

## 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:** Farhi Holdings Corporation (c/o Jim Bujouves)  
192-196 Central Avenue  
File Number: Z-9695, Ward 13

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Farhi Holdings Corporation relating to the property located at 192-196 Central Avenue:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, 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 Residential/Temporary Zone (R10-4\*H26/OR5\*D303\*H26/T-70) Zone **TO** a Residential R10 Special Provision (R10-4(\_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Ensure the landscape plan is implemented;
  - ii) Ensure a west interior side yard setback of 1.5 metres for 3<sup>rd</sup> floor amenity space encroachment;
  - iii) Ensure a minimum setback of 1.5 metres from all property lines to the underground parking structure;
  - iv) Demonstrate that the recommendations included within Section 9 of the Heritage Impact Assessment are implemented.
  - v) Consultation with the Municipal Housing Development division for the provision of affordable units be undertaken as part of the Site Plan process;

**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 amendments conform 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 conforms to the High-Density Residential overlay, Near-Campus Neighbourhoods and Talbot Mixed-Use Area policies;
- iv) The recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R10/Office Residential/Temporary Zone (R10-

4\*H26/OR5\*D303\*H26/T-70)) Zone to a Residential R10 Special Provision (R10-4(\_)) Zone with a number of special provisions related to building height, density, reductions to building setbacks and site amenities, and an increase to the lot coverage.

### **Purpose and the Effect of Recommended Action**

Staff are recommending approval of the requested Zoning By-law with special provisions to permit a 13-storey residential development at a maximum density of 678 units per hectare. Special provisions will ensure a more slender built form that increases sunlight penetration, fosters a more comfortable pedestrian environment along the street, and reduces potential impacts related to shadowing and privacy.

The recommended action will permit a 13-storey, **126-unit residential development**.

## **Linkage to the Corporate Strategic Plan**

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **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**

PEC Report – 192-196 Central Avenue, 193-197 Central Avenue, and 200 Albert Street, TZ-9316 – May 10, 2021

PEC Report – 192-196 Central Avenue, 193-197 Central Avenue and 200 Albert Street, Z-8336 – June 17, 2014.

#### **1.2 Planning History**

On January 20, 1992, City Council passed a Zoning By-law amendment to permit a parking lot on the subject land for a period of two years. The temporary use expired in 1994 and subsequent Zoning By-law amendments were approved in 1997, 2000, 2008, 2011, 2014, 2017 and 2021 to allow use of the property for a temporary surface commercial parking lot.

#### **1.3 Property Description and Location**

192-196 Central Avenue is located along the north-side of Central Avenue, within the Central London Planning District. The subject lands have a frontage of 49 metres along Central Avenue, a depth of 40.35 metres and a total area of 1,869m<sup>2</sup>. The subject lands currently contain a surface commercial parking lot, with two accesses from Central Avenue and a laneway access to the rear and east. Four City-trees are located in the Central Avenue boulevard in front of the subject lands. Central Avenue is a Neighbourhood Connector with an average annual daily traffic volume of 13,000 vehicles per day. Central Avenue has sidewalks on both sides of the street, and is a signed bike road route.

The surrounding neighbourhood consists of a broad range of uses including low density/single detached housing, offices, a range of commercial uses and surface parking. The site is within walking distance of Richmond Street, Victoria Park, Thames River and the City's downtown area.

#### **Site Statistics:**

- Current Land Use: surface parking

- Frontage: 49 metres (161 feet)
- Depth: 40.35 metres (132 feet)
- Area: 0.19 hectares (0.46 acres)
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

**Surrounding Land Uses:**

- North: low-rise residential, office, surface parking lot.
- East: Commercial/ retail, restaurant.
- South: surface parking lot, low-rise residential and commercial.
- West: low-rise residential and a bookstore.

**Existing Planning Information:**

- Existing The London Plan Place Type: Neighbourhoods Place Type fronting a Neighbourhood Connector
- Existing Special Policies: High Density Residential Overlay (from 1989 Official Plan), Talbot Mixed Use Area, Near-Campus Neighbourhood.
- Existing Zoning: Residential R10/Office Residential/Temporary (R10-4\*H-26/OR5\*D303\*H26/T-70) Zone.

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





Figure 2 - Streetview of 192-196 Central Avenue (view looking north)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The applicant is proposing a 13-storey residential development consisting of 126 residential units and two levels of underground parking to provide 68 parking spaces. The development also includes a total of 114 bicycle spaces, of which a 101 are long-term spaces and 13 spaces are short-term. The proposed development has a 3-storey podium, with stepbacks at levels 4 and 10. The ground floor includes six townhouse dwellings, and a central lobby leading to the upper residential floors and underground parking. Vehicular access is proposed from Central Avenue on the western side of the proposed building which will lead to underground parking levels. An at grade drop-off/pick-up area and loading bay are provided off the driveway to the west of the proposed building. No surface parking is provided as part of this development.

Landscaping is proposed along the north, east and south property boundaries, with a screen along the western property boundary to provide a buffer from the driveway. The proposed building provides indoor amenity space on the second and third floors, with the third-floor area leading out the private outdoor amenity space above the driveway. Further, private amenity areas are provided to individual units in the form of private patio areas at grade for the townhouse dwellings and balconies for the upper residential apartment units.

The proposed development includes the following features:

- Land use: residential
- Form: high-rise development
- Height: 13-storeys (47.8m)
- Residential units: 126
- Density: 678 units / hectare
- Gross floor area: 13,979.9m<sup>2</sup>
- Building coverage: 70.5%
- Parking spaces: 68 underground spaces
- Bicycle parking spaces: 114 inside spaces
- Landscape open space: 14.7%
- Functional amenity space: 271.6 m<sup>2</sup>

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

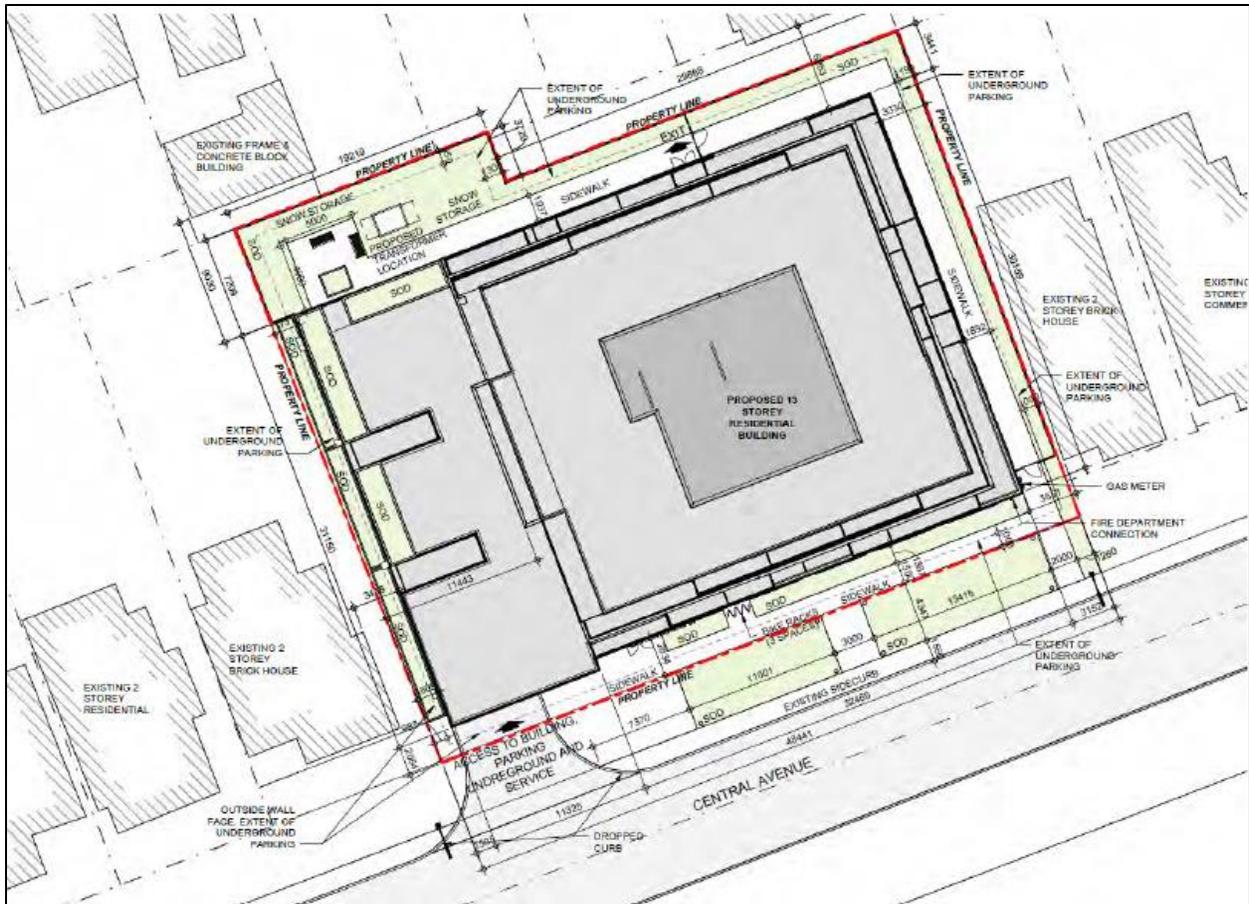


Figure 3 - Conceptual Site Plan (January 2024)

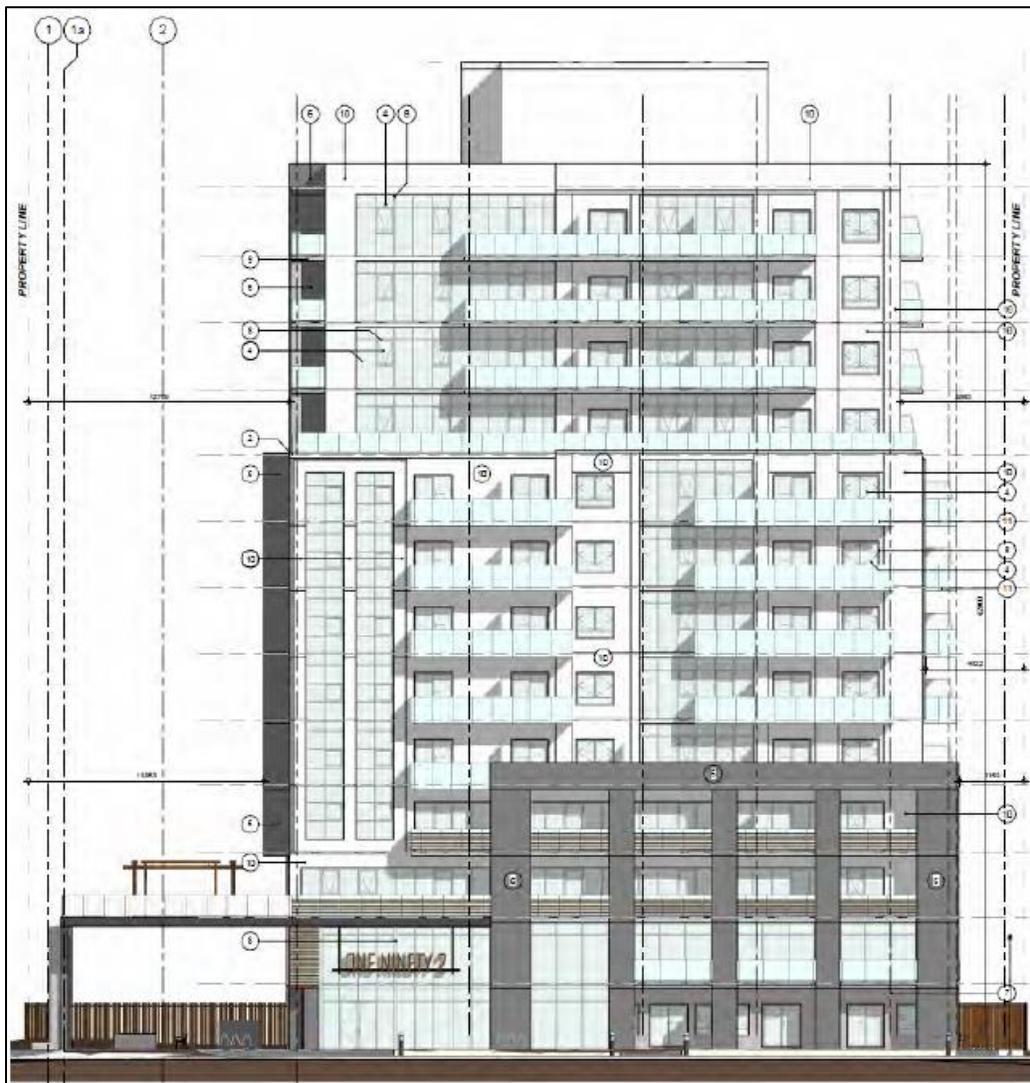


Figure 4 - Proposed South Elevation (January 2024)

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

## 2.2 Requested Amendment(s)

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R10/Office Residential/Temporary Zone (R10-4\*H26/OR5\*D303\*H26/T-70) Zone to a Residential R10 Special Provision (R10-4(\_)) Zone. The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R10-4)	Required	Proposed
Height (maximum)	26m	47.8m
Density (maximum)	303 units per hectare	678 units per hectare
Front yard setback (minimum)	10.48m	3.0m
Interior side yard setback - east (minimum)	19.12m	3.1m
Interior side yard setback - west (minimum)	19.12m	12.4m
Rear yard setback (minimum)	19.12m	3.4m
Landscaped open space (minimum)	20%	14.7%
Lot Coverage (maximum)	45%	70.5%
Bicycle Parking – Long Term	0.9 spaces per unit (113 spaces)	0.8 spaces per unit (101 spaces)

Staff are recommending approval of the R10-4 zone including the special provisions noted above. Additionally, staff are recommending the following special provisions:

- A 2.0 metres stepback after the first 3-storeys in height on the portion of the building fronting Central Avenue;
- A 2.0 metres stepback after the first 3-storeys in height for the rear portion of the building;
- A maximum tower floorplate of 875 square meters;
- An interior side yard setback of 1.5 metres to the raised amenity space structure.

## 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:

- Staff commends the applicant for proposing redevelopment of a surface parking lot and supports a residential apartment building in this location.
- Ensure that paratransit layby area can function without the need for vehicles to reverse, and confirm curb radius for the access driveway is at least 9.0 metres.
- Concerns with compatibility of proposed setbacks, height and massing.

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

## 2.4 Public Engagement

On January 12, 2024, Notice of Application was sent to 111 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

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

Concerns expressed by the public relate to:

- Scale development
- Lack of Site Plan approval application
- Special provisions
- Reduced setbacks, especially from the west property line
- Shadow impact on surrounding properties
- Lack of affordable housing
- Heritage designation for the North Talbot neighbourhood

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**

There are no direct municipal expenditures with this application.

## **4.0 Key Issues and Considerations**

### **4.1 Land Use**

The Neighbourhoods Place Type contemplates a range of residential uses, dependant upon the street classification on which the property has frontage. As set out in Table 10, the range of permitted uses along a Neighbourhood Connector include single-detached, semi-detached, duplex, converted dwellings, townhouses, additional residential units, home occupations, group homes, triplexes and small-scale community facilities (TLP,

Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). As the subject site is located in Central London, fourplexes, stacked townhouses and low-rise apartments are permitted uses as well. The London Plan provides that where more specific policies existing relating to permitted uses and intensity of development for an area or specific site, those more specific policies shall prevail (TLP, 920\_3).

### **High Density Residential Overlay**

As shown in Figure 5 (below) and Appendix G of this report, the subject property is within the ‘High Density Residential Overlay’ (HDR), Map 2 – High Density Residential Overlay (from 1989 Official Plan) in The London Plan. Map 2 is an overlay that permits high-rise buildings, in addition to the policies of the underlying Urban Place Types identified in Map 1 (TLP, 955\_).

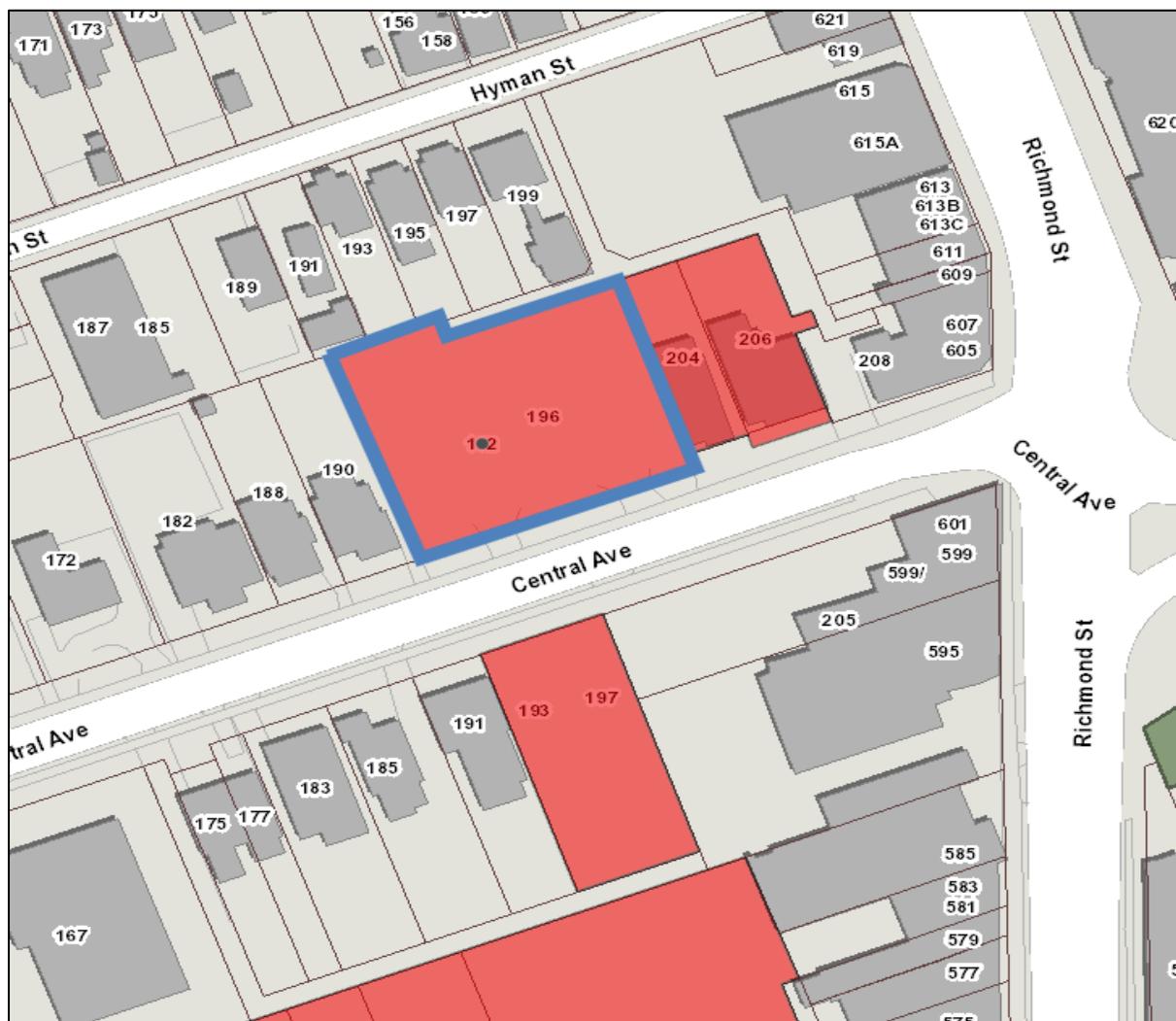


Figure 5: Excerpt Map 2 – High Density Residential Overlay (from 1989 Official Plan)

Policy 958\_1 sets out that notwithstanding the height and intensity policies of the underlying Place Type, inside the Primary Transit Area residential development may be permitted up to 14 storeys in height within the High-Density Residential Overlay (TLP, 958\_1). As such, the proposed high-rise apartment building is a permitted use and in keeping with the High-Density Residential Overlay policies of The London Plan. Staff are agreeable that the proposed use is 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 (TLP, 59\_3).

Table 11 of The London Plan provides a range of permitted heights in the

Neighbourhoods Place Type based on street classifications. As the subject site has frontage on a Neighbourhood Connector and is located in Central London, the minimum permitted height is 1-storey and the upper maximum permitted height is 4-storeys.

Further, policy 958\_1 sets out that inside the Primary Transit Area, residential development may be permitted up to 14 storeys in height within the High Density Residential Overlay. Within the Talbot Mixed-Use Area, the HDR Overlay, as identified on Map 2, may be considered for high and medium density residential forms of development, as determined through the zoning by-law amendment process, 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 (TLP, 1027\_).

The proposed residential intensity is consistent with the residential intensification policies of The London Plan that encourage infill development on vacant or underutilized lots (TLP, 939\_5) and the High Density Residential Overlay policies which contemplate a maximum height of 14 storeys for residential development within the Primary Transit Area (TLP, 958\_1). Staff agree the site is in an appropriate location for intensification, given its proximity to existing services, transit, and the downtown. The impacts on adjacent low-rise buildings can be mitigated by building placement, setback and stepbacks, and appropriate landscaping and screening. Staff is also of the opinion that land assembly was not required as the existing lot is considered sufficient to accommodate the proposed use.

### **4.3 Form**

All planning and development applications will conform with the City Design policies of The London Plan (TLP, 194\_). 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 (TLP, 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 (TLP, 252\_ and 253\_). Buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment (TLP, 254\_ and 259\_). To reduce the visual impact of parking, parking for large buildings, such as high-rise residential buildings should be located underground, or integrated within the building design (TLP, 275\_).

The subject site is located in the Neighbourhood Place Type, fronting a Neighbourhood Connector. The London Plan provides that front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector (TLP, 936\_4). The proposed development provides all off-street parking within two levels of underground parking, with no front-yard or surface parking proposed.

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\_). 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 proposed development has been designed with many positive features, which were commended by Urban Design staff. These include: a highly distinguishable principal building entrance facing the street, a high degree of transparent glazing and active uses on the ground floor facing Central Avenue, a reduced front yard setback and provision of underground parking. An elevation depicting the base of the building is

contained in Section 2.1 of this report.

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).

The applicant attended the Urban Design Peer Review Panel (UDPRP) on September 20, 2023. The UDPRP comments and responses provided by the applicant are included in Appendix “F” of this report.

The proposed development is oriented towards Central Avenue to allow for the building to be situated adjacent to the street, as per City Design policies (TLP, 259\_). The building is sited with minimal setbacks from the public street to create a comfortable pedestrian environment and to ensure the base of the building will establish a human scale façade with active frontages (TLP, 259\_1). The proposed development includes the following setbacks:

- South façade fronting Central Avenue: 1.0 metres setback at level 4 (above the podium) and additional 1.7 metres setback at level 10;
- North façade: 1.37 metres setback at level 4 (above the podium) and additional 1.48 metres setback at level 10;
- East façade: 1.96 metres setback at level 4 (above the podium) and additional 1.0 metres setback at level 10;
- West façade: 0.07 metres (7 centimeters) setback at level 4 and additional 1.73 metres setback at level 10.

As previously noted, Staff is recommending a minimum 2-metre step after the first 3-storeys in height of the building fronting Central Avenue and for the rear portion of the building, to help define the base and establish an appropriate human-scale along Central Avenue. The recommended setbacks above the podium are recommended and incorporated into the special provisions to minimize potential impacts and achieve the pedestrian-scale with the adjacent heritage-listed properties. The step-backs will also ease the transition between the 2-storey heritage-listed property at 204 Central Avenue to the proposed development. Given the narrow setbacks between the properties, the step-back will be an important mitigating factor, as noted within the applicant’s Heritage Impact Assessment.

The additional setbacks above the 9<sup>th</sup> floor are proposed by the applicant to help mitigate impacts of the additional height. The properties to the east (204 and 206 Central Avenue) are also within the High Density Residential Overlay and could be expected to develop with a high-rise form. The setbacks provided will help ensure an appropriate setback from the tower portion of the building above the 9<sup>th</sup> storey to the eastern side property line and the adjacent property (TLP, 253\_). The setbacks above the 9<sup>th</sup> floor to the north and south will help mitigate the impact of the high-rise on the surrounding low-rise neighbourhood by minimizing massing, shadowing and visual impact and take the form of slender towers (TLP, 293\_). The applicant has proposed a slender tower portion with a floor plate above the podium of 853.5 m<sup>2</sup> (9,187 square feet) and 693 m<sup>2</sup> (7,462 square feet) at storey 10 and above. Staff is recommending a maximum tower floor plate of 875 m<sup>2</sup> (9,418 square feet) to ensure a slender form while providing flexibility to the applicant. As such, Staff have identified the following design refinements for the building:

- Special zoning provisions for setbacks to mitigate impacts on the existing and planned neighbourhood and listed heritage properties, and to provide a human-scale environment along the proposed building edge:
  - Additional building setbacks above the 3<sup>rd</sup> storey on the front and rear portion of the building;
- Special zoning provision to ensure a maximum tower floor plate of 875 m<sup>2</sup>.

- Include zoning provisions for the encroachment of the outdoor amenity area on top of the cantilevered portion of the building over the drive aisle.

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

#### 4.4 Zoning Provisions

The 'R-10' Zone is intended to permit and regulate medium to high-density development in various forms of apartment buildings. The 'R10-4' Zone permits apartment buildings and special population 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 a density of 303 uph and a maximum height of 26 metres based on the existing zoning.

**Removal Temporary T-70 Zone** – The applicant is requesting the removal of the existing Temporary Use T-70 Zone. As set out in Section 50.2 of the Zoning By-law, the existing T-70 zone permits a commercial surface parking lot at 192-196 Central Avenue, 193-197 Central Avenue and 200 Central Avenue for a temporary period not exceeding three (3) years beginning June 24, 2014. The Temporary Use was extended in 2017 and 2021. As a result of the proposed residential development, the lands will no longer be used for a commercial parking lot and as such, the applicant has requested the T-70 to be removed. Policy 1673\_ of The London Plan sets out that it is not intended that temporary uses will be permitted on a long-term basis and they will not be permitted where there may interfere with the long-term planning of for a site (TLP, 1673\_). Staff are of the opinion that the request to remove the Temporary Use T-70 zone is appropriate based on The London Plan goals to build a mixed-use compact city that will support active mobility choices (TLP, 59\_ & 60\_).

The applicant has requested the following special provisions as part of the application.

**Height** – The applicant is requesting a special provision to permit a maximum building height of 13 storeys or 47.8 metres (including the mechanical penthouse), whereas the Zoning By-law permits a maximum building height of 26 metres or 8 storeys. As the subject site is located in the High Density Residential Overlay, staff are of the opinion that the proposed maximum building height is appropriate based on The London Plan policies (TLP, 958\_) and that the impacts of that additional height have been appropriately mitigated as identified in section 4.3 above.

**Density** –The subject lands currently permit a density of 303 units per hectare, based on the existing zoning. The applicant is requesting a special provision to permit a maximum density of 678 uph. The intent of the HDR Overlay is to support high-density residential development that is pedestrian-oriented and supportive of public transit. The proposed density is consistent with the residential intensification policies of The London Plan that encourage infill development on underused lots (TLP, 939\_5) and the High Density Residential Overlay policies which contemplate a maximum height of 14 storeys for residential development within the Primary Transit Area (TLP, 958\_1). The proposed development is located in the proximity of seven LTC bus routes, which will support the use of transit by future residents. Further, the subject site is located close to the Rapid Transit Corridor Protected Major Transit Station Area along Richmond Street (TLP, Map 10 – Projected Major Transit Station Areas) and Central Avenue is identified as cycling and walking route in The London Plan. Staff are of the opinion that the proposed density of 678 uph is appropriate given the High Density Residential Overlay and will support the viability of existing public transit and active modes of transportation.

**Front yard setback** –The applicant is requesting a special provision to permit a front yard depth of 3.0 metres, whereas 10.48 metres would be the minimum front yard setback required. The reduced front yard setback is commended by staff to site the proposed development closer to the street and create a human-scale relationship with the public realm that is comfortable for pedestrians. Staff is supportive of the reduced front yard setback.

**East interior side yard and rear yard setback** –The applicant is requesting a special provision to permit a minimum east interior side yard depth of 3.1 metres, whereas

19.12 metres is the minimum required and a rear yard setback of 3.4 metres, whereas 19.12 metres is the minimum required. Based on the development proposal and coupled with the staff recommendation for additional stepbacks and maximum tower floor plate, staff have no concerns with the reduced interior side yard and rear yard setbacks. The proposed side yards, stepbacks and building placement ensure appropriate spacing between buildings will exist allowing for light, landscape buffering, sidewalk and fencing. Additionally, the laneway to the rear of the subject lands provides an additional 3.0 metres buffer to the abutting lands.

**West interior side yard setback** –The applicant is requesting a special provision to permit a minimum west interior side yard setback of 12.4 metres, whereas 19.12 metres is the minimum required. Staff have no concerns with the reduced west interior side yard setback, as the driveway, screening, and landscape buffering will ensure appropriate spacing between the proposed development and the existing 2-storey dwelling to the west.

**Minimum landscaped open space** –The applicant is requesting a special provision to permit a minimum landscaped open space of 14.7%, whereas 20% is the minimum required. Staff are supportive of the reduced landscaped open space, as the proposed development provides a total of 271.6 m<sup>2</sup> of outdoor amenity space, located above the driveway that includes soft and hard landscaping as set out in the Landscape Plan provided by the applicant (shown below in Figure 6 & 7). Further, the proposed development is within walking distance of various open spaces in the surrounding neighbourhood, including Victoria Park, Piccadilly Park, Harris Park and the Thames Valley Parkway trail along the Thames River.

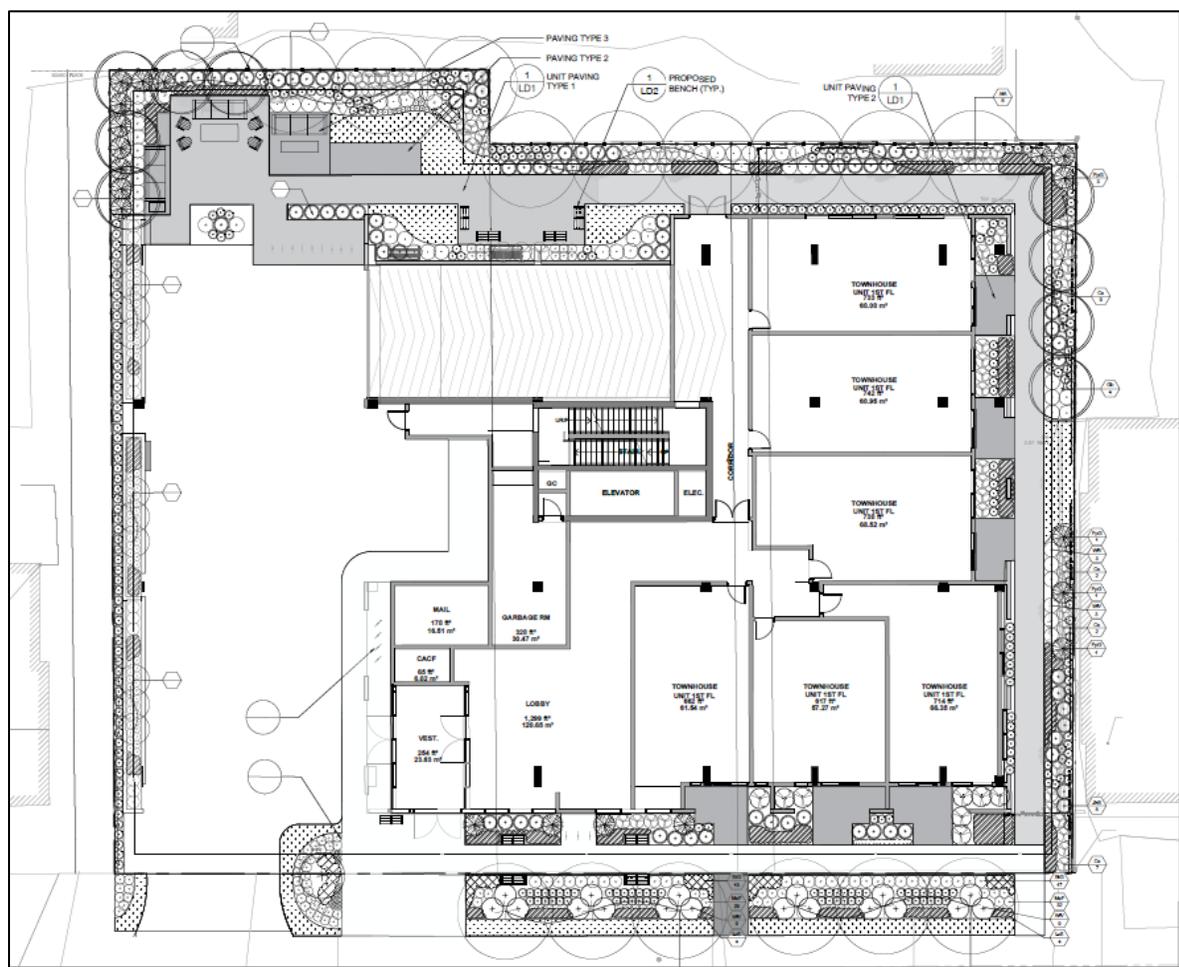


Figure 6: 192-196 Central Avenue Landscape Plan (January 2024)

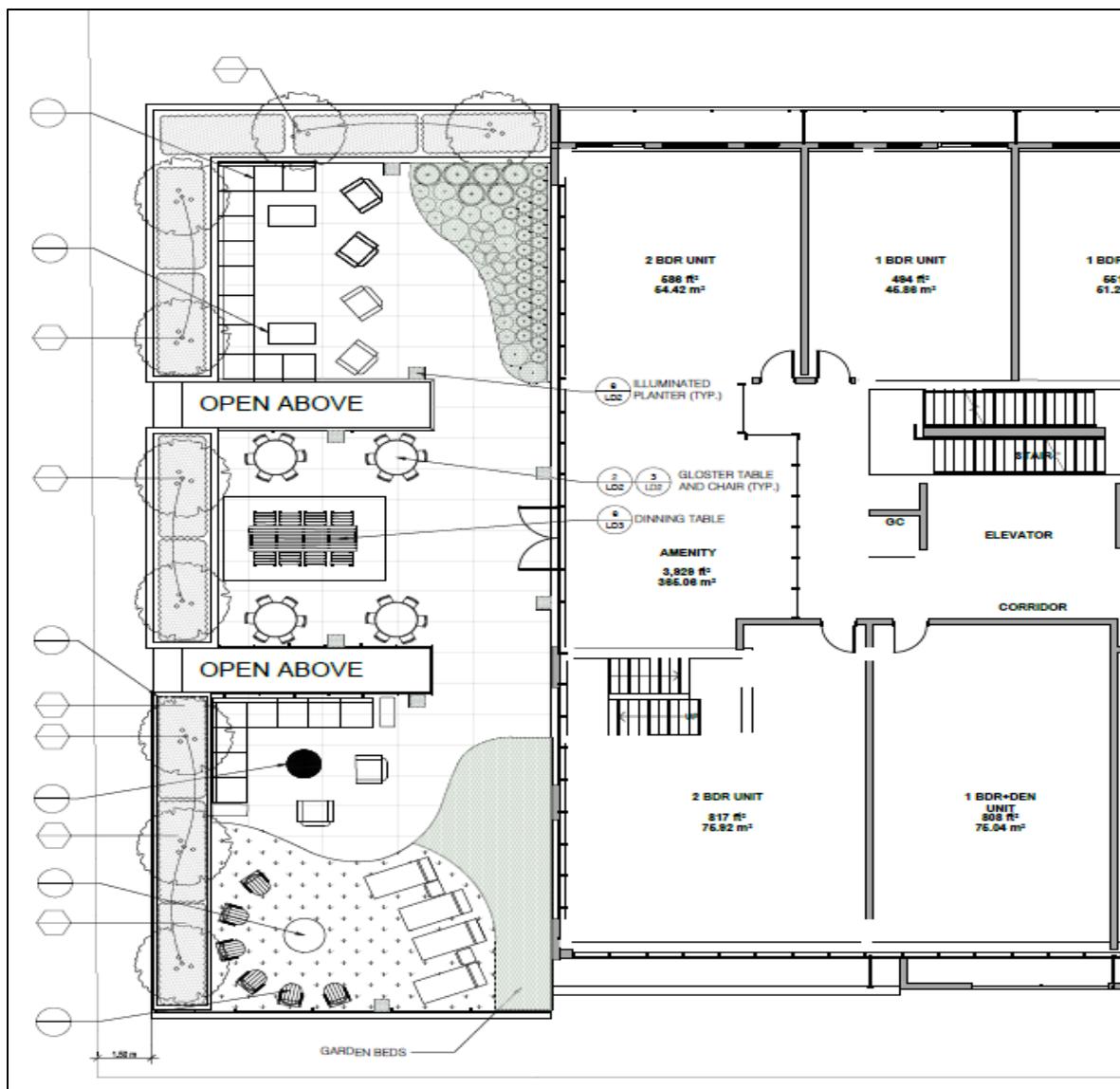


Figure 7: Rooftop Plan 192-196 Central Avenue (January 2024)

**Maximum lot coverage** –The applicant is requesting a special provision to permit a maximum lot coverage of 70.5%, whereas a maximum of 45% is permitted. Staff is of the opinion that the increased lot coverage is appropriate to facilitate intensification within the urban growth boundary on a site that has a High Density Residential Overlay designation. The site is currently occupied by an underutilized land use, and is almost entirely paved and used for surface parking. The potential development will result in additional landscaped areas and will decrease the amount of impervious surfaces on the property.

**Minimum long-term bicycle parking rate** – The applicant is requesting a special provision to permit a minimum long-term bicycle parking rate of 0.8 spaces per unit, whereas 0.9 spaces per unit are required. Staff are supportive of the reduced long-term bicycle rate as the provision of 101 long-term bicycle spaces whereas 113 spaces are required is considered minor in nature. The proposed development includes a total of 114 bicycle parking spaces on-site (101 long-term and 13 short-term) to promote the use of active transportation.

**Staff recommended Special Provisions:**

Staff have identified the following design refinements for the building:

- Special zoning provisions for stepbacks to mitigate impacts on the existing and planned neighbourhood and listed heritage properties, and to provide a human-scale environment along the proposed building edge:
  - Additional building stepbacks of 2.0 metres above the 3<sup>rd</sup> storey on the north and south portion of the building
  - Special zoning provision for a maximum tower floor plate of 875 m<sup>2</sup> to minimize massing, shadowing and impact on neighbouring properties.

- Include zoning provisions for the encroachment of the outdoor amenity area on top of the cantilevered portion of the building over the drive aisle.

#### **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 (The London Plan, 962\_, 963\_ and 964\_). The subject site is identified as being in proximity to Western University. The policies are meant to augment the applicable place type policies and the Our Tools within The London Plan (The London Plan, 962\_).

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

- Plan 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 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 projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties;
- Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of The London Plan;
- 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. Intensification may also occur in some locations within the Neighbourhoods Place where it is permitted in Tables 10 to 12 and meets the Near-Campus Neighbourhoods policies of The London Plan. Intensification is also permitted on lands that are within the High Density Residential Overlay (The London Plan, 967\_).

The proposed development will provide intensification on an underutilized site (surface parking lot) identified for increased heights and intensity through the HDR Overlay and encourages an appropriate high-rise form of development, adjacent to a significant transit corridor. The proposed zoning will ensure that the development will be appropriately accommodated on the site, and within the surrounding context. Further, the proposed development provides for a built form that is considered compatible and respectful to adjacent properties. 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 apartment units and at-grade townhouses will provide a mix of housing types in this area 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 discourages 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 have the High Density Residential Overlay designation and are located adjacent to a higher order street in a strategic location where residential intensification would be appropriate.

#### **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 in the area bounded by Richmond Row to the east, the Downtown to the south, the Thames River to the west and Ann Street to the north. While portions of this area are appropriate for conversion and/or redevelopment, the scale and form of any redevelopment or change in land use shall not adversely impact the amenities and character of the surrounding area (TLP, 1025\_). Additional criteria for evaluation specific to the lands within the High Density Residential (HDR) Overlay 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 area (TLP, 1026\_ & 1027\_)

TLP policy 1030\_ is specific to Central Avenue (between Talbot Street and Richmond Street) within the HDR Overlay, and sets out the lands are appropriate for the development of a mixed-use corridor with a low profile which provides a transition between the higher-intensity uses to the south and the lower-intensity uses to the north. New buildings will be encouraged to adopt a residential style and limitations will be placed on signage, location of parking areas, and additions to buildings. The consolidation of off-street parking at a location that is peripheral to this area shall be encouraged (TLP, 1030\_).

The proposed development provides a high-density residential form of intensification that will provide a high standard of building and site design and contribute to the overall character of the neighbourhood. Based on the analysis provided above, staff is confident the proposed development is appropriate and meets the intent of the Talbot Mixed-Use Area policies.

## 4.7 Heritage

A number of properties in proximity to the site are listed under the Municipal Heritage Register, including 190 Central Avenue, 191 Central Avenue, 204 Central Avenue, 205 Central Avenue/599/601 Richmond Street, 195 Hyman Street, 197 Hyman Street and 199 Hyman Street.

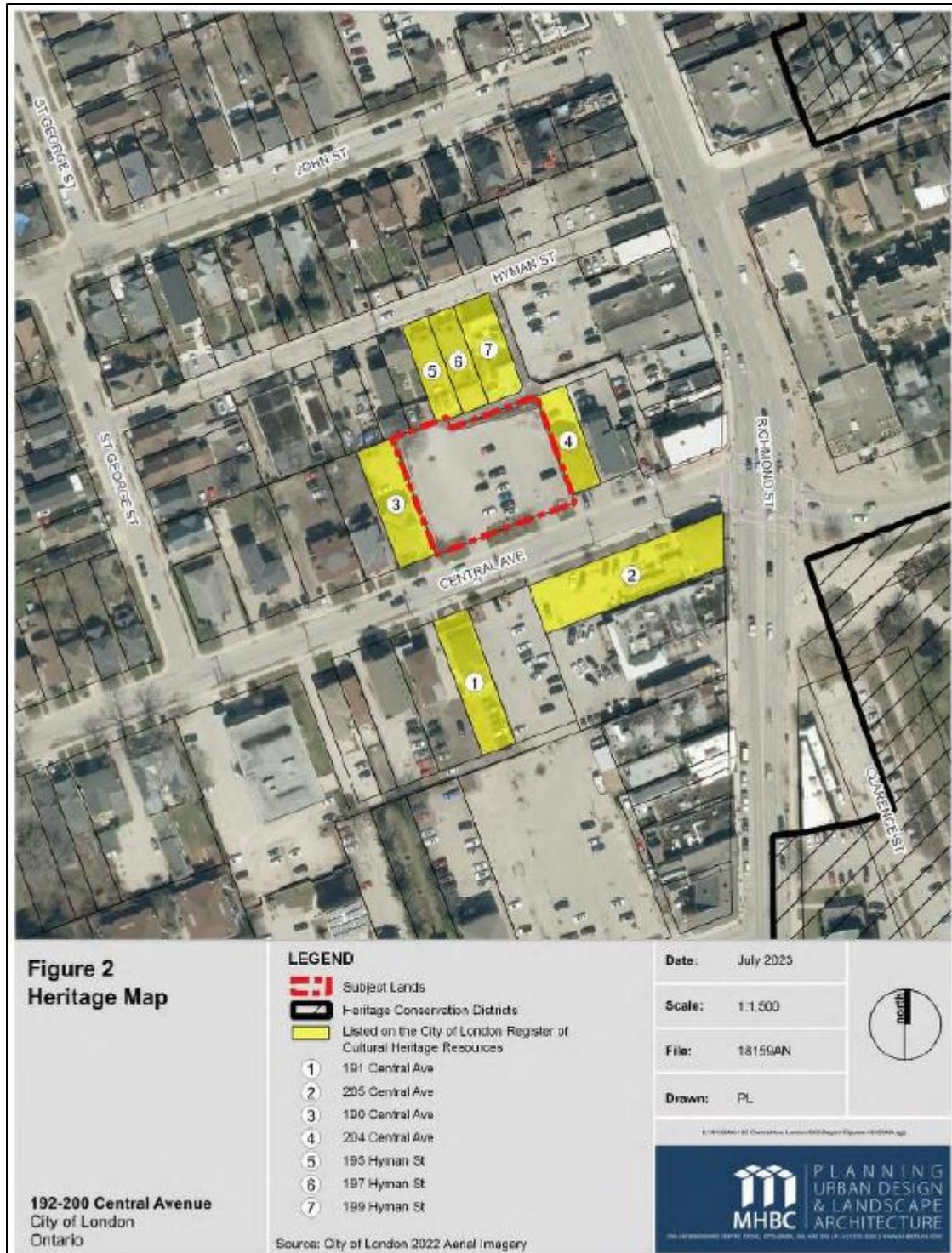


Figure 8: Aerial photo identifying the subject lands with red dotted line and adjacent heritage listed properties on the City's municipal heritage register in yellow.

A Heritage Impact Assessment (HIA) was prepared by MHBC as part of a complete application package to review the relevant historical documents, evaluate potential cultural heritage value, identify cultural heritage resources, assess potential impacts and recommend mitigation impacts. It was determined that there will be negligible impacts of indirect obstruction of kinetic views of the properties located at 190 and 204 Central Avenue and the background view of the properties along Hyman Street. Further, potential impact as a result of land disturbances was identified, in particular the two-level underground parking garage. There is also potential impact as a result of changes to grade and accidental damage from construction activities, equipment and material. The following mitigation and conservation measures have been provided in the HIA to mitigate adverse impacts:

- In order to mitigate the impacts on kinetic views, increased step backs on the front (south) and step back along the east elevation are recommended, in particular as it relates to the building located at 204 Central Avenue.
- Completion of a landscape plan to provide a transitional buffer between the proposed development and surrounding area to integrate the new building into the mature neighbourhood and conserve views;
- Recommendation for a Temporary Protection Plan to be completed specific to construction period for the properties located at 190 and 204 Central Avenue and 199 Hyman Street. This Plan is recommended to include:
  - A Vibration Monitoring Plan to determine the Zone of Influence (ZOI) and implementation thereof if warranted through the completion of the plan;
  - A certification from a structural engineer that the footings and shoring will not damage adjacent cultural heritage resources specifically located at Carriage House located at 199 Hyman Street, the existing buildings located at 190 and 204 Central Avenue;
  - Implementation measures to ensure that construction equipment and material not be stored within the immediate vicinity of the adjacent designated properties and that drainage be monitored to ensure that excavation and changes in grading do not negatively impact the adjacent properties;
  - Pre-condition assessment of buildings including the Carriage House located at 199 Hyman Street, the existing buildings located at 190 and 204 Central Avenue, as visible from the subject lands unless otherwise authorized by adjacent land owners;
  - Hoarding Plan; and,
  - Risk Management Plan.

Staff have agreed with these findings and recommend special provisions related to stepbacks as identified in the HIA to be incorporated into the site.

#### **4.8 Neighbourhood & Agency Concerns**

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

- Scale development
- Lack of Site Plan approval application
- Special provisions
- Reduced setbacks, especially from the west property line
- Shadow impact on surrounding properties
- Lack of affordable housing
- Heritage designation for the North Talbot neighbourhood

Discussion on the scale, special provisions including setbacks and building design can be found within the previous sections of the report (Section 4.1 – 4.3 - Use, Intensity and Form).

##### **Lack of Site Plan approval application**

A Site Plan pre-submission Consultation Meeting was held between the applicant and the City of London. Planning and Development generally do not run these two planning processes concurrently and the Site Plan process is initiated after the Zoning By-law Amendment is completed. It is anticipated that the Site-Plan Approval process will be initiated by the applicant following this Zoning By-law Amendment.

##### **Shadowing**

Since no shadow study was submitted as part of the application, Planning and Development Staff conducted a shadow study, which is shown in Appendix C. The shadow study shows that shadows move relatively quickly, traversing across existing development within approximately 2-3 hours.

### **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.

### **Lack of heritage designation North Talbot Neighbourhood**

The North Talbot area is recognized as a potential future Heritage Conservation District in *Heritage Places 2.0*, a Guideline Document to *The London Plan*. Further study and evaluation are required to determine if the North Talbot area meets the new criteria for a Heritage Conservation District in Ontario Regulation 9/06. At this time, Municipal Council has not directed staff to initiate a Heritage Conservation District Study of the North Talbot area.

## **Conclusion**

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R10/Office Residential/Temporary Zone (R10-4\*H26/OR5\*D303\*H26/T-70)) Zone to a Residential R10 Special Provision (R10-4(\_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit a 13-storey, 126-unit, residential high-rise development.

**Prepared by:** Isaac de Ceuster  
Planner, Planning Implementation

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

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

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

## Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)  
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 192-196 Central Avenue.

WHEREAS Farhi Holding Corporation has applied to rezone an area of land located at 192-196 Central Avenue, as shown of 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 192-196 Central Avenue as shown on the attached map comprising part of Key Map No. A107, **FROM** a Residential R10/Office Residential/Temporary Zone (R10-4\*H26/OR5\*D303\*H26/T-70)) Zone **TO** Residential R10 Special Provision (R10-4(\_)) Zone.
2. Section Number 14.4 of the R10-4 Zone is amended by adding the following Special Provisions:

R10-4(\_) 192-196 Central Avenue

a. Regulations

i) Height (maximum)	47.8 metres (156.8 feet)
ii) Density (maximum)	678 units per hectare
iii) Front Yard Setback (minimum)	3.0 metres (9.8 feet)
iv) Interior Side Yard Setback – east (minimum)	3.1 metres (10.2 feet)
v) Interior Side Yard Setback to main building – west (minimum)	12.4 metres (40.7 feet)
vi) Interior Side Yard Setback to raised amenity space – west (minimum)	1.5 metres (4.9 feet)
vii) Rear Yard Setback (minimum)	3.4 metres (11.2 feet)
viii) Landscaped Open Space (% minimum)	14.7%
ix) Lot Coverage (% maximum)	70.5%
x) Bicycle Parking Rate (long-term)	0.8 spaces per unit
xi) Building Step Back after the first 3-storeys in height on the portion of the building fronting Central Avenue (minimum)	2.0 metres (6.6 feet)
xii) Building Step Back after the first 3-storeys in height for the rear portion of the building (minimum)	2.0 metres (6.6 feet)
xiii) Gross floor area tower portion (maximum)	875 square metres

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 April 2, 2024.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 2, 2024  
Second Reading – April 2, 2024  
Third Reading – April 2, 2024

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



File Number: Z-9695  
 Planner: IDC  
 Date Prepared: 2024/02/09  
 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	Surface Parking Lot
Frontage	49.0 metres (161 feet)
Depth	40.3 Metres (feet)
Area	0.19 Hectares (0.46 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Low-rise residential, office, surface parking
East	Commercial/ retail, restaurant
South	Surface parking, low-rise residential, commercial, institutional
West	Low-rise residential, retail

#### Proximity to Nearest Amenities

Major Intersection	Central Avenue & Richmond Street, 50 metres
Dedicated cycling infrastructure	Central Avenue, 0 metres
London Transit stop	Richmond Street, 100 metres
Public open space	Victoria Park, 120 metres
Commercial area/use	Richmond Row, 60 metres
Food store	Oxford Street Valu-Mart, 700 metres
Community/recreation amenity	Canada Life Recreation Grounds, 1,200 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods, Neighbourhood Connector
Current Special Policies	High Density Residential Overlay, Near-Campus Neighbourhood, Talbot Mixed-Use Area,
Current Zoning	Residential R10/Office Residential/Temporary (R10-4*H-26/OR5*D303*H26/T-70) Zone.

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R10 Special Provision (R10-4( )) Zone

#### Requested Special Provisions

Regulation (R10-4)	Required	Proposed
Height (maximum)	26m	47.8m
Density (maximum)	303 uph	678 uph
Front Yard Setback (minimum)	10.48m	3.0m
Exterior Side Yard Setback	10.48m	3.0m
Interior Side Yard Setback	19.12m	3.1m
Rear Yard Setback (minimum)	19.12	3.4m
Landscaped Open Space (minimum)	20%	14.7%
Lot Coverage (maximum)	45%	70.5%

Regulation (R10-4)	Required	Proposed
Bicycle Parking – Long Term	0.9 spaces per unit (113 spaces)	0.8 spaces per unit (101 spaces)

## C. Development Proposal Summary

### Development Overview

The purpose and effect of the recommended action is to permit the development of a 13-storey, 126-unit residential high-rise building with 68 parking spaces (all underground) with a maximum density of 678 units per hectare.

### Proposal Statistics

Land use	Residential
Form	Apartment Building with 6 townhouse units at grade
Height	13-storeys (48 metres)
Residential units	126
Density	678 uph
Gross floor area	13,979.9 m <sup>2</sup>
Building coverage	70.5%
Landscape open space	14.7%
Functional amenity space	271.6m <sup>2</sup>
New use being added to the local community	Yes

### Mobility

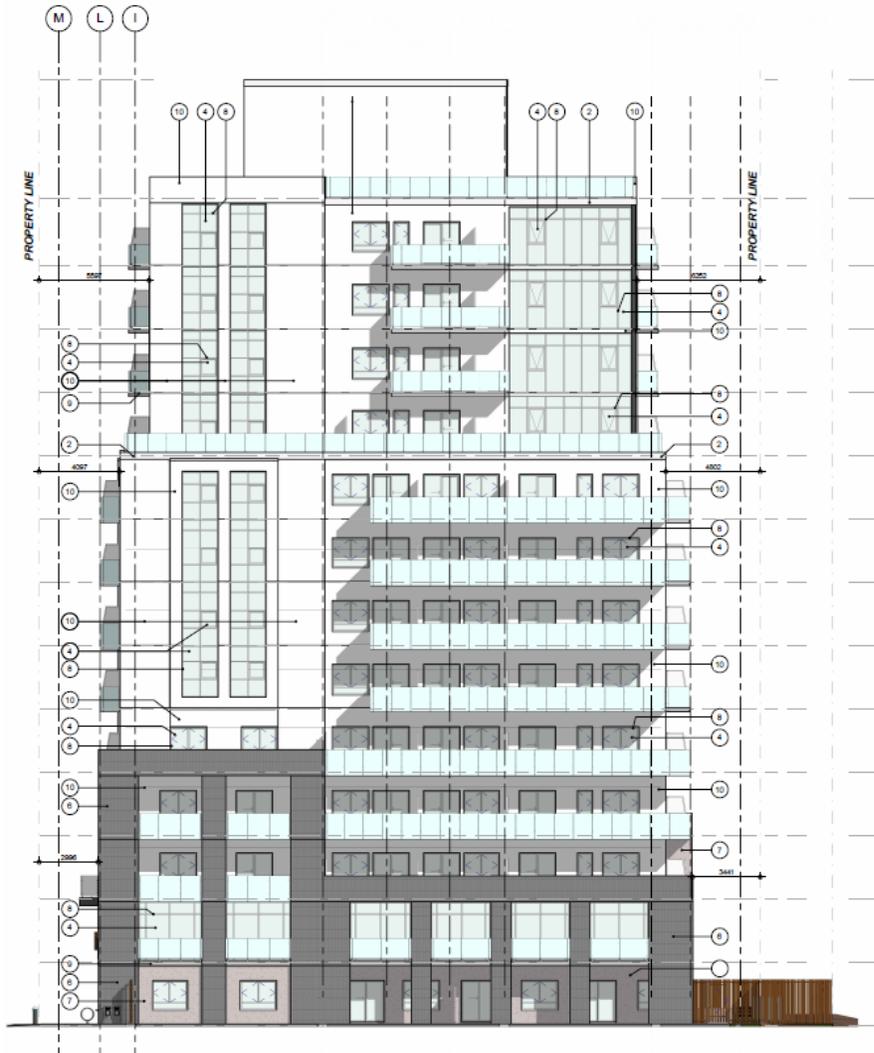
Parking spaces	68 (underground)
Vehicle parking ratio	0.5 unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	101
Secured bike parking ratio	0.8 / unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

### Environmental Impact

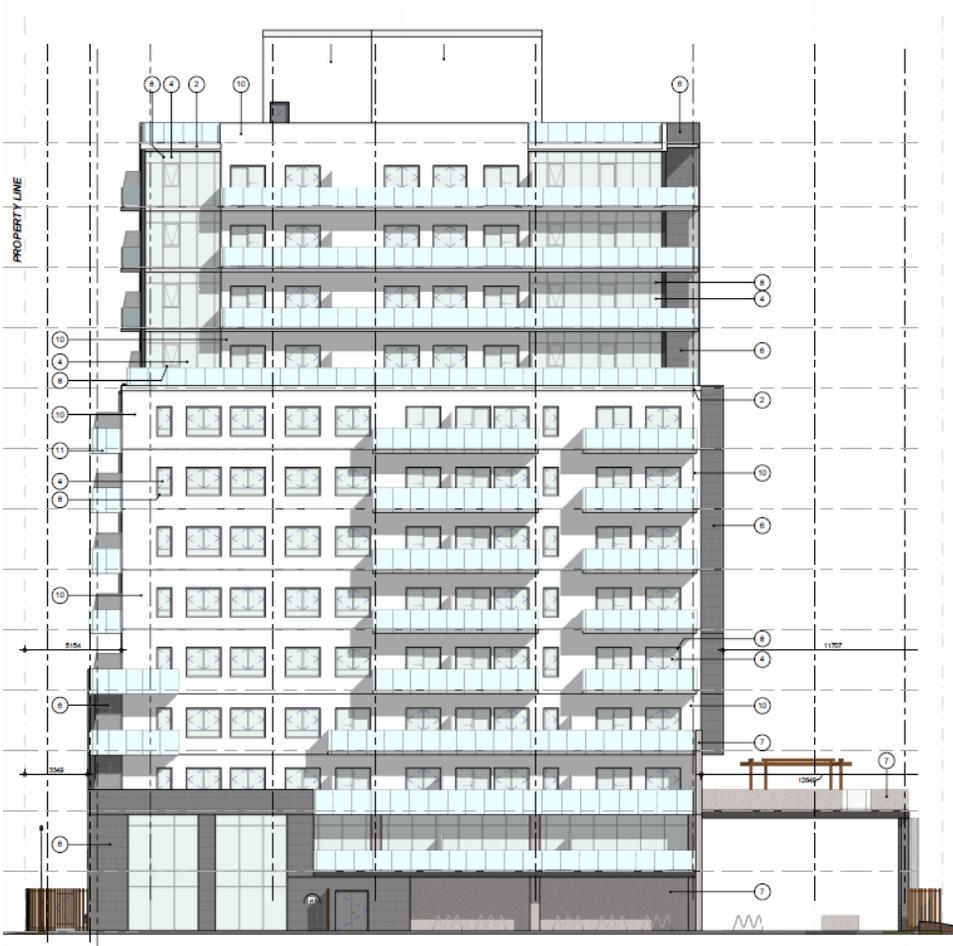
Tree removals	N/A
Tree plantings	10
Tree Protection Area	N/A
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	N/A
Green building features	Unknown / To be determined

# Appendix C – Additional Plans and Drawings

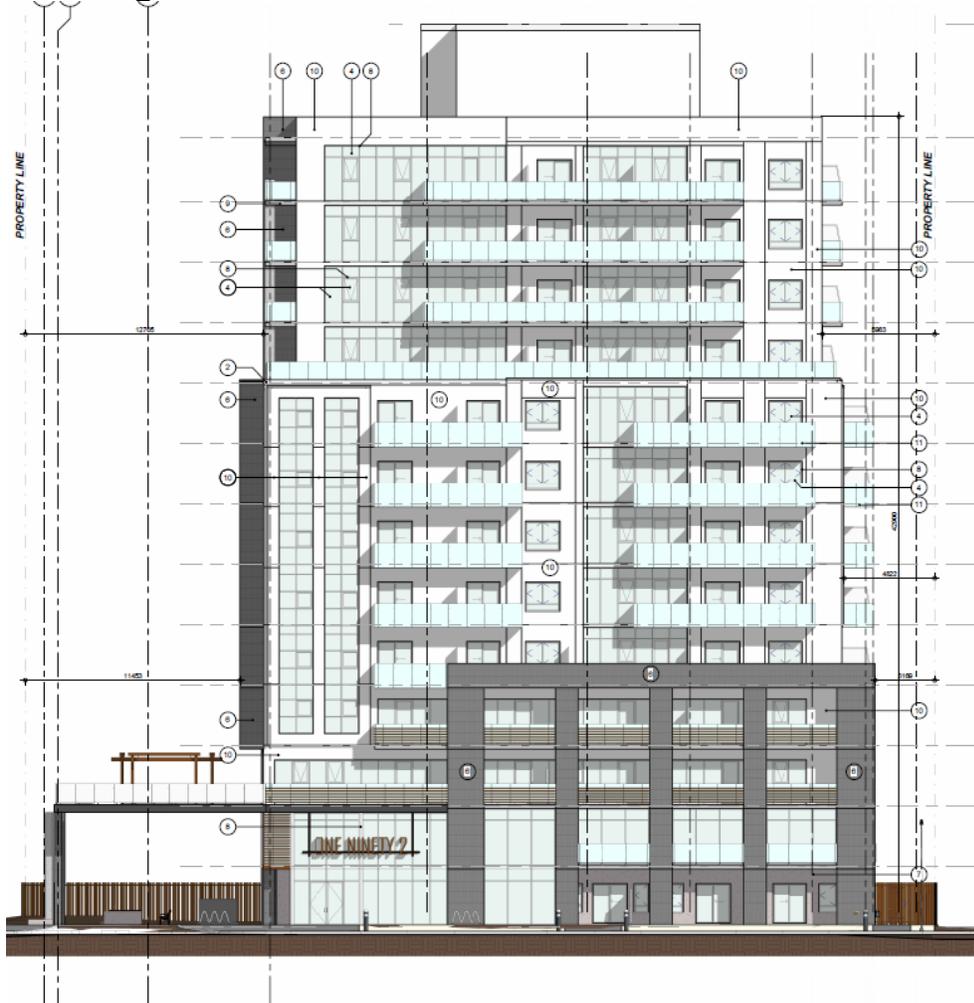
## Building Elevation East



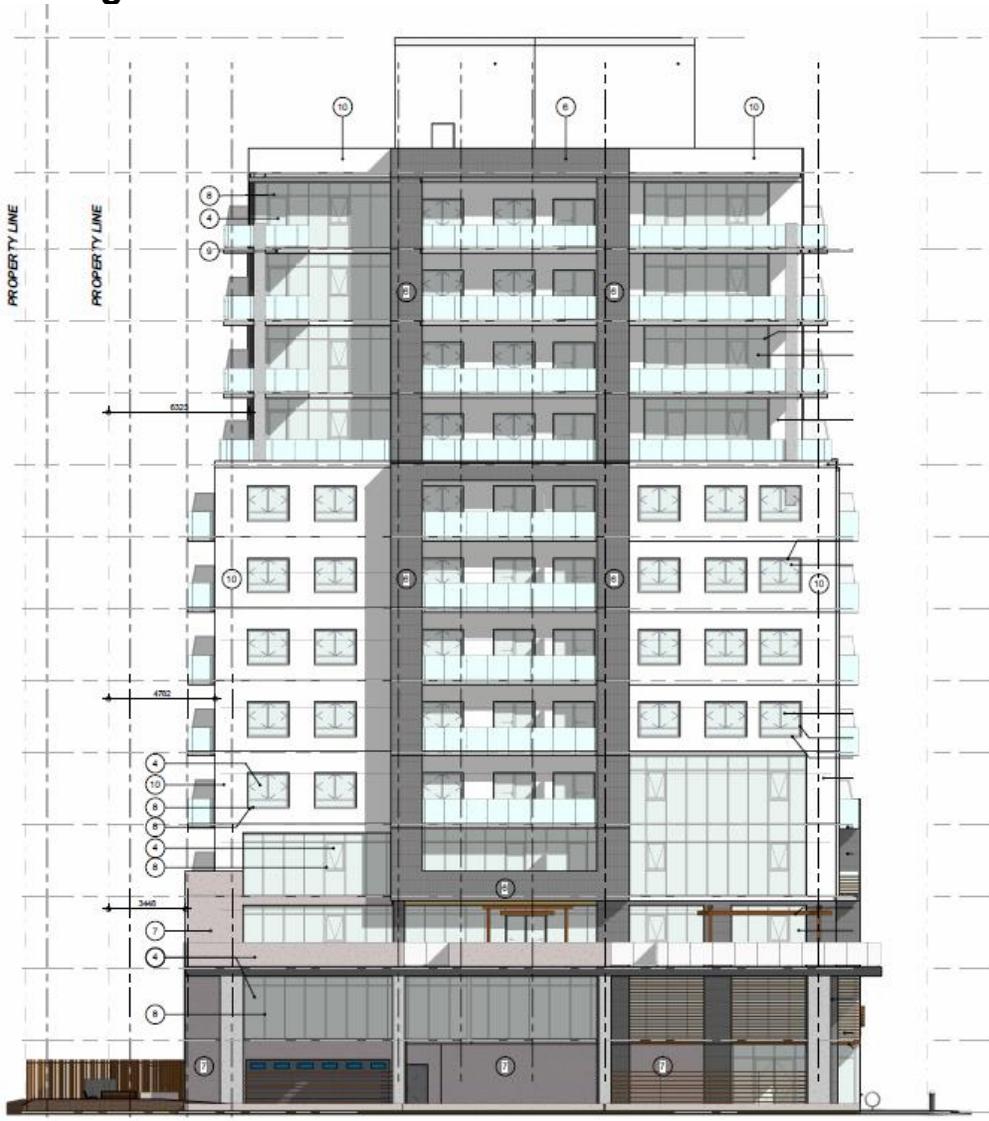
## Building Elevation North



## Building Elevation South



## Building Elevation West



**Shadow Study – April**



*Shadow Study April 8:00 AM*



*Shadow Study April 9:30 AM*



*Shadow Study April 11:00 AM*



*Shadow Study April 12:30 PM*



*Shadow Study April 2:00 PM*



*Shadow Study – April 3:30 PM*



*Shadow Study – April 5:00 PM*



*Shadow Study – April 6:30 PM*

**Shadow Study – December**



*Shadow Study – December 9:20 AM*



*Shadow Study – December 10:50 AM*



*Shadow Study – December 12:20 PM*



*Shadow Study – December 1:50 PM*



*Shadow Study – December 3:20 PM*

**Shadow Study – September & March (Equinox)**



*Shadow Study – September/March 8:45 PM*



*Shadow Study – September/March 10:15 PM*



*Shadow Study – September/March 11:45 PM*



*Shadow Study – September/March 1:15 PM*



*Shadow Study – September/March 2:45 PM*



*Shadow Study – September/March 4:15 PM*



*Shadow Study – September/March 5:45 PM*

**Shadow Study – June**



*Shadow Study – June 7:15 AM*



*Shadow Study – June 8:45 AM*



Shadow Study – June 10:15 AM



Shadow Study – June 11:45 AM



*Shadow Study – June 1:15 PM*



*Shadow Study – June 2:45 PM*



Shadow Study – June 4:15 PM



Shadow Study – June 5:45 PM



*Shadow Study – June 7:15 PM*

## Appendix D – Internal and Agency Comments

### UTRCA – Received January 18, 2024

- 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.

### Parks Planning – Received January 15, 2024

#### *Matters for Site Plan*

- Parkland dedication will be required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized through the Site Plan Approval Process.

### Urban Design – Received January 30, 2024

#### Major Issues

- This site is located within the Neighborhoods Place Type along a Neighbourhood Connector and is within the High Density Residential Overlay (HDRO) area, as well as the Talbot Mixed-Use Area in The London Plan [TLP] which generally contemplates the proposed use and height. Urban Design acknowledges the applicant for proposing the redevelopment of a surface parking lot and supports a residential apartment building use in this location, however, there are concerns with the compatibility of the proposed setbacks, height and massing in the context of the surrounding neighborhood.
- The applicant is commended for proposing a site and building design that incorporates all of the parking underground, a highly distinguishable principal building entrance facing the street, a reduced front yard setback and a high-degree of transparent glazing and active uses on the ground floor. The applicant is encouraged to continue to incorporate these design features as the proposal moves through the development process.

#### Matters for ZBA

- If the proposed 13-storey apartment building is deemed appropriate, Urban Design recommends the following be addressed:
  - Urban Design recommends the following Special Provisions be incorporated into the proposed R10-4( ) Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
    - Maximum height;
    - Street orientation (principal building entrance) toward Central Avenue;
    - Minimum and maximum front yard setbacks to ensure the proposed development is located close to the street, while maintaining 1.0-2.0m of space for canopies, door swings, etc. [TLP Policy 259];
    - Minimum step-back above the 4<sup>th</sup> storey to allow for increased sunlight penetration and to foster a more comfortable and safe pedestrian environment along the street. Urban Design recommends a minimum step-back of 5.0m [TLP Policy 292];
    - The properties to the east (204 and 206 Central Avenue) are also within the HDRO area and could be expected to develop with a high-rise form. Urban Design recommends a minimum setback of 12.5m from the tower portion of the building (above the 8<sup>th</sup> storey) to the eastern side property line to ensure a minimum separation distance of 25.0m is achievable between this building and the adjacent property [TLP Policy 253];
    - Minimum rear and interior side yard setbacks to minimize potential impacts this development may have on adjacent lower-intensity uses (i.e. shadowing, privacy) to ensure the proposed high-rise building is more compatible with the character of the surrounding

neighbourhood and to be more in-keeping with the Talbot Mixed-use Area policies in The London Plan [TLP Policy 199, 253, 1025, 1030].

#### Matters for Site Plan

- Provide individual entrances to ground floor units on the street facing elevations and design amenity spaces as open courtyards or front porches extending into the front setback to create a pedestrian-oriented streetscape and to foster passive surveillance into the public realm [TLP Policy 291]:
  - Provide lockable ‘front-door’ style entrances to these units as opposed to sliding patio doors to distinguish these as unit entrances;
  - Design residential ground floor units to be raised slightly (a maximum of 3 to 5 steps) to avoid headlight glare and provide privacy for residents;
  - Provide direct walkway access from ground floor units to the public sidewalk.
- Provide landscaping and/or street trees along the Central Avenue frontage [TLP Policy 210, 258];
- Ensure rooftop mechanical and utility equipment is screened and/or incorporated into the overall building design [TLP Policy 296];
- Ensure the walkway proposed between the building and the east and rear property lines is designed to alleviate any potential CPTED-related concerns related to lighting, passive surveillance, etc.;
- Provide a full-set of dimensioned elevations for all sides of the proposed building(s) as well as a fully dimensioned and labelled site plan. Further comments may follow upon receipt of the drawings.

#### **London Hydro – Received January 12, 2024**

- 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.

#### **Heritage – Received January 31, 2024**

Heritage staff have received and reviewed the following Heritage Impact Assessment associated with Z-9695:

- MHBC Ltd., *Heritage Impact Assessment, 192-196 Central Avenue, London, Ontario*, July 24, 2023.

Please be advised, heritage staff recognize and are generally supportive of the research, evaluations, and impact assessments included within the HIA. Heritage staff have the following comments on the application:

- Heritage is generally supportive of the proposed re-development of a surface parking lot, however, staff have concerns with the proposed massing, and step-backs of the proposed development within its context adjacent to various heritage-listed properties.
- In order to achieve a design compatible with the adjacent heritage-listed properties, heritage recommends that an increased step-back be used above the podium in order to better achieve the pedestrian-scale with the adjacent heritage-listed properties. An increased step-back will also ease the transition between the 2-storey heritage-listed property at 204 Central Avenue to the proposed development. Given the narrow setbacks between the properties, the step-back will be an important mitigating factor, as noted within the applicant’s Heritage Impact Assessment;
- Heritage will be seeking demonstration that the recommendations included within Section 9 of the Heritage Impact Assessment are implemented through this application. This includes increased step-backs on the east elevation, completion of a Landscape Plan to provide transitional buffers, as well as a Temporary Protection Plan, specific to the construction period as described within the Heritage Impact Assessment.

## **Landscape Architect – Received February 9, 2024**

- One meter setbacks have been provided between the underground parking structure to west, north and east property lines. These setbacks will not meet Site Plan Control Bylaw requirements of 1.5m landscape strips. Soil volumes will be insufficient to support required tree planting along interior property lines.
- An area of significance for tree planting is between the raised amenity area and the residence immediately to the west. Vegetative screening is required, possibly in the form of columnar trees.

## **Site Plan – Received January 23, 2024**

### Major Issues

- Ensure that the paratransit layby area can function without the need for these vehicles to reverse when leaving the property and confirm that the curb radius for the access driveway is at least 9.0 metres.

### Minor Concerns

- The current plan indicates that the underground parking structure is less than the required 1.5 metres from all property lines. Revise these setback distances to allow for landscape screening.
- Visitor parking is required at a rate of 1 space for every 10 units (rather than parking spaces) in accordance with the Site Plan Control By-law and can be included in the total required number of parking stalls by the Zoning By-law Z.-1.
- Widen the access driveway to a minimum of 6.7 metres as is required for residential developments.
- The proposed snow storage strategy presents conflicts with proposed landscaping and functionality, provide further clarification regarding how snow storage will be handled on site.
- Consider flipping the building to have the elevated outdoor amenity space facing east to avoid conflicts with the abutting lands existing situation (the current location would allow for the amenity space to directly abut the residential units adjacent to the site).

Additional comments will be provided at the time of Site Plan Approval. If there are any substantial changes, please recirculate for comment.

## **Engineering – Received February 6, 2024**

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

### **Re-Zoning application comments:**

#### ***Planning & Development:***

- As the municipal infrastructure within the downtown core was not originally designed with numerous high-density developments in mind, the Central Avenue watermain will need to be reviewed to ensure sufficient capacity exists for the proposed development. An h-17 holding provision will be a requirement of zoning approval.
- Engineering has no further comments on this application. For the benefit of the applicant, the below commentary is to be included in the zoning approval with regards to a future siteplan application.

**The following items are to be considered during the siteplan application stage:**

#### ***Wastewater:***

- The existing use is as a parking lot and the applicant is suggesting a 12 storey HD apartment on a 0.18 Ha parcel containing 128 units.
- The municipal sanitary available for the proposed site is a 250mm diameter sanitary sewer on Central Ave.

**Water:**

- The Owner's Engineer shall utilize water design information (peaking factors, demands, etc.) as set out in Chapter 7 of the City of London's Design Specifications and Requirements Manual.
- As the municipal infrastructure within the downtown core was not originally designed with numerous high-density developments in mind, the Central Avenue watermain will need to be reviewed to ensure sufficient capacity exists for the proposed development. A water servicing study will need to be reviewed and approved by Water Engineering prior to the submission of a complete application. The study will need to include both the Central Avenue and St. George Street watermains from Richmond Street to Talbot Street and Central Avenue to John Street respectively, and shall confirm the following:
  - Velocity within the municipal 200mm PVC watermain on Central Avenue will not exceed the City Standard of 2.4m/s under maximum day plus fire flow conditions (sprinkler and hose demand) for the site.
  - A "worst-case" scenario, confirming the maximum hour demands for existing customers, and a 12-storey (91 residential units and 2 commercial spaces) mixed-use development planned for 599-601 Richmond Street, shall not be impacted during a fire-fighting event at the 192-196 Central Avenue development.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

**Stormwater:**

Specific comment for this site:

- As per Drainage area plan Drawing No (16814) and as-constructed Drawing No (16810), the site at C=0.90 is tributary to the existing 450mm diameter storm sewer on Central Ave.
- The proposed land use of a High-rise will (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.
- IF the number of proposed/existing 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 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators.
- 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.
- 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 MECP guidelines and/or as per the EIS field information; and
- shall comply with riparian right (common) law.

The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.

- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- 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 adjacent to MN 206 Central Ave. is 10.058m as per Registered Plan 167(w). Therefore an additional 2.942m widening would be required to attain 13.0m from centerline as per Z-1. Bear in mind that any widening would be save and except any existing structures.

- Detailed comments regarding access design and location will be made through the site plan process.

## Appendix E – Public Engagement

### Community Engagement

**Public liaison:** On January 12, 2024, Notice of Planning Application was sent to 111 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 January 25, 2024. 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 13-storey (48m) residential development with 126 units and a maximum density of 678 units per hectare. Possible change to Zoning By-law Z.-1 FROM a Residential R10 (R10-4\*H26\*D303), Office Residential OR5 (OR5) and temporary (T-70) zone TO a Residential R10 Special Provision (R10-4( )) Zone. Requested special provisions: A height of 47.8 metres whereas 26.0 metres is the maximum permitted; a maximum density of 678 uph whereas 303 uph is the maximum permitted; a front yard setback of 3.0 metres whereas 10.48 metres is the minimum required; a west exterior side yard setback of 3.0 metres whereas 10.48 metres is the minimum required; an east interior side yard of 3.1 metres whereas 19.12 metres is the minimum required; a rear yard setback of 3.4 metres whereas 19.12m is the minimum required; a landscaped open space of 14.7% whereas 20% is the minimum required; a lot coverage of 70.5% whereas 45% is the maximum permitted; a long-term bicycle parking rate of 0.8 spaces per unit whereas 0.9 spaces per unit are the minimum required; and removal of the existing Temporary T-70 Use zone

Public Responses: Two replies received

#### Public Comment #1: Michael Hannay

Dear Isaac,

As you are aware from my email of January 17, 2024, and our subsequent conversations, my wife Alison Hannay and I are the longtime owners and occupants of the property located at [REDACTED], which is located just to the northwest of the subject site. Alison and I are familiar with the existing permissions for the subject site, and we understand that from a current planning perspective the subject site is underutilized as a parking lot. We understand that the current application is only to amend aspects of the zoning for the subject site and that there is no current application for Site Plan Approval. The absence of an application for Site Plan Approval raises some concerns for us regarding the potential content of a site-specific Zoning By-law. As you are aware, the Site Plan Approval process is not a public process and once the site-specific Zoning By-law is in place, City staff have no authority to influence the actual location of the tower on the site if the desired location conforms to the By-law. Without the inclusion of site-specific special provisions in the Zoning By-law Amendment, there is no way to ensure that the various setbacks or stepbacks of the massing of the proposed building will occur as illustrated by the applicant’s development concept (SRM Architects + Urban Designers, November 21, 2023). An application for Site Plan Approval that reflected the concept drawings would provide greater certainty as to what would be built. As it stands, neither the applicant nor any future owner of the subject site would be bound to the general massing shown in the development concept provided with the current application.

One of the merits of the applicant’s development concept is its overall massing with the tower (13-storey) element located close to the eastern edge of the subject site and the stepping down of its massing with the inclusion of a 2-storey element (raised common outdoor amenity area) located on close to the western edge of the subject site. This arrangement of the conceptual massing of the proposed development provides a transition in scale from the more intense uses along Richmond Street to the lower-rise existing properties to the west.

The applicant's requested zoning outlined in the application seeks reduced setbacks of 3.0 metres on Central Avenue, 3.0 metres on the west side yard, 3.1 metres on the east side yard, and 3.4 metres on the rear (north) side yard. Setting aside any discussion of the merits or impacts of these reduced setbacks, we are concerned that should a site-specific by-law be written with only these reduced setbacks to control a potential maximum building envelope the tower portion of the proposed building could be sited as close as 3.0 metres to the west property line eliminating the opportunity for a transition in scale to the low-rise neighbourhood area to the west and north.

To address this concern regarding an appropriate transition in scale, we respectfully suggest that if the Committee should endorse the applicant's Zoning By-law Amendment, that consideration be given to the inclusion of a special provision to the effect that:

***“Above the Second Floor the massing of the proposed building be setback a minimum of 11.0 metres from the west property line.”***

The applicant's development concept currently shows the tower portion of the proposal set back 11.443 metres from the west property line. The suggested 11.0 metre west setback above the second floor provides an additional 0.4 metres of flexibility beyond the current conceptual location of the tower (13-storey) massing.

Additionally, we were interested to see from the applicant's Urban Design Brief that a shadow study was not required by City staff. Although the subject site is covered by the Remnant High Density Overlay it is directly adjacency to lowrise residential properties and, as such, could be fairly considered as infill development. A shadow study was provided as part of the application materials for a proposed 12-storey apartment building at 599-601 Richmond Street, across the street from the subject site. A shadow study would have demonstrated the potential shadowing on the surrounding properties that would be created by the development concept that was provided as part of ZBA application and would have provided information to assist in assessing the merits or the potential negative implications of the requested amendments to the Zoning By-law. As our property at 187 Hyman Street is located within 50 metres of the subject site, we had a shadow study prepared by qualified professionals to assist us in determining the potential shadow impacts that might result from the applicant's development concept. Although we have confidence in our shadow study, we did not have access to the applicant's digital files and so our study should not be assumed to be as exact as a study that could have been provided by the applicant. The following assumptions were used in the preparation of the shadow study:

#### **Shadow Model**

- Model was accurately geo-located to: Lat. – 42.990685N / Long. – 81.252367W (London Ontario)
- Property lines were downloaded from City of London Open Data
- Surrounding building outlines were downloaded from City of London Open Data
- Proposed building was 3D modeled based on the applicant's drawings (SMR Architects November 21, 2023) excluding projecting balconies.
- Site Plan was matched to the downloaded parcel lines – fit correctly.
- Height of existing buildings determined both through Google Street View and Google Earth elevation data. (*Note that surrounding buildings have not been modeled with roof pitches and just extruded to the determined elevation*).

#### **Shadow Analysis**

- Dates included: March 21, June 21, July 21, Aug 21, Sept 21
- Times Includes: 9:18am, 10:18am, final time was chosen when the shadow existed 187 Hyman Street Property.
- Time Zone: UTC-04:00
- Existing shadows shown in grey.
- Shadow from propped building in blue showing overlap with existing shadows.

The shadow study was based on the applicant's development concept and not the potential maximum building envelope that would result from the building setbacks requested by the applicant, which would have cast a larger shadow. The shadow study demonstrates that the potential shadow produced by the applicant's development concept (SMR Architects November 21, 2023) consistently shadows all or portions of our principal outdoor amenity area located on the east side of our property in the morning hours on a year-round basis. We believe that although this level of shadowing exceeds the shadowing that would be produced by the existing By-law, it remains acceptable to us. Based on the shadow study, we believe that if the proposed tower (13-storey) element was allowed to be setback only 3.0 metres from the west property line, which would be possible based on the amendment requested by the applicant, as opposed to the 11.443 metres shown in the applicant's development concept, the resultant shadowing on our outdoor amenity area would be more extensive and continue for a longer duration daily, and would be of concern to us.

Respectfully yours,



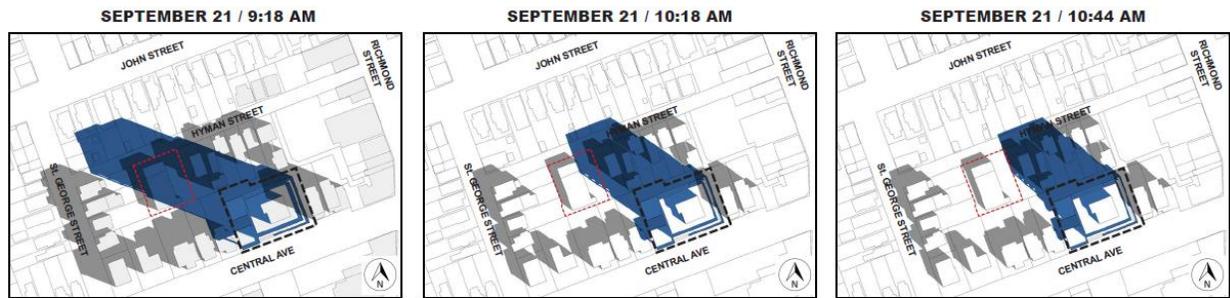
MARCH 21 & JUNE 21 - IMPACT TO 187 HYMAN STREET- For DISCUSSION PURPOSES ONLY  
 192 Central Avenue Shadow Study • London, ON

January 30, 2024



JULY 21 & AUGUST 21 - IMPACT TO 187 HYMAN STREET- For DISCUSSION PURPOSES ONLY  
 192 Central Avenue Shadow Study • London, ON

January 30, 2024



**Public Comment #2: Patricia Cullimore**

To the Members of the Planning and Environment Committee:

To say the proposed application for 192-196 Central Avenue (File Z-9695) is out of scale for this neighbourhood, is an understatement. The proposed building height is 184% of what is permitted. The proposed front yard set back is 349% of what is permitted. The proposed west yard setback is 349% of what is permitted. The proposed east yard setback is 617% of what is permitted. The proposed rear yard setback is 562% of what is permitted. And the proposed lot coverage is 157% of what is permitted. These are not insignificant amendments. If the City planners thought adding four additional stories to Westdell's application for 599-601 Richmond Street (File Z-9607) was "not sympathetic to the existing planned context of the neighbourhood", this proposal takes it to a whole new level. Also, my understanding is that the London Plan recommends that building height should step down, 'bowl-like', between major arteries, not increase in height, which this application proposes.

I saw no reference in this application for badly needed affordable housing units.

There is little point with Council passing by-laws if it is unwilling to uphold them. I am frustrated with Council members who advocate for "the right intensification" and "win-win"s and who publically proclaim that we cannot achieve our housing goals "running roughshod over neighbourhoods" but, only when it pertains to their wards. I am frustrated with Councilors who uphold the London Plan when it suits their purpose and dismiss it as "out-dated" when it doesn't. I am frustrated with having my concerns dismissed because I'm accused of being guilty of the "not in my backyard" syndrome. I am frustrated about being promised a heritage designation for the North Talbot neighbourhood that never materializes. I take the time to make these submissions because I care and want to make my neighbourhood a great place to live. Does this committee?

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

<b>Comment:</b>
The panel supports the proposed use and commends the proponent for provision of a higher density residential infill project on a currently un-built site in the downtown core. Subject to considerations below, the panel generally supports the proposed height and increased density at this location.
<b>Applicant Response:</b>
Acknowledged.
<b>Comment:</b>
A sun/shadow study and street/building cross section would have been beneficial to the discussion.
<b>Applicant Response:</b>
A shadow study was not identified as a complete application requirement for the Zoning By-Law Amendment application. It is anticipated that a shadow analysis will be prepared as part of the site plan application.
<b>Comment:</b>
While a high-density development at this location is appropriate, it appears the proposal may be overbuilt and lacking sensitivity to the context of the neighbourhood. The proposed hyper dense built form typology may be appropriate for downtown, but it seems to be overwhelming for the neighbourhood and lacking effective transition, particularly to properties to the north and west of the site. Refer to further comments on setbacks and architectural treatment of the podium below.
<b>Applicant Response:</b>
We disagree with this assessment, as did two other members of the UDRP. The subject property is located to the immediate west of the intersection of Central and Richmond, which has been planned as a BRT corridor and which will eventually have a BRT station stop. Likewise, the London Plan contemplates the development of the property up to 16 storeys in height. It is also noted that the site backs onto a laneway providing spatial separation to properties to the north.
<b>Comment:</b>
The panel suggest considering a 45-degree angular plane as a benchmark. A mid-rise building may be more appropriate and practical given the lot depth.
<b>Applicant Response:</b>
We disagree with this comment and believe the proposal is consistent with the planned function of the area as set out in the London Plan. The positioning of the massing has been oriented toward the southeast corner of the site, and away from the west side of the site which is the more sensitive interface.
<b>Comment:</b>
The panel suggest that the applicant should conduct a figure-ground analysis to understand the development pattern of the neighbourhood. It appears that the lot coverage of the proposed development is too high. The building setbacks are also very tight and will likely present some limiting distance issues on the east side. We recommend maintaining a reasonable rear yard setback, e.g. minimum 7.5m at the narrowest point; This is crucial to providing appropriate built form transition and ensuring livability.
<b>Applicant Response:</b>
A thorough analysis of the neighbourhood and the site context was completed in advance of the architectural design and planning applications. With regard to rear yard setback, it is our opinion that the setback proposed is appropriate given the planned urban context and that the site is bound by a laneway to the rear which provides additional spatial separation to lands to the north.

<b>Comment:</b>
The additional rear yard may accommodate amenity spaces and the proposed parking ramp. Currently the green space at grade around the building is minimal and relies on making improvements to the City's property. We recommend that the applicant confirms with the City whether landscaping on city property will be permitted as shown.
<b>Applicant Response:</b>
No change in rear yard setback is proposed. The outdoor amenity space has been located in the northwest corner of the site, where the lot line extends further north providing an inviting space for outdoor recreation.

<b>Comment:</b>
The panel suggests that additional building setback from the rear lot line should be required for floors above the podium.
<b>Applicant Response:</b>
No change proposed. The tower floor plate has been limited to 1,000 square metres and stepbacks have been provided from the front façade, responding to the public realm. The laneway at the rear of the site is primarily utilitarian in nature and does not act as a frontage which would benefit from similar stepping.

<b>Comment:</b>
Despite additional considerations to height, the panel agrees that a rectangular shaped building oriented in the EW direction along the street is appropriate.
<b>Applicant Response:</b>
Acknowledged.

<b>Comment:</b>
The panel notes that the slope of the ramp to the parking, currently shown at 18%, will be a challenge. This is rather steep by most typical standards.
<b>Applicant Response:</b>
Through the site plan approvals process, the ultimate grade of the ramp may be revised. If the current slope is maintained, it is anticipated that this portion of the ramp would be heated.

<b>Comment:</b>
Consider placing the walkway on the east side of the building further east adjacent to the fence. This will allow for a larger landscape buffer for the ground floor units and a better opportunity for the landscape to grow and flourish.
<b>Applicant Response:</b>
8 This comment will be considered through the ultimate site plan application, where the landscape design will be confirmed.

<b>Comment:</b>
The panel suggest that alternate consideration be given to a mid-rise form. A mid-rise building may be more appropriate for the context. A mid-rise building could form a street wall along Central Avenue with a clear expression of a 2-storey base and step backs on the upper floors to avoid canyon effects.
<b>Applicant Response:</b>
No change to the height of the building is proposed. As noted above, and agreed with by two of the three UDRP members, the site is ideal for intensification and an appropriate location for the proposed height and scale, in keeping with the London Plan.

<b>Comment:</b>
If a high-rise building can be supported, the panel recommends that simplifying the form of the podium and tower should be considered. Given the context and the proposed uses, a podium height of two stories could be considered to relate to the scale of adjacent buildings more clearly, and two accurately represent the two storey townhouse units. Relatively minimal interior side yard setbacks could be maintained to help provide a strong urban frontage. We suggest the tower should setback from both interior lot lines to satisfy the tower separation requirements for future adjacent developments. We recommend the tower should also setback from the edge of the podium in the front (but perhaps not to the extent suggested by staff).
<b>Applicant Response:</b>

Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

**Comment:**

The panel suggest that alternate consideration be given to a mid-rise form. A mid-rise building may be more appropriate for the context. A mid-rise building could form a street wall along Central Avenue with a clear expression of a 2-storey base and step backs on the upper floors to avoid canyon effects.

**Applicant Response:**

No change to the height of the building is proposed. As noted above, and agreed with by two of the three UDRP members, the site is ideal for intensification and an appropriate location for the proposed height and scale, in keeping with the London Plan.

**Comment:**

The panel notes that the roof top amenity space is a very positive move and will require appropriate detailing and buffering from the property to the west. Consider providing more architectural piers and screening at the ground level, for example, to help buffer the driveway from the adjacent building to the west.

**Applicant Response:**

Through the site plan approvals process, these comments will be further considered and potentially integrated into the design of the base of the building.

**Comment:**

The panel commends the inclusion of a generous indoor amenity space adjacent to the outdoor amenity space. However, we recommend relocating the indoor amenity space from the 2nd-3rd floor to the 3rd-4th floor. This way the larger amenity space will open directly to the roof terrace rather than the underside of the driveway soffit. The 2nd floor space could be reprogrammed with apartments facing north and south. This will still provide an appropriately active frontage to the podium along Central Avenue.

**Applicant Response:**

Through the site plan approvals process, these comments will be further considered which may result in changes to the location of the amenity space.

**Comment:**

Alternatively, relocating the rooftop amenity space to open the west edge of the site to make a brighter court of arrival could be considered. Also, if the design is reconceptualized, and a narrow rectangular shaped building along the street is proposed, a 'porte cochère' under the building that leads towards a functional rear yard noted above may be appropriate.

**Applicant Response:**

No change to the location of the rooftop amenity space is proposed at this time.

**Comment:**

Overall, a quieter architectural expression can be beneficial regardless of height. Given the proposed function, the design should aim at creating a rhythmic 2-storey podium with details and quality materials such as brick and masonry. We suggest the upper floor elevations could be simpler and quieter.

**Applicant Response:**

No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

**Comment:**

The panel recognizes that the view from Richmond Street toward the south-east corner of the building will be a prominent view in the neighbourhood. Subject to comments above regarding simplifying the tower, consider reorganizing fenestration on the elevations so that the view of the south-east corner of the tower is emphasized.

**Applicant Response:**

No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

**Comment:**

The panel suggest that the 4-storey “framing” element at the SE corner of the building may be unnecessary and could be reconsidered. It may be an improvement for the architectural expression to be truthful to the functions. The proposed 2-storey grade-related units are elements conducive to compatibility. A clear expression of a 2-storey podium would make architectural and urban design sense.

**Applicant Response:**

No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered. These comments will be considered through this process.

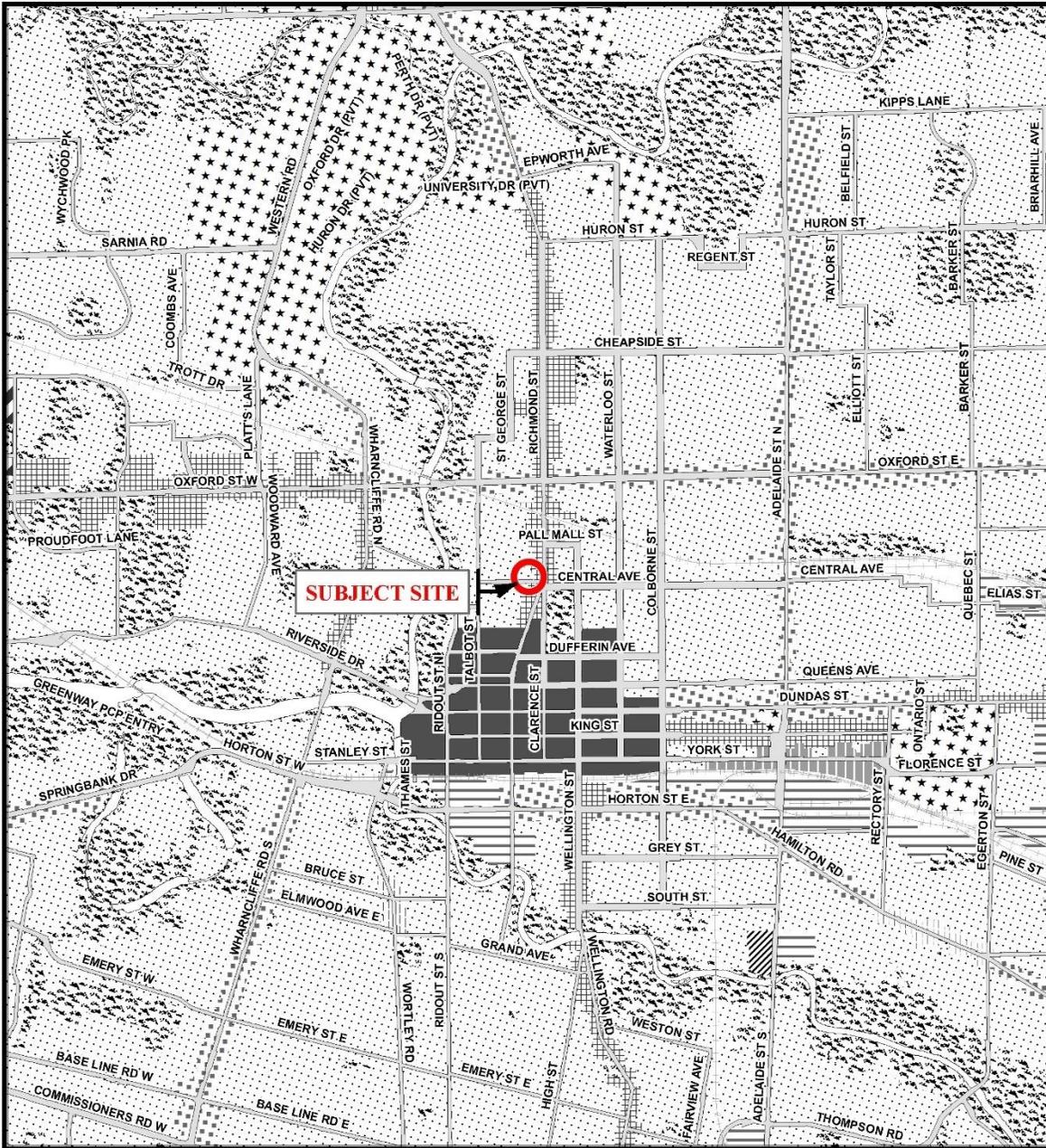
**Comment:**

Consider an all masonry building as it is in keeping with the neighborhood context of brick buildings. The panel suggests this would transform the development into a more successful solution.

**Applicant Response:**

No change proposed at this time. Through the site plan approvals process, the ultimate design of the podium and tower will be considered, including materials. These comments will be considered through this process.

# Appendix G – Relevant Background



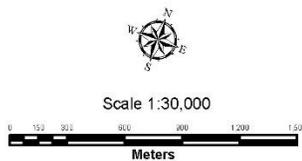
## Legend

- |                        |                          |                                         |
|------------------------|--------------------------|-----------------------------------------|
| 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 the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

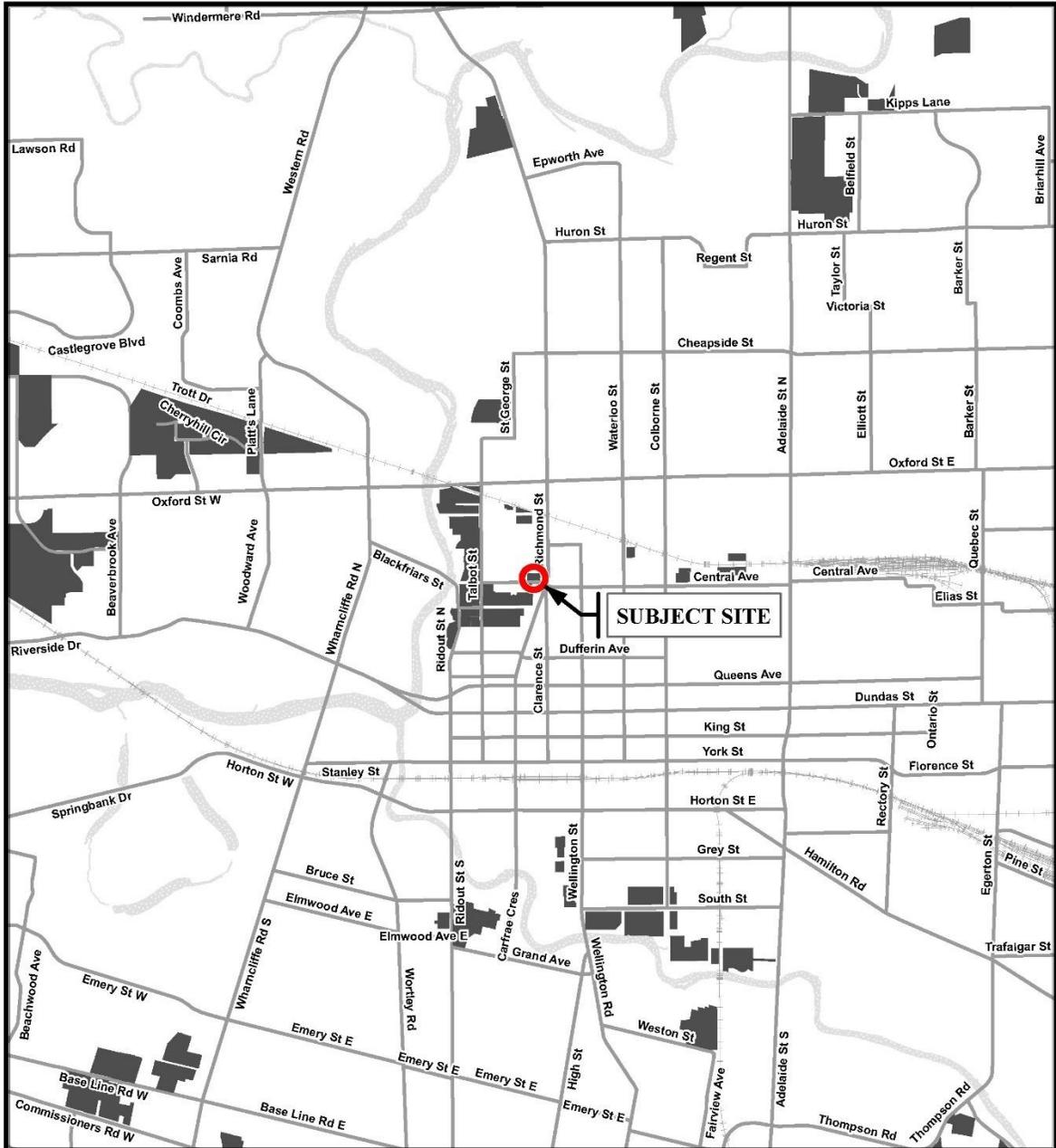
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

**CITY OF LONDON**  
 Planning Services /  
 Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning Services



**File Number:** Z-9695  
**Planner:** IDC  
**Technician:** RC  
**Date:** February 9, 2024

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

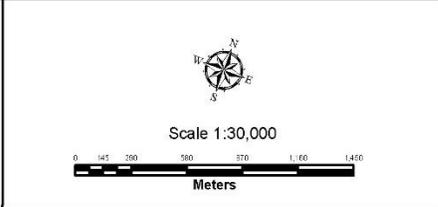


### Legend

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

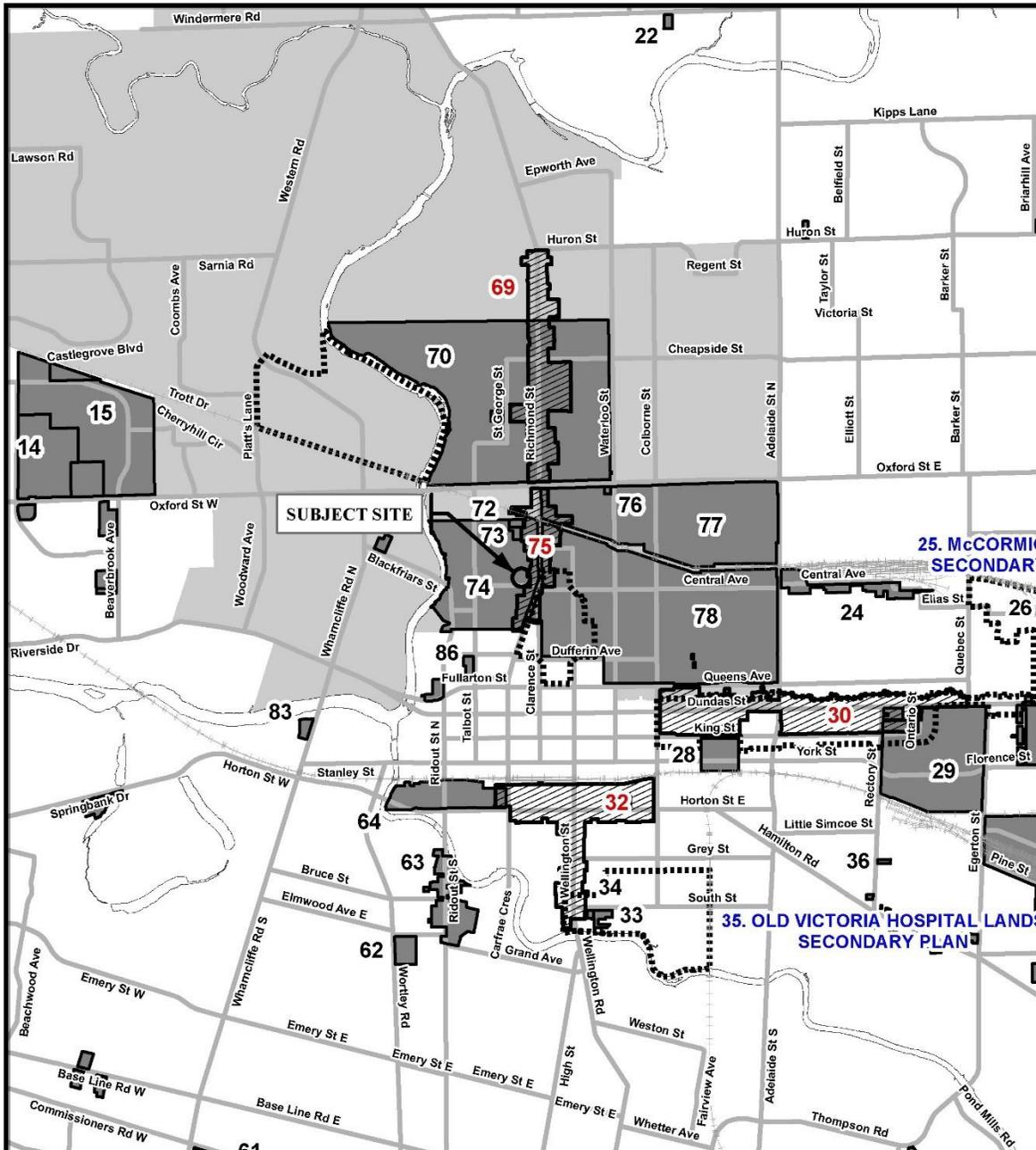
*This is an excerpt from Planning & Development's working consolidation of Map 2 - High Density Residential Overlay (From the 1989 Official Plan) of the London Plan, with added notations.*

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 2**  
**- HIGH DENSITY RESIDENTIAL OVERLAY -**  
**(FROM THE 1989 OFFICIAL PLAN)**  
 PREPARED BY: Planning & Development



**File Number:** Z-9695  
**Planner:** IDC  
**Technician:** RC  
**Date:** February 12, 2024

# The London Plan Map 7 – Specific Policy Areas



**LEGEND**

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

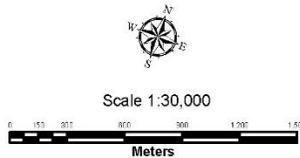
**BASE MAP FEATURES**

- 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-9695

PLANNER: IDC

TECHNICIAN: RC

DATE: 2/12/2024

# Zoning By-law No. Z.-1 – Zoning Excerpt



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

- |                                           |                                   |
|-------------------------------------------|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            | OS - OPEN SPACE                   |
| R7 - SENIOR'S HOUSING                     | CR - COMMERCIAL RECREATION        |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | ER - ENVIRONMENTAL REVIEW         |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | OB - OFFICE BUSINESS PARK         |
| R10 - HIGH DENSITY APARTMENTS             | LI - LIGHT INDUSTRIAL             |
| R11 - LODGING HOUSE                       | GI - GENERAL INDUSTRIAL           |
| DA - DOWNTOWN AREA                        | HI - HEAVY INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | EX - RESOURCE EXTRACTIVE          |
| CSA - COMMUNITY SHOPPING AREA             | UR - URBAN RESERVE                |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | AG - AGRICULTURAL                 |
| BDC - BUSINESS DISTRICT COMMERCIAL        | AGC - AGRICULTURAL COMMERCIAL     |
| AC - ARTERIAL COMMERCIAL                  | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL           | TGS - TEMPORARY GARDEN SUITE      |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RT - RAIL TRANSPORTATION          |
| CC - CONVENIENCE COMMERCIAL               |                                   |
| SS - AUTOMOBILE SERVICE STATION           | "h" - HOLDING SYMBOL              |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "D" - DENSITY SYMBOL              |
| OR - OFFICE/RESIDENTIAL                   | "H" - HEIGHT SYMBOL               |
| OC - OFFICE CONVERSION                    | "B" - BONUS SYMBOL                |
| RO - RESTRICTED OFFICE                    | "T" - TEMPORARY USE SYMBOL        |
| OF - OFFICE                               |                                   |

**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-9695

IDC

MAP PREPARED:

2024/02/09

RC

1:1,000

