

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: Willow Bridge Homes Ltd./o Zelinka Priamo Ltd.
488-492 Pond Mills Road
File Number: Z-9625, Ward 14
Public Participation Meeting

Date: December 4, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Willow Bridge Homes Ltd. c/o Zelinka Priamo Ltd. relating to the property located at 488-492 Pond Mills Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 19, 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 R1 (R1-3) Zone **TO** a Residential R9 Special Provision (R9-3(_)*H15) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following issues through the site plan process:
 - i. The possible addition of a public pathway/easement for pedestrian access to Pond Mills Road from Glenroy Crescent;
 - ii. Additional landscaping to be implemented along the eastern property boundary adjacent to Glenroy Crescent;
 - iii. Enhanced tree planting;

IT BEING NOTED that the above noted amendment is being recommended for the following reasons:

- i. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- ii. The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and the Neighbourhoods Place Type policies;
- iii. The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a broader range and mix of housing options within the area.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-3) Zone to a Residential R9 Special Provision (R9-3(_)*H15) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning Bylaw amendment with additional special provisions that will permit a 4-storey residential apartment building with a maximum density of 100 units per hectare (uph). Special provisions requested by the applicant and recommended by staff include: consider Pond Mills Road as the front lot line; a minimum front yard depth of 3.0 metres whereas 10.0 metres is required; a minimum north interior side yard depth of 4.4 metres whereas 5.6 metres is required; a minimum parking lot setback of 3.0 metres from the rear lot line; a building orientation and entrance to Pond Mills Road; and a maximum height of 15 metres (4 storeys).

The recommended action will permit a 4-storey, **39-unit**, residential apartment building.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- a. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- b. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
- c. **Climate Action and Sustainable Growth** by ensuring waterways, wetlands, watersheds, and natural areas are protected and enhanced.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject site is located on the east side of Pond Mills Road, north of Southdale Road East, within the Glen Cairn Planning District. The site has a total area of approximately 0.4 ha, with 68.4m of frontage along Pond Mills Road, and a maximum lot depth of approximately 59.1m. The site is a through lot with a one-foot reserve along Glenroy Crescent. The lands are vacant (a previous single detached dwelling and workshop were demolished in 2015) and generally slope toward the property lines, which are bordered by perimeter trees. A portion of the south side of the subject site is subject to an easement (Instrument No. 139822) related to an existing gas line (Enbridge).

The subject site is part of an established low-density residential community with a mix of single and multi-unit dwellings, ranging in built form and height in the immediate surrounding area from one to three storeys. Adjacent properties to the north, west, and east consist of single-detached dwellings. Abutting the southern lot line is a 3-storey townhouse community known as Miller's Cove (with vehicular access from Pond Mills Road and Pond View Road). There are also several small-scale commercial plazas uses to the north and northeast. Westminster Ponds is in close proximity to the site.

1.2 Site Statistics

- Current Land Use: Vacant Residential
- Frontage: 68.6 metres (225 feet)
- Depth: 59.3 metres (194.5 feet)
- Area: 0.4 hectares (1 acre)
- Shape: Rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses

- North: Residential
- East: Residential
- South: Residential/ Open Space
- West: Residential/ Open Space

Existing Planning Information

- Existing The London Plan Place Type: Neighbourhoods fronting a Civic Boulevard
- Existing Zoning: Residential R1 (R1-3) Zone

Additional site information and context is provided in Appendix B.



Figure 1- Aerial Photo of 488-492 Pond Mills Road and surrounding lands



Figure 2 - Streetview of 488-492 Pond Mills Road (view looking east)

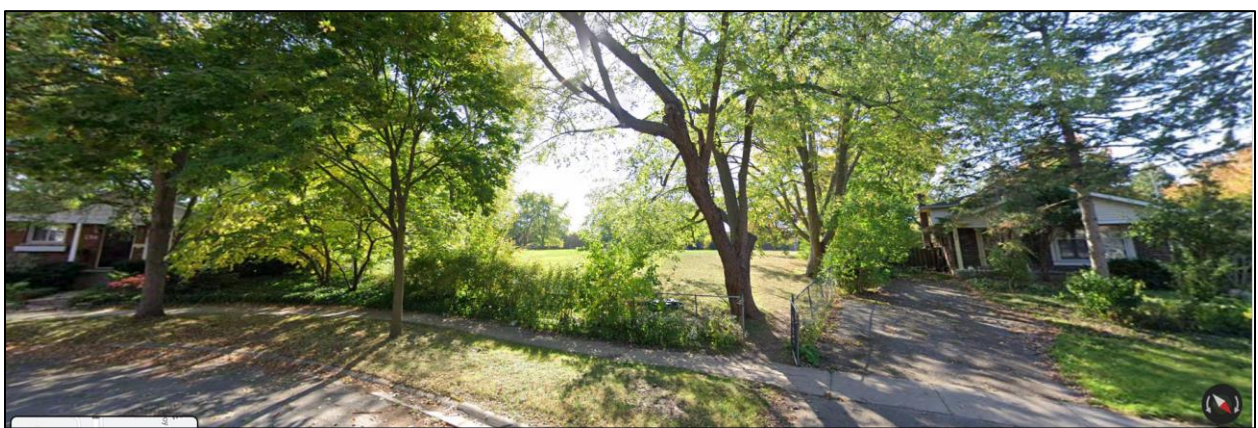


Figure 3 - Streetview of 488-492 Pond Mills Road from Glenroy Crescent (view looking west)

2.0 Discussion and Considerations

2.1 Development Proposal (May 2023)

In May 2023, the City accepted a complete zoning by-law amendment application. The development proposal is comprised of a 4-storey, 39-unit, residential apartment building with a maximum density of 100 uph. The application included a conceptual site plan,

shown below as Figure 5. Building rendering and elevations are shown in Figures 4-7 below.

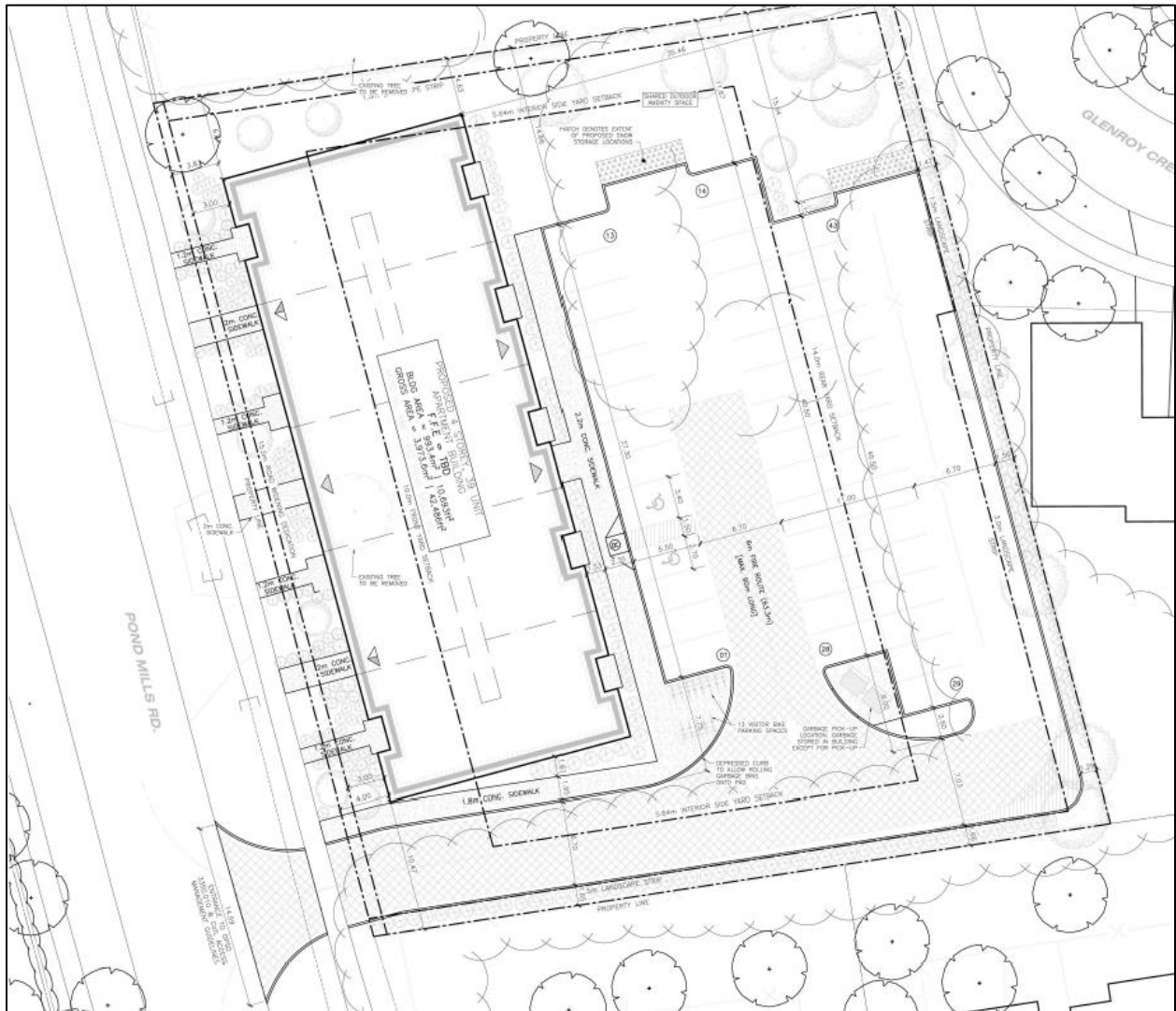


Figure 4 - Conceptual Site Plan (received May 2023)



Figure 5 –Renderings of proposed apartment building at 488-492 Pond Mills Road (received May 2023)



Figure 6 – West and South view building façade (received May 2023)



Figure 7 – East and North view of building façade (received May 2023)

2.2 Revised Development Proposal (October 2023)

Based on comments provided by Staff, the applicant submitted a revised conceptual site plan, shown in Figure 8 below. The revised development proposal continues to comprise of a 4-storey, 39-unit, residential apartment building with a maximum density of 100uph. Revisions to the development proposal include a reconfiguration of the building footprint and movement northwards in order to provide for the new vehicle layby (at the southerly end of the building), the main drive aisle, a new bank of parking spaces as well as the 3m landscaping setback along the southerly property line and alteration to the built form to increase the yard setbacks. The revised conceptual site plan is shown in Figure 8 below.

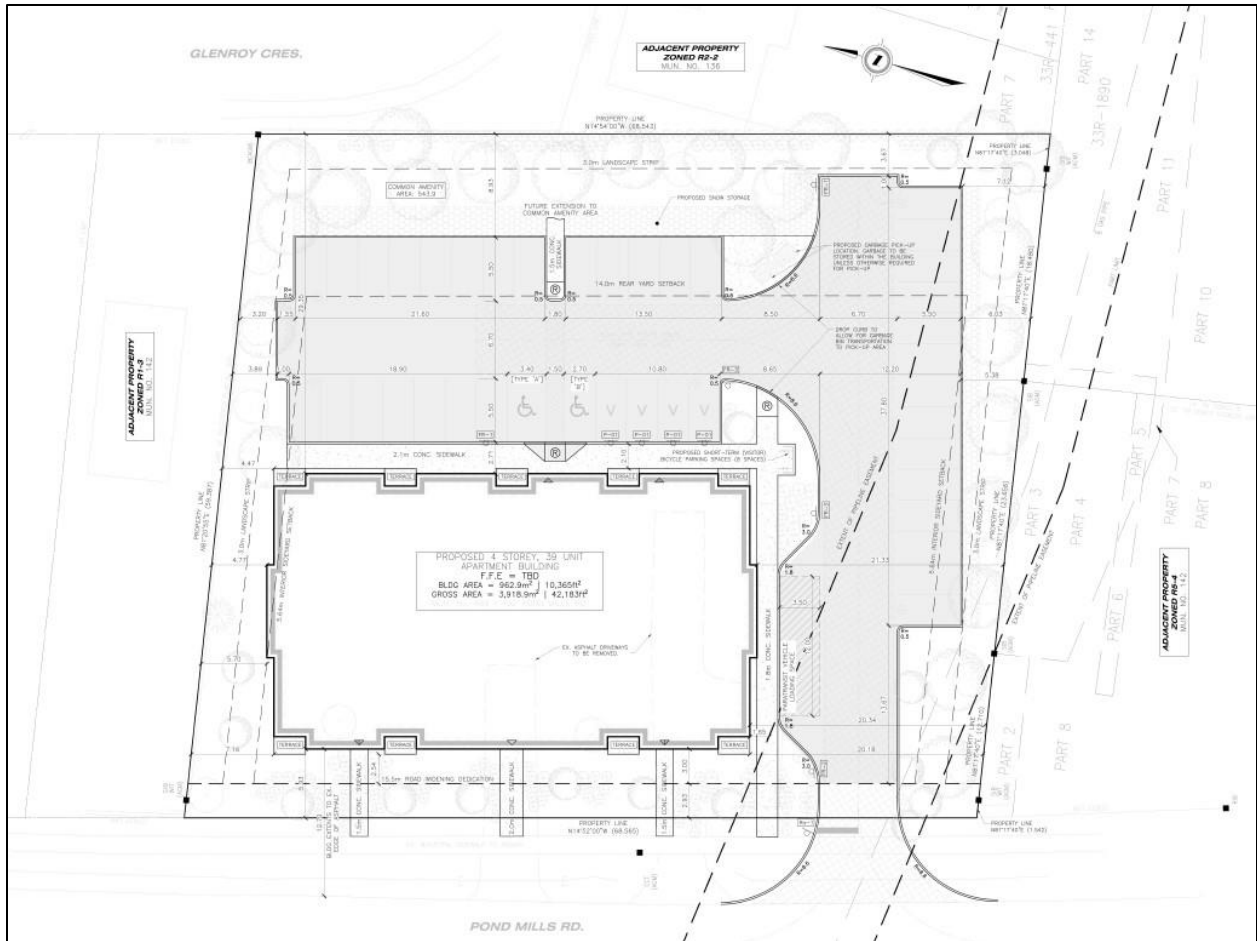


Figure 8 – Revised Conceptual Site Plan (received October 2023)

The proposed development includes the following features:

- Land use: Residential
- Form: Low-rise apartment building
- Height: 4 storeys (14.1m)
- Residential units: 39 units
- Density: 98 units per hectare
- Gross floor area: 3,973m²
- Building coverage: 24.5%
- Parking spaces: 43 surface parking spaces
- Bicycle parking spaces: 48 spaces
 - External bicycle parking is proposed at the southeasterly corner of the building, and long-term spaces are to be provided internally.
- Landscape open space: 32.4%
- Functional amenity space: 624.8m²

Additional proposal information and context is provided in Appendix B and C.

2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-3) Zone to a Residential R9 Special-Provision (R9-3(_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R9-3)	Required (m)	Proposed (m)	Staff Recommended
Maximum Building Height (metres)		14.1	15
Minimum Front Yard Depth (metres)	10.0	3.0	3.0
Minimum Interior Side Yard Depth (metres)	5.64	4.47 (northern lot line)	4.4

Regulation (R9-3)	Required (m)	Proposed (m)	Staff Recommended
Minimum Rear Yard Parking Setback (metres)	1.5	1.56	3.0

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Tree preservation
- Parking setbacks
- Connecting pedestrian pathway from Pond Mills Road to Glenroy Crescent
- Screen proposed parking from Glenroy Crescent
- Discrepancies between concept plan and Urban Design Brief

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

2.4 Public Engagement

On June 14, 2023, Notice of Application was sent to 294 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 15, 2023. A “Planning Application” sign was also placed on the site.

There were 16 responses received during the public consultation period. A petition with 41 signatures was also received. All comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Increased traffic and congestion
- Reduced setbacks – too close to the road and existing homes
- Doesn't fit within existing neighbourhood
- Loss of trees
- Site concerns - privacy/noise/lighting/fencing/lack of amenity space
- Not enough parking
- Site too small/too intense proposal
- Stormwater impacts
- Construction impacts
- Location of driveway
- Tenancy of building
- Affect property values

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

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial 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.

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

3.2 Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Details on the characteristics of the proposed application related to the City's climate action objectives are included in Appendix B of this report.

4.0 Key Issues and Considerations

4.1 Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Neighbourhoods Place Type along a Civic Boulevard.

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for a diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed four (4) storey apartment building would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type located on a Civic Boulevard. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, uses permitted include a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The proposed residential use aligns with the goals of the Neighbourhoods Place Type by providing and adding a diversity and mix of housing types that are compatible with the

existing neighbourhood character (Policy 918_2 and 13).

4.2 Intensity

The proposed residential intensity is consistent with the policies of the *PPS* that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity also conforms with the Neighbourhoods Place Type in The London Plan which contemplates a standard maximum height of 4-storeys where a property has frontage onto a Civic Boulevard (Table 11). The proposed residential intensity will be directed towards the Pond Mills frontage, and setbacks, parking and additional landscaping will be provided from the existing homes along Glenroy Crescent to the proposed development. The policies of the London Plan require intensification to respect existing neighbourhood character, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live (Policy 918_13). Furthermore, the development will facilitate the efficient use of the land on existing municipal services (Policy 953_2 and 3).

4.3 Form & Design

The proposed development is consistent with the Neighbourhoods Place Type policies and the City Design Policies in The London Plan by facilitating an appropriate form and scale of residential intensification that provides a mix of housing types within the area and is compatible with the existing neighbourhood character (Policy 953_2).

Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability, is supportive of all types of active mobility and universal accessibility and is designed to be a good fit and compatible within its context/neighbourhood character (Policy 193_).

The location and massing of the proposed building is consistent with urban design goals within The London Plan. The building is proposed to be situated close to the street (Pond Mills), defining the street edge and encouraging a street-oriented design with individual ground floor entrances facing the street.

Parking areas will also be located internally, shielded from the street to maintain visual aesthetic and safety, while encouraging a pedestrian oriented streetscape (Policy 936_4). The parking area is located within the rear yard and does not extend beyond the building façade. Adequate space is provided to allow for appropriate screening of the parking from the street and adjacent to abutting properties.

Based on comments received through public consultation, Staff are also recommending that a pedestrian pathway/walkway be provided on site along the north side of the property (1.5m). This access will further enhance the pedestrian connectivity of the subject site and connect residents along Glenroy Crescent to Pond Mills Road. An easement for public access would be sought at the time of site plan.

Although the proposed building is taller than the surrounding single detached dwellings, the proposed building placement provides for a suitable separation between the proposed development and existing homes, mitigating compatibility concerns including loss of privacy. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the north, south and east property boundary adjacent to the existing single detached and townhouse dwellings.

Staff have identified additional site plan matters that are included and are noted requiring additional consideration at the site plan approval stage, as follows:

Comments for Zoning

- Provide a minimum 3m setback from the property line to provide adequate space to screen the proposed parking from Glenroy Crescent
- Orient the primary communal entrance of the building towards Pond Mills Road.

Items to be addressed at Site Plan

- Provide a pedestrian walkway along the north portion of the property, where a desire line exists between Glenroy Crescent and Pond Mills Road. (TLP, 255).
- As indicated by the UDPRP, the primary communal residential entrance should be a prominent feature along the Pond Mills Road elevation. Clearly outlined the main entrance canopy in the site plan.
 - Differentiate the primary communal residential entrances from the private ground floor residential entrances.
- Incorporate patios or courtyard spaces that spill out into the setback along Pond Mills Road or the communal amenity area to further activate the space and provide additional amenity space for the residents.
 - Utilize landscaping and/or low-rise decorative fencing to distinguish the threshold between public amenity and private amenity for each unit.
 - Retain the direct walkway access from ground floor units to the public sidewalk.
 - Use lockable (from the exterior and interior) swing doors for any private residential ground floor units facing the public street or internal roadway to encourage walkability, activate the streetscape, and provide direct access to the units from the sidewalk.
- Reduce the amount of parking spaces to expand the outdoor communal amenity space with enhanced landscaping and to better frame the interface between the amenity space and Glenroy Crescent. (TLP, 295).
 - The proposal should take into consideration any existing significant mature trees on the site and along the property boundaries. Where possible, retain existing significant mature trees. (TLP, 210).
- Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees. (TLP, 278).

Additional primary entrance and setback requirements will be added to the zoning bylaw. Additional site plan requirements will be addressed at site plan. In Staff's opinion the proposed development is of a suitable form and through the recommended zoning provisions and direction to the Site Plan approval authority the development will meet the high-level urban design goals. The end result will be a development that is compatible with, and a good fit, with the existing and planned context of the area.

4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-3) Zone to a Residential R9 Special Provision (R9-3(_)*H15) Zone.

The 'R9' Zone is intended to permit and regulate medium to high-density development in various forms of apartment buildings. The 'R9-3' 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 R9-3 Zone variation would permit 100 units per hectare which would facilitate the proposed 4-storey apartment building at a density of 98uph.

The proposed R9-3 Zone requires a minimum lot area of 1,000m² and a minimum lot frontage of 30 metres. The application satisfies the lot frontage and area requirements; however, additional special provisions are required. The following summarizes the special provisions that have been proposed by the applicant and additional special provisions recommended by staff:

- a) A minimum front yard depth of 3.0 metres whereas 10.0 metres is required.*

The intent of a front yard depth is to ensure sufficient space between the buildings and front lot line to accommodate all site functions while still facilitating a pedestrian oriented development. In this case, the reduced front yard depth will help facilitate a pedestrian oriented development by establishing a strong street edge, with individual unit entrances to help establish a positive interface with the public realm.

Several comments from the public indicated that a larger setback from the street should be required, however, from an urban design perspective, the location and massing of the proposed building is consistent with urban design goals within The London Plan. The building is proposed to be situated close to the street, thus defining the street edge and encouraging a street-oriented design with ground floor entrances facing the street. By bringing the building forward, it increases the overall setback from existing low rise housing forms to the east and south.

- b) *A minimum north interior side yard depth of 4.4 metres whereas 5.6 metres is required.*

The intent of interior yard depths is to ensure all aspects of the built form are located at an appropriate distance away from adjacent properties to mitigate impacts, including stormwater runoff and privacy concerns. In this case the applicant is proposing a reduction of the north interior side yard depth that is not anticipated to impact the adjacent single detached dwelling. Within this reduced side yard, staff will explore opportunities to provide a pedestrian connection between Glenroy Crescent and Pond Mills Road.

- c) *A minimum rear yard parking setback of 1.56m whereas 1.5/3.0m is required.*

The requirement for parking area setbacks from property lines comes from the City's Site Plan By-law. The intent is to ensure adequate setbacks for privacy, plantings, and fencing.

For the subject site, the requirement would be 1.5m abutting a property line, and 3.0m abutting a street (Glenroy). The applicant has requested a 1.5m setback for the rear property line. The request for the reduced rear yard parking setback (1.56m) is not supported by staff. The development is proposing to remove all of the trees on site, staff has identified the need for enhanced tree planting, which cannot occur in areas with a 1.5m setback. As such, staff is recommending the addition of a 3.0m rear yard parking setback, to ensure a sufficient area for tree plantings, and to help mitigate the development from adjacent homes. A parking area redesign will likely be required.

- d) *A maximum building height of 15 metres.*

There is no specified maximum building height in the Residential 'R9' Zone. The intent is to allow flexibility in the height of the various forms and intensity of apartment buildings. In this case, a building height of 15 meters will facilitate a development that is compatible with, and a good fit within the existing and planned context of the area. The proposed residential intensity will also be directed towards the Pond Mills frontage, and setbacks, parking and additional landscaping will be provided from the existing homes along Glenroy Crescent to the proposed development.

- e) *Entrance orientation/Pond Mills Road frontage.*

Staff are also recommending a provision within the zone to ensure the main entrance for the building is oriented to Pond Mills Road, and to recognize Pond Mills Road as the main building frontage, as per the policies of the London Plan.

Staff are of the opinion that the above-recommended special provisions comply with The London Plan and are consistent with the *Planning Act* and the *PPS*.

4.5 Enbridge Gas Pipeline

The property contains a gas pipeline, located along the southwest corner of the site. Through the circulation for this application, Enbridge indicated that the pipeline is not high pressure, which would typically require a 20m setback, as per the policies of the London Plan. The pipeline is running through an Enbridge easement, and as such no buildings or permanent structures are permitted within that area. Any work being done in the vicinity of the pipeline should adhere to the guidelines outlined in the Third-Party Requirements in the Vicinity of Natural Gas Facilities Standard. During construction, should any heavy equipment be required to cross the pipeline, Enbridge will review and

provide approvals as required.

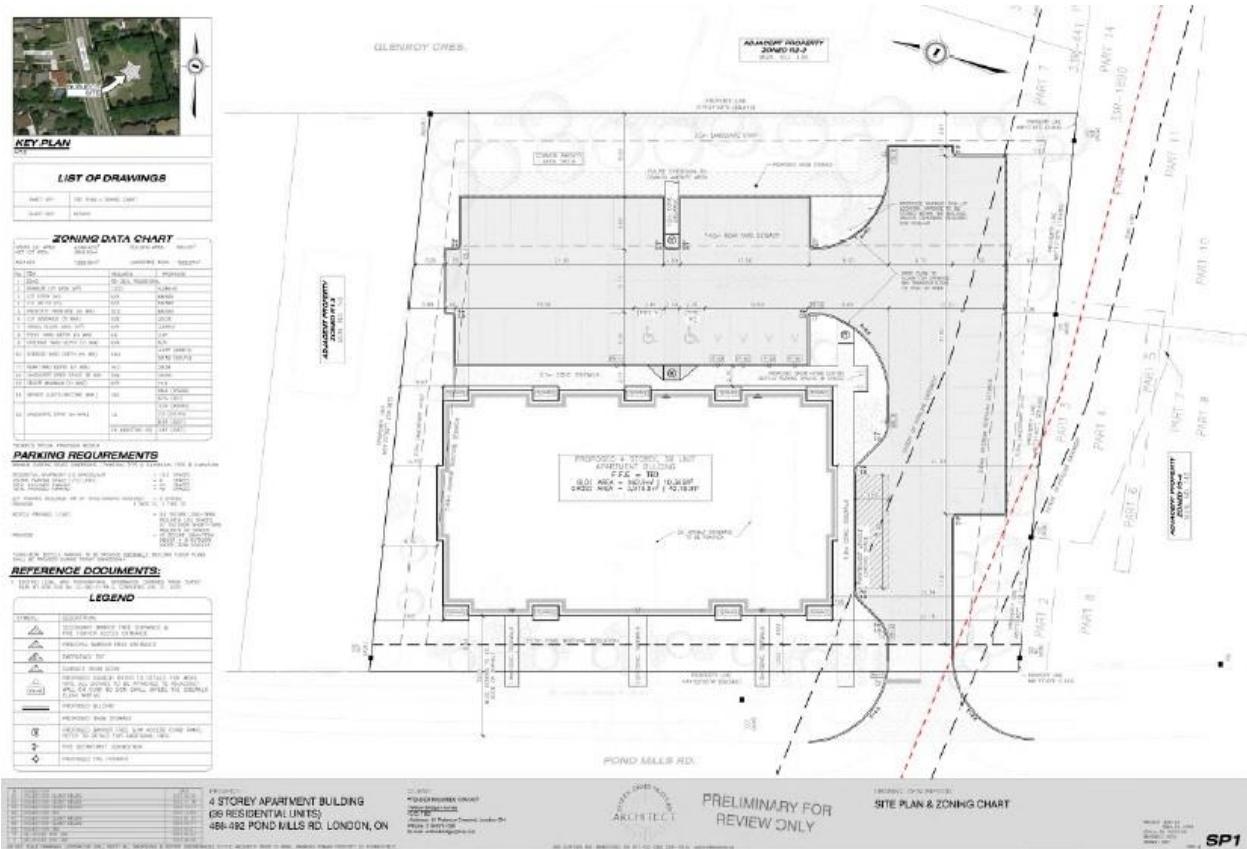


Figure 9 - Conceptual Site Plan Denoting the location of the gas pipeline in red.

4.6 Neighbourhood Concerns

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Site Concerns, Tree Removal, Stormwater, Construction and Property Value Impacts, and Type of Tenancy.

Comments related to height, form, density, and incompatibility have been addressed in section 4.1-4.4. of this report.

Traffic Impacts and Parking

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, and the loss of a direct connection to Pond Mills Road from Glenroy Crescent, the lack of parking available for the site, and the location of the driveway.

As part of the complete application, no traffic study (TIA) was required by Transportation. Pond Mills Road is a Civic Boulevard and there should not be any traffic issues generated by the proposed site plan.

Residents were also concerned about the amount of parking, and possible overflow parking on local streets as a result. The City's recent parking by-law changes allow for 0.5 parking spaces for unit. The proposed application shows 43 parking spaces currently for the site, which is just over one space per unit. The site will also have easy access to transit along Pond Mills Road.

The Transportation Division had no initial concerns with respect to the proposed driveway location. This will be further addressed at site plan.

Site Concerns

Neighbourhood concerns with the development include issues with privacy, noise, lighting, fencing, and lack of amenity space.

With respect to privacy, the building is proposed to be set back 3 metres from the road, which allows the building to be pushed towards the street, thus increasing the setbacks from the adjacent properties. Enhanced landscaping and tree planting will also help to minimize privacy concerns.

The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties.

Directional lighting and fencing will be addressed at site plan.

The amenity space provided and shown on the proposed concept plan is of an adequate size for the site. To ensure connectivity staff will work with the applicant through the site plan process to secure a public walkway through the site, connecting Pond Mills Road to Glenroy Crescent.

Tree Removal

Members of the public expressed concerns about the removal of trees proposed for the site. As shown through the Tree Preservation Plan and Report, nearly all of the on-site trees will be removed. However, staff are recommending additional side and rear yard setbacks for the parking lot to ensure more robust landscaping and to allow for trees to be planted.

Stormwater

Stormwater is proposed to be conveyed on site to the existing stormwater pipes that are located on Glenroy Crescent. As with all applications, they are required to control all stormwater runoff including overland flow to the satisfaction of our Engineering Department.

Construction

Construction impacts can be anticipated for this development; however, they will be temporary. Construction traffic will access the site via Pond Mills Road which is not anticipated to affect nearby local streets.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development. The applicant has indicated the building will likely be rentals. It's important to note though that planning considerations the type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R1 (R1-3) Zone to a Residential R9 Special Provision (R9-3()*H15) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to The London Plan and will permit a 4-storey residential apartment building with 39 units and a maximum density of 100 units per hectare. The recommendation will facilitate an appropriate infill development that will help broaden the range and mix of housing options within the area.

Prepared by: **Michaella Hynes**
Planner

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

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

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

Copy: Nancy Pasato, Manager, Planning Policy (Research)
Chloe Cernanec, Planner, Planning Implementation
Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

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 488-492 Pond Mills Road.

WHEREAS Willow Bridge Homes Ltd. c/o Zelinka Priamo Ltd. has applied to rezone an area of land located at 488-492 Pond Mills Road, 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 488-492 Pond Mills Road, as shown on the attached map comprising part of Key Map No.112, **FROM** a Residential R1 (R1-3) Zone **TO** a Residential R9 Special Provision (R9-3(_)*H15) Zone.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-3 () 488-492 Pond Mills Road

a. Regulations

- i) For the purposes of Zoning, Pond Mills Road is considered to be the front lot line.
 - ii) Front Yard Setback (Minimum) 3.0 metres (9.8 feet)
 - iii) North Interior Side Yard Setback (Minimum) 4.4 metres (14.8 feet)
 - iv) Rear Yard Setback For Parking Lot to Property Line (Minimum) 3.0 metres (9.8 feet)
 - v) Height (Maximum) 15 metres (or 4 Storeys)
 - vi) Balcony Encroachment on Apartment Buildings: Projection permitted in the required yard (Maximum) 1.5 metres provided the projection is no closer than 2.5 metres to the front lot line.
 - vii) The main building entrance shall be oriented to Pond Mills Road.
- 3) This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

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

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.

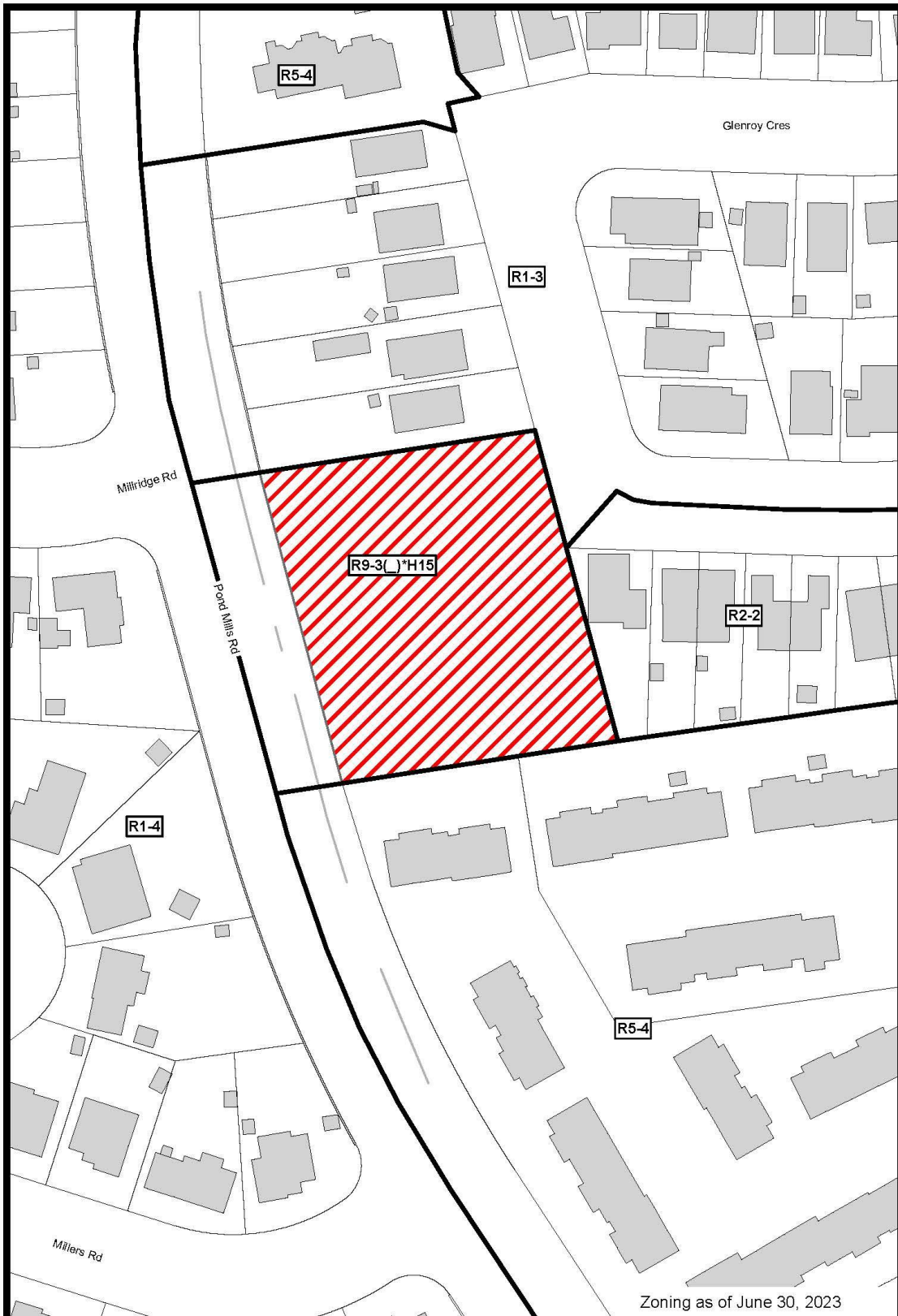
PASSED in Open Council on December 19, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – December 19, 2023
Second Reading – December 19, 2023
Third Reading – December 19, 2023

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



File Number: Z-9625
Planner: NP
Date Prepared: 2023/8/10
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant
Frontage	68.6 metres (225 feet)
Depth	59.3 metres (194.5 feet)
Area	0.4 hectares (1 acre)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Low-Density Residential: Single-detached dwellings
East	Low-Density Residential: Single-detached dwellings
South	Medium-Density Residential: 2-storey townhouses
West	Low-Density Residential: Single-detached dwellings

Proximity to Nearest Amenities

Major Intersection	Commissioners Road East & Pond Mills Road, 1,317m
Dedicated cycling infrastructure	Pond Mills Road - bike lane, 0m
London Transit stop	Pond Mills Road, 70m
Public open space	Westminster Ponds, 250m
Commercial area/use	Southdale Road East & Adelaide Street South Commercial Area, 2200m; Devron/Glenroy commercial plaza, 1.0km
Food store	Tazza Fresh, 500m
Community/recreation amenity	Southeast Optimist Park, 1.1km

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods, fronting a Civic Boulevard
Current Special Policies	Primary Transit Area
Current Zoning	Residential R1 (R1-3)

Requested Designation and Zone

Requested Place Type	Neighbourhoods, fronting a Civic Boulevard
Requested Special Policies	N/A
Requested Zoning	Residential R9 (R9-3(_))

Requested Special Provisions

Regulation (R9-3)	Required	Proposed
Maximum height		14.1 metres (15m)
Front yard depth	10.0 metres	3.0 metres
Interior side yard depth (north)	5.64 metres	4.47 metres
Rear yard parking setback	3.0 metres	1.56 metres

C. Development Proposal Summary

Development Overview

The subject lands are proposed to be developed for a 4-storey apartment building comprised of 39 dwelling units, for a density of 98 units per hectare (“UPH”).

Proposal Statistics

Land use	Residential
Form	Low-rise apartment
Height	4 storeys (14.1m)
Residential units	39
Density	95 UPH (gross); 97 UPH (net)
Gross floor area	3,973.6m ²
Building coverage	24.5%
Landscape open space	32.4%
Functional amenity space	624.8m ²
New use being added to the local community	No

Mobility

Parking spaces	43 surface parking spaces
Vehicle parking ratio	1.1 surface parking spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	35 secure long-term spaces, 13 outdoor short-term spaces
Secured bike parking ratio	0.9 secure long-term spaces per unit, 0.3 outdoor short-term spaces per unit
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

Tree removals	20 trees proposed for removal
Tree plantings	123 replacement trees are required to be planted on site
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings



Figure 8 – Rendering of proposed apartment building – view from Pond Mills Road (received May 2023)



Figure 9 – Rendering of proposed apartment building – rear view (received May 2023)



Figure 10 – Rendering of proposed apartment building – pedestrian view (received May 2023)

Appendix D – Internal and Agency Comments

Parks Planning – Received June 14, 2023

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

London Hydro – Received June 15, 2023

- Any new or relocation of the existing service will be at the expense of the owner.
- A pedestrian connection (not necessarily a multi-use pathway) here would be beneficial, but that it shouldn't use parkland dedication. Ideally, it would not be Parks to maintain as it doesn't connect to the park system. Perhaps just a standard City walkway block or easement.

UTRCA – Received June 19, 2023

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

Landscape Architecture – Received July 4, 2023

- Major Issues
 - No potential grounds for refusal, or issues that could require significant changes to the proposal.
- Matters for OPA/ZBA
 - Two off-site trees will suffer serious impacts from the development, #9 and #24. Number 9 will lose approximately 38% of its critical root mass and will become structurally unsound and will probably die. To protect tree a 6m no disturbance setback from the east property line would be required. Tree 24 will suffer a 16% loss of critical root mass and will most likely survive. To protect the trees critical root mas, a 2m no disturbance setback from north property line would be required.
- Matters for Site Plan
 - Site currently has 37% canopy coverage. All trees within site are proposed for removal, a loss of 1,234.6cm dbh. In accordance with LP Policy 399.4, 123 replacement trees are required to be planted on site. Replacement trees to be recommendation to Site Plan Review. Only 17 trees have been proposed on LP. Landscape strips are the minimum required at 1.8m. This limited provision of soil will impact development of canopy regrowth. An increase landscape setback of 3m along north, south and east property lines would better support tree growth and reestablish canopy lost to development.
 - Three City of London trees are proposed for removal from the Pond Mills Road boulevard. These trees are protected by the City's Tree Protection Bylaw. To request the removal of a city tree or to request consent to damage the root system of a City tree, contact Forestry Dispatcher at trees@london.ca [Proof of payment issued by Forestry Operations requirement of Site Plan approval. A recommendation for proof of payment will be forwarded for Site Plan review.](#)
- Complete Application Requirements
 - No further reports required.

Urban Design – Received July 4, 2023

- The proposed development is located within the Neighbourhood Place Type, abutting Ponds Mills Road, a Civic Boulevard, and Glenroy Crescent, a local Road. Urban Design is generally supportive of the proposed four storey development if a pedestrian pathway is provided between Glenroy Crescent and Pond Mills Road. As a through-lot ensure that the interface between the proposed development and Glenroy Crescent is also addressed with enhanced landscaping and programming.

Urban Design Peer Review Panel (UDPRP)

- Provide a response to the **June 2023 UDPRP memo**. After attending the UDPRP, the applicant received a formal memo from the UDPRP Chair, or their designate. A Comment Response Table outlining in detail the applicant's response to the UDPRP is required as part of the UDPRP process.
- Provide updated drawings that reflect the revisions made to address the UDPRP comments.

Comments for Zoning

- Provide a minimum 3m setback from the property line to provide adequate space to screen the proposed parking from Glenroy Crescent
- Orient the primary communal entrance of the building towards Pond Mills Road.

Items to be addressed at Site Plan

- Provide a pedestrian walkway along the north portion of the property, where a desire line exists between Glenroy Crescent and Pond Mills Road. (TLP, 255).
- As indicated by the UDPRP, the primary communal residential entrance should be a prominent feature along the Pond Mills Road elevation. Clearly outlined the main entrance canopy in the site plan.
 - Differentiate the primary communal residential entrances from the private ground floor residential entrances.
- Incorporate patios or courtyard spaces that spill out into the setback along Pond Mills Road or the communal amenity area to further activate the space and provide additional amenity space for the residents.
 - Utilize landscaping and/or low-rise decorative fencing to distinguish the threshold between public amenity and private amenity for each unit.
 - Retain the direct walkway access from ground floor units to the public sidewalk.
 - Use lockable (from the exterior and interior) swing doors for any private residential ground floor units facing the public street or internal roadway to encourage walkability, activate the streetscape, and provide direct access to the units from the sidewalk.
- Reduce the amount of parking spaces to expand the outdoor communal amenity space with enhanced landscaping and to better frame the interface between the amenity space and Glenroy Crescent. (TLP, 295).
 - The proposal should take into consideration any existing significant mature trees on the site and along the property boundaries. Where possible, retain existing significant mature trees. (TLP, 210).
- Screen any surface parking exposed to a public street with enhanced all-season landscaping, including low landscape walls, shrubs, and street trees. (TLP, 278).

Heritage – Received July 5, 2023

- The archaeological requirements were addressed through the Site Plan process. No further heritage or archaeological concerns for this application.

Engineering – Received July 10, 2023

Major Issues

- None

Matters for OPA/ZBA

- Confirm road dedication shown on the conceptual site plan is 2.394m.

Matters for Site Plan

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

Transportation:

- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- As per Site Plan control by-law and City's Access Management Guideline (AMG) minimum 6.7m width, and 6.0m curb radii is required;
- Presently the width from centerline for Pond Mills Road adjacent to this property is 13.106m as shown on RP 998. Therefore a widening of 2.394m is required to attain 15.5m from c/l.

Water:

- Water is available via the municipal 200mm DI watermain on Pond Mills Road at Millridge Road. This watermain is part of the Westmount/Pond Mills high-level water system (HGL=335.0m). If this watermain is to be used, the Owner will be required to construct/extend (at no cost to the City) the municipal watermain to the subject site, in accordance with City Standards.
- The City is supportive of a water service connection to Glenroy Crescent as long as fire flow/protection requirements are met. Also note that a cut in tee will be required for size on size connections.

Wastewater:

- The municipal sanitary sewer available is the 200mm diameter sewer on Glenroy Crescent, city drawing no. 7959 shows information to the municipal sewer and existing 100mm PDC.
- The applicant's engineer is to provide site servicing drawings with the connection to the municipal sewer. A new adequately sized PDC is required as per City of London Standards with the existing PDC to be properly abandoned/removed.

Stormwater:

Comments Specific to the Site

- The site falls within the Dingman Subwatershed. The Dingman EA requires design for the stormwater control hierarchy for the 25 mm event in new development design. This approach and LID design is included in the Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- As per attached as-constructed 7957, the site at C=0.50 is tributary to the existing 525mm storm sewer on Glenroy Cres. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, proposed stormwater controls, etc... It should also be noted that the C-value determined by the consultant must reflect the proposed development's landcover (i.e. impervious cover, slope and soil type).
- It is SWED's expectation that the proposed reduced setbacks shall not impede self-containment and safe conveyance of the site's storm water flows. As part of the storm servicing strategy for this land during the development application stage, the applicant must demonstrate how stormwater flows will be contained, and safely conveyed on this site without impacting adjacent properties.
- As per the Drainage By-law, the consultant would be required to provide for a storm PDC ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation

and Parks (MECP) with a minimum of 80% TSS removal, as per the Dingman EA and to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.

- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The proposed land use of a medium/high density residential will trigger 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.
- Additional SWM related comments will be provided upon future review of this site.

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General comments for sites within Dingman Creek Subwatershed

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for Stormwater flows and major overland flows on site and ensure that Stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and satisfaction of the City Engineer and shall be in accordance with City of London, MECP, and current industry standards and requirements. This plan is to include measures to be used during all phases of construction (i.e. site grading, site servicing, and construction). These measures shall be identified in a standalone ESC plan.

UDPRP – Received July 12, 2023

General Comments

- The panel notes that generally the increased density and the proposed scale and use of the building seems appropriate for the neighbourhood and fits within the intent of the City of London Official Plan. Please consider the comments and recommendations below.

Site Strategy, Building Layout

- While the effort to address the street frontage along Pond Mills Road is appreciated, the panel has concerns that once the road widening is implemented the front yard setback of 3.0M will be too close to the high traffic along Pond Mills Road and will be too tight to provide adequate privacy and grading accommodations. Consider working within the existing front yard setback or retaining minimum 6.0M setback.
- If grade-related units are included along Pond Mills Road, a more generous front yard setback is required. Grade-related units should also be grade-separated from the public realm. Consider a few steps up (above the sidewalk). If setback is not to be significantly increased the panel suggest that due to the proximity to Pond Mills Road, individual sidewalk entrances to units are not appropriate.

- The panel notes that the development has two street frontages: one faces Pond Mills Road, and another one faces Glenroy Crescent. We suggest that both frontages need to be addressed. Consider revising the building to an L-shaped building with a 4-6 storey wing along Pond Mills Road, stepping town to a 2-4 storey wing along the north end of the site and fronting onto Glenroy Crescent.
- The panel suggests that by revising to an L-shaped building footprint as noted above, a paved and landscaped amenity space could be included at the interior corner of the building. This could be more integrated with the interior of the building, more sheltered, and generally more meaningful and useful for building occupants. The sod amenity space at the north edge of the site as currently shown does not appear to be very useful.

Site Circulation, Landscaping

- The applicant is highly encouraged to establish a pedestrian connection through the lot to connect Pond Mills Road and Glenroy Crescent so that the entire neighbourhood can become more connected for pedestrians.
- The panel suggest providing a minimum 3M landscape setback along the full perimeter of the property to retain as many existing mature trees as possible, and to allow for continuous and generous landscape buffers. As noted above, we recommend providing a building frontage along Glenroy Crescent and providing a pedestrian connection through the site to Glenroy Crescent. At a minimum we suggest the proposed fence along Glenroy should be removed and replaced with extensive landscape planting and trees to provide a landscape frontage that is friendly to the neighbourhood while also providing screening to the parking lot. If a fence must be included, we suggest it should be low and transparent.

Architectural Expression

- The panel notes that the main entrances from Pond Mills Road and from the parking lot should be further articulated with architectural elements such as increased glazing, material differentiation, larger or more prominent canopies and signage, etc. to make the entrances more prominent and functional for way-finding. We suggest the entrances along the west and east elevations should be in line to make a clear and visible common circulation path through the building.
- The panel suggest that more work on the building design details and articulation is required at the site plan stage to ensure a high quality of this development. We recommend consideration of the following:
 - a) While the change in material from brick to siding is understood to help break up the mass of the building, consider more variation to the datum line where this transition occurs. When the top 2 stories of a brick building are clad with continuous siding, it can look like many old brick buildings that have been capped with siding at the top as a repair to conceal aging brick/mortar. We suggest introducing lower and high brick massing elements to further articulate smaller masses within the elevations.
 - b) The exit doors at grade along the west elevation currently read like service doors and the windows above are treated the same as apartment windows. We suggest the stairs could be an opportunity to break up the massing of the building by providing more glazing or breaks in the brick massing that could be curtainwall or a panel system.
 - c) Consider providing balconies at the corners of the building.
 - d) Depending on the building massing resolutions noted above, sloped or mansard roofs for some or all of the building could be considered to help reduce the appearance of height relative to the adjacent residential neighbourhood.

Concluding comments:

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process. Subject to incorporation of the comments and recommendations noted above, the proposed redevelopment of this site will make a positive contribution to the evolving neighbourhood. Consider the panel's recommendations as noted above for

future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent's response.

Site Plan – Received July 14, 2023

- A lay-by is required for the proposed development given the number of residential units exceeds 24 units. A lay with a minimum dimension of 3.5m x 12.0m is required to be provided internal to the site.
- In accordance with the Site Plan Control By-law, a minimum 1.5 metre landscape buffer is required along the rear property boundary and 3.0 metres is required where parking abuts a street (the rear portion along Glenroy Cres). In order to provide additional buffering from the parking area and existing off-site landscaping, staff are recommending a minimum 3.0 metre buffer be provided along the entire rear property boundary. To accommodate this, consider 1-way parking through the interior parking area (maintaining a 6.7m drive-aisle width for the site access and garbage collection).
- A special provision should be included for Pond Mills Road to be deemed the front lot line.
- Identify any at-grade patio spaces fronting Pond Mills Road that project beyond the main building wall.
- The applicant should dimension all walkways to at least 1.5 metres or 2.1 metres if abutting parking spaces, with at least a 1-metre setback from parking area(s) (C.P.-1455-541 Table 7.1).
- Beyond pedestrian circulation, landscaping could affect the site layout if they need extra space along the perimeter.

Appendix E – Public Engagement

Community Engagement

Public liaison: On Wednesday, June 14, 2023, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, June 15, 2023. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 4-storey, 39-unit, residential building with parking. Possible change to the Zoning By-law Z.-1 **FROM** a Residential R1 (R1-3) Zone **TO** a Residential R9 Special Provision (R9-7(_)) Zone to permit a 4-storey, 39-unit, residential building with parking. Special provisions include: a minimum front yard depth of 3.0 metres whereas 10.0 metres is required; a minimum north interior side yard depth of 4.6 metres whereas 5.6 metres is required; and a minimum rear yard parking setback of 1.56 metres whereas 3.0 metres is required; a height of 14.1 metres (4 storeys). The City may also consider additional special provisions, and the use of holding provisions, in addition to the above.

Public Responses: 17 responses received. 1 petition was received with 41 signatures.

1. Petition with 41 signatures

Dear Ms Pasato,

My name is Shannon Hart and I am writing on behalf of the residents of 900 Pond View Road in regards to the proposed zoning by-law amendment for 488-492 Pond Mills Road. We are concerned about the proposed development and the potential impact it may have on our properties specifically in regards to environmental impact. We are also concerned that we were provided so little time to review collectively and provide meaningful feedback, particularly in light of the number of property owners and residents affected by the change.

The area in which we live is environmentally sensitive, within steps of Miller's Pond and the abutting green space. As such we feel that the environmental impact of any potential zoning change must be responsibly addressed. As our properties are low lying we have historically experienced issues with flooding and inadequate drainage that have required remediation. In allowing for decreased front, rear and side yard setbacks in addition to the large building and paved parking this will severely limit the greenspace and exacerbate drainage issues. Several trees will also be required to be removed which provide erosion protection, improved soil condition as well as sun and heat diversion.

Increased traffic is also a significant concern as Pond Mills Road is already a busy thoroughfare despite narrowing over the pond. The addition of 38 residents will substantially increase road traffic and will require additional road amendments such as a turning lane. Based on the size of the lot and the proposed building it seems unlikely that sufficient visitor parking will be available for the proposed apartment complex, resulting in increased congestion with street parking as well as illegal parking on neighbouring properties, such as within our condominium complex.

In 2021 a public notice was sent out in regards to a public hearing involving a planning adjustment for a property on the opposing side of Pond View Rd. The notice was in regard to an addition that was being planned that would result in a reduced setback from the road on the second story. We were provided a month of notice to voice any concerns and were invited to the hearing. The work has since been completed and has not resulted in any meaningful impact on the community. To compare, I received this notice of planning application with only ten business days to consult with my neighbours and propose feedback. From our perspective it appears that the city cares much more about a single window addition than then potential impact that a large apartment complex will have on our community. We simply ask that the same level of procedural fairness be applied in this case.

We appreciate your attention in this matter,

2. C. Richter – email response

Please accept the following two considerations regarding the above zoning amendment application. I witness/drive with the Pond Mills road traffic every day. This proposed building, so close to Pond Mills, does not allow for much visual or physical clearance when entering/exiting the property. This is a potential safety hazard. Any building should be constructed within the city's standing 10 m front yard depth to allow for proper site lines and access -- not 3 m as suggested in the proposed revised plan. The proposal reports re-iterate the natural beauty of the ponds in the neighbourhood and access to

these local wholistic sites for local residents. And yet, this proposal includes the removal of numerous trees on the property, trees that provide shade, wildlife habitat, and enjoyment to local residents. The proposed landscaping does not supplant the existing benefits of the existing trees. I am all for the development of affordable housing, but to jam this proposed building in this space presents as a desperate move to get residential use of every square inch of this property. Please consider the 'flavour' of the neighbourhood and recognize we are not in the downtown - we live in Pond Mills, where nature is what has drawn us here to begin with. Perhaps the building plan should be re-worked to exist within the R1 (R3). Thank you kindly for your time and consideration. Please feel free to contact me should there be a requirement to do so.

3. M. Wagenman – email response

I'm writing about the potential zoning change at 488-492 Pond Mills Road. I am very concerned about the already high activity in the area due to the higher density housing nearby. I am also unhappy with how close this new development will be to existing homes. The traffic on Pond Mills Road is already a concern and this new development will only cause this problem to increase. As such, I am opposed to the proposed rezoning and development. I wanted you to know this and also ask how I can more formally file my opposition to the by-law amendment. Thank you!

4. D. Jonas – phone call

- Questions on application
- Nothing like it in area
- Can they even fit this building on the site?
- Traffic will increase in area
- Additional lights/noise impacts
- Will follow up with written objection
- Questions on how to object

5. D. McKellar – phone call & email response

This email is regarding the proposed zoning amendments for the 488-492 Pond Mills development. In talking to our neighbours, we are not the only ones having concerns regarding the scope of this project.

Reducing the setback on the front of the property from 10.0 metres to 3.0 metres is significant and would make it too close to the road. No other property on Pond Mills Road, or in the local area, is located that close to the road and doing so would have a negative impact on the value of the properties in the area.

The height of the building is too high and size of the building is too large for the lot and the area. Both issues are a major concern as there are no buildings in the area that are remotely close to this height or size. The number of occupants increases the density significantly relative to the neighbourhood and this would also have a negative impact on the value of the properties in the area.

There will be several full-grown trees removed to make way for this project. Removing the trees and replacing them with a relatively small green space is a concern.

The size of the development also raises a concern regarding water runoff. The natural slope of the lot runs towards the southeast corner of the property. The size of the parking lot and the decreased setback would create a drainage issue for the adjacent properties.

The footprint of the parking area, combined with the number of units, means the neighbours will have a high volume of car traffic in and out of the property. There is already a high volume of car traffic on Pond Mills and the development will add to an issue that is already a problem. The city is currently installing a crosswalk at the corner

of Pond Mills and Pond View Road to help pedestrians cross the road safely but adding more care traffic to an already busy area creates more safety concerns. This would especially be a concern if the occupants are handicapped or senior citizens as per the permitted occupants.

The proposal also mentions the city may also consider special provisions. Do you have an example of what these special provisions could be?

6. B. Chiodo – phone call

- Generally support high density
- However this doesn't make sense here
- Frustrating why we cant stop urban sprawl
- Doesn't fit in area
- Need community gardens or a park here – none in area
- Should be infilling old commercial or brownfields not building here
- Lot not big enough for residential
- Quite area near natural heritage

7. S. Dixon – email response

In reference to the proposed development at 488-492 Pond Mills Road, what is the makeup of the units? Is it single family, subsidized or geared to income housing? Thx in advance for any info you can provide.

8. S. Schomburg – email response

As per the mailing we received about the proposed bldg of a 4 story low-rise unit at 489-492 pond Mills Rd , I'm emailing to express our disapproval. We feel this low rise apt would be disruptive to our area with increased traffic and congestion. Will there be a general mtg? Where we can express our opinions and discuss the project.

9. S. Penn – phone call

- Do not support
- Too dense
- Roads are already too busy

10. L. Marzec – email response

I have received notice of the zone change application for the property at 488-492 Pond Mills Road. My concerns are the following:

- What is the plan for the current walkway/opening that currently gives people direct access from Glenroy Crescent to Pond Mills?
- It looks like the parking lot is planned on the rear of the property that backs onto Glenroy Crescent, what is the plan for the back of the property?
- Is there a plan to open Glenroy Crescent to the parking lot?
- As this is planned to be a senior/disabled home, there will be an increase in noise such as ambulances, police etc. What is the plan to reduce this noise for the current community?
- What is the plan for the construction workers that will be working on this building?
- Parking plan
- Noise plan (community respect)

Please notify me of all public participation meetings and any decisions made with respect to this property plan.

11. Tanya – email response

I have great concerns of this being built.

Concerns are: noise, construction being disruptive, disruption to wild life including birds, rabbits, ducks that yearly build their home in that yard, wood peckers. The fact that most of the trees will have to come down to accommodate such a large structure is very concerning. This will not only affect nature & the wildlife but it will take away shade for all of us, privacy, increase the noise factor. These trees are enjoyed by our community. People come and sit and enjoy time outside.

The property as it sits is not kept up well by the current property owners. There is garbage on the property, hazardous materials, and a fence that is falling down causing risk to the residents here. The grass is not cut regularly to the point that the police were called as a child with special needs was in the grass & the grass was so tall that she could not be seen. With ticks an issue in the city this is also a concern. We also had a crime committed here recently and the assailants were hiding out in the tall grass and police dogs were needed to rid them from hiding out there any longer. If the current owners of the property Zelinka Priamo Ltd can't maintain things now how are they ever going to maintain a building once build especially the size they want to build it.

Then there is the issue of privacy. The fact that we are 3 storey units and they are 4 there will be no privacy for anyone especially without the trees. There is going to be more landscape needed for us without those trees and more cost to the people that live here now & that isn't fair. Also they are proposing the driveway being on the side of the building closest to 900 pond view road which is a huge issue having that many cars coming in and out all day and night with highlights shining into everyone's windows. Where as on the other side it's one house only and it would only shine into their back yard. Also with two driveways close together those coming and going from 900 pond view and them coming and going from their driveway is an accident waiting to happen. This property backs onto so many others properties and this needs to be seriously thought about. Also this is going add so many people in one very small area. We also want more info as to what kind of units would these be, for example how many bedrooms, low income, seniors, rentals or owned. It is not fair to leave this info vague and to also say here is the info so far however it could change. So how are people supposed to decide on things when a potential owner can change things & disrupt all of our lives for the rest of the time we live here. Please do not allow this building to be built. We are a beautiful community who would be drastically disrupted in permanent ways. We need a park there, a place where our children can be kids and parents & caregivers can join together. We need this more than ever.

12.R. Cartwright – email response

I am writing to express my concern with the proposed zoning by-law amendments for 488-492 pond mills road.

I have several concern that I would like addressed before a final decision is made by the planning department such as.

1. the proposed density is far to high for the size of the property.
2. Pond Mills is already a busy road and adding a building with the proposed density will make it even busier (it's already difficult to exit millers cove complex onto pond mills road at certain times.)
3. who are the target population for the proposed apartment. (Ie. senior, low income, people with disabilities, general population)
4. will the units be owned or rental units?
5. grading to the rear of the property (so the people on Glenroy cres don't get heavy run off from the property)
6. the location of the proposed driveway into the site is not appropriate. (Entrance to site the would be where people heading north can merge into a left turning lane to turn onto Millridge rd and people heading south can merge into a left turning lane to enter the Miller's cove complex, the sight lines looking south are limited when leaving the property especially if there is someone from Miller's cove trying to leave their complex.
7. lack of space for snow removal (ie space is not adequate and will possibly end up in the neighbouring house backyard.

8. the removal a valuable green space.

I look forward to receiving the answers to these concerns in the near future.

13.K. Carter – email response

I am writing in regards to a planning application for 488-492 Pondmills Road. I have read through the planning application we received. I am concerned about a few things. First is the reduced setbacks proposed. The existing trees on the property permitter are mature, and have quite large root bulbs. It seems the reduced setbacks along the North, South and East sides of the property would comprise the health of the mature trees. It would be a huge loss to the surrounding properties to have the trees removed.

My second concern is the view from Glenroy Crescent. It is hard to see from the proposed plans if new wooden fences or large shrubs are planned to reduce noise and car lights shining into the homes along Glenroy Crescent? Can a fence be requested for these reasons?

My third concern is the property has become a thoroughfare from Pondmills Road and Glenroy Crescent. It is used daily by many people in the community to access the bus routes, and for students to walk to Laurier Secondary School. Will the gate at the North East corner of the property be maintained?

Finally, how will water drainage be maintained for the property when the current grass is removed? The sidewalk on Glenroy Crescent that runs adjacent to the property tends to puddle when it rains, I am very concerned removing the grass and any trees will contributing to flooding on the two Glenroy Crescent properties that are next to the proposed plan.

14.I. Klassen – email response

I am commenting on the proposed changes to the empty lot on Pond mills rd. While I am not opposed to infill, my concerns are about the change in the neighborhood. Particularly the requested reduced frontage. As much of the road in that area is either the back yard fences of subdivisions or town homes, having a huge building so close to the road would be out of place. I would like to see the front yard setback remain at 10 m , which is less than my 2 story home has. This would be better for both residents to enjoy their balconies or walk out decks , and pedestrians who pass by; a little green space between the sidewalk and the building gives personal space and not an "in your face " feeling. I don't like the idea of a street wall as the proposal keeps saying, this isn't downtown or a new neighborhood.

My other big concern is the amount of trees to be removed. Right now there is a lovely green perimeter to the lot , which provides privacy and shade. Also 3 new trees were recently planted by the city on city property yet they are slated for removal? Razing it all to the ground just to suit the builder is wasteful. How many years did it take to grow all those trees. We call London the Forest City and yet keep cutting down trees. Trees add value to properties and cost money to cut down. Aside from the old willow and the 2 maples in the centre, being removed, only some stray branches need trimming. I'd like to see the greenery maintained, which requires a greater setback than requested. However , if the number of units are reduced by limiting the height to 3 stories, parking spaces would also be reduced, possibly fitting inside the required space. Reducing setbacks along the back parking would likely mean limited room for trees, even if they offered to plant any.

If this was my back neighbor, I wouldn't like a 4 story building with windows on the side, overlooking my yard. No fence could be tall enough to obscure that view. In a neighborhood of 2 story homes , doubling that height is invasive. And then seeking to remove all the trees that might help block out the building on top of that?

In conclusion, I would like to see the proposal reduce it's footprint and units and stick closer to the existing zones around the lot.

15. S. Hart – email response with attached petition

I have attached a letter that I have circulated amongst my neighbours regarding the planned zoning change for the vacant lot on Pond Mills Road. Many have expressed concerns to me regarding the development. I would also like to call attention to the letter to the editor from the London Free Press (June 30, 2023) entitled "infill too tall". If you require a copy I would be happy to forward that along to you.

16. K. Nagle – email response

Regarding file Z-9625, Kate and myself request to be kept informed in any updates regarding the planned proposal as we are the adjacent property and share a property line. Please keep us both informed of any information going forward.

17. A. Srivastava – email response with attached letter

We are in receipt of the Notice of Planning Application for the property located at 488-492 Pond Mills Road, London, ON ("488-492 Pond Mills"). 488-492 Pond Mills and xxxxxxxx are located across the street from one another across Pond Mills Road.

On initial review, the proposed Zoning By-Law Amendment at 488-492 Pond Mills appears inconsistent with the local neighbourhood and may present a concern. We are in the process of retaining a land use planner to prepare an opinion about proposed Zoning By-Law Amendment at 488-492 Pond Mills. Based on this forthcoming expert input, we may request that Municipal Council not approve the Zoning By-Law Amendment at 488-492 Pond Mills.

To this end, we initially request that:

- this letter be provided to the City's Planning and Environment Committee and City Council
- subsequent letters and their enclosure(s), including expert reports, be considered and included in the staff's recommendation to the City's Planning and Environment Committee and City Council
- the City provide us with the opportunity to make oral submissions about the foregoing, and
- the City continue to update us about the planning application at 488-492 Pond Mills.

18. I. Klassen – email response

I have the following concerns

1. Height. I find it excessive at nearly double any existing structure nearby or on this section of the street. At maximum a 3 storey apartment, or better yet a two storey townhouse would be acceptable. Perhaps the builder could use the slope to their advantage and sink the building down and move it back from the street as well. Mature trees should be able to block it from sight, particularly my backyard, which I prefer to be private not a fishbowl. I purchased my home based on the existing skyline which did not have a 4 storey apartment in view from my backyard.

2. Density. Placing 39 units and 39 plus vehicles on a property originally zoned for 2 homes is pushing the limits. Pond Mills is not a major road, being only 2 lanes of traffic, so this density seems out of place for the footage. Half that might be acceptable. Zelinka should consider a lower zoning change.

3. Trees. I object to cutting everything down to the ground for the convenience of the builder. Replacing them and adding fencing does not equal the amount of height they've already achieved- which took a good 20 years or more. This is an established neighbourhood, not new housing, so leave the trees with minimal, judicious pruning to limbs (not trunks) that present hazards. If the neighbors haven't complained about the trees: I suggest that they like them as a green scene and buffer.

4. Green space . Another concern of mine is the very limited green space of the plan and its proximity to parking and cars. Little kids need places to run but not near traffic. There is a reason that residential homes have parking in the front and backyards in the back away from vehicles. Even seniors can enjoy some green space that's quiet (no car noises) behind or beside the building to relax in . In this day of mental health awareness, builders should also consider those needs of potential buyers. Blue sky and green scenery help ground us and keep us healthy in a busy urban landscape.

5. Parking. I have issue with the parking in the back of the property as it will negatively affect the direct neighbours with both traffic noise and light pollution at night. That belongs near the street where people expect traffic and streetlights at night . Moving the parking to the front of the property would be an improvement in my opinion. And also reduce the amount of pavement required, thus reducing cost to the builder. Any security concerns can be dealt with lighting and fencing, and some landscaping. There are examples further north on the road with existing townhomes.

Letter:

My wife, Kimberly Srivastava, and I are the registered owners of xxxxxxxxx, London, ON (xxxxxxxxxx).

We are in receipt of the Notice of Planning Application for the property located at 488-492 Pond Mills Road, London, ON ("488-492 Pond Mills"). 488-492 Pond Mills and 2 Millridge Road are located across the street from one another across Pond Mills Road.

On initial review, the proposed Zoning By-Law Amendment at 488-492 Pond Mills appears inconsistent with the local neighbourhood and may present a concern. We are in the process of retaining a land use planner to prepare an opinion about proposed Zoning By-Law Amendment at 488-492 Pond Mills. Based on this forthcoming expert input, we may request that Municipal Council not approve the Zoning By-Law Amendment at 488-492 Pond Mills.

To this end, we initially request that:

1 this letter be provided to the City's Planning and Environment Committee and City Council

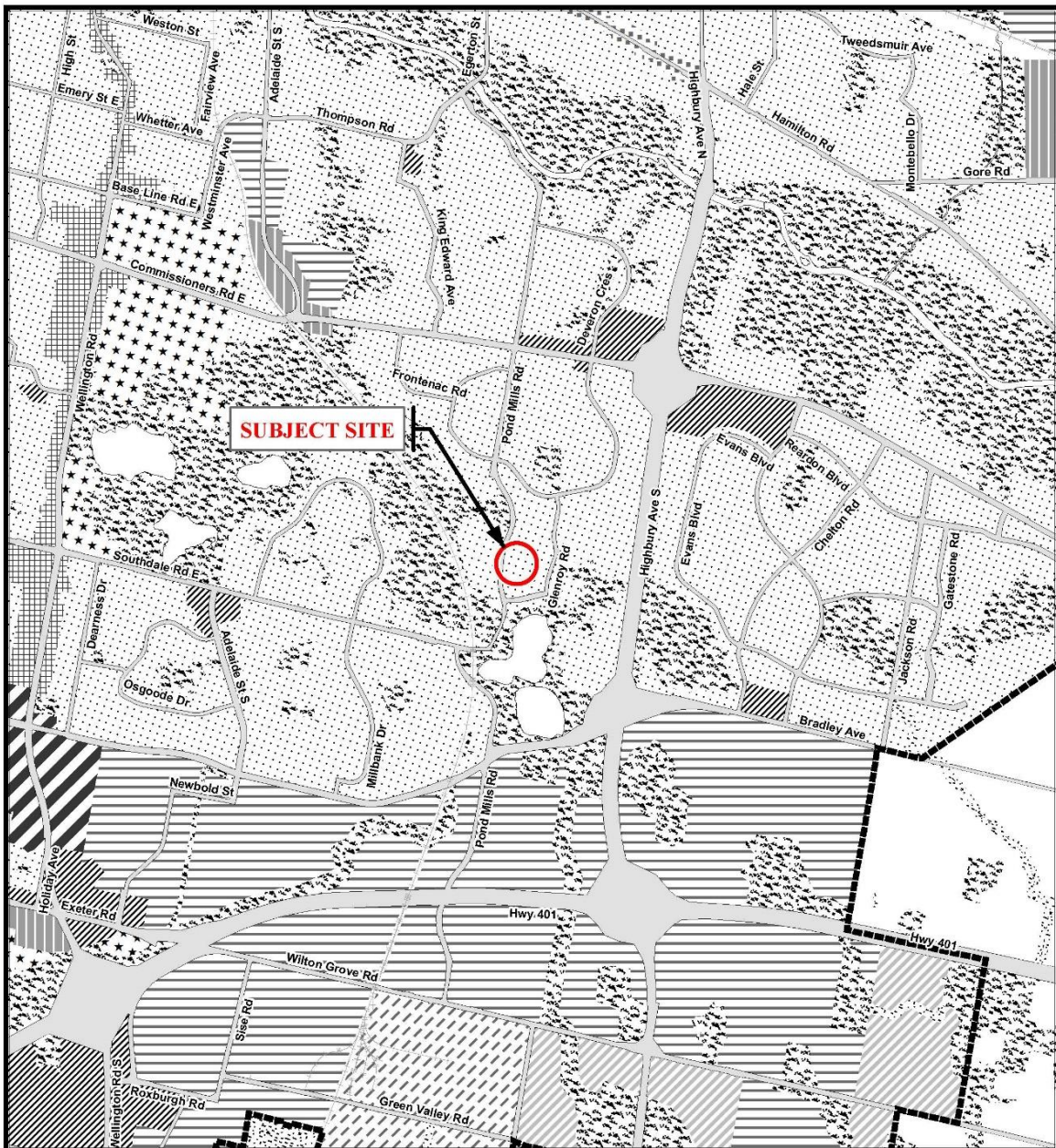
2 subsequent letters and their enclosure(s), including expert reports, be considered and included in the staff's recommendation to the City's Planning and Environment Committee and City Council

3 the City provide us with the opportunity to make oral submissions about the foregoing, and

4 the City continue to update us about the planning application at 488-492 Pond Mills.

We intend to fully participate in the land use planning process.

Appendix F – Relevant Background



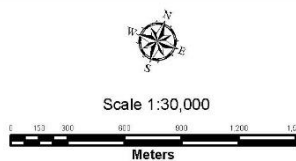
Legend

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	

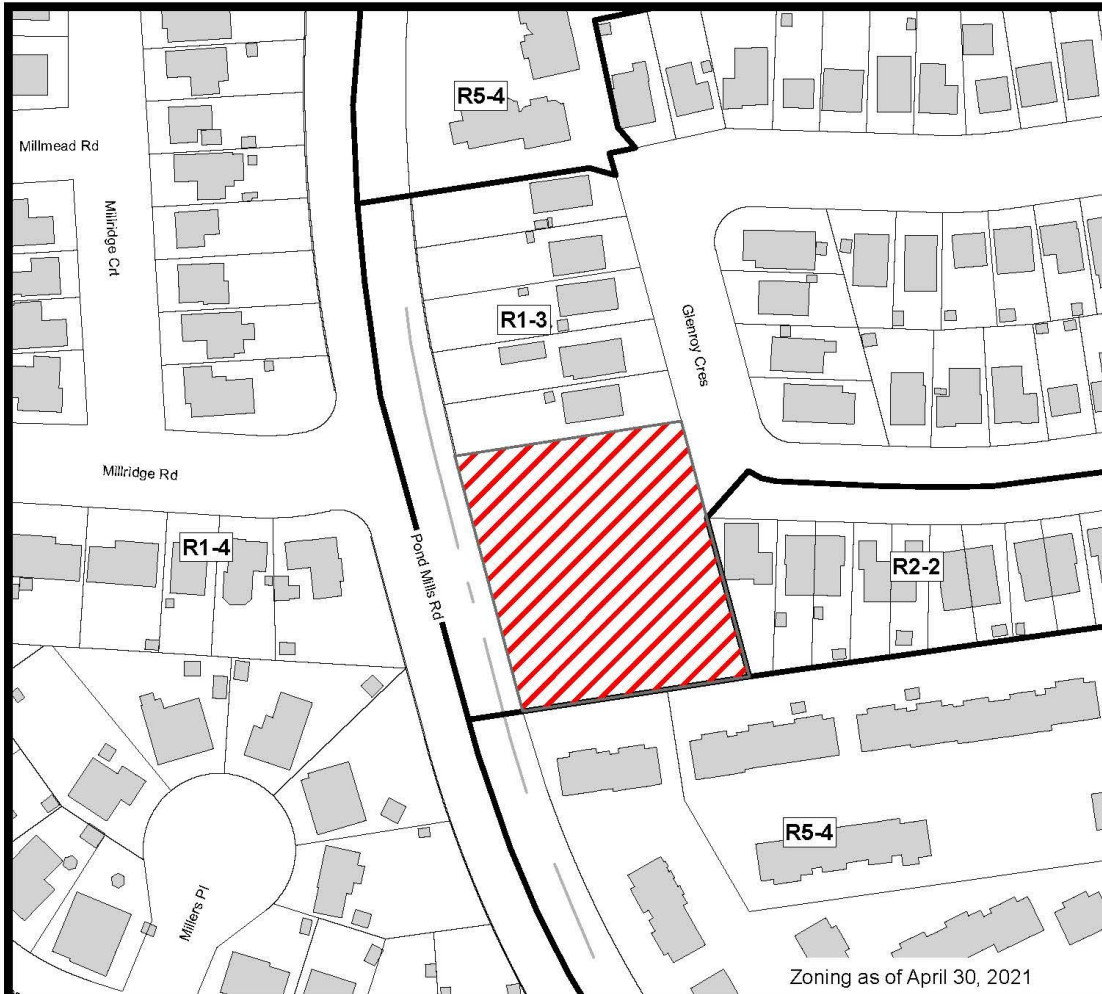
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: Z-9625
Planner: NP
Technician: JI
Date: 2023/8/10



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-3

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-9625

NP

MAP PREPARED:

2023/8/10

Jl

1:1,500

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Meters