

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: 200 Albert London Incorporated
200 Albert Street
File Number: Z-9561, Ward 13

Date: November 13, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 200 Albert London Incorporated relating to the property located at 200 Albert Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 28, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone **TO** a Residential R10 Special Provision (R10-3()*H56) Zone;
- (a) the Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) provide a minimum transparent glazing on the lobby/vestibule of 50% abutting Albert Street;
 - ii) consider changes to the building design above the 7th storey to reduce the building width (north-south);
 - iii) provide a taller ground floor height to benefit the site from a streetscape activation perspective;
 - iv) incorporate alternative landscaping design to ensure adequate tree and vegetative plantings above the parking garage;
 - v) consider revisions to the layby to ensure safe and efficient vehicle movements;
 - vi) seek opportunities to provide additional step backs along all lot lines above the 3rd and 6th floor.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject site to permit the construction of a 16 storey, 325-unit residential apartment building with 121 parking spaces (all underground) with a maximum density of 732 units per hectare. The requested Residential R10 Special Provision (R10-3()*H56) Zone would permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities.

The requested zoning special provisions would permit a front yard setback of 3.0 metres, whereas 10.0 metres is required, a minimum east and west interior side yard setback of 3.0 metres, whereas 17.4 metres is required, a minimum rear yard setback of 8.0 metres, whereas 17.4 metres is required, a maximum density of 926 units per hectare, whereas 250 units per hectare are permitted, and a maximum height of 16 storeys or 56 metres.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a 16 storey, 325-unit residential apartment building with 121 parking spaces (all underground) with a maximum density of 926 units per hectare.

The applicant requested zoning special provisions would permit:

- a front yard setback of 3.0 metres whereas 10.0 metres is required;
- an east and west interior side yard setback of 3.0 metres whereas 17.4 metres is required;
- a rear yard setback of 8.0 metres whereas 17.4 metres is required;
- a building height of 16 storeys/56 metres whereas 24 metres maximum is required; and
- a density of 926 units per hectare whereas a maximum of 250 units per hectare is required.

Staff are also recommending the following special provisions as part of the application:

- a 2.0 metre step back along the front lot line above the 3rd and 6th floor;
- a maximum tower floor plate of 1000 square metres; and
- a main building entrance oriented to Albert Street.

Rationale of Recommended Action

1. The recommended amendments are consistent with the *PPS 2020*;
2. The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of *The London Plan*, including, but not limited to the Rapid Transit Corridor Place Type, City Building and Design, Our Tools, and all other applicable policies in *The London Plan*; and
3. The recommended amendment facilitates the development of a site within the Primary Transit Area and Built-Area Boundary with an appropriate form of infill development.

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 supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Economic Growth, Culture, and Prosperity** by increasing residential occupancy and livability in the Core Area.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

OZ-6541 – report to Planning Committee on November 29, 2004

Z-8336 – report to Planning and Environment Committee on June 17, 2014

TZ-8802– report to Planning and Environment Committee on October 17, 2017

1.2 Planning History

In November 2004, an application (OZ-6451) was approved by Planning Committee and Municipal Council which introduced the Temporary Zone to permit a commercial parking lot on the subject property for a temporary period of three years.

In June 2014, an application (Z-8336) was approved by Planning and Environment Committee and Municipal Council that resulted in the continued use of surface commercial parking lots for up to three years on the subject lands. The amendment had the effect of allowing for the continuation of a surface commercial parking lot previously permitted by temporary zoning on the subject lands.

Another Temporary Zone (TZ-8802) application was approved by Planning Committee and Municipal Council in October 2017 to extend the existing Temporary Use (T-70) Zone to allow for the continuation of the existing commercial surface parking lots on the subject lands for a period not to exceed three (3) years.

1.3 Property Description and Location

The subject site is located on the north side of Albert Street, near the intersection of Richmond Street and Albert Street, within Central London. The subject lands have an estimated frontage of 45.4 metres along Albert Street and an approximate area of 3,509 square metres (0.35 hectares).

The subject lands are currently used as a surface parking lot and do not contain any buildings or structures. Parking meters are located throughout the site. The subject property contains two accesses from Albert Street and can also be accessed from the adjacent parking lot to the rear (via Central Avenue).

The subject site is surrounded by low-rise commercial, and a commercial parking lot located to the north and south; ground floor commercial uses with residential units above along Richmond Street to the east; and a multi unit office building to the west. The subject site is also in close proximity to Victoria Park, and the Downtown. A shared laneway is located to the east adjacent to the subject site and runs along the rear of the properties along Richmond Street, and a second laneway is located to the north of the subject lands, accessible by the properties along Central Avenue and the commercial parking lot.

Site Statistics:

- Current Land Use: Vacant (commercial parking lot)
- Frontage: 45.4 metres (148.9 ft)
- Depth: 73 metres (239.5 ft)
- Area: 0.35 hectares (3,500 m² or 0.86 acres)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: commercial parking lot, two-storey commercial
- East: commercial uses
- South: commercial parking lot, one-storey commercial
- West: two-storey office

Existing Planning Information:

- Existing London Plan Place Type: Rapid Transit Corridor on a Neighbourhood Street - Richmond Row Specific-Segment
- Existing Special Policies: Primary Transit Area, Map 2 - High Density Residential Overlay (from 1989 Official Plan); Map 7 – Specific Policy Areas (Rapid Transit Corridor Richmond Row Specific-Segment); Map 7 – Specific Policy Areas (Near Campus Neighbourhood); Map 7 – Specific Policy Areas (Talbot Mixed-Use Area); Map 10 – Protected Major Transit Station Area (Downtown)
- Existing Zoning: Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone

Additional site information and context is provided in Appendix “C”.



Figure 1- Aerial Photo of 200 Albert Street and surrounding lands



Figure 2 - Streetview of 200 Albert Street (view looking north/west)

2.0 Discussion and Considerations

2.1 Original Development Proposal

In November 2022, the applicant submitted a zoning by-law amendment application to permit a 12-storey residential apartment building containing 257 dwelling units. The proposed development will consist of 219 one-bedroom units, 31 two-bedroom units, and 7 three-bedroom units. Based on the proposed step backs and plans prepared for the application, the building consists of a 9-storey tower above a 3-storey podium.

The proposed development includes the following features:

- Form: residential apartment building
- Height: 12 storeys (44 m)
- Residential units: 257
- Density: 732 units / hectare
- Building coverage: 41 %
- Parking spaces: 146 spaces – 11 at-grade, 135 underground.
- Bicycle parking spaces: 257
- Landscape open space: 33%

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

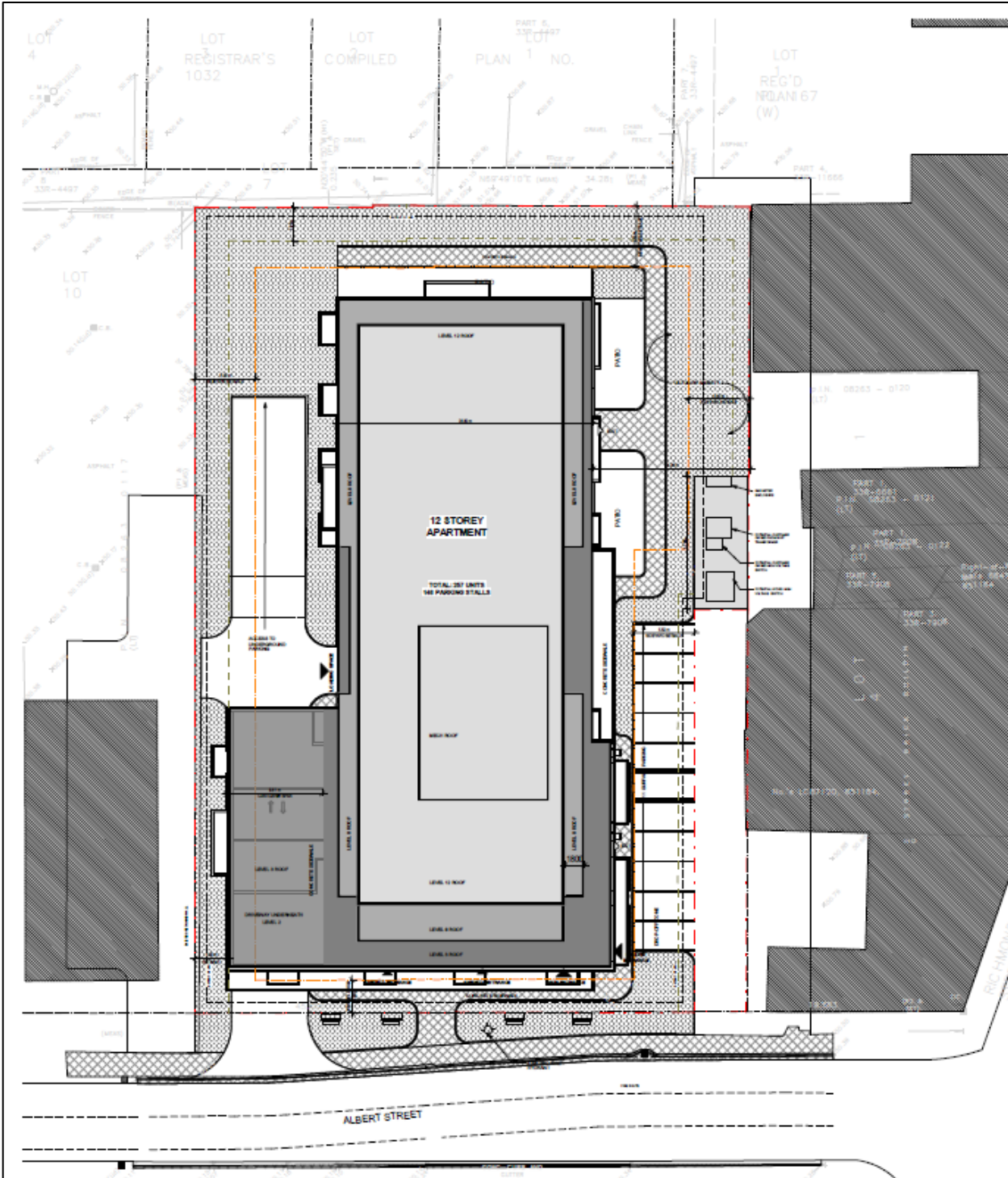


Figure 3 - Concept Site Plan (November 2022)



Figure 4 - Rendering of building looking northeast from Albert Street



Figure 5 - Rendering of building looking northwest from Richmond Street



Figure 6 - Rendering of building looking southeast from Central Avenue



Figure 8 - Rendering of the proposed development from Albert Street

Additional plans and drawings of the development proposal are provided in Appendix “C”.

2.3 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone to a Residential R10 Special Provision (R10-3(_)*H56) Zone. The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (Zone)	Required	Proposed
Front Yard Setback	10.0 m	3.0 m
East and West Interior Side Yard Setback	17.4 m	3.0 m
Rear Yard Setback	17.4 m	8.0 m
Density	250 units per hectare	926 units per hectare
Height	24 m	56 m

2.4 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:

- Intensity/height
- Special provisions
- Trees
- Design

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

2.5 Public Engagement

On December 14, 2022, Notice of Application was sent to 191 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday December 15, 2022. A “Planning Application” sign was also placed on the site.

The public was provided with opportunities to provide comments and input on the application. There were 12 public responses from 6 individuals received during the community consultation period.

Concerns expressed by the public relate to:

- Diversity of units/student housing
- Height
- Setbacks
- Design
- Trees
- Consistency of neighbourhood character
- Traffic

On September 13, 2023, a Revised Notice of Application was sent to 192 property owners 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 revised sticker was placed on the existing “Planning Application” sign on the site.

There were 5 public responses from 6 individuals received during the community consultation period.

Concerns expressed by the public relate to:

- Transportation
- Construction issues
- CPTED issues
- Servicing
- Diversity of units
- Height and density
- Proposed zone
- Shadowing
- Setbacks
- Design
- Trees
- Lack of affordable housing

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

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption, and subsequent Ontario Land Tribunal (OLT) approval of *The London Plan*, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

The London Plan, 2016

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 with respect to the 16-storey residential apartment building.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The Rapid Transit Corridor contemplates a range of residential, retail, service, office, cultural, recreational, and institutional uses (837.1). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor (837. 2.). Large floor plate, single use non-residential buildings will be discouraged in Corridors (837_3.). The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types (837_5.). Within the Main Street Segment, the permitted use policies of the Rapid Transit Corridor Place Type will apply (846_).

The proposed apartment building is in keeping with the range of permitted in The London Plan. The apartment building will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit along Richmond Street. Although mixed-use buildings are encouraged, they are not required by the policies of The London Plan.

The London Plan supports the provision of a variety of residential types with varying size, tenure, and affordability so that a broad range of housing requirements are satisfied

(830.11). As such, staff are agreeable that the proposed uses are in conformity with the policies of The London Plan.

4.2 Intensity

The London Plan places an emphasis on growing ‘inward and upward’ to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The London Plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact City (59_3).

The Rapid Transit Corridor policies encourage intensification along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas (832_). Buildings will be a minimum of 2 storeys, a standard maximum of 12 storeys, and an upper maximum of 16 storeys where a property is located on a Rapid Transit Corridor within 100 metres of rapid transit stations or properties at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare (Table 9). Policy 840_1. directs that development within corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. The subject site is adjacent to the Richmond Row commercial corridor, which ranges from 2-3 storeys with commercial at grade and residential above, a two-storey commercial use, a 2-storey duplex, a parking lot to the north, and a 2.5-3 storey office building to the west. A single storey commercial plaza is located to the south. One 2-storey single detached dwelling exists further west along Albert Street. The subject lands are substantially larger than other lots within this area and provide for a coordinated access point to the site, and coordinated parking, therefore land assembly is not necessary, as the lot is of a sufficient size to accommodate the level of intensity proposed (840_3.). The Zoning By-law regulations for this site will ensure that the intensity of development is appropriate (840_8.).

Rapid Transit - Downtown Protected Major Transit Station

The Planning Act defines Protected Major Transit Station Areas (PMTSA) as areas “surrounding and including an existing or planned higher order transit station or stops” (S.16(15)). The Planning Act was amended in 2017 (Bill 139) to allow municipalities to delineate PMTSA’s in their Official Plans.

The London Plan Policies 860A_ to 860F_ outline locations and criteria for the Rapid Transit Corridor Protected Major Transit Stations. All PMTSAs are shown on Map 10 of The London Plan (860A_). Each Rapid Transit PMTSA will be planned to achieve a minimum number of 120 residents and jobs combined per hectare (860B_). Within the Rapid Transit PMTSA, the minimum building height is 2 storeys, or eight metres and the maximum building height is 12 storeys, or 16 storeys for areas within 100 metres of a rapid transit station (860C_), with a minimum density of 45 units per hectare for residential uses (860D_). Development will conform with all other policies of The London Plan (860F_).

The subject site is located within 100 metres of a rapid transit station, at the intersection of Central Avenue and Richmond Street (Map 10)

Staff agree the site is in an appropriate location for appropriate development, given its location adjacent to existing services, transit, and the downtown. The impacts on adjacent lower-rise buildings can be mitigated by building placement, setback and step backs, and appropriate landscaping and fencing.

4.3 Form & Zoning Provisions

The Form policies of the Rapid Transit Corridor Place Type establish a number of directions for planning and development applications. These policies direct buildings to be sited close to the street to create a pedestrian-oriented street wall while providing appropriate setbacks from properties adjacent to the rear lot line, break up and articulate the mass of large buildings fronting the street to support a pleasant and interesting pedestrian environment, and encourage windows, entrances and other features that add interest and animation to

the street (841_2 and 841_3). Surface parking areas should be located in the rear and interior side yards; underground parking and structured parking integrated within the building design is encouraged (841_12). In general, buildings are to be designed to mitigate the impact of new development on adjacent neighbourhood areas (841_13).

In addition to the Form policies of the Rapid Transit Corridor 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_).

High and mid-rise buildings should be designed to express three defined components: a base, middle, and top (289_). High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_).

Base

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate the right-of-way, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

The base of the building has been designed with many positive features, which were commended by Urban Design staff. These include: an active built form along the Albert Street edge, and the creation of a distinct base with an animated multi-storey podium. An elevation depicting the base of the building is contained in Section 2.1.

Middle and Top

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building is the portion of the building above the podium-base and consists of the residential tower. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design (289_3.).

Staff have identified the following design refinements for the building:

- Special provisions to implement certain design features are recommended including:
 - Minimum step back above the podium;
 - Minimum ground floor height of 4.5m;
 - Minimum percentage of transparent glazing on the podium;
 - Minimum percentage of transparent glazing on the tower;
 - Maximum floorplate size of 1000m² and a length to width ratio of 1:1.5 above the seventh storey;
 - Minimum underground parking setback;
- Include zoning provisions for step backs to mitigate negative impacts on the existing and planned neighbourhood and to provide a human-scale environment along the proposed development's active edges (TLP_253).
- Include provisions for a minimum ground floor height of 4.5m and a minimum percentage of transparent glazing to facilitate an active ground floor along Albert Street (TLP, 291).
- To mitigate shadow impact on the neighbouring properties, include a zoning provision for a maximum floorplate size of 1000m² and a length to width ratio of 1:1.5 above the seventh storey (TLP, 289).
- Include zoning provisions to implement a minimum transparent glazing on the tower and podium.

- Include zoning provisions to include minimum underground parking setback.

The proposed development is oriented towards Albert Street to allow for the building to be positioned adjacent to the street, as per City Design policies (259_). The main building entrance will be accessed from Albert Street, and provisions will be added to the zoning by-law to ensure this occurs. In order to site the building with minimal setbacks from public streets and public spaces to create an inviting, active, and comfortable pedestrian environment (259_), and to ensure the base of the building will establish a human scale façade with active frontages (259_1), a minimum 2 metre step back above the 3rd storey is required to establish a human scale façade. Additional step backs are also recommended and incorporated into the proposed special provisions, with a minimum 2 metre step back above the 6th storey. In terms of height transitions, a 16-storey building will be the tallest building in the immediate area, however adequate separation is being provided to ensure the impact of the higher height is minimized. The massing of the building will be further reduced by limiting the tower floor plate (293_) to 1000m².

Specific City Design policies indicate that principal building entrances and transparent windows should be located to face the public right-of-way, to reinforce the public realm, establish an active frontage and provide convenient pedestrian access (291_). Staff are recommending a minimum transparent glazing on the lobby/vestibule for the ground floor of at least 50% abutting Albert Street be addressed through the site plan process. Policies require residential buildings to include outdoor amenity spaces (295_) and support reduced parking rates in place types and parts of the city that have high accessibility to transit (271_). An amenity area has been incorporated in the proposed site plan, to be located to the rear of the building. Underground parking is provided, and surface parking has been removed to support the City's objectives and provide less parking along a transit corridor.

Some items, such as glazing, reduction in building width, providing a taller ground floor, and incorporating alternative landscaping design have been included as direction to the site plan approval authority, rather than including provisions within the zoning by-law to allow for some flexibility at the site plan stage.

Overall, the proposed form and design meets the intent of The London Plan.

Zoning By-Law

The 'R10' Zone is intended to permit and regulate medium to high-density development in various forms of apartment buildings. The 'R10-3' Zone permits apartment buildings and special population's accommodations, in the form of lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. The subject lands currently permit 250 units per hectare, based on the previous R10 Zone on the site. The proposed maximum density of 926 uph will allow for the implementation of the 16-storey apartment building and will align with the rapid Transit Place Type policies near transit stations.

Staff are also recommending the following special provisions as part of the application:

- a maximum tower floor plate of 1000 square metres; and
- a main building entrance oriented to Albert Street.

Front yard setback and 3rd and 6th floor step back – The Applicant submitted a request to reduce the front yard setback to 3.0 metres, from the required 10.0 metres as per the Zoning By-law. Staff are recommending this change to bring the proposed built form closer to the street. Step backs of approximately 2.0 metres are currently shown on the proposed concept plan and included in the by-law to create a better pedestrian environment along Albert Street, and to increase building setbacks from adjacent properties.

Side yard setbacks – The Applicant has also requested an east and west interior side yard setback of 3.0 metres whereas 17.4 metres is required. Properties to the east of the proposed building will also include a 3.0 metre easement/right of way. Coupled with the 3rd and 6th storey step backs of 2.0 metres, this should provide sufficient setback to ensure the rear of the buildings along Richmond are not "crowded" by the new built form. The west interior side yard is only for a small portion of the building, as shown on the concept plan,

and the main building will be setback approximately 11 metres from the property line. Staff have no concerns with the reduced side yard setbacks, as the proposed side yards and building placement will ensure appropriate spacing between buildings allowing for light, and sufficient amenity area within the side yards.

Rear yard setback – The revised concept plan shows an 8.0 metre setback from the rear yard property line to the proposed building. Based on the proposed built form and step backs identified on the site plan staff are generally supportive of the proposed setback. To ensure appropriate separation between all properties is achieved, direction to the site plan approval authority is being provided to explore further ways to reduce the overall width of the development and explore opportunities for additional step backs above the 3rd and 6th floor.

Maximum tower floor plate – the policies of The London Plan seek to reduce tower floor plates to a reasonable size to ensure less shadowing and impact. The proposed concept plan currently shows a tower floor plate of 963 square meters, so staff are recommending adding the maximum floor plate size of 1000 square metres to limit large, bulky top portion to the building.

Entrance orientation – Staff are also recommending an additional special provision to ensure the main entrance of the building is oriented to Albert Street, as per the policies of The London Plan.

Overall, the proposed Zoning By-law amendment maintains the general intent and purpose of the City of London Zoning By-law Z.-1.

The full set of comments have been included in Appendix B and C.

4.5 Near-Campus Neighbourhood

The Near-Campus Neighbourhoods are located within proximity to Western University and Fanshawe College and are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (962_, 963_ and 964_). The identified property is identified as being in proximity to Western University. The policies are meant to augment the applicable place type policies and the Our Tools policies within The London Plan (962_).

A number of planning goals have been established to serve as an additional evaluative framework for all planning applications, including:

- Planning for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas and recognizing areas that have already absorbed significant amounts of intensification;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Directing residential intensification to significant transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning to allow for residential intensification which is appropriate in form, size, scale, mass, density, and intensity;
- Ensuring that residential intensification projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties;

- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

In Near-Campus Neighbourhoods, most intensification will be directed to place types that are intended to allow for mid-rise and high-rise residential development. These include Rapid Transit Corridors (967_).

The subject site is located within the Rapid Transit Corridor which anticipates higher intensity uses near planned and existing transit, with existing and future connections to the various campuses. The proposed development will provide intensification on an underutilized site (parking lot) and will not detract from the existing housing stock in the area. The proposed development encourages an appropriate form of intensification in a high-rise form, adjacent to a significant transit corridor and away from the interior of the neighbourhood. The proposed zoning will ensure that the development will be appropriately accommodated on the site, and within the surrounding context. The development provided a built form that is considered compatible and respectful to adjacent properties and amenity areas. The design of the site will enhance the streetscape and contribute to the overall character of the neighbourhood and respond to the adjacent heritage properties. The proposed mix of small sized bachelor, 1- and 2-bedroom units will provide more affordable housing units in this area directly adjacent to the downtown.

Overall, the proposed development is in keeping with the policies of the Near-Campus Neighbourhood.

Policy 969_ of The London Plan further discourage forms of intensification within Near-Campus Neighbourhoods that:

- Are inconsistent with uses and intensity shown in Tables 10 to 12 of The London Plan;
- Are within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity;
- Require multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied;
- Are located on inadequately sized lots that do not reasonably accommodate the use, intensity, or form of the proposed use;
- Contain built forms that are not consistent in scale and character with the neighbourhood;
- Continue an ad-hoc and incremental trend towards residential intensification within a given street, block, or neighbourhood.

Urban design qualities are to be incorporated into the design to ensure intensification projects contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties. Zoning is to be utilized to ensure residential intensification occurs in a manner which is appropriate in form, size, scale, mass, density, and intensity.

Staff is agreeable that redevelopment of the subject lands into a high-rise form of development aligns with the intent of the Near-Campus Neighbourhoods policies. The subject lands are located adjacent to a higher order street in a strategic location where residential intensification would be appropriate. High-rise forms of redevelopment are preferred in Near-Campus Neighbourhoods and are directed to significant transportation nodes and corridors, away from the interior of neighbourhoods.

4.6 Talbot Mixed-Use Area Special Policy

A special policy for the Talbot Mixed-Use Area recognizes that there will be proposals for the conversion of existing dwellings to commercial and office use, and redevelopment of lands for multi-family residential uses; however, the scale and form of any redevelopment or change in land use shall not adversely impact the amenities and character of the surrounding area (1025_). Additional criteria for evaluation specific to the lands within the High Density Residential (HDR) Overlay (from the 1989 Official Plan) permits high and medium density residential forms of development that involve substantial land assembly

and provide a high standard of site and building design with emphasis on landscaped open space and underground or appropriately screened parking areas (1026_ and 1027_).

The proposed development provides a high-density residential form of intensification on lands that although not considered part of a land assembly are of a significant size and will provide a higher standard of building and site design that will contribute to the overall character of the neighbourhood. Through direction to the Site Plan Approval authority staff will continue to work with the applicant to ensure robust landscaping and amenity area is provided on site and that the underground parking is appropriately sited.

Policy *1028_ is specific to the Kent, Albert, and Talbot Streets within the HDR Residential Overlay, which in addition to high density residential uses, permits mixed-use developments, commercial and office uses, either through the conversion of existing buildings, or the redevelopment of low-rise buildings on small parcels of land. This portion of the policy; however, is currently under appeal at the OLT. Since no mixed use is proposed as part of this application, this does not apply.

4.7 High Density Residential Overlay (from 1989 Official Plan)

As discussed in section 4.6, the subject lands are within the High Density Residential (HDR) Overlay (from 1989 Official Plan). High-rise apartment buildings play a significant role in supporting the fundamental goal of linking our land use plans to our mobility plans. This type of development generates significant densities which can create a high demand for transit services. Directing these uses to the Downtown, Transit Village, and Rapid Transit Corridor Place Types is a key strategy to create the context for a viable and cost-efficient transit system (954_). While recognizing this strategy moving forward, The London Plan also recognizes High Density Residential areas that were designated in the previous Official Plan. Map 2 identifies these lands as High-Density Residential Overlay (from 1989 Official Plan). Map 2 is an overlay that permits high-rise buildings, in addition to the policies of the underlying place type (955_). Notwithstanding the height and intensity policies of the underlying place type, within the Primary Transit Area, residential development may be permitted up to 14 storeys in height (958_1.). Zoning may not allow for the full range of height and density identified in these policies (958_5.).

In this instance, the Rapid Transit Corridor Place Type permits greater heights than those within the High-Density Residential overlay. As such, the development proposal was reviewed based on the relevant policies of the Rapid Transit Corridor Place Type.

4.7 Neighbourhood & Agency Concerns

Public comments received on the proposed application expressed concerns relating to the following:

- Transportation
- Construction issues
- CPTED issues
- Servicing
- Diversity of units
- Height and density
- Proposed zone
- Shadowing
- Setbacks
- Design
- Trees
- Lack of affordable housing

Discussions on height, density, setbacks, proposed zone, and design can be found within the previous sections of the report (Section 4.1-4.4, Use, Intensity, Form and Design).

Transportation

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety. As part of the complete application, a Traffic Impact Assessment (TIA) was required by Transportation. No recommendations were made as a result of the TIA and the study indicated there would be no significant traffic related impacts to the area.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. Although parking is provided at 0.4 spaces per unit, the policies of The London Plan permit this type of reduction within the Rapid Transit Place Type, to account for the higher use and proximity to transit for residents. In consideration of the proposed parking and the available public transit, the proposed residential parking spaces should adequately accommodate the proposed residential units.

Construction Issues

While this area has recently seen development projects, the subject site is one of the last remaining areas with the potential for additional development/infill. This project could also provide the area with upgraded water connections depending on the outcome of the water capacity analysis.

CPTED (Crime Prevention through Environmental Design)

Comments arose from the public with respect to creating a building layout with blind corners or areas where crime can occur.

The London Plan policy 228_ states that neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of Crime Prevention Through Environmental Design, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity. Items have been included in the concept plan, including first floor patios and direct entrances to the street, and large windows and balconies, which will encourage passive surveillance. Areas at the back of the property, such as the amenity area, are private property and potential CPTED issues will be addressed by building management/security.

Servicing

All services are proposed for this site, and no issues with capacity have been identified. Development will require full services, and issues such as stormwater runoff, must be controlled through the site plan on site.

Diversity of units

With respect to diversity of units, there is no mechanism to ensure that larger units with 2 or more bedrooms are provided. The development proposes 23 studio units, 247 one-bedroom, 52 two-bedroom, and 3 three-bedroom dwelling units. Planning can not control who will reside in the units. Several comments were made with respect to who will be living in the proposed development, and questions on whether or not this will be student housing. It's important to note that planning considerations cannot be made based on residential tenure and tenancy. Type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

Shadowing

A shadow study was submitted as part of the submitted application. The design of the building allows the shadows to move relatively quickly, traversing across existing development within approximately 1-3 hours. An excerpt from the shadow study indicates that the most significant shadow impact on adjacent developments to the west occur in December at 9am. Otherwise shadow impacts will predominately affect the existing site.

Trees

Members of the public expressed concerns about the lack of trees being incorporated on the site. The extent of the underground parking structure reduces the volume of soil to the property lines, which in turn will affect the City's tree canopy goals through the Urban Forestry Strategy, as a lack of soil volume does not allow for robust tree plantings. Staff will not require additional setbacks in this urban area, and instead will work with the applicant to ensure a robust landscaping plan and tree plantings, to the greatest extent possible.

Lack of Affordable Housing

The City cannot dictate whether units can be “affordable” or offered at below market rates. The recent Planning Act changes limits the ability for the City to negotiate and secure below market rates through new development (Bonusing Provisions, formerly Section 37 of the Planning Act). There are opportunities that Applicants can explore to incorporate affordable housing units as part of their development. The City has a Municipal Housing Development division in Planning and Economic Development Service Area where Applicants can obtain funding for affordable housing units, and, alternatively, Homelessness Prevention and Housing Department administers various programs including rent subsidies and rebates, as well as Community Housing.

4.8 Heritage

A number of properties in proximity to the site are listed under the Municipal Heritage Register, including 179-181 Albert Street, 186 Albert Street, 202 Albert Street, 185 Central Avenue, 191 Central Avenue, 565-569 Richmond Street, 571-575 Richmond Street, 579 Richmond Street, 581-583 Richmond Street, and 595 Richmond Street. A Cultural Heritage Impact Assessment (CHIA) was prepared by PHC Inc. as part of a complete application package to review the relevant historical documents, evaluate potential cultural heritage value or interest (CHVI), identify cultural heritage resources, and assess potential impacts, and recommend mitigation options. It was determined that there will be negligible impacts to the heritage of adjacent structures and no impact to heritage resources adjacent to 200 Albert Street. Staff have agreed with these findings and recommends no further mitigation be incorporated into the site.

Conclusion

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to The London Plan policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Rapid Transit Corridor Place Type. The recommended amendment will facilitate an infill and intensification development with an appropriate intensity and built form for the site and surrounding area.

Prepared by: Nancy Pasato, MCIP, RPP
Manager, Planning Policy (Research)

Submitted 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: Michael Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering
Britt O'Hagan, Manager, Current Development

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone
an area of land located at 200 Albert Street.

WHEREAS 200 Albert London Incorporated has applied to rezone an area of land located at 200 Albert Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 200 Albert Street, as shown on the attached map comprising part of Key Map No. A107, from a Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone to a Residential R10 Special Provision (R10-3(_)*H56) Zone.
- 2) Section Number 14.4 of the Residential R10-3 Zone is amended by adding the following Special Provision:

) R10-3(_) 200 Albert Street

a) Regulations

- | | |
|---|---|
| (i) Front Yard Setback
(Minimum) | 3.0 metres
(9.8 feet) |
| (ii) Building Step Back from
the front lot line Above the 3 rd Storey
(Minimum) | 2.0 metres
(6.6 feet) |
| (iii) Building Step Back from
the front lot line Above the 6 th Storey
(Minimum) | 2.0 metres
(6.6 feet) |
| (iv) East and West Interior Side Yard
Setback (Minimum) | 3.0 metres
(9.8 feet) |
| (v) Rear Yard Setback
(Minimum) | 8.0 metres
(26.2 feet) |
| (vi) Ground Floor Height
(Minimum) | 4.5 metres
(14.8 feet) |
| (vii) Tower Floorplate
Gross Floor Area
above the 6 th floor
(Maximum) | 1,000 square metres
(10,763.9 square feet) |
| (ix) Density
(Maximum) | 926 units per hectare |
| (x) Height
(Maximum) | 56 metres (or 16 Storeys) |

(viii) The main building entrance shall be oriented to Albert Street.

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

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

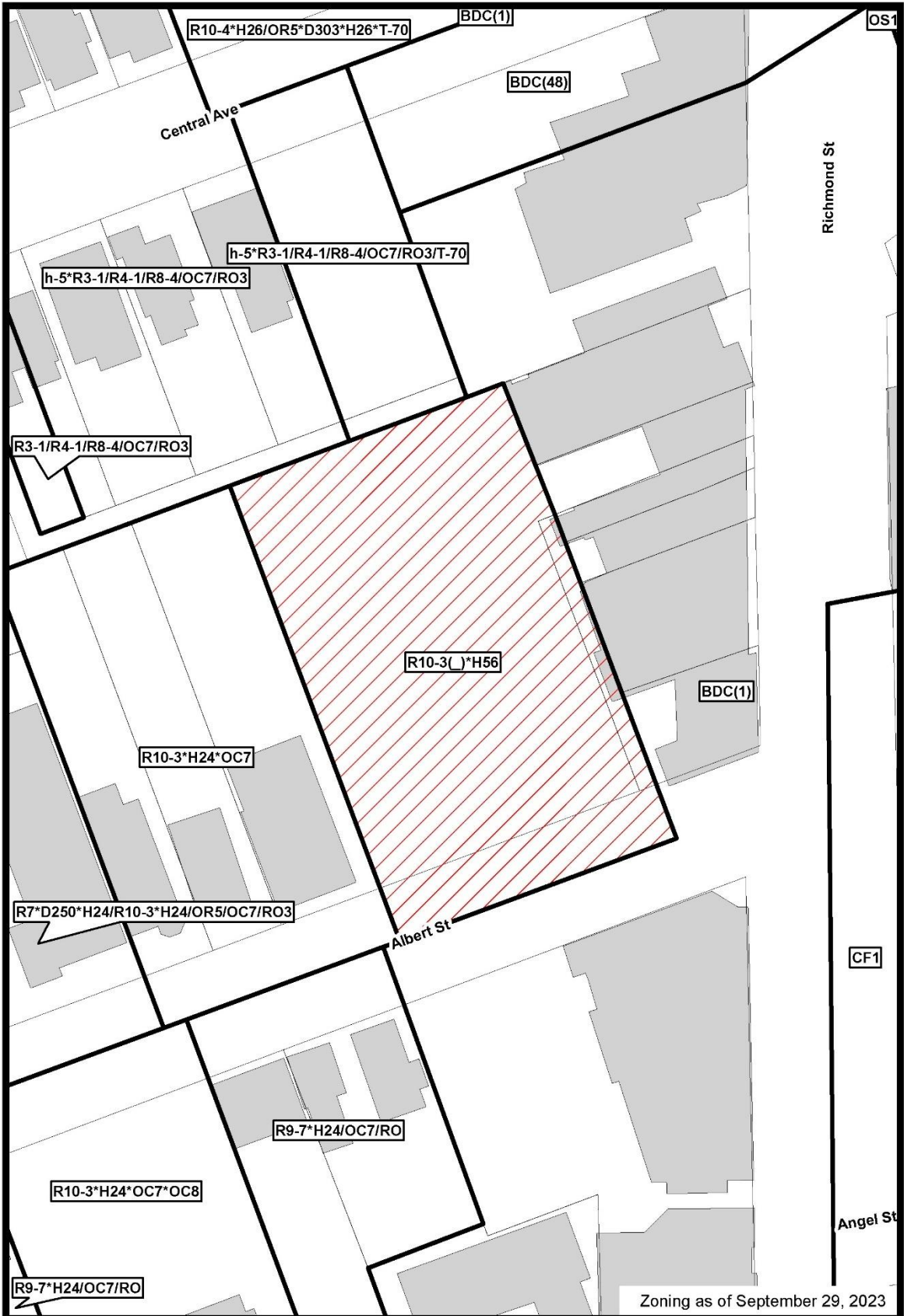
PASSED in Open Council on November 28, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – November 28, 2023
Second Reading – November 28, 2023
Third Reading – November 28, 2023

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



File Number: Z-9561

Planner: NP

Date Prepared: 2023/10/12

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Parking lot
Frontage	45.4 metres (148.9 feet)
Depth	73 metres (239.5 feet)
Area	0.35 hectares (0.86 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	commercial parking lot, two-storey commercial
East	commercial uses
South	commercial parking lot, one-storey commercial
West	two-storey office

Proximity to Nearest Amenities

Major Intersection	Albert and Richmond (40 m)
Dedicated cycling infrastructure	Existing along Richmond
London Transit stop	Albert and Richmond
Public open space	Victoria Park (150 m)
Commercial area/use	Richmond Row (40 m)
Food store	Oxford Street Valu-Mart (1.5 km)
Community/recreation amenity	Canada Life Recreation Grounds (1.3 km)

B. Planning Information and Request

Current Planning Information

Current Place Type	Rapid Transit Corridor
Current Special Policies	Near Campus Neighbourhood, HDR Overlay, Talbot Mixed-Use Area, PMTSA
Current Zoning	Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone

Requested Designation and Zone

Requested Place Type	n/a
Requested Special Policies	n/a
Requested Zoning	Residential R10 Special Provision (R10-3(_)*H56) Zone

Requested Special Provisions

Regulation (Zone)	Required	Proposed
Front Yard Setback	10.0 m	3.0 m
East and West Interior Side Yard Setback	17.4 m	3.0 m
Rear Yard Setback	17.4 m	8.0 m
Density	250 units per hectare	926 units per hectare
Height	24 m	56 m

C. Development Proposal Summary

Development Overview

The purpose and effect of the recommended action is to permit the development of a 16 storey, 325-unit residential apartment building with 121 parking spaces (all underground) with a maximum density of 926 units per hectare.

Proposal Statistics

Land use	Residential
Form	Apartment Building
Height	16 storeys
Residential units	325
Density	926 uph
Gross floor area	18048 sq. m
Building coverage	40%
Landscape open space	33%
Functional amenity space	353 sq. m
New use being added to the local community	Yes

1.1 Mobility

Parking spaces	121 (underground)
Vehicle parking ratio	0.4 / unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	330
Secured bike parking ratio	1.01 / unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

1.2 Environmental Impact

Tree removals	N/A
Tree plantings	40
Tree Protection Area	N/A
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	N/A
Green building features	Unknown / To be Determined

Appendix C – Additional Plans and Drawings



Figure 9 - Rendering of building from Albert Street level



Figure 10 - Rendering of building from Albert Street looking northwest



Figure 11 - Rendering of rear of building looking southeast

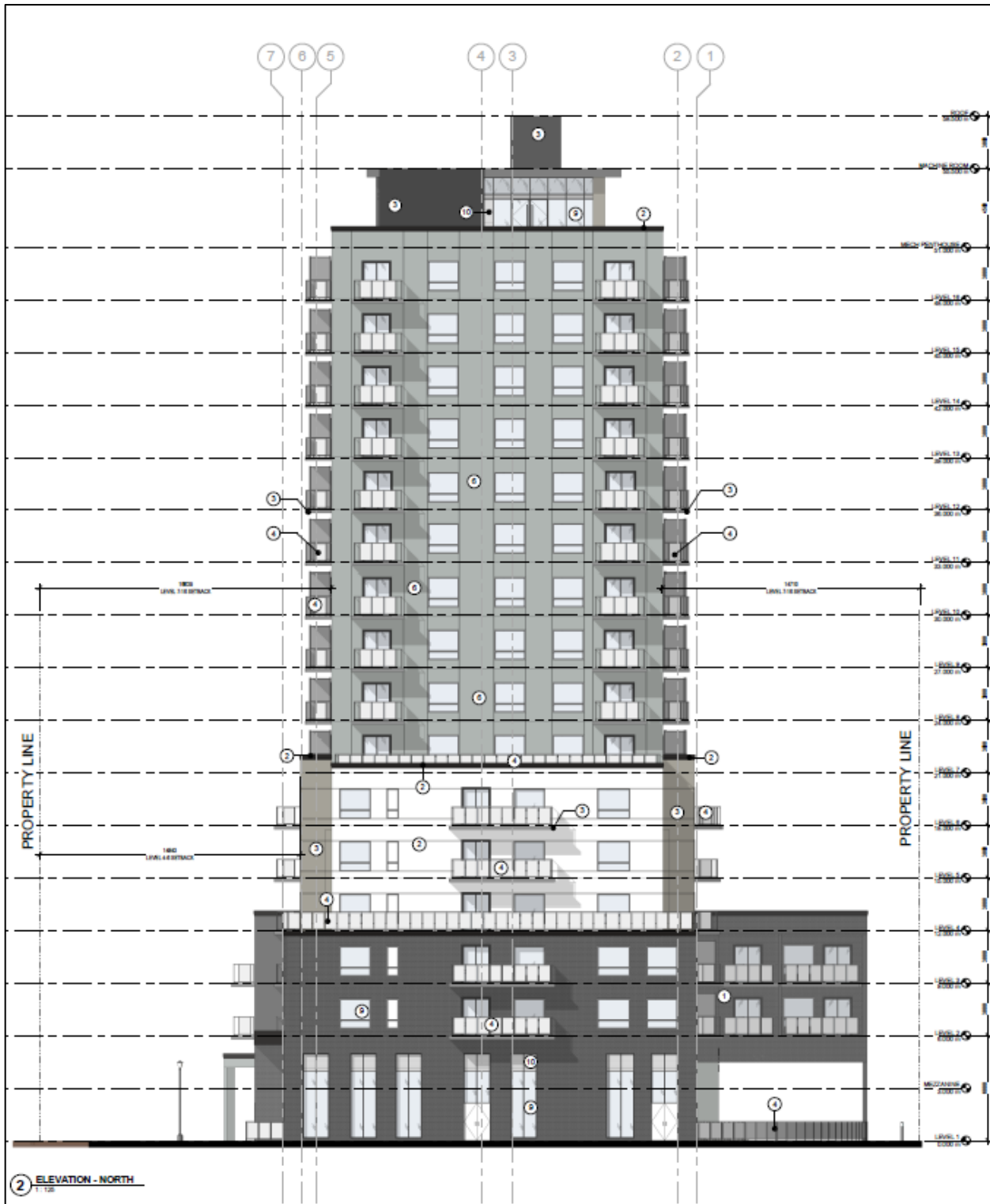


Figure 12 - North elevation (rear)

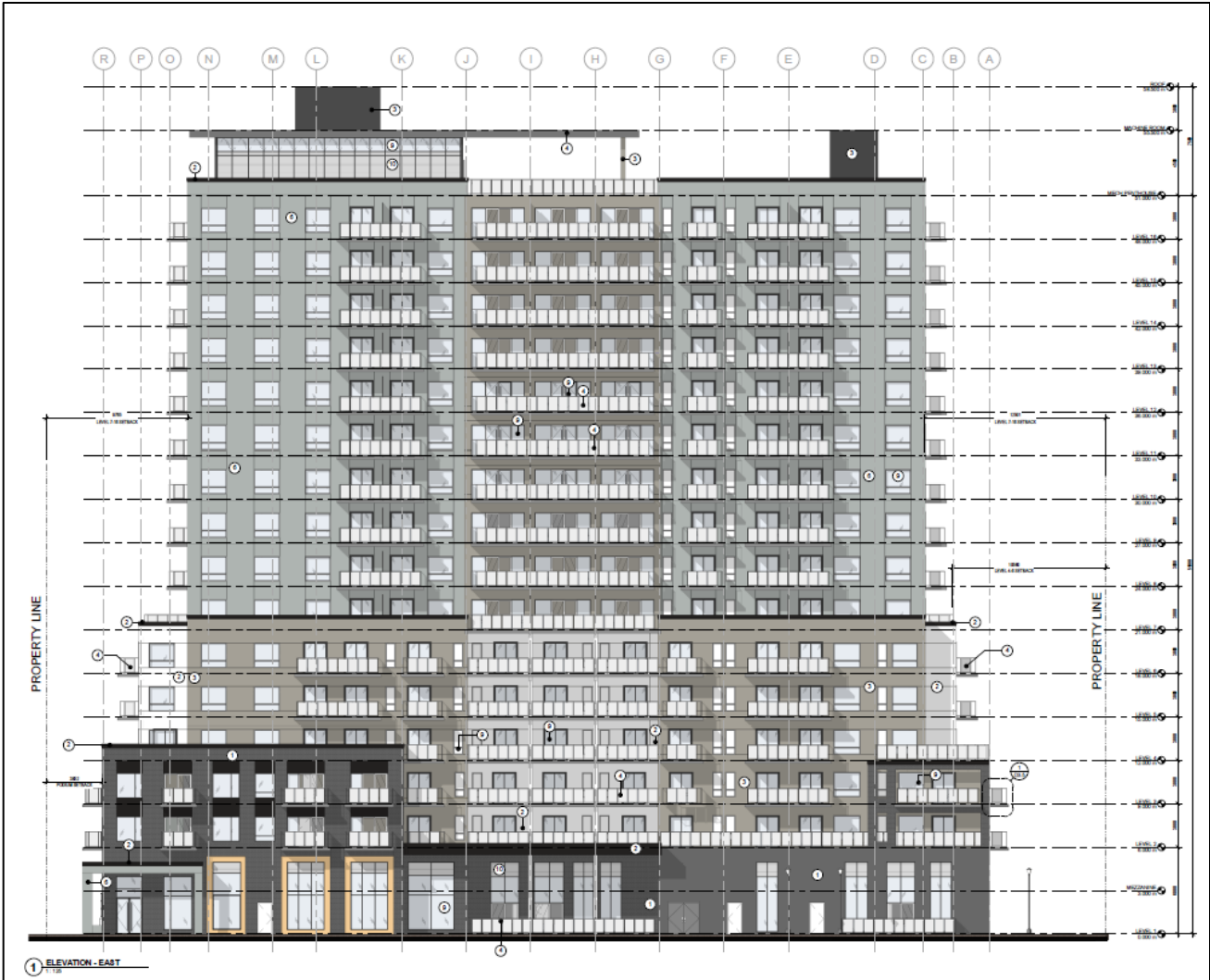


Figure 13 - East elevation

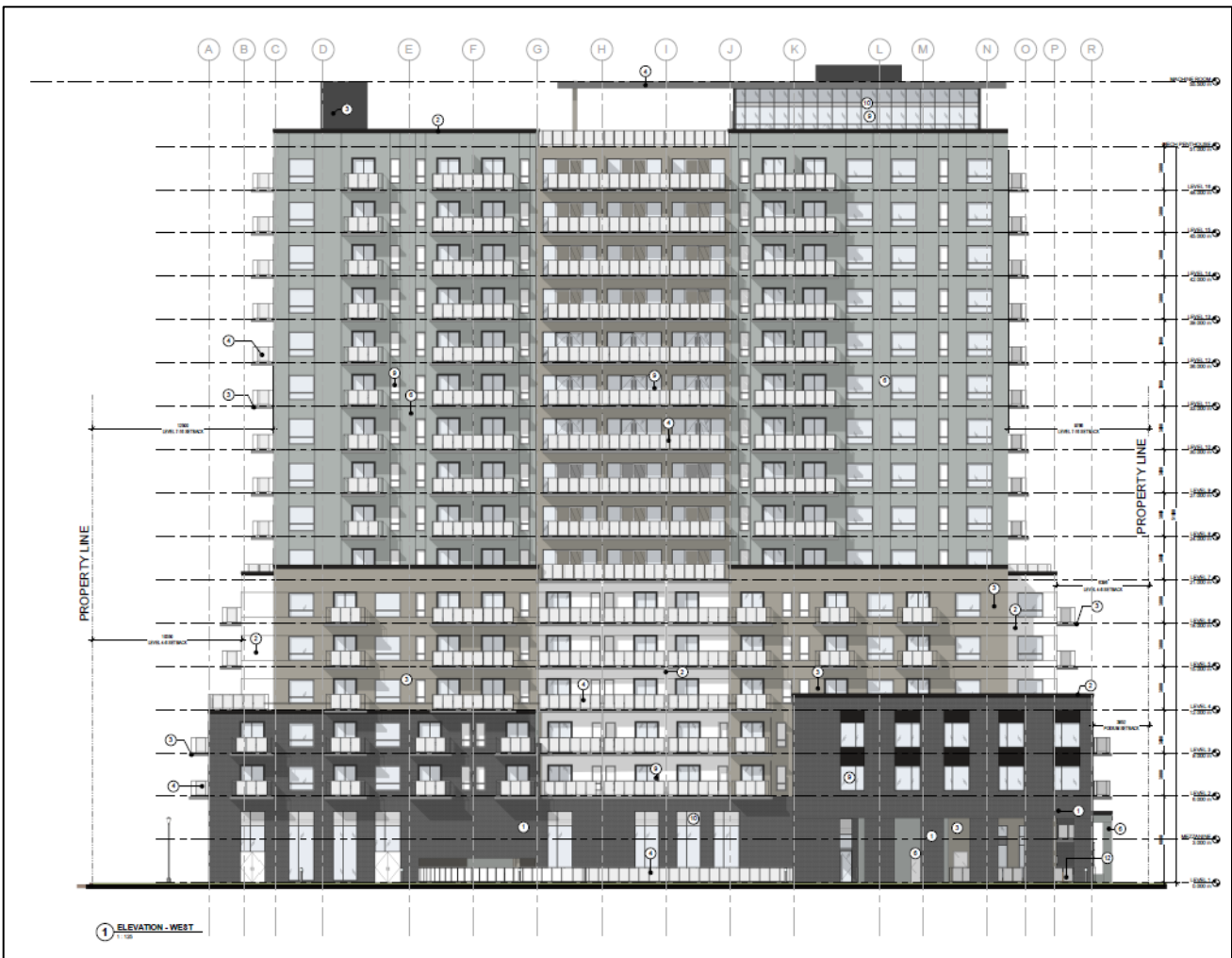


Figure 14 - West elevation

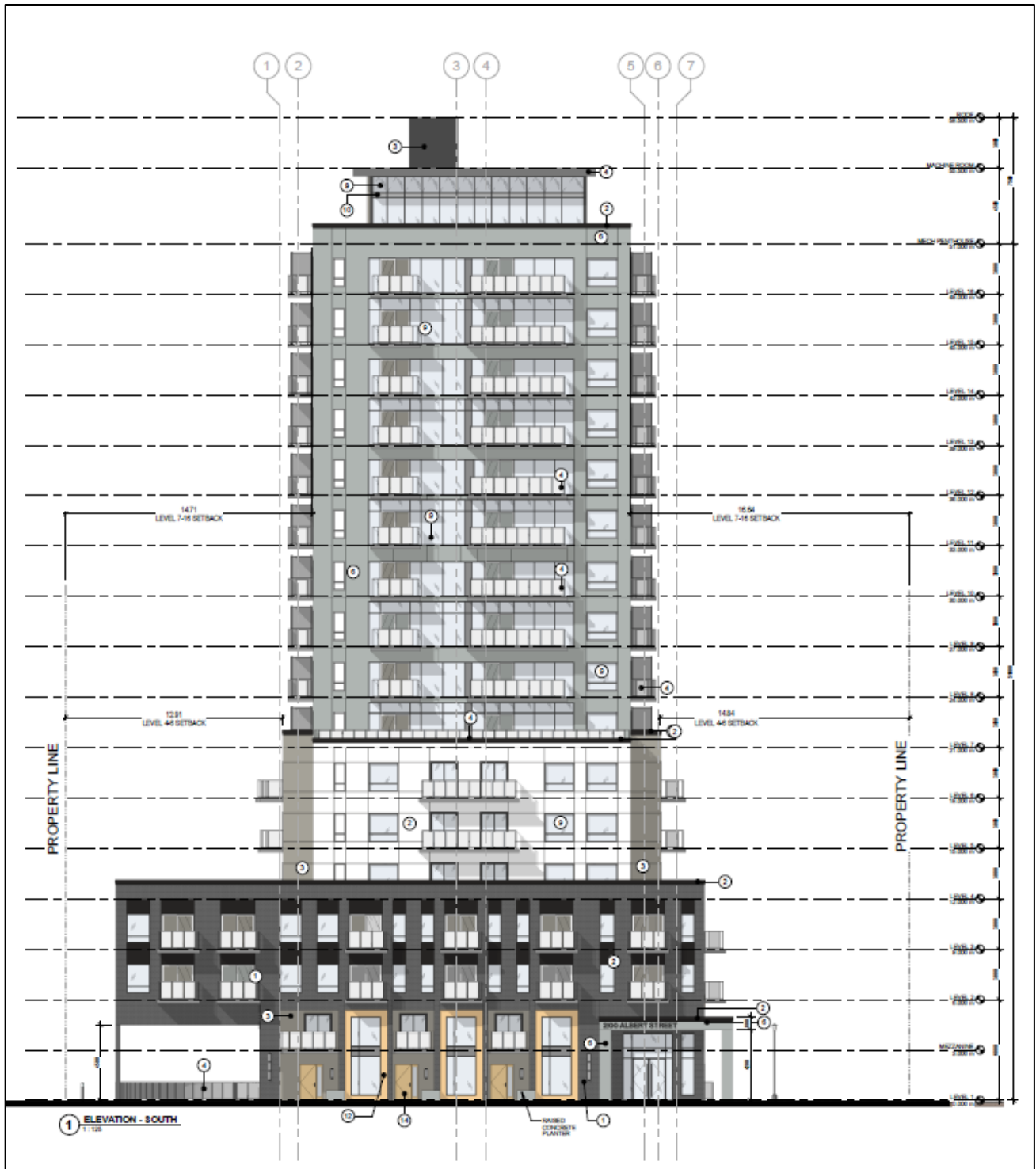


Figure 15 - South elevation (front)

Appendix D – Internal and Agency Comments

Agency/Departmental Comments- Original Circulation

Site Plan – January 10, 2023

- For the special provisions, the proposed reductions to the front yard and west interior side yard are to the balconies not the building (not sure if this was the intent). For the by-law I think we'd be looking for the west interior side yard setback of 1.5m to the balcony and a front yard setback of 1.8m to the balcony and establishing the setback to the main building (we can chat further about this to determine the best route for the site).
- The comments provided at the time of Site Plan Consultation have not been addressed. The applicant is to provide a response to the Site Design Comments from the Record of Site Plan Consultation to note which items have been addressed and how they have been addressed. This will assist in staff's review.
- There are concerns with the proposed loading space. Larger moving vehicles have the potential to block off access to the underground parking garage.
- Need a lay-by for the para-transit vehicles (as per the Site Plan Control By-law 6.8.1).

UTRCA – January 10, 2023

- The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.
- DRINKING WATER SOURCE PROTECTION: Clean Water Act
- For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>
- RECOMMENDATION: The UTRCA has no objections or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

Urban Design – January 10, 2023

- The applicant is commended for providing underground parking facilities. The underground parking feature should be retained as the site layout, ramp design, and built form evolves.

The proposed built form for the ZBA related to 200 Albert Street must be revised to receive support from Urban Design. The following Urban Design comments must be addressed:

- Submit a complete "Urban Design Peer Review Panel Comments – Applicant Response". Updated plans and elevations that reflect, respond, and addressed the UDPRP comments for 200 Albert Street must be included with the UDPRP response form.
- Ensure that there is an adequate separation distance, setbacks and buffers between the proposed development and adjacent land uses. Increase the rear-yard setback to between 10m-12.5m, instead of the proposed 5.5m (as indicated in the site plan). Refer to the London Plan, Policies 253 & 298.
- Primary residential unit windows and patios are located along the side-yard. Increase the 3m west side yard separation distance to 5.5m between the abutting property and podium extension. Refer to the London Plan, Policy 252.
- High-rise buildings should be designed as slender towers to reduce shadow impact, minimize the obstruction of sky views, and minimize any impacts on neighbouring properties and public spaces. As a high-rise development, reduce the impacts of the large floor plate and setbacks. Ensure that the proposed built form has a maximum floor plate size of 1000 square meters. Refer to the London Plan, Policy 292.
- The podium should relate to the rooflines of adjacent properties and be broken up to accentuate different building components and architectural features.
- Incorporate vertical sections similar to the 5th-8th floor elevations into the 9th-12th floor elevations.
- Utilize the parapet to vary the 12th floor roofline, similar to the 9th floor parapet condition.

- Provide direct pedestrian connections to the public rights-of-ways and the proposed outdoor and indoor amenity spaces at the front and rear of the subject site. Clarify pedestrian, cyclist, and vehicular circulation throughout the subject site. Refer to the London Plan, Policy 255.

The following Urban Design comment should also be addressed:

- Consider alternative colour scheme that match the character of the neighbouring heritage context. Refer to the London Plan, Policy 302.
- No privacy fencing should be used between the proposed built form and the pedestrian connection at the rear of the subject site. Consider using landscaping and low-rise and/or decorative fencing to differentiate the public-private threshold between the pedestrian connection and the patios. This will help maintain views and sightlines for safety and passive surveillance.
- Differentiate the Albert Street Residential Lobby entrance from the Amenity Room entrances by providing greater articulation and signage.
- As indicated by the UDPRP, consider moving the Lobby entrance adjacent to the porte-cochere and loading functions.
- To reduce the heat island effect on the subject site due to the increase in impermeable surfaces, provide enhance landscaping along the drop-off zone. Refer to the London Plan, Policy 282 & 283.
- Clarify if the drop-off zone will be used by abutting properties that will have limited rear yard access to their property.
- Explore opportunities to incorporate additional greenspace and low-impact development features on site.
- Consider internalizing the underground parking ramp to provide additional space for enhanced landscaping at grade.
- Ensure that the development is “future ready”. Refer to the London Plan, Policy 729.
- Consider including charging station for e-bikes and electric vehicles within the proposed parking facilities.
- Consider making the roof strong enough to hold solar panels and/or green roof infrastructure.

Ecology – January 11, 2023

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 – January 16, 2023

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

~~Items to be addressed as a part of a complete re-zoning application:~~

- ~~• A Transportation Impact Assessment (TIA) will be required, the TIA will evaluate the impact the development will have on the transportation infrastructure in the area and provide recommendations for any mitigation measures. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City’s TIA guidelines.~~

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

Wastewater:

- Currently used as a parking lot the applicant is seeking OPA/ZBA to permit a 12-storey apartment containing 277 units (subject land is 0.35Ha which equates to 791u/ha)
- The municipal sewer available is a 250mm diameter sanitary sewer on Albert St.
- Based on as built record drawing, Drawing # 17,536 circa 2004, this exceeds the allocated of 83people/ha. Revision to the area plan and design sheet may be required.

Water:

- Water is available to the subject site via the municipal 200mm DI watermain on Albert Street.

Stormwater:

Specific comment for this site

- Municipal storm outlet available for the subject land is a storm sewer on Albert Street fronting the site as identified in the Drainage area Plan (29488) and design sheet at a $C=0.80$. Changes in the "C" value required to accommodate any proposed redevelopment will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate the capacity of the existing storm sewer system is not exceeded and that On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc.
- The City cannot confirm a storm PDC exists to service the property. Therefore, As per the Drainage By-law, the consultant would be required to provide adequate storm PDC as per City standards to service the site.
- The proposed land use of high density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
- The consultant shall submit the servicing report and drawings to provide calculations, recommendations, and details to address these requirements.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. 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>.
- 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.

- The Owner shall ensure that increased and accelerated Stormwater runoff from this site shall not cause damage to downstream lands, properties, or structures beyond the limits of this site.
- All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria, as well as, targets for the Central Thames Subwatershed.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

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

Transportation:

- Presently the width from centerline of Albert Street at this location is 10.058m as shown on 33R-17398. Therefore an additional widening of 0.692m is required to attain 10.75m from centerline.
- Detailed comments regarding access design and location will be made through the site plan process. An internal lay by is required, however the applicant is encouraged to do some type of curve extension in lieu of the lay by.

Additional Engineering – January 16, 2023

Thank you for the follow up. The TIA is accepted. Please note that detailed comments regarding access design and location will be made through the site plan process.

As for the noise study, the report assumes the proper MECP modeling parameters and provides acceptable noise warning clauses.

Agency/Departmental Comments- Revised Submission

Urban Design – October 6, 2023

The proposed high-rise development is located within the Rapid Transit Corridor Place Type and abuts Albert Street, a neighbourhood road. Table 8 of The London Plan (TLP) permits an upper maximum height of 16 storeys since it is within 100m of the *Downtown Protected Major Transit Station Area*. However, Urban Design recommends that adequate transition measures be integrated into the proposed development to mitigate shadow impacts on adjacent land uses (TLP, 840).

Matters for Zoning

- The applicant is commended for providing underground parking facilities. Retain this design feature through the development process.
- **The following Special Provisions are recommended** to be applied to the zoning:
 - Minimum step back above the podium;
 - Minimum ground floor height of 4.5m;
 - Minimum percentage of transparent glazing on the podium;
 - Minimum percentage of transparent glazing on the tower;
 - Maximum floorplate size of 1000m² and a length to width ratio of 1:1.5 above the seventh storey;
 - Minimum underground parking setback;
- Include zoning provisions for step backs to mitigate negative impacts on the existing and planned neighbourhood and to provide a human-scale environment along the proposed development's active edges (TLP_253).
- Include provisions for a minimum ground floor height of 4.5m and a minimum percentage of transparent glazing to facilitate an active ground floor along Albert Street (TLP, 291).
- To mitigate shadow impact on the neighbouring properties, include a zoning provision for a maximum floorplate size of 1000m² and a length to width ratio of 1:1.5 above the seventh storey (TLP, 289).

Matters for Site Plan

- Provide a full set of dimensioned elevations and floorplans of the proposed development. Further Urban Design comments may follow upon receipt.
- Provide a hardscape and softscape treatment plan along Albert Street that integrates landscaping features and street furniture (TLP, 841).
- Consider moving the lobby entrance adjacent to the covered driveway and loading functions.
- Provide a direct pedestrian walkway through the subject site to the proposed amenity area (TLP, 255).
- Clarify the location of the outdoor amenity space. Consider including benches, picnic tables, pergolas, or other programming in the amenity space (TLP, 295).
- Explore opportunities to incorporate additional greenspace and low-impact development features on site.
 - Consider internalizing the underground parking ramp to provide additional space for enhanced all-season landscaping along the side yard (TLP, 275).
- Ensure that the development is "future ready" (TLP, 729).
 - Consider including charging station for e-bikes and electric vehicles within the proposed parking facilities.
 - Consider making the roof strong enough to hold solar panels and/or green roof infrastructure.

London Hydro – September 14, 2023

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

Parks Planning – September 14, 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-9 and will be finalized at the time of site plan approval.

Landscape Architecture – October 4, 2023

- No change to comments from January 2023
- The extent of the underground parking structure reduces the volume of soil to the property lines. The City requires tree planting along property lines to meet its canopy goals and to help obtain many of its goals.
- The parking structure is close to the property line. There is not adequate setback for soil volumes required for Site Plan required tree planting. There isn't going to be adequate room and growing conditions between high rises, Site Plan shouldn't require perimeter planting in these contexts.

Site Plan – October 5, 2023

- **Major Issues**
 - None. Site Plan staff commend the applicant for providing an at grade, outdoor common amenity space.
- **Matters for OPA/ZBA**
 - The applicant is to verify the proposed lot coverage as the underlying R10-3 Zone permits a maximum lot coverage of 40% to ensure all special provisions are captured.
 - For the proposed height, the applicant is to verify if the height includes the rooftop amenity space.
 - To ensure the building provides for step backs, it is recommended to include special provisions between the floors (as noted on the submitted concept drawing).
 - The concept plan shows the balcony projections along Albert Street taken to the existing property boundary. Revise accordingly to be taken to the property boundary, post road widening dedication, to ensure the balconies comply or to ensure a special provision is included.
- **Matters for Site Plan**
 - To utilize the driveway/right-of-way on the east side of the property (abutting the proposed lay-by), the applicant is to provide proof of ownership or easement to utilize this right-of-way.
 - Visitor parking is required for the proposed development at a rate of 1 space for every 10 units in accordance with the Site Plan Control By-law. Visitor parking can be included in the overall total provided parking.

UTRCA – September 18, 2023

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

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

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

requirements.

Engineering – September 29, 2023

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

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

Wastewater:

- The proposed revised ZBA is for a 16-storey apartment containing 325 units, previously proposed as a 12-storey building with 257 units. SED noted the previously proposed density was 791uph and exceeded the allocated amount of 83ppl/ha and revisions to the area plan and design sheet may be required.
- The revised proposal is suggesting 930uph or approximately 520people on 0.35ha allocated and equivalent of 30people. The applicants engineer will be required to submit a sanitary brief with the maximum population and peak flow for the site. There appears to be surplus available capacity in the downstream system for the intensification, but the area plan and design sheet will require revisions to reflect the increase in population.

Water:

- Water is available to the subject site via the municipal 200mm DI watermain on Albert Street.

Stormwater:

Specific comment for this site

- The municipal storm outlet available for the subject land is a storm sewer on Albert Street fronting the site as identified in the Drainage area Plan (29488) and design sheet at a $C=0.80$. Changes in the "C" value required to accommodate any proposed redevelopment will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate the capacity of the existing storm sewer system is not exceeded and that On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc.
- The City cannot confirm a storm PDC exists to service the property. Therefore, As per the Drainage By-law, the consultant would be required to provide adequate storm PDC as per City standards to service the site.
- The proposed land use of high density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
- The consultant shall submit the servicing report and drawings to provide calculations, recommendations, and details to address these requirements.

- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. 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>.**
- 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.
- The Owner shall ensure that increased and accelerated Stormwater runoff from this site shall not cause damage to downstream lands, properties, or structures beyond the limits of this site.
- All applicants and their consultants shall ensure compliance with the City of London, Design Specifications and Requirements Manual, Ministry of the Environment, Conservation & Parks (MECP) Guidelines and Recommendation, and the SWM criteria, as well as, targets for the Central Thames Subwatershed.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

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

all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Transportation:

- Presently the width from centerline of Albert Street at this location is 10.058m as shown on 33R-17398. Therefore an additional widening of 0.692m is required to attain 10.75m from centerline.
- Detailed comments regarding access design and location will be made through the site plan process. An internal lay by is required, however the applicant is encouraged to do some type of curve extension in lieu of the lay by.

Appendix E – Public Engagement

Original Notice of Application:

On December 14, 2022, Notice of Application was sent to prescribed agencies and City departments.

Public liaison: On December 14, 2022, Notice of Application was sent to 191 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday December 15, 2022. A “Planning Application” sign was also posted on the site.

Replies were received from 6 households.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 12-storey residential apartment building with 257 residential units and 146 parking spaces. Possible change to Zoning By-law Z.-1 FROM a Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone to a Residential R10 Special Provision (R10-3(_)) Zone to permit apartment buildings with a maximum height of 44 metres/12 storeys, whereas the current maximum height is 24 metres/8 storeys. Requested special provisions include: a front yard depth of 3.0 metres whereas 6.0 metres is required; a rear yard setback of 8.0 metres whereas 18.0 metres is required; an east interior side yard setback of 7.0 metres whereas 18.0 metres is required; a west interior side yard setback of 2.9 metres whereas 18.0 metres is required; a lot coverage of 41% whereas 40% maximum is required; a building height of 12 storeys/44 metres whereas 8 storeys/24 metres maximum is required; a density of 732 units per hectare whereas a maximum of 250 units per hectare is required. The City may also consider the use of holding provisions related to urban design and servicing, and additional special provisions related to setbacks, coverage, height, and parking.

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

Concern for:

- Diversity of units/student housing
- Height
- Setbacks
- Design
- Trees
- Consistency of neighbourhood character
- Traffic

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

Telephone	Written
Anna Maria Valastro	North Talbot Residents Association
	Anna Maria Valastro
	Sheila Regier
	Tyrrel de Langley
	Carol Hunter
	Heather and Tom Chapman Charlene Jones

Public Comments

1. North Talbot Residents Association

Dear Neighbour,

A new building is being proposed on the parking lot at 200 Albert St. behind Richmond Row. This building is being proposed AFTER the removal of bonus zones by the Doug Ford govt. This means that the size and density of buildings are no longer limited by bonus zones.

The building being proposed at 200 Albert is triple the allowable density;

- Double the allowable height;
- Is being marketed only to students - which potentially could be illegal because it shuts out anyone that is not a student;
- Offends the Human Rights Code because housing determines who can live where, and this housing development intentionally excludes families and anyone that is not a student;
- North Talbot is over presented with temporary student housing;
- Is family hostile and child hostile because the majority of units offered are 1 bedroom units;
- There is zero green space and therefore does not comply with the city's Urban Forestry Strategy, and;
- It offends the Climate Action Emergency Plan because despite being on a transit route has 146 parking spaces.

Shutting out housing for families and children is discriminatory. Housing for children is simply not in the offering in the centre of the city and therefore housing projects are deliberating eliminating families from large areas of the city. The city refuses to consider the Human Rights Code is evaluating new building projects because they state they need to be blind to who can live where, but that answer is not acceptable because different people 'groups' need different housing and children need certain amenities and space to thrive.

It is time that we advocate for housing for children. They are simply not considered and invisible to the world of planning. And it is time that we change that.

Please take a look and send your comments to the planner - npasato@london.ca please see attached.

And please copy all Council, hmcaster@london.ca; slewis@london.ca; pcuddy@london.ca; sstevenson@london.ca; jpribil@london.ca; strosow@london.ca; corahman@london.ca; slehman@london.ca; ahopkins@london.ca; pvanmeerbergen@london.ca; sfranke@london.ca; epeloza@london.ca; dferreira@london.ca; shillier@london.ca; mayor@london.ca

2. Annamaria Valastro (phone)

Questions on height and density; student housing is illegal; want family friendly housing; surrounded by student housing; need diversity in housing; does not meet tree canopy urban forestry

3. Annamaria Valastro (email)

I searched legal cases in support of my complaint against the City of London for failing to uphold the Human Rights Code in housing policy. Fodor v North Bay (City), 2018 ONSC 3722 at para 26.

I also searched legal cases where students sharing houses could be considered a protected code such as 'family'.

The Human Rights Tribunal to date has ruled that students, in general, are not a protected code and there is varied opinions as to whether groups of students sharing a house and bills are a protected code as a 'family'. As this building is primarily one bedrooms, the 'family' argument does not apply. Therefore housing specifically for students could be

potentially illegal.

Exclusive housing must be supportive housing such as group homes and care homes. The dominate policy for 200 Albert St is the Near Campus Neighbourhood Strategy. It overrides all other applicable policies. Near Campus Neighbourhood Strategy is not mentioned in this planning proposal albeit I scanned many of the reports to date. My complaint to the Human Rights Tribunal is based on the fact the city fails to uphold the Near Campus Neighbourhood housing policy which aims to diversity housing stock and avoid over intensification. It is also based on age discrimination and the right to the peaceful enjoyment of one's property including feeling safe. The city turns a blind eye to age discriminatory housing practices - a protected code under the Human Rights Code.

Children need housing that meet their needs but more importantly, Mothers need housing that allows them to safely care for their children. They need immediate green amenity space because MOTHERS cannot always pack up their children to travel to a green space. They need private green space immediately where they live so they can watch over their children and the community can watch over their children. This cannot happen in public parks and Mothers do not have the energy or time to travel to a public park to provide enough frequent outdoor space for their children. Going to public spaces is an 'outing' and Victoria Park is not well suited for children in the summer months when they are not in school. The majority of the park is scheduled for events that last 4 to 5 days. Some events are child friendly but many are not. Victoria is not open for leisurely activity on weekends in the summer when many mothers can schedule an 'outing'.

It is no longer acceptable to turn a blind eye to people that need housing and/or ignore the physical attributes or lay out of housing and not acknowledge who can live there and who cannot. Housing needs to be diverse so that students, low income, elderly and families can live in the same building. You refer to people as 'clients' that says a lot. People needing housing are not 'clients', and housing can longer be viewed simply as a business. This building is triple the permissible density. That tells everyone including yourself that the units are too small for families and intentionally designed for short term housing. This neighbourhood doesn't need more of same.

I suggest that housing and the Human Rights Code should all be reviewed at the same time. My letter to the Human Rights Tribunal is below. The Tribunal has accepted my complaint and it is moving through the system at a glacier pace.

HRT0 FILE: 2021-47395-I

My complaint is based on 1) age discrimination in housing and is being brought forward in the public interest, and 2) my right to the peaceful enjoyment of my property which is influenced by my age. Both are directly linked to the failure of implementing a Policy that is designed to address both issues.

Rationale for the Complaint

In 2010, the Ontario Human Rights Commission commented on the City of Oshawa's Student Housing Strategy. In those comments the OHRC endorsed a City of Oshawa plan to build exclusive student housing on vacant land within walking distance of Durham College and the University of Ontario Institute of Technology. The City of Oshawa was keen to promote both colleges and attract students. It also believed that purpose-built student housing would alleviate pressure from nearby residential communities.

The OHRC also suggested that students, as a group, could be considered a protected code based on age, family and marital status. This position has not yet been adopted by the Human Rights Tribunal. Nonetheless, this suggestion along with an OHRC endorsement of purpose-built student housing appears to have emboldened investment property owners and developers to convert and build housing marketed exclusively to students. The end result is that large areas of neighbourhoods near campus have converted to student housing and landlords deny housing to anyone that does not meet the 'age' requirements as defined by the Ontario Human Rights Commission.

Fodor v North Bay (City), 2018 ONSC 3722 at para 26.

The City of London has a policy in place – the Near Campus Neighbourhood Policy – that protects these neighbourhoods from exclusionary housing and unintentional people zoning yet the policy is not implemented. The failure of ignoring the policy has resulted in people being denied housing based on their age i.e. not meeting the ‘age’ requirements of students as defined by the Ontario Human Rights Commission.

For the people that live in the neighbourhood but are not students and do not meet the age requirements as defined above, the failure of implementation exposures people, such as myself, to harassment and the inability to enjoy our property free of harassment.

When Bill 190, Property Rights and Responsibilities Act, 2009 became law, the Human Rights Code was updated to reflect the ‘right to peaceful enjoyment of one’s property’.

This policy is designed to balance diversity of residents in near campus neighbourhoods through zoning policy. By encouraging balance in housing needs (i.e. temporary verses permanent) the idea is that it intercepts, prevents or reduces an escalation of problems associated with age related lifestyles. Its aim is to dilute the concentration of student housing because tolerance it related to frequency of occurrences.

The lack of implementation has resulted in housing exploitation where housing is now exclusionary (people zoning by design) and discriminatory based on age. And for people like me, it denies my right to peaceful enjoyment of my property under the law and the Code.

Bill 190 is not limited to just multi-family residential and the peaceful enjoyment of property is not defined in the Bill. Instead, it will be defined by the complainant.

While this issue may not be as straight forward as a person being told they cannot rent an apartment because they are too old – even though that has happened, but difficult to have someone come forward with a complaint – there is ample evidence where housing is advertised exclusively for students. I am not a student and I am not looking to rent. I am a landlord and I rent units. But I am not an absentee landlord. I live here too and I have right to enjoy my property free of harassment.

It is important to understand that as one ages, they become increasing sensitive to noise and more vulnerable to confrontation, harassment and stress. As a young person, I may have had the ability to weather the disruptions better but as an older person I no longer can. I have no control over the aging process but the Near Campus Neighbourhood Policy is designed to mitigate lifestyle clashes between younger individuals (students) and older adults. If implemented, there would be a balance and tolerance would increase and confrontations reduced.

Unless you have lived it, you may not understand but the clashes are age driven more often than not.

Maybe there are two complaints here: 1) from a public interest perspective based on housing age discrimination and 2) one based on “peaceful enjoyment of one’s property” based on aging.

But both approaches are based on ‘age’ and the implementation of Near Campus Neighbourhood Policy.

4. Annamaria Valastro (email)

A similar student-only building was proposed for the Ann St and St. George Block (two blocks down the street). That is currently under Appeal. The planner for that file Sonia Wise 'refused' that building for various reasons including incompatibility with the abutting area. This proposal to the east is commercial and not well suited for residential without buffering. The area west, south and north is residential.

Each planner follows their own code of ethics and that's why there are 'swings' of opinions where similar buildings are refused here and approved there despite there being policy in

place for guidance. Again, please do not refer to people as 'clients' and if your only concern is to fulfil a business model for the developer then you are working on their behalf rather than ensuring housing is accessible and appropriate for people.

That's it. For Now

5. Annamaria Valastro (email)

Urban Forestry Strategy

The City of London is struggling to meet its obligation under the Urban Forest Strategy and Climate Action Plan because of competing policies specific to intensification and planning designs especially for mixed use buildings. Intensification is removing private land for tree planting through reduced setbacks and open space requirements and the City Forestry Staff has concluded that there is no more public land for tree planting. These spaces have been exhausted and competing policies prevent or reduce private land to meet its tree canopy goals. Therefore, it becomes increasing important to review all applicable policy in new development plans to ensure one policy is not cancelling out another.

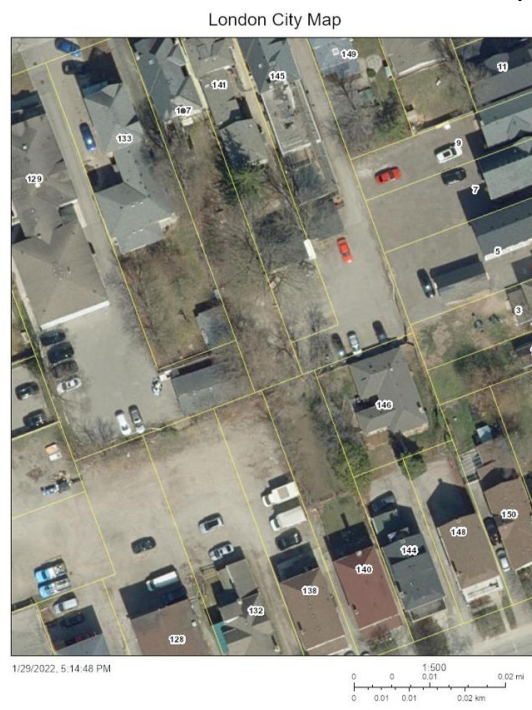
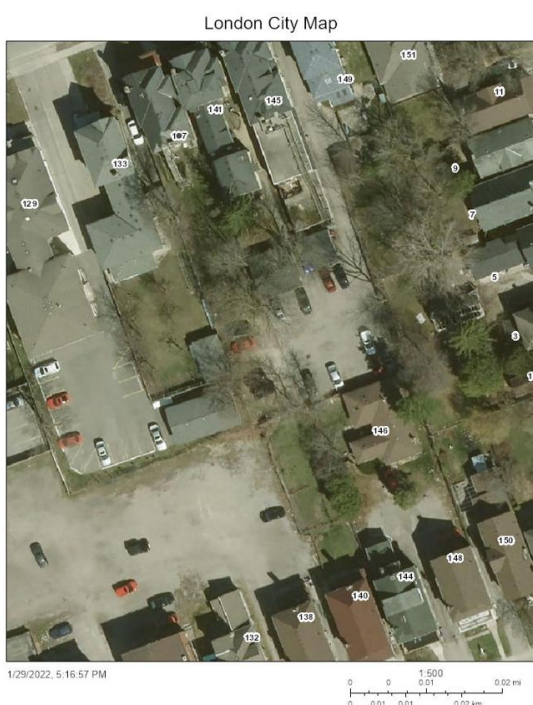
If a building is primarily a residential building, then it should be designed to benefit its residents.

9th Meeting of the Trees and Forests Advisory Committee

November 24, 2021, 12:15 PM

1. On-going Loss of Street Tree Planting Spaces The city is running out of vacant sites for trees on existing streets. Street trees are very important as they define community character. In addition to all their environmental benefits, street trees provide shade to pedestrians and can extend the lifespan of the asphalt roads. The city has planted most of the planting spaces identified through a recently completed tree inventory. In the process of creating annual planting plans, the city notifies residents via letter of the upcoming tree planting. Residents have the option to “opt out” and reject a street tree outside their home, even if one was there before. Over the past few years, this trend is increasing to as much as a 20% of the total tree planting numbers annually and has a cumulative impact. Private Land Approximately, 90% of tree planting opportunities are located on private lands. Encouraging tree planting on private land has the greatest impact to affect tree canopy cover goals.

The failure of not enforcing the Near Campus Neighbourhood Strategy has resulted in a dramatic loss in tree canopy in our neighbourhood. Please see attached maps.



6. Annamaria Valastro (email)

Thank You.

The underlying issue is that this building is too dense and as their Noise Report suggests,

the building needs more buffering to protect its residents from excess noise which only measured traffic and not foot traffic noise especially late at night. It suggests a closed window environment at all times which seems extreme for its residents.

Also, I wasn't challenging your qualifications. I was just trying to understand whether this planning application will be reviewed by its healthy residential attributes or primarily as an economic driver to support the commercial area of Richmond Row. My experience is that these applications are rarely judged as to whether they are good for the people that will be living there.

7. Sheila Regier

We core dwellers are in high rise over load and fatigue. Maybe another neighborhood could take one. Perhaps in old north? Maybe around Wellington N and Huron, etc.

8. Tyrrel de Langley

As a local resident to the proposed development, in general, I support the build. More people downtown = more vibrant downtown which is absolutely essential to revitalizing our core. However, I would suggest consideration of # floors. Maybe 12 is what is required to be financially viable but 8-10 better suites to area aesthetically. For me however, this is not an absolute showstopper.

The proposed setbacks seem extreme, especially for the front and back yards. I'm however not so concerned about side setbacks as they tend to be wasted space and congregating areas.

A focus on year-round demographically diverse housing is critical and may partially mitigate any potential traffic issues associated with added residents if a sizeable portion are seniors (don't or prefer not to drive) or people who work downtown.

9. Carol Hunter

Can you clarify, or find out, if the parking planned for this highrise will be for residents only or will it be able to the public also (i.e. customers coming downtown to shop on Richmond Row).

10. Heather and Tom Chapman

Thank you for the opportunity to express our concerns and comments. You have our permission to share this email.

As long time homeowners and residents of Albert St. London, we have the concerns listed below. If this build is going to be a lift to the community then each of these concerns must be properly addressed and planned for.

- 1) Traffic Management. More homes and parking spaces will increase the numbers of vehicles at the immediate intersections of Albert/Talbot Streets, Albert/Richmond Streets. As a local traffic street, it can already become congested being only 2 blocks long, and in a part of the city already impeded by train tracks and terrain bottlenecks. We also have many permanent pedestrian residents that are impaired by mobility, vision, hearing and cognitive issues already trying to deal with speeders and delivery trucks. We are concerned not only about the safety of our pedestrians but about air quality and health issues caused by idling vehicles. Pre-requisite: Farhi Holdings and the City of London must have a solid plan to show to residents how the negative effects of increased parking spaces and the vehicles, located at and using this build, will be mitigated.
- 2) Diversity. We want assurances that the units will be built to a market of demographically diverse tenants. Specifically important to the lift of the neighbourhood is to have year-round permanency of residents and it is agreed that it is appropriate to have a sizeable proportion of units built for seniors (some who don't or prefer not to drive). More diversity of residents = more diversity of businesses that successfully compliment one another rather than compete and fail. Most importantly we do not want the builder applicant to just say these units are going to be available to a significantly higher proportion of seniors, and small families and then rent

exclusively to post-secondary students for the short term. There can be no bates and switch to get the build approved. Having more year round tenants from a more stable long term demographic is the only way that we can lift this part of the city back to where it was.

- 3) The set backs requested are too small. The proposed reductions constitute a loss of between 10 and 17.5 meters, EACH! That is the equivalent of going from having an environmentally healthy set back from sidewalk and road to just a few yards. The space surrounding the build needs to be re-examined for how this building's footprint is going to impact the surrounding neighbourhood and landscape. The building's residents should have an exclusive outdoor space that is nicely landscaped, useful and restorative to them.
- 4) The height should be kept to 8 stories to blend in with the surrounding buildings and neighbourhood feel of structures. Most being older, nicely appointed, well kept buildings. Some being residences and others repurposed by businesses and services that also have apartments in them. This fits with the modern approach to building up and having mixed streetscapes.

11. Charlene Jones

Good evening Nancy Pasato, My name is Charlene Jones, I own a property and business that this development Z-9561 xxxxxxxxxx. A friend recently brought this development on Albert to my attention, of course I would want to know and have concerns, as this will back right onto my property where I run a spa business. I'm wondering why I wasn't given notice of this proposal. I have received several notices about other developments in the area, why not this one? I have a lot of concerns about this, as well as the need to protect the right-of-way that runs at the back edge of my lot line towards the east. I would like inquire how I can protect this legal right-of-way so I can have it reopened? When is the public meeting for this development?

Thank you!

Revised Notice of Application:

Public liaison: On September 13, 2023, a Revised Notice of Application was sent to 192 property owners 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 revised sticker was placed on the existing "Planning Application" sign on the site.

Replies were received from 5 households.

Nature of Liaison: The purpose and effect of this revised zoning change is to permit a 16-storey residential apartment building with 325 residential units and 121 parking spaces (REVISED). Possible change to Zoning By-law Z.-1 FROM a Residential R10/Office Conversion/Temporary (R10-3*H24/OC7/T-70) Zone to a Residential R10 Special Provision (R10-3(_)) Zone to permit apartment buildings with a maximum height of 56 metres/16 storeys (REVISED), whereas the current maximum height is 24 metres/8 storeys. Requested special provisions include: a minimum front yard setback of 3.0 metres, whereas 10.0 metres is required (REVISED); a minimum east and west interior side yard setback of 3.0 metres, whereas 17.4 metres is required (REVISED); a minimum rear yard setback of 8.0 metres, whereas 17.4 metres is required (REVISED); a maximum density of 926 units per hectare, whereas 250 units per hectare are permitted (REVISED). The City may also consider the use of holding provisions related to urban design and servicing, and additional special provisions related to setbacks, coverage, height, and parking.

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

Concern for:

- Transportation
- Construction issues
- CPTED issues
- Servicing
- Diversity of units

- Height and density
- Proposed zone
- Shadowing
- Setbacks
- Design
- Trees
- Lack of affordable housing

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

Telephone	Written
Charlene Jones	Anna Maria Valastro Robert Patrick
	Heather and Tom Chapman
	Patricia Cullimore

Robert Patrick

Hello.

I did not agree with the original proposal for an 8 storey apartment building at 200 Albert St. This proposal to double the height and the capacity of the proposed building is insanity.

What in the heck is wrong with the planning and traffic department? How could you even entertain this proposal? Have you ever been in downtown in London? Have any of the people on the planning committee actually driven or walked down Albert Street or Central Ave.? Have you ever attempted to turn from Albert St onto northbound Richmond at rush hour in the morning or the evening? Have you ever tried to find a parking spot for less than the cost of \$5.00 / 15 mins? What do you think will be the effect of adding the extra traffic to Albert, Central and Richmond and Talbot. There are traffic jams now!!!!

Imagine what the extra traffic will be like when you double the original proposal which was unacceptable. What provision is there for the parking? Albert Street has 12 -15 parking spots on the north side. This reduces the street width to where two cars have difficulty passing each other as it is. Where do you plan to provide parking for visitors to this new building? What about the parking for the businesses that already exist. What about when the various festivals and events in the park draw in the crowds.

If you think the BRT will alleviate the parking situation or reduce the traffic in downtown please think again! At the new rate of \$3.00 per passenger per ride a family of 4 will need to spend \$24 to go to and return from downtown. That is assuming they can find a bus in their neighborhood at a convenient time. And if they want to come home the busses are infrequent and stop at midnight! People won't use the LTC as it currently exists! You should paint the LTC busses School Bus yellow. They sure are of no use to workers or regular nonstudent travel around the city.

The new reality is people have their meals and purchases delivered. Where do the delivery drivers stop to deliver meals and goods. On Albert St? on Central? Winks and the other restaurants already have pickup zones on Albert that obstruct traffic. Do you double down on that? How about trades people? What do they do with their vehicles when they are on the job? Or about the restaurant food and beer delivery trucks? How about the Garbage removal?

What is the plan for dealing with the drug addicts and criminals that already infest the area and will love to have this influx of extra victims. New doorways and an alley to the east side

of the building will provide even more out of sight unpatrolled places for these people to defecate and urinate in and to consume and sell their drugs and threaten residents.

How many years will Albert and Central be closed so the current residents can't access their homes while this monstrosity is constructed. When are you planning to construct the sewer and water and hydro and telecommunication infrastructure to accommodate this increased burden? It's already at capacity for what we have. Perhaps digging up and shutting down Richmond street for a few years? What will be the cost to taxpayers?

Where are these new non driving residents supposed to buy food since the only grocery store nearby is 10 blocks away blocks at Oxford St or downtown at the market?

When you answer these questions to the satisfaction of the people who this will affect you might get some support. Until that is done this proposal should be rejected.

I do not reject any development as long as it is planned correctly with the goal of preventing unintended consequences. This proposal does not fulfill that requisite and must be rejected.

Annamaria Valastro

Hello Ms Pasato,

This application does not offer a variety of housing options. It is specifically designed as transitional housing because the units are small and there is no outdoor private or semi-private green amenity space. The premise is that individuals would choose this housing type until they are ready to move onto detached housing, which is seen as permanent housing. That eliminates housing choices for hundreds of people including children that wish to live in this part of the city. It does not consider highrise living as 'homes'.

You may be aware, that the City of Toronto, as of this week, is expected to approved new zoning for 'avenues'. They are adding new zoning that will permit semi-detached and low highrise housing. To date, the highest density was delegated to transit corridors - often 'avenues'. It has resulted in a wall of high density buildings that have narrowed housing options to only those types that are small - to accommodate the highest densities - and BTW, the most profitable for developers.

The new zoning will offer a greater variety of housing option to reflect housing needs for a variety of residents including children.

This Farhi building is already old. Progressive cities that are far ahead of London in experimenting with sustainability have come and gone with these old ideas. London does not need to go through the same process. Instead it should leap frog forward.

These sorts of developments, in my opinion, are rude, because they shut people out. It is the responsibility of the planning department to ensure new development is not prejudicial to the people of this city.

Housing is, and always has been, a commodity, hence why in the past affordable housing has always been built by governments and/or non-profits. Therefore, the balance is held by planners and decision makers. This current Council has members that are strikingly uneducated - by choice. They fail to continually educate themselves on the social and environmental impacts of housing. Their lack of understanding has created an untenable housing crisis because they cannot foresee the impacts of what is being built.

To be fair, this is true for many jurisdictions. The difference is, that London doesn't seem to learn from other cities that have gone before them. That's your job - I hope.

Also, this building is unhealthy for residents. It needs to be buffered from street noise. Its own consultants have pointed this out suggesting that buffering can be in the form of trees and/or interior climate control i.e. no or limited open windows. This is not benign.

Our neighbourhood is losing tree canopy and it is impacting our air quality, increases heat in the hot summer days, there is no wind breaks from increasing storms or wind tunnels. If this building is asking to be taller, then the city needs to insist on maintaining it open landscape for buffering and air quality. Trees create oxygen and areas of the city that lack trees also lack oxygen. One just needs to walk through neighbourhoods with a good tree canopy to notice the difference in air quality. People that live in the old sections of the city deserve good air quality. It is hard to justify otherwise.

I encourage you to speak with Toronto planners to discuss the change in zoning for avenues and the rationale behind the change. And, I am asking that you counter balance Councillors that have a proven record for being 'old' and 'insensitive' in their thinking about housing and especially housing for families.

Heather and Tom Chapman

Good morning Nancy,

I am emailing my comments regarding the Zoning Bylaw Amendment for File Z-9561 for 200 Albert St., London. As a permanent long time resident and home owner on Albert St., I am opposed to the granting of this applicant's requested Zoning Amendment for these reasons:

1) This application document does not specify by the London Municipal Zoning Code Chart what the determined Zone will be. Special Provisions/changes to setbacks is not enough. This gives the applicant a fill in the blank option later on. Other than just "R10-3" what is the intent and purpose of the blank space between the brackets? This should be transparent. The proposed Zoning Code should be clearly determined, now, so the existing residential public can foresee the full potential outcome of this proposal.

2) Under the Official Plan, this area is zoned for a maximum height of 24 Meters or 8 storeys. The ask for Height amendment in the December 14, 2022 Planning Application for Zoning By- Law Amendment went from 8 storeys to 12 storeys. Now, in this latest Planning Application for Zoning By-Law Amendment, the applicant is requesting 16 storeys which is double what is in the Official Plan. The density per hectare calculated by the applicant is way out of proportion with the number of Apartment Units added whether it is 12 or 16 storeys. I can find no zoning document on any City of London, Ontario Provincial, or Ontario Law website to support this density calculation claim of 926 units per hectare. Overall this latest Revised Planning Application for Zoning By-Law Zoning Amendment is an outrageous ask.

See the scale of what is being asked in the chart below:

NOTICE DATE	HEIGHT STOREYS Ht. in METERS	NUMBER UNITS	PARKING SPOTS	REQUIRED SET BACKS in Meters	PROPOSED SET BACKS in Meters
CURRENT ZONING	8 24	0	Is temp. zoned parking lot	front 6.0 rear 18.0 E. side interior yard 18.0 W. side yard interior 18.0	Complimentary to existing neighbourhood homes. Healthy eco foot print of light/breathability between buildings.
Dec.14, 2022,	12 44	257	121	front 6.0 rear 18.0	front 1.8 rear 7.0

				E. side interior yard 18.0 W. side yard interior 18.0	E. side interior yard 7.0 W. side interior yard 1.5
SEPT. 13, 2023	16 56	325	146	front 10.0 rear 17.4 E. side interior yard 18.0 W. side yard interior 18.0	Front 3.0 rear 8.0 E. side interior yard 3.0 W. side interior yard 3.0

3) Most importantly to a modern liveable city: The existing residential community would be badly affected by the proposed enormity of this build application terms of shadowing, traffic, parking and pedestrian hazards on an already congested narrow, two block street. It is already very hard to enter, navigate and exit by residents, business suppliers and City of London service and utility providers.

I would like to be in attendance at the next in council chambers meeting to address this build.

You have my permission to use this email and add it to the record.

Patricia Cullimore

Quite frankly the scale of the building in the most recent application by 200 Albert London [Inc.](#) is too large for this site not only in accordance to City by-laws but also in the context of its location.

Even with revisions to the by-laws, the applicant is requesting a minimum front yard setback of 3.0m, a difference of 7.0m from the 10.0m required; minimum east and west interior side yard setbacks of 3.0m, a difference of 14.4m from the 17.4m required; a minimum rear yard setback of 8.0m, a difference of 9.4m from the 17.4m required. These are not insignificant differences which could impact future development in the area. Presumably the by-laws were established for a reason and there's not much point in having them if the City is not prepared to enforce them.

In terms of neighbourhood context, please compare the images below: the top image is the rendering used in the developer's application for an amendment to permit a 12-storey building and the one below it pertains to the latest application for an amendment to permit a 16-storey building. The 16-storey building is a behemoth: there is nothing of it's scale in the area.

I do not know what a density of 926 units/hectare represents in terms of number of residents but it seems to imply an over-intensification when the current zoning requires 250 units/hectare. This influx will have a significant impact on a site where the current residential density is 0 units/hectare.

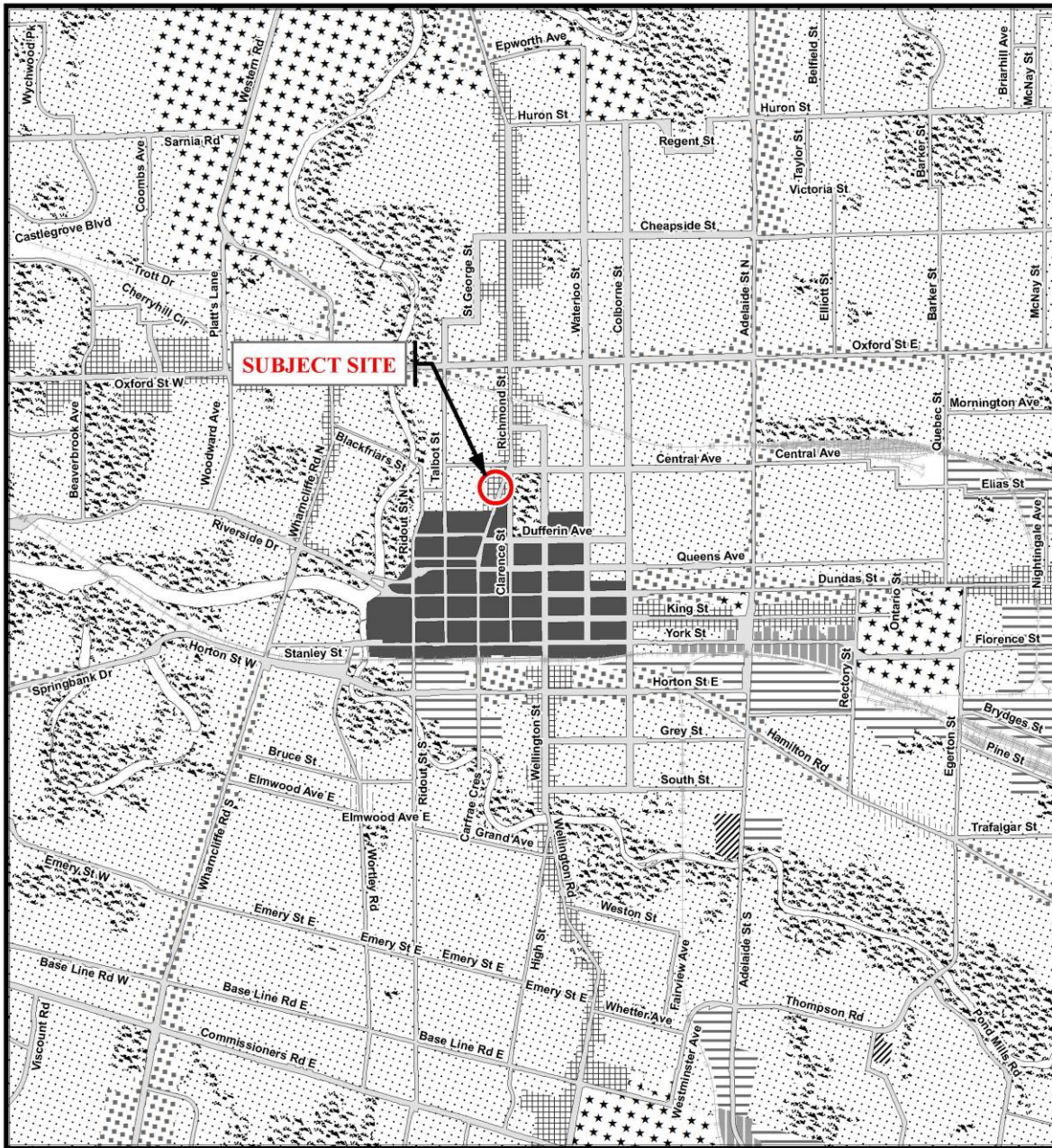
I will end with a question: what is the developer offering in terms of the type of housing London is in greatest need of: affordable housing? Greater availability does not necessarily translate into lower rent.

Thank you for your consideration.

Charlene Jones

- concerns over setback proposed along rear property line and impacts on neighboring property, noise and construction impacts on business

Appendix F – Relevant Background

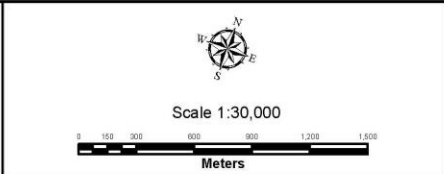


Legend

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	

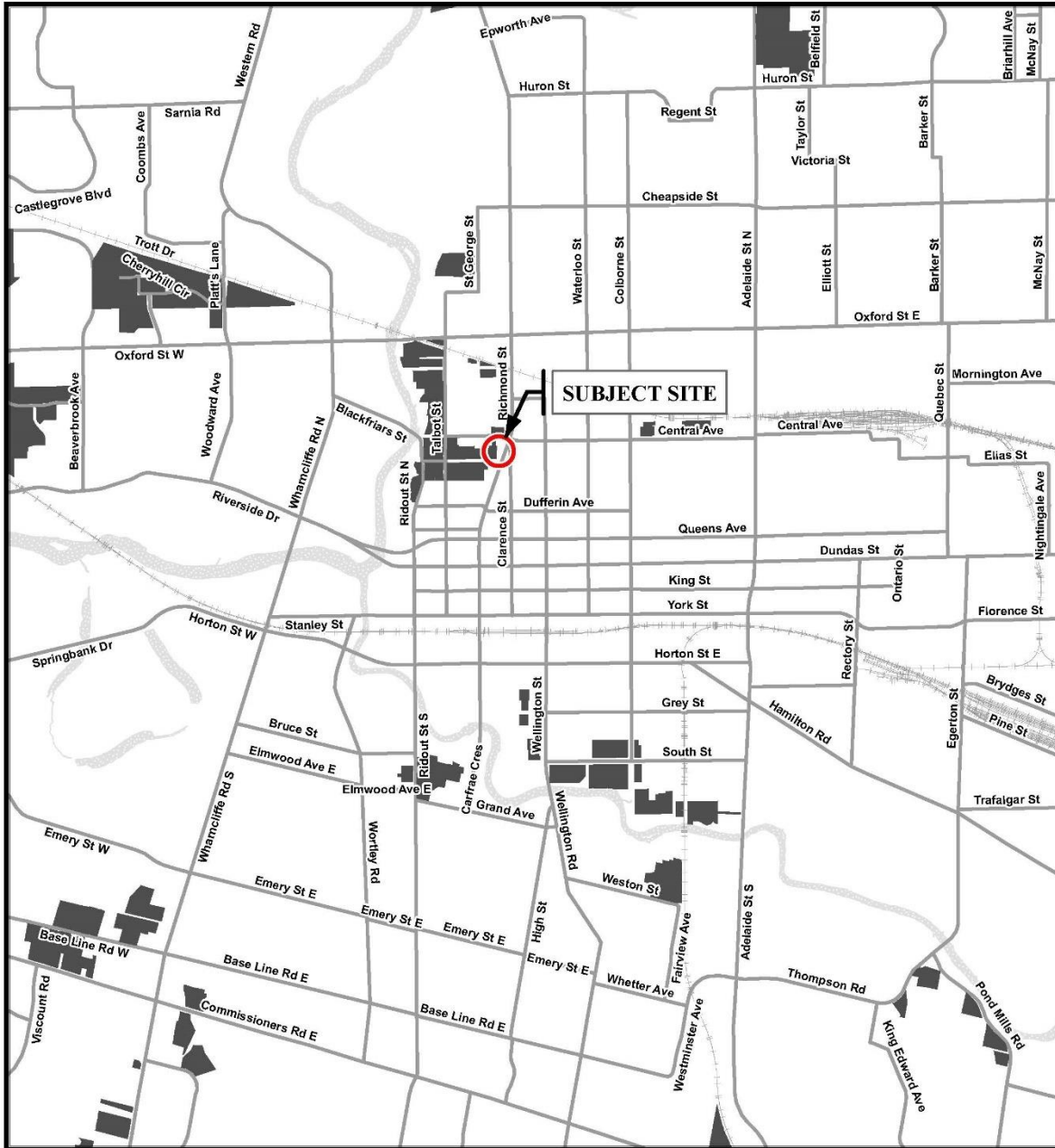
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.



CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



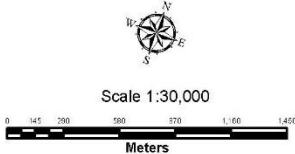
File Number: Z-9561
Planner: NP
Technician: JI
Date: 2023/2/27

London Plan Map 2 – High Density Residential Overlay (from the 1989 Official Plan)

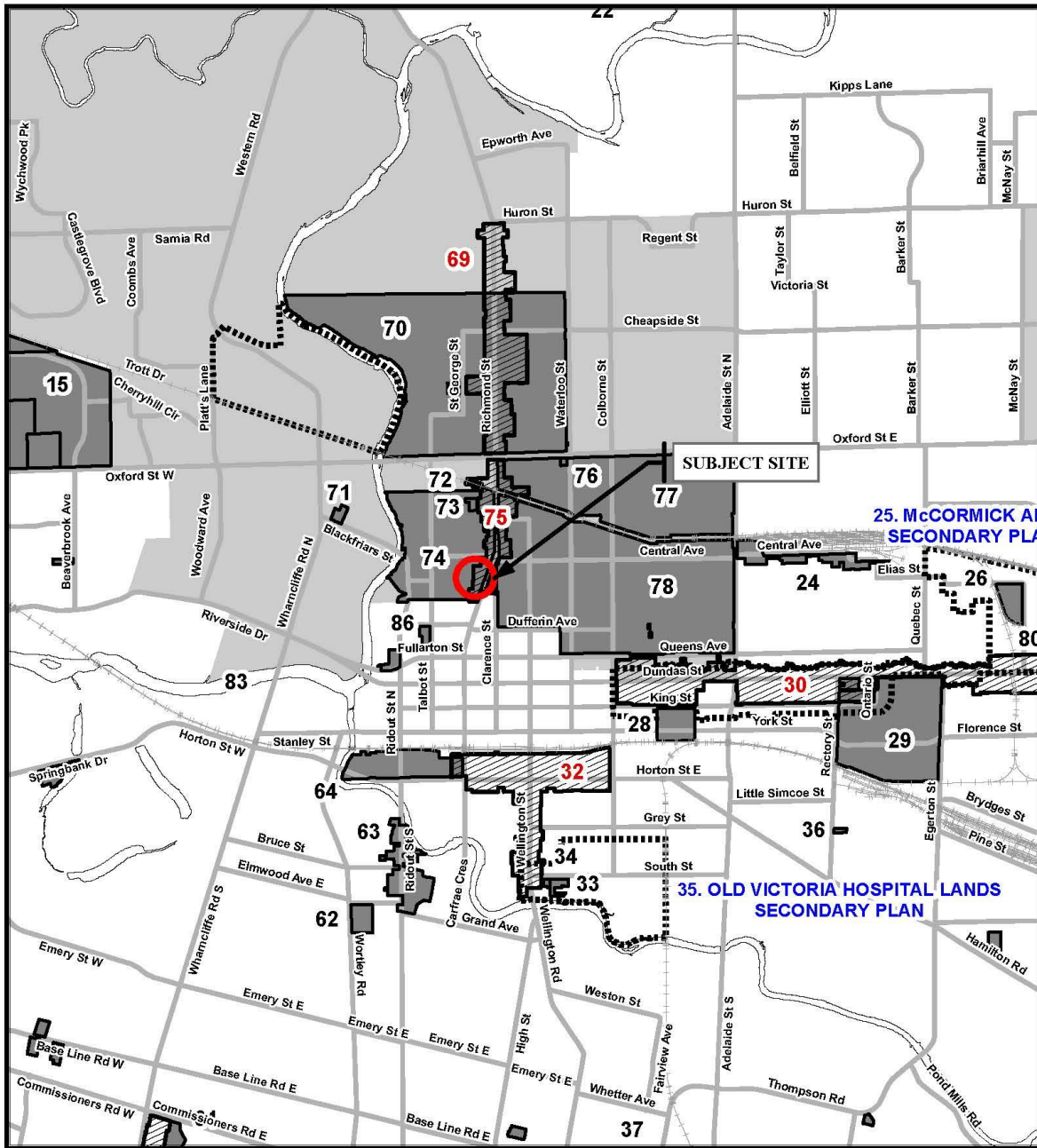


- Legend**
-  High Density Residential Overlay (from 1989 Official Plan)
 -  Urban Growth Boundary

This is an excerpt from Planning & Development's working consolidation of Map 2 - High Density Residential Overlay (From the 1989 Official Plan) of the London Plan, with added notations.

<p>CITY OF LONDON Official Plan</p> <p>LONDON PLAN MAP 2 - HIGH DENSITY RESIDENTIAL OVERLAY - (FROM THE 1989 OFFICIAL PLAN)</p> <p>PREPARED BY: Planning & Development</p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: Z-9561</p> <p>Planner: NP</p> <p>Technician: JI</p> <p>Date: 2023/2/27</p>
---	---	--

The London Plan Map 7 – Specific Policy Areas



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

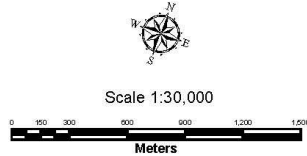
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 7
- SPECIFIC POLICY AREAS -
PREPARED BY: Planning & Development



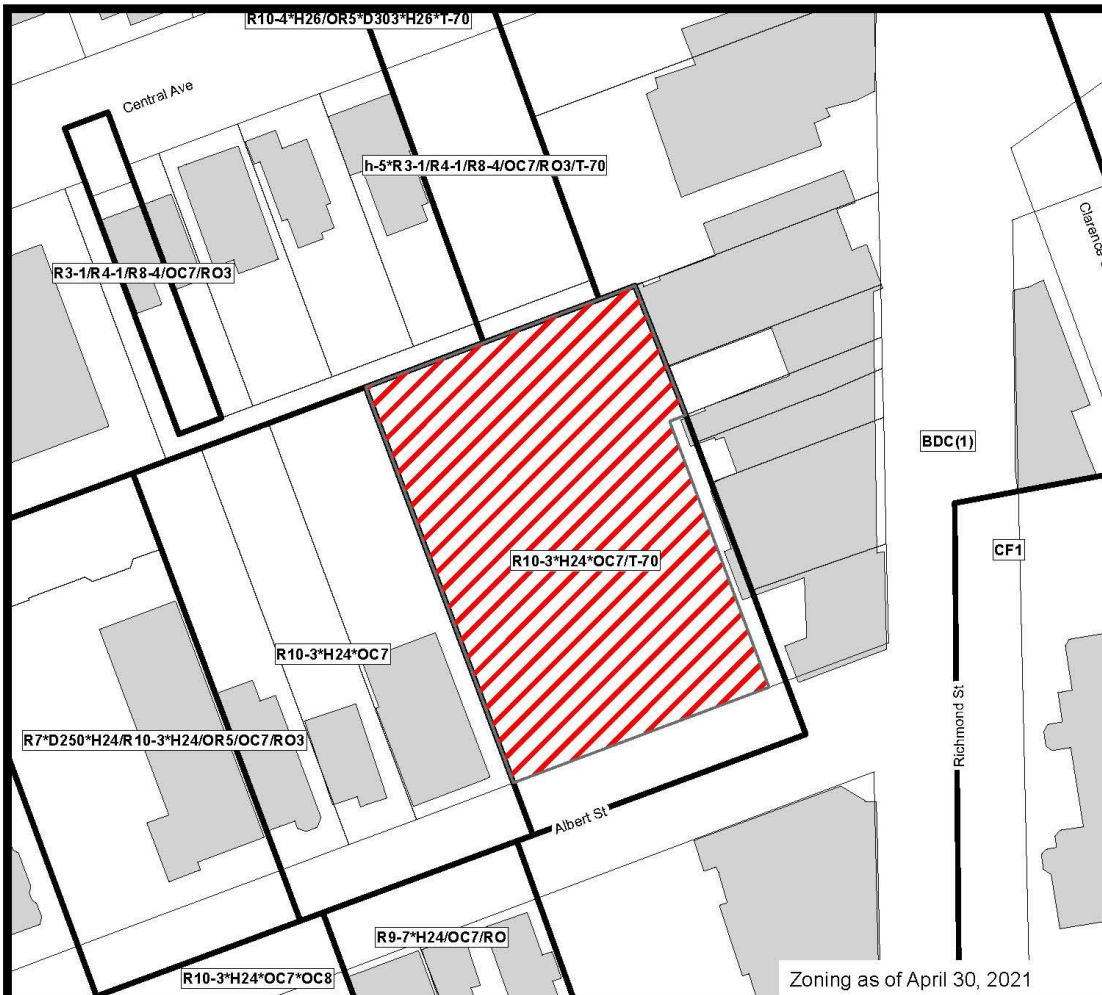
FILE NUMBER: Z-9561

PLANNER: NP

TECHNICIAN: JI

DATE: 2/27/2023

Zoning By-Law No. Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R10-3*H24*OC7/T-70

1) LEGEND FOR ZONING BY-LAW Z-1

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

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

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

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

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

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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z.-1 SCHEDULE A



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

FILE NO:

Z-9561

NP

MAP PREPARED:

2023/2/27

Jl

1:1,000

0 5 10 20 30 40 Meters

Appendix G – Urban Design Peer Review Panel Comments and Responses from Applicant

Comment:

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.

Applicant Response:

Acknowledged.

Comment:

The Panel notes that the proposed 5.5m rear-yard setback will limit development potential on abutting properties on Central Avenue and compromise the livability of future residents due to a narrow mid-block condition. The Panel recommends an increased setback of 10m to 12.5m to achieve an appropriate 20-25m tower separation.

Applicant Response:

The applicant has updated the rear yard separation distances from the proposed building through the inclusion of stepbacks on Levels 4 and 6. More specifically, the tower portion (Levels 7-16) has a separation distance from the rear lot line of 12.5 metres. Levels 4-6 also includes a separation distance of 10.35 metres, while Levels 1-3 have 8.0 metres. It is our opinion that the updated stepbacks allow for adequate separation distances from the adjacent property to the north to achieve an appropriate 20-25m tower separation.

Comment:

The Panel notes that the tower floor plate is too large and resembles a slab-building rather than a tower. Consider reducing the floor plate size. Subject to the City of London policies increasing the overall height to create a more slender tower to compensate the loss of floor space may be appropriate.

Applicant Response:

The tower portion of the proposed development has a floor plate size of approximately 1,000 m². Further, stepbacks along Levels 4 and 6 create a cascading effect to minimize the overall tower floor plate and create a 'slender tower' appearance.

Comment:

Consider mirroring the programming of the ground floor and certain site functions so that the residential lobby is located adjacent to the porte-cochere and loading functions at the East of the site in what could be a 'utility and servicing zone.'

Applicant Response:

The residential lobby is located adjacent to the porte-cochere in the south-eastern corner of the proposed ground floor. In order for the site to function adequately and provide sufficient space for truck movement patterns, the proposed loading space is located at the west of the site.

Comment:

The Panel notes that the site plan indicates a disproportionate ratio of hard to soft surface areas on site, with the majority of the site being hard surface. The Panel recommends that the applicant explore opportunities to incorporate additional greenspace and low-impact development features on site. If possible, internalize the ramp to underground parking to free up additional space at grade for landscaping.

Applicant Response:

The ramp leading to the underground parking is now internalized in order to maximize outdoor amenity space in the north-west corner. This reduces the number of hard surfaces proposed on-site, providing a greater balance between hard and soft surfaces.

Comment:

While the Panel notes that there is a generous amount of amenity space on the ground floor, both interior and exterior, the Panel recommends relocating the amenity areas such that there is a more direct relationships between the indoor and outdoor amenities.

Applicant Response:

Indoor amenity space is provided adjacent to the outdoor amenity space in the north-western corner of the proposed ground floor to create a "direct relationship" between the outdoor and indoor space.

Comment:

The Panel notes that while the outdoor amenity at the North-West corner of the site appears to be a good location for privacy and light, it is disconnected from the building and requires a long, indirect pedestrian path of travel for access. Consider shifting the loading space and underground parking ramp along the West of the site closer to Albert Street (or internalizing the underground parking ramp) to allow the outdoor amenity to extend further to the South. Provide a pedestrian connection along the West side of the building.

Applicant Response:

The underground parking ramp is now internalized to allow for additional outdoor amenity space to the south. A pedestrian connection along the west side of the proposed building has been added.

Comment:

The Panel recommends relocating the indoor amenity space to the South-West corner of the building to allow for a direct connection to the outdoor space.

Applicant Response:

The proposed development has been revised to include ground floor dwelling units along Albert Street in order to better activate the street frontage and foster a stronger relationship between the private and public realm. Indoor amenity space is now relocated in the north-west portion of the building to allow direct access to the outdoor amenity space.

Comment:

The Panel notes that the proportions and scale of the 3-storey podium read more like commercial frontage rather than a residential building. Moreover, the canopy unnecessarily exaggerates the scale of the building and is too high to provide valuable weather protection. Consider breaking up the vertical bays into smaller bays and windows with detailing that complement the smaller-scaled historic buildings in the neighbourhood.

Applicant Response:

The vertical bays on the first floor are now broken into smaller bays and windows to reduce the 'commercial appearance'. Additional detailing with yellow brick accents are provided for the street-fronting dwelling units to complement the historic buildings in the neighbourhood.

Comment:

The Panel recommends aligning the West sidewalk with the main entrance and differentiating the canopy or cladding material to attract residents and create a more inviting street presence. Consider lining the sidewalk with benches.

Applicant Response:

The internal sidewalk is aligned with the proposed main entrance in the south-eastern corner of the building. A canopy, double-doors, and sign will be provided to differentiate between the main entrance and ground floor dwelling units. Additional yellow brick accents are proposed around the ground floor dwelling unit windows to create an enhanced streetscape. The proposed Site Plan also includes benches that line the sidewalk.

Comment:

The Panel notes that the porte-cochere could be further studied in terms of lighting, materials and scale and should have a direct relationship with the main residential entrance.

Applicant Response:

Acknowledged. The applicant has updated the main entrance to include signage, a canopy and distinct look and separation in building materials from the street-facing dwelling units on the ground floor. Details including building materials and lighting relating to the porte-cochere will be refined during the Site Plan Application stage.

Comment:

The Panel notes that the expression and massing of the tower could benefit from further articulation and step backs to reduce its slab-like appearance. Consider:

- i. Incorporating vertical sections with different cladding materials on the 9-12th floor elevations, similar to the 4-8th floor elevations.
- ii. Breaking up the continuity of the upper parapet to vary the roofline, similar to what is shown at the 9th floor.

iii. Breaking up the symmetry of the tower cladding to relate more to the strong asymmetrical language of the podium. Consider wrapping the dark grey panelling around corners, varying their rooflines, etc.

Applicant Response:

- i. Levels 4-6 and Levels 7-16 include different precast concrete panels of off-white and light grey to provide a distinction between the sections. Please refer to the updated Elevation Plans prepared by SRM Architects Inc.
- ii. The continuity of the upper parapet is broken up by the precast concrete (dark grey / black) cornice to vary the roofline on Levels 4, 7, and 16.
- iii. The tower portion of the proposed development now includes a mix of off-white and light grey precast concrete panels in order to break up the symmetry.