@london.ca](mailto:ariley@london.ca)
  - **Sent:** Saturday, June 3, 2023 6:26:36 PM
  - **Subject:** Planning Application 610-620 Beaverbrook Ave. File OZ 9517
- 
- Dear Ms Riley:

The original Application proposed a density that is not sustainable or desirable in this area - the proposed increased density only exacerbates the issue.

In view of an additional project by another developer to the immediate south on Beaverbrook - future traffic congestion on that street is only one of many density considerations.

In addition, Old Oak Properties is not a reliable builder. Owners in MSCC#766 at 320 & 340 Sugarcreek Trail, have just paid \$M3.7 to repair ORIGINAL building deficiencies perpetrated by that company in 2011-13 when these condos were built - of which Old Oak Properties was informed in 2016 and for which they have refused to assume any responsibility.

- Thank you.

Dr. S. C. Tanner-Kaplash

**From:** Sonja Kaplash

**Sent:** Saturday, September 23, 2023 5:38 PM

**To:** Riley, Alanna <ariley@London.ca>

**Subject:** [EXTERNAL] Fwd: Planning Application 610-620 Beaverbrook Ave. File OZ 9517

Good Morning Ms. Riley:

Please review the emails below in reference to the above noted Planning Application.

Your most recent Sept. 14/23 "Revised Notice" for an Application by Old Oak Properties, now requests permission for **184 units**; a previous May 11/23 Application identified **176 units**, and an even earlier June 16/22 Application requested **172 units**.

In view of:

- (a) the objections set out in our original June 3/23 reply (copied below);
- (b) "creeping" increased density figures for this Application;
- (c) Old Oak's past performance and both a builder and a rental agent (CTV News item/ Tenants protest against SLUMLORD - link below)

<https://acorncanada.org/news/march-against-local-slumlord-old-oak-properties/>

- we continue to oppose this proposed development.

And, we would appreciate your acknowledgment of receipt of this correspondence.

Dr. S.C. Tanner-Kaplash

**From:** Lorraine Drew

**Sent:** Friday, September 15, 2023 3:29 PM

**To:** Riley, Alanna <ariley@London.ca>; Ferreira, David <dferreira@london.ca>

**Subject:** [EXTERNAL] Official plan and zoning by-law amendments Beaverbrook

Hello Riley,

Received a letter by mail today concerning the revised notice of planning application 610-620 Beaverbrook Avenue from the city.

When you consider the approval, I have serious concerns about traffic flow. Beaverbrook can be busy right now when the school buses are going especially. The very long light (2 min) at Beaverbrook/ Riverside cannot handle more traffic at busy times. Riverside is backed up at morning and late afternoon. This week it was backed up to the top of the hill by the cemetery heading east around the curves from which Wharncliffe already. The left turning signal heading north at Riverside and Wharncliffe is good during the day but at rush hour it is backed up for a long way. Another side is in

the evening after an event. A year ago on July 1st it took me an hour to get home from my daughters which is usually a 5-6 minute drive from Wortley because there was no advanced green at night and cars were moving through the light one by one going through a yellow or sometimes red light. This year because of a knee injury I met her at Ivy/Gibbons park while parking at the corner of Riverside and Wharncliffe. Sadly my older grandkids and I were not let out of the park along the the bridge until almost midnight due to the fire marshal advise . After asking the police when it was three quarters of an hour they advised going Queen Street. It was after midnight before I got home.

In summary the traffic is already a problem on both Riverside and Oxford, I cannot see how the traffic flow can handle more traffic.

Please don't approve until the traffic flow is already approved. Wharncliffe after 3 is a disaster coming out of or going into Wortley is a safety concern.

Lorraine Drew

Official Plan and Zoning Bylaw Amendments  
610-620 Beaverbrook Avenue  
File OZ-9517  
Applicant Old Oak Properties

Alanna Riley Planning and Development  
John Fyfe-Millar

We are condo owners of \_\_\_\_\_ neighboring the proposed development. We have resided here for 22 years. We have watched the applicant develop Sugar Creek over the years.

We object to the QZ amendments Our comments are.

Front Yard Setback.

Special Provision permitting the front yard setback of 4.5m from the required 8m. This should not be reduced as it does not allow for future Beaverbrook Avenue improvements to handle the additional traffic and bike lanes. We assume the front yard is facing Beaverbrook Avenue. If I am wrong in this, please advise.

Interior Side Yard

We assume the side yard is the north limit abutting the existing MCC 505 Proudfoot Lane. The proposed development will be in direct view of our windows and patio area impacting our quality of life. Also lighting from the development will shine into our windows. We believe the 7.6 meters remain.

Rear Yard Setback

We assume the rear yard is the west limit of the property adjoins the property of Old Oak.

Maximum Building Height

The current standard of 12m should remain in place. Any increase will severely impact the north neighboring units 505 Proudfoot Lane. Any additional height will reduce daylight and invade the privacy of the neighboring units impacting the quality of life. The additional height is evident when comparing the Applicants recent build of 325 Sugarcreek Trail which is 5 story. The applicants past build of 320 Sugarcreek Trail is 4 story.

Thank you,  
Rick & Ann Poppe

From: Sonja Tanner-Kaplash Sent: Saturday, June 3, 2023 9:27 PM  
To: Riley, Alanna <ariley@London.ca>  
Subject: [EXTERNAL] Planning Application 610-620 Beaverbrook Ave. File OZ 9517

Dear Ms Riley:

The original Application proposed a density that is not sustainable or desirable in this area - the proposed increased density only exacerbates the issue.

In view of an additional project by another developer to the immediate south on Beaverbrook - future traffic congestion on that street is only one of many density considerations.

In addition, Old Oak Properties is not a reliable builder. Owners in MSCC#766 at 320 & 340 Sugarcreek Trail, have just paid \$M3.7 to repair ORIGINAL building deficiencies perpetrated by that company in 2011-13 when these condos were built - of which Old Oak Properties was informed in 2016 and for which they have refused to assume any responsibility.

Thank you.

Dr. S. C. Tanner-Kplash

**From:** chorton

**Sent:** Tuesday, June 6, 2023 1:31 PM

**To:** Riley, Alanna <ariley@London.ca>

**Subject:** [EXTERNAL] planning application for 610-610 Beaverbrook Avenue

I live at \_\_\_\_\_. My condo unit is directly north of the proposed 5 - storey apartment buildings which are planned for 610 -620 Beaverbrook Avenue. I have several concerns about the proposed amendments.

First, the land from the building area slopes down right beside the south wall of my condo and I am very concerned that there will be water run-off due to the construction of the buildings and concrete parking areas and that my unit may be flooded.

Second, comparing the proposal of July 2022, the new proposal increases the number of units from 172 to 176, increases the density from 141 units per hectare to 144, and makes no mention of the reduced interior side yard setback of 6.0 metres, reduced rear yard setback of 3.0 metres and decreased landscaped open space of 27% as mentioned in the 2022 proposal. As a result, the scope of the amendments is not clear, but increased density of the area is obvious.

Third, the existing land contains a large number of mature trees and the loss of this tree cover will have a significant environmental impact.

I realize that housing is needed and that this property is zoned for mid-rise development. However, to lessen the impact on the existing residences, I request that consideration be given to reducing the height of the buildings to the original 12 meters, reducing the number of units, not permitting the special provisions requested and protecting the existing tree cover.

Yours truly

Connie Horton

**From:** chorton

**Sent:** Tuesday, September 19, 2023 8:28 AM

**To:** Riley, Alanna <ariley@London.ca>; Ferreira, David <dferreira@london.ca>

**Subject:** [EXTERNAL] Zoning amendments for 610-620 Beaverbrook Avenue

I live at \_\_\_\_\_ which is adjacent to the north side of the proposed buildings at the above address. I recognize the need for housing in London and, therefore, do not oppose the construction of the buildings. However, I am concerned about the amendments which would result in the decreased open spaces. The proposal indicates that the landscaped open space would be decreased by 24%. At the moment that area is green space with many mature trees. The loss of all that space and trees would be

environmentally detrimental. I request that consideration be given to refusing the amendments so that as much green space and tree coverage could be preserved.

Connie Horton

**From:** Lorraine Drew

**Sent:** Friday, September 15, 2023 3:29 PM

**To:** Riley, Alanna <[ariley@London.ca](mailto:ariley@London.ca)>; Ferreira, David <[dferreira@london.ca](mailto:dferreira@london.ca)>

**Subject:** [EXTERNAL] Official plan and zoning by-law amendments Beaverbrook

Hello Riley,

Received a letter by mail today concerning the revised notice of planning application 610-620 Beaverbrook Avenue from the city.

When you consider the approval, I have serious concerns about traffic flow. Beaverbrook can be busy right now when the school buses are going especially. The very long light (2 min) at Beaverbrook/ Riverside cannot handle more traffic at busy times. Riverside is backed up at morning and late afternoon. This week it was backed up to the top of the hill by the cemetery heading east around the curves from which Wharncliffe already. The left turning signal heading north at Riverside and Wharncliffe is good during the day but at rush hour it is backed up for a long way. Another side is in the evening after an event. A year ago on July 1st it took me an hour to get home from my daughters which is usually a 5-6 minute drive from Wortley because there was no advanced green at night and cars were moving through the light one by one going through a yellow or sometimes red light. This year because of a knee injury I met her at Ivy/Gibbons park while parking at the corner of Riverside and Wharncliffe. Sadly my older grandkids and I were not let out of the park along the the bridge until almost midnight due to the fire marshal advise . After asking the police when it was three quarters of an hour they advised going Queen Street. It was after midnight before I got home.

In summary the traffic is already a problem on both Riverside and Oxford, I cannot see how the traffic flow can handle more traffic.

Please don't approve until the traffic flow is already approved. Wharncliffe after 3 is a disaster coming out of or going into Wortley is a safety concern.

Lorraine Drew

## Appendix F – Urban Design Peer Review Comments and Responses



**To:** Alanna Riley  
Senior Planner, Planning  
Planning & Development  
City of London

**From:** Ben McCauley  
Manager of Land Development  
Old Oak Properties

**CC:** Mike Corby  
Manager, Planning Implementation  
Planning & Development  
City of London

Casey Kulchycki  
Senior Planner  
Zelinka Priamo

**Date:** March 1, 2023

**Re:** Response to Urban Design & UDPRP Comments  
OZ-9517 610-620 Beaverbrook Avenue

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### URBAN DESIGN (August 10, 2022)

1. Provide a full set of dimensioned elevations for all sides of the proposed buildings with materials and colours labelled. Further urban design comments may follow upon receipt of the elevations.

*Response:* As part of an enhanced set of architectural materials to supplement this response, the consulting architect has provided revised elevations for all sides of the proposed buildings with materials labelled.

2. Locate built form along Park frontage in addition to the Beaverbrook Avenue frontage in order to provide for built and active edges to these public interfaces and also providing appropriate transition to the 2 storey townhomes located towards the North of the site.

*Response Re: "Built and Active Edges along the Park Frontage":* The rear portions of the west elevations provide an already notable built edge along the park, which is enhanced bike storage buildings, outdoor common amenity areas, and a tiered garden between the buildings along the remainder of the edge that effectively screens the parking structure. For safety and liability reasons, we would like to reduce the amount of units with exclusive pathways connecting directly to the park, and the proposed development does such that.

To offer a meaningful solution to bridge the City and Old Oak's preferences, the at-grade green areas between the face of the west elevations and the park are to be enhanced with additional ground-related private, outdoor amenity area (i.e. gazebo seating) for residents to provide further active opportunities along the park edge.

*Response Re: "Built and Active Edges along the Beaverbrook Frontage":* The majority of the building frontage interfaces with Beaverbrook Avenue, providing a significant built and active edge along the street. This condition already exists.

*Response Re: "Appropriate Transition to the 2-Storey Townhomes":* Note that the 2-storey townhomes are located on lands that contemplate low-rise apartment buildings up to 4-storeys in height as per The London Plan, and further, are currently zoned R9-7 with a maximum height of 32-metres. The land use designation and existing zoning of the townhouse property match or exceed the intensity proposed on 610-620 Beaverbrook Avenue



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Rotating the buildings 90°, and/or adding alternative housing forms along the park, would not only create a scenario where the 2-storey townhomes may interface with a parking structure (i.e. the structure would be oriented north-south, rather than the current east-west orientation), it would also not notably reduce the amount of built and active edges that interface with the 2-storey townhomes. There would still be a comparable number of units that would address the 2-storey townhomes, and as such, the revised site layout would not achieve the Staff's objective of providing a "more ideal" site layout. Further, a rotation of the buildings alongside adding alternative housing forms would result in smaller, less efficient building footprints to achieve a similar unit count, as the depth of the property is greater than the width. In principle, buildings of greater height would be necessary to achieve similar unit counts as the current proposal. Lastly, there is little benefit of utilizing more of the space currently occupied by the parking structure for the building envelope (i.e. making the buildings "fatter" rather than "taller"). All this achieves are deeper/larger units with less access to sunlight and fresh air. Overall, rotating the buildings to achieve Staff's preferred site design results in less-than-ideal living conditions for future residents of the property.

To offer a meaningful solution to bridge the City and Old Oak's preferences, the consulting architect has provided a revised site plan as part of the enhanced set of architectural materials that tightens the buildings closer together to allow for greater interior side yard setbacks. This larger setback, combined with the ability to maintain heights consistent as proposed to maintain the proposed unit count, provides for a more than appropriate transition to the 2-storey townhome property that has similar or greater intensity permissions as per The London Plan and City of London Z-1 Zoning By-Law. It's expected that having residential apartment units interfacing with residential townhome units at an appropriate distance is more appropriate than a residential apartment parking structure interfacing residential townhome unit at a closer distance. The proposal as of current is a more appropriate site layout for transition purposes between land uses.

3. Eliminate the parking structure along the park to provide a better interface. Explore opportunities to locate alternative low-rise (2 to 3 storeys) housing forms along park frontage such as townhouses or stacked townhouses with individual entrances off walkways along Sugarcreek Park boundary and garages accessed from rear as opposed to the proposed landscape terrace wall to activate the public interface along the Sugarcreek Park.

*Response Re: "Eliminate Parking Structure Along Park":* The parking structure is screened with the use of a tiered garden alongside at-grade amenity areas between the face of the west elevations. The complete elimination of the tiered garden and portion of the screened parking structure would severely impede our ability to park the proposed development appropriately. It appears this comment reflects an attempt to force Old Oak to provide parking underground. There is no policy basis that requires parking underground, especially when a parking structure has been designed to minimize impacts on the public realm by locating and screening the parking areas in the interior of the site (London Plan 272\_). More on the policy basis that supports the parking structure is located later in this response.

*Response Re: "Locate Alternative Housing Forms Along Park":* A similar issue is present when alternative housing forms are provided to the rear along the park in place of the existing proposed tiered garden and parking structure. The complete elimination of the tiered garden and portion of the screened parking structure would severely impede our ability to park the proposed development appropriately. Locating units directly on the park presents further safety and liability issues. It is preferred that all primary access to ground floor units is clearly provided via our property, rather than the park. Old Oak has less opportunity to control and monitor access to the ground floor units when access comes from an exclusive pathway that directly connects the unit to the park, as opposed to a common building entrance on the property or pathway on the property.

Firefighting, servicing, and waste removal etc. becomes problematic for alternative housing forms that front the park directly and do not have frontage onto a public right-of-way. Access to these units becomes challenging, particularly without any common access that is accessible by any vehicle via a parking structure. Even if underground parking was provided, there are typically weight restrictions for larger emergency and service vehicles above these structures, and without access to these units via the park, these vehicles would not be able to easily access these units. This becomes a significant health and safety concern for all parties.

4. Reduce the apparent overall massing and length (over 100m) along east-west by breaking up each building into separate buildings or through creative massing using materials, recesses, projections, and fenestration.

*Response Re: "Reduce Overall Massing":* As part of an enhanced set of architectural materials to supplement this response table, SRM has provided revised elevations for the north side of Building 'A' and the south side of Building 'B' that reflects changes to materials/recesses/projections/fenestrations, and ultimately breaking up the massing of the building further into the 5-storey and 4-storey components of the building.

5. The active uses along Beaverbrook Avenue including Primary building entrances and amenity areas are acknowledged. Provide individual unit entrances with walkway connection from City Sidewalk to the 2-Bed unit facing Beaverbrook Avenue.

*Response Re: "Provide Unit Entrances with Walkway Connections":* Although it is not our preference to have exclusive pathways that connect units to the public sidewalk, we are open to providing this as they are highly visible and are readily accessible via Beaverbrook Avenue in the event of an emergency as opposed to the potential pathways that would connect units to the park. A pathway to the ground-floor unit in each building fronting Beaverbrook will also match the condition that exists to the south at 320 and 325 Sugarcreek Trail.

6. Design the parking to be one level underground as opposed to structured parking to minimize the visual impact of the parking structure from the street as well for the units facing internally to the parking bays. This could facilitate additional units at ground levels as well as two store units along the park frontage.

*Response:* There is no requirement to provide parking underground. We have conducted our own internal analysis to confirm the appropriate unit count and the marketability of units facing the parking structure, and with all due respect, the City is not in a position to comment on future tenant's potential perspective that the parking structure provides a negative visual impact. Whether the internal units face a parking structure with a green roof, or surface parking areas with greenery, it is ultimately the same scenario. We do not believe this circumstance will impact the tenant's quality of life, nor do we think this is a planning issue.

For an analysis of applicable parking policies within the "City Design" portion of The London Plan, see below:

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

*273\_ Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.*

- The parking structure has been integrated into the design of the building in the interior of the site, screened by: (1) the "L" of the two buildings and using landscaping between the two buildings at the front, and (2) by the tiered garden at the rear.

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

- These are not "large buildings", and as such, underground parking is not explicitly encouraged. With structured parking, a high degree of effort was made to reduce the visual impact of the parking, make efficient use of land, provide outdoor amenity space that naturally connects to a public park, and promote active uses (i.e. amenity and residential units) on the street-facing façade (i.e. Beaverbrook Avenue).

*276\_ Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.*

- The parking structure is screened from Beaverbrook Avenue by the building and landscaping along the edges of the central driveway. The parking structure is not adjacent to the street. Active ground floor uses are provided in the portions of the building that are adjacent to the street. This combination is an effective design solution to ensure the parking structure in the interior of the site does not detract from the quality of the public realm.

The proposed parking structure conforms with the applicable parking policies in "City Design" portion of The London Plan. There are no policies that prevent the use of a parking structure for a building of such intensity, nor is underground parking explicitly encouraged at this intensity level. There are limited policies that speak to parking structures adjacent to a public park, however in good faith, we have provided a tiered garden to screen the structure and will tie into at-grade amenity space addressing the park.

7. Provide a network of pedestrian walkways that connect to the adjacent park, the building entrances, and the public sidewalk on Beaverbrook Avenue. The pedestrian connection provided along the North edge of the site is acknowledged. Provide a similar pedestrian connection along South property edge connecting the City Sidewalk and Sugarcreek Park with walkway connections from ground floor residential units.

*Response:* As part of an enhanced set of architectural materials to supplement this response table, SRM has provided a revised site plan that provides additional private pedestrian walkways that connect the park with Beaverbrook on the north and south side of the site, with exclusive pathways that connect to the ground floor units.

#### URBAN DESIGN PEER REVIEW PANEL (June 30, 2022)

1. As, this application was reviewed at the Urban Design Peer Review Panel meeting held on June 15, 2022. Please ensure the applicant response form document is filled out and submitted.

*Response:* Complete.

2. While the Panel generally supports the increased density and proposed land use for the site, the Panel recommends the applicant revisit the Panel at the Site Plan stage for further design review and comments.

*Response:* Acknowledged.

3. The Panel requests that for future submissions, please provide high-resolution versions of the site plan, landscape plan, and architectural drawings as an appendix to the Urban Design Brief. The drawings that were submitted within the brief were difficult to read and many of the labels and dimensions were illegible. Please provide full elevations of the street frontages and of the building(s) and parking structure across the rear of the site.

*Response:* Acknowledged.

4. The Panel notes that the site is unique in that it borders on two public open spaces and provides a wonderful opportunity to frame, animate, and connect these spaces. The Panel is concerned that the current orientation of the buildings, their relationship with Sugarcreek Park, Mt Pleasant Cemetery, and abutting residential uses including 604 Beaverbrook Ave is not taking advantage of this unique opportunity.

*Response:* As noted throughout this response table, we are clear on how the proposed development is effectively addressing both Beaverbrook Avenue and Sugarcreek Park.

5. The Panel recommends incorporating a pedestrian path along the South edge of the site to mirror the condition to the North. Private entrances to the residential units will encourage pedestrian connection and circulation through the site.

*Response:* As part of an enhanced set of architectural materials to supplement this response table, SRM has provided a revised site plan that provides additional private pedestrian walkways that connect the park with Beaverbrook on the north and south side of the site, with exclusive pathways that connect to the ground floor units.



6. The Panel recommends that the overall site plan and orientation of the buildings be studied further. Consider orienting the buildings so that they face and frame Sugarcreek Park and Beaverbrook Ave. Dedicate the interior space to a courtyard with minimal areas dedicated to surface parking. Locate the remainder of the parking stalls below grade.

*Response:* The majority (over 60%) of the building frontage interfaces with Beaverbrook Avenue, providing a significant built and active edge along the street. The building effectively frames the street. A notable amount of building frontage already interfaces with Sugarcreek Park. We have added additional amenity space at-grade between the building and the park to provide additional opportunities for activity along the frontage that more naturally connects with the park. Given that there is no policy basis requiring us provide parking underground, we prefer to advance with a parking structure in the interior of the site. Sufficient at-grade amenity space will be provided on-site, as well as via the abutting Sugarcreek Park. The request for most of the interior of the site to be provided as a courtyard reflects the panel's inability to appreciate the surrounding context, including the provision of an abutting public park that will provide the bulk of the need for outdoor amenity.

7. The Panel recommends that the overall site plan and orientation of the buildings be studied further. Consider reconfiguring the buildings into two, U-shaped blocks facing each other with a central private street serving as the main access to the site. The private street should accommodate both pedestrian and vehicular circulation. This will also create views into the park or cemetery rather than into backyards and parking structures.

*Response:* Reconfiguring the buildings into two, U-shaped blocks result in a reduced unit count. Additional height would be required to achieve a preferred unit count. Similar comments regarding views and appropriate transitions apply here as well.

8. The Panel recommends incorporating a pedestrian path along the South edge of the site to mirror the condition to the North. Private entrances to the residential units will encourage pedestrian connection and circulation through the site.

*Response:* Same as comment #5. See response above.

9. The Panel notes that the current location of the parking structure inhibits pedestrian circulation and visual connection through the central axis of the site. Consider one level of below grade parking to eliminate the parking structure at grade. Reduce surface parking to allow for generous landscaping, pedestrian connections, and outdoor amenity within the site interior.

*Response:* This response document provides reasoning why underground parking is not required and why the parking structure as proposed is our preferred approach. As a solution to providing additional pedestrian circulation options, pedestrian connectivity has improved within the parking structure by providing delineated areas connecting the structure with building entrances/exits where possible. SRM has provided a revised site plan within the enhanced architectural package that provides this detail. This is provided in conjunction with additional pedestrian pathway connections on the north and south side of the building, along with more space for green space and landscaping opportunities.

10. The Panel notes that a substantial group of existing trees within the site interior have been removed. Rethinking the above grade parking structure to free up space for landscaping within the site will allow for the preservation of more of these trees.

*Response:* Respectfully, there are very few cases where a builder will elect reduce surface or above-grade parking opportunities solely on the basis to retain existing insignificant trees. Even if we were able to retain these trees, the trees would need to be removed to construct underground parking and as well as the building. The root zone would have major conflicts with these structures. As all interior trees need to be removed to accommodate construction, and there is no policy basis requiring us to provide parking underground, our preferred approach continues to be the proposed parking structure. As a solution, we have explored tightening the buildings closer together and providing additional space in the north and south interior side yard for additional landscaping opportunities.

11. The Panel appreciates the attention placed to articulating the elongated facades with a range of architectural languages, vertical breaks, and varying the roofline to break down the scale and length of the building. Consider articulating the transition between materials in a more deliberate way, such as through a subtle change of plane or stepback.

*Response:* As part of an enhanced set of architectural materials to supplement this response table, SRM has provided revised elevations for the north side of Building 'A' and the south side of Building 'B' that reflects changes to materials/recesses/projections/fenestrations, and ultimately breaking up the massing of the building further.

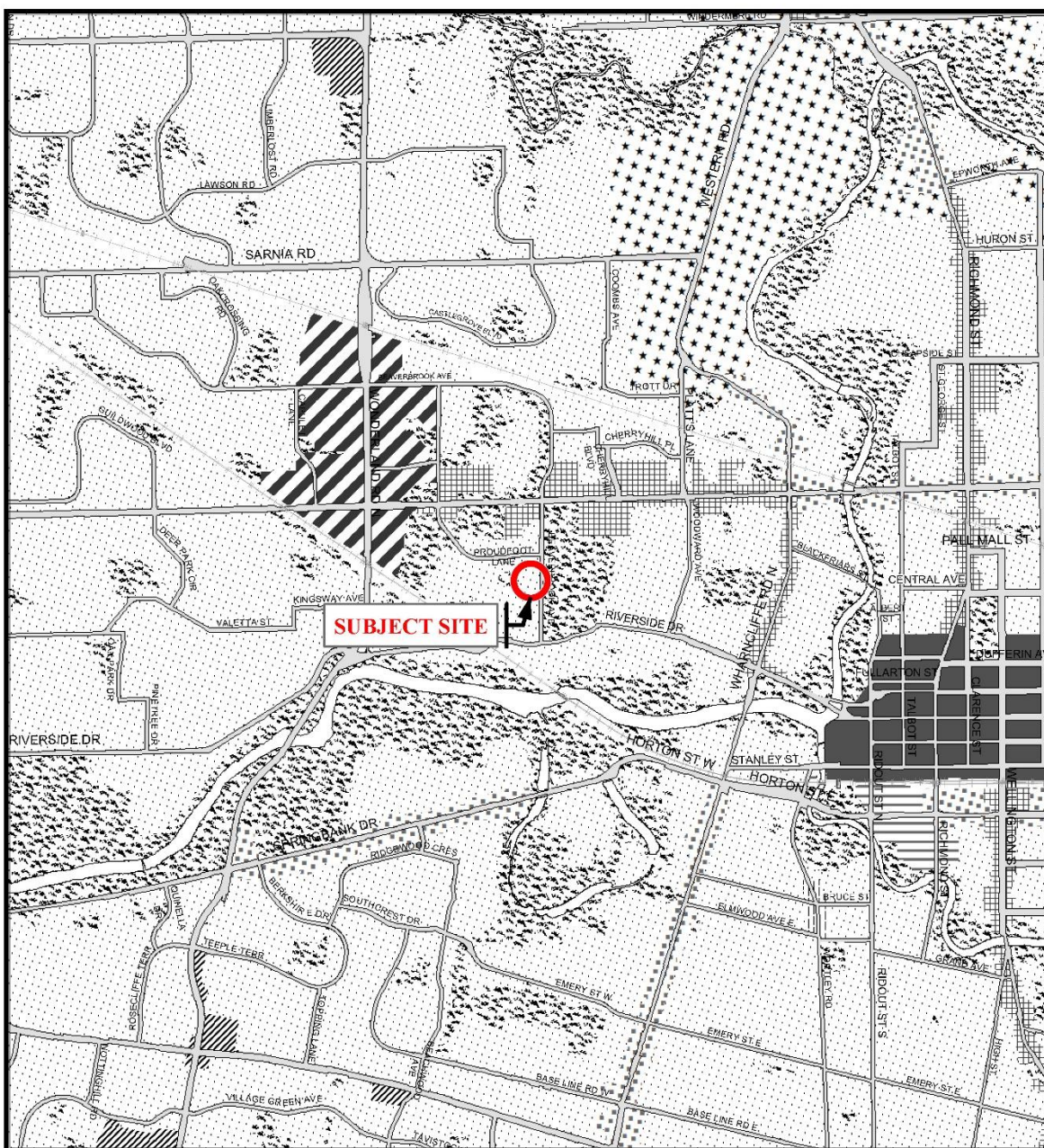
12. The Panel appreciates the consideration made to the treatment of the parking structure facing the park. If the parking structure remains, consider integrating outdoor amenity and landscaping on the surface of the structure facing the park, with tiered landscaping to transition down to the park. Consider a switchback path or landscaped ramp to provide a pedestrian connection from the site to the park.

*Response:* The at-grade green areas between the face of the west elevations and the park are to be enhanced with additional ground-related private, outdoor amenity area for residents to provide further active opportunities along the park edge (see enhanced architectural materials). Seating has been added to the tiered garden to provide additional opportunities for residents to recreate adjacent to the park.



# 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              |                                         |

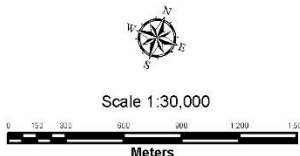
*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

### CITY OF LONDON

Official Plan

### LONDON PLAN MAP 1 - PLACE TYPES -

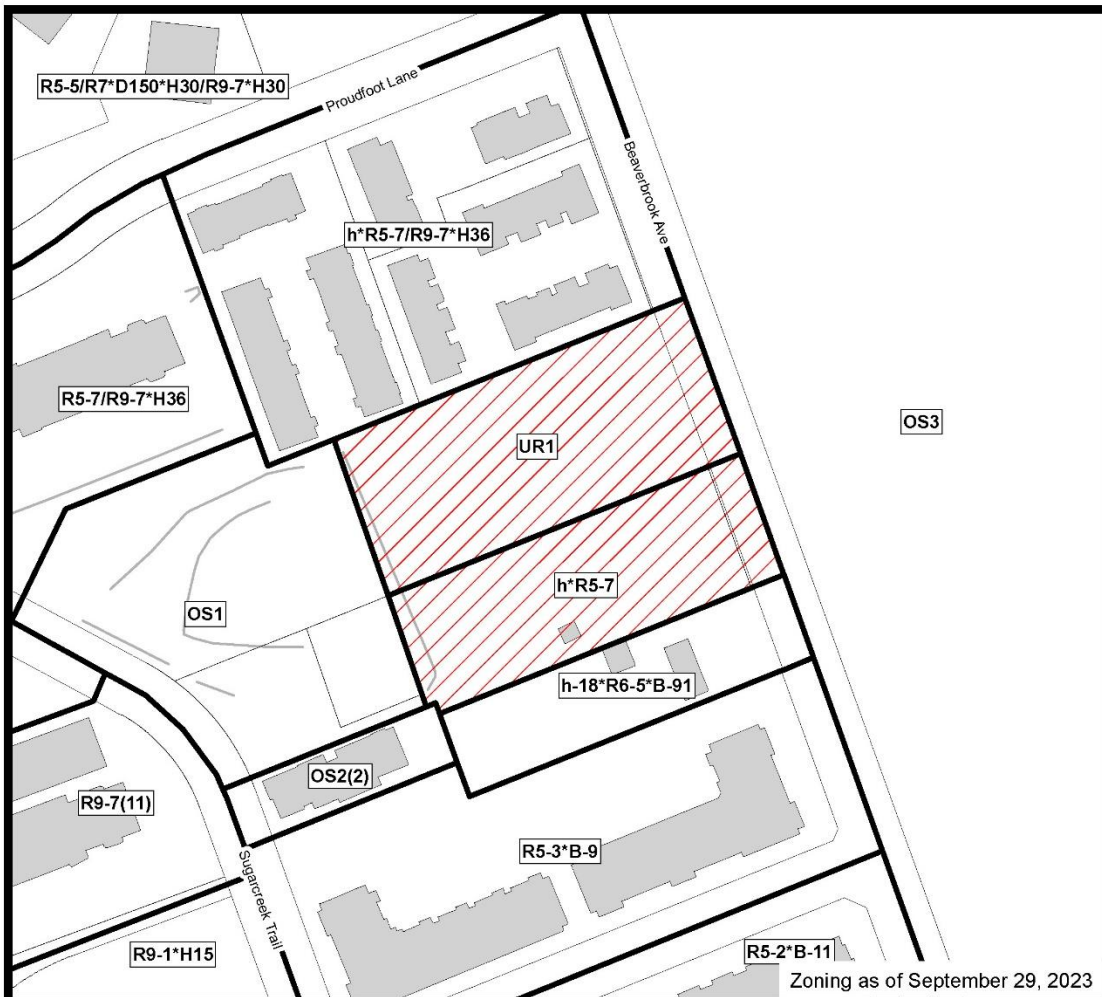
PREPARED BY: Planning & Development



File Number: OZ-9517  
 Planner: AR  
 Technician: RC  
 Date: 2023/10/06



# Zoning By-law Z.-1 – Zoning Excerpt



## COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

### 1) LEGEND FOR ZONING BY-LAW Z-1

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
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## 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-9517

AR

MAP PREPARED:

2023/10/06

RC

1:2,000

0 10 20 40 60 80

Meters