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File: OZ-8203  
Planner: B. Turcotte

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING &amp; ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: UNIVERSITY OF WESTERN ONTARIO 401-463 PLATT'S LANE PUBLIC PARTICIPATION MEETING ON NOVEMBER 12, 2013</b>

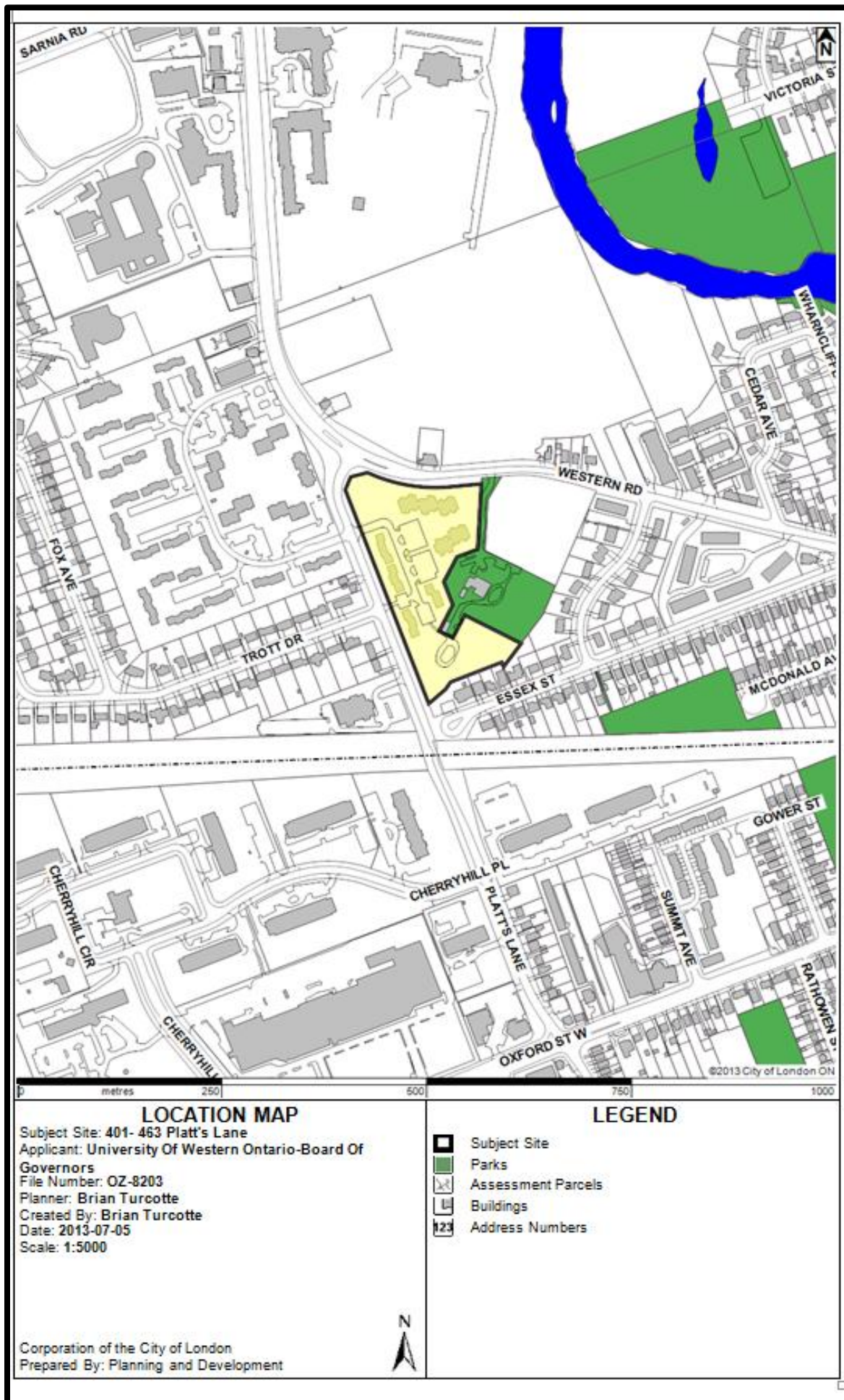
<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of the University of Western Ontario relating to the property located at 401-463 Platt's Lane:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 19, 2013 to amend the Official Plan to change the designation of the subject lands **FROM** a Multi-family, Medium Density Residential designation **TO** a Multi-family, High Density Residential designation;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 19, 2013 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R5/Residential R8 (R5-6/R8-2) Zone **TO** a Residential R9 Special Provision (R9-7(\_))•H20•D123) Zone and Holding Residential R9 Special Provision (h-95•R9-7(\_))•H20•D123) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider implementing the following design matters through the site plan process:
  - i) Development of this site which is generally in keeping with the conceptual site plan, landscape plan, and elevations attached hereto as Appendix "C", with the exception of the proposed 6-storey apartment building located at the northwest corner of the subject site;
  - ii) Reorientation of the proposed 6-storey apartment building, located at the northwest corner of the subject site, as illustrated on Appendix "C", such that the building edges are generally parallel to both Western Road and Platt's Lane to create a street wall and that the corner of the proposed building creates a prominent view terminus at this visible location prior to the removal of the h-95 holding provision;
  - iii) In addition to ii) (above), the inclusion of active ground uses (such as: entrances, lobbies, amenities common rooms), particularly adjacent to the intersection, within the proposed 6-storey apartment building in order to create an active street edge;
  - iv) Provision of an urban landscape treatment rather than a fence, including elements such as structured terraced planters, along Platt's Lane to define the edge of the site; and,
  - v) Utilization of varying building designs for the three sections of the 3-storey building in order to provide variation and articulation along the street edge of the pedestrian environment (i.e. making the building appear as though it is three distinct buildings).

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**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

None.

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of the recommended Official Plan and Zoning By-law Amendments is to facilitate the redevelopment of this site including the replacement of four existing two-storey townhouses with a new three-storey (180 unit) apartment building and the construction of a new six-storey (108 unit) apartment building while retaining the existing three-storey (60 unit) townhouse complex to be serviced by a minimum of 76 on-site surface parking spaces.

**RATIONALE**

1. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2005*.
2. The recommended amendment is consistent with the policies of Chapter 3 – Residential Land Use Designations – of the Official Plan.
3. The conceptual site plan depicts coverage, setback and landscaped elements that meet or exceed the minimum requirements of the recommended Residential 9 (R9-7) Zone.
4. The recommended Special Provision providing for a minimum of 76 on-site parking spots is consistent with the historic parking demands for on-campus housing at Western University.
5. The proposed development is consistent with the Council-approved “Great Near-Campus Neighbourhoods Strategy” which recommends that opportunities are sought for more on-campus housing that is either built or operated by an academic institution by a private sector partner.
6. The recommended form of development is consistent with the form of development envisioned for this site through the BIGS Study.

**BACKGROUND**

<b>Date Application Accepted:</b> June 12, 2013	<b>Agent:</b> Merrilee Hoffman (+Architects)
<p><b>REQUESTED ACTION:</b> Possible amendment to Official Plan to change the Official Plan land use designation for the subject site from a Multi-Family Medium Density Residential designation to a Multi-Family High Density Residential designation. Possible amendment to Zoning By-law No. Z.-1 to change the zoning from a Residential R5/Residential R8 (R5-6/R8-2) Zone to a Residential R9 Special Provision (R9-7( )) Zone to permit: apartment buildings; lodging houses class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and, continuum-of-care facilities at a maximum density of 150 units per hectare and height of 20 metres. The applicant is further seeking to reduce the number of required on-site parking spaces from 435 to 76 parking spaces in a post-development scenario.</p>	

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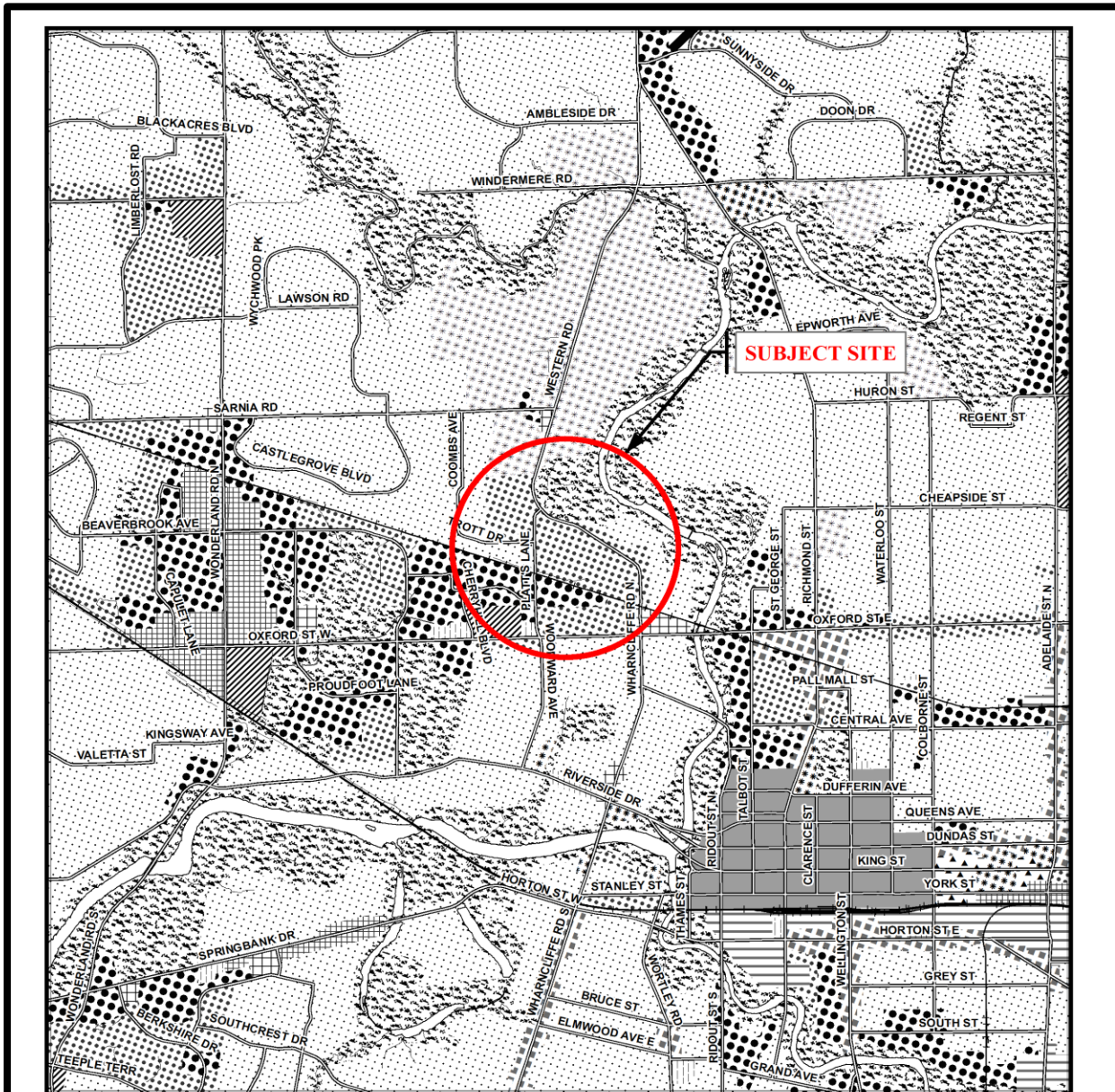
<p><b>SITE CHARACTERISTICS:</b></p> <ul style="list-style-type: none"> <li>• <b>Current Land Use</b> – Five, three storey, multi-unit residence buildings (containing a total of 60 units) and four, two storey townhouse buildings (containing a total of 26 units).</li> <li>• <b>Frontage</b> – Platt’s Lane frontage of 297 metres (974 ft.) and a Western Road frontage of 165 metres (541 ft.).</li> <li>• <b>Depth</b> – Lot depth varies from 44 metres to 157 metres (144 ft. – 515 ft.).</li> <li>• <b>Area</b> – 2.8 hectares (7 acres)</li> <li>• <b>Shape</b> - Irregular</li> </ul>
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<p><b>SURROUNDING LAND USES:</b></p> <ul style="list-style-type: none"> <li>• <b>North</b> - the campus of the University of Western Ontario</li> <li>• <b>South</b> - Low and high density forms of residential development</li> <li>• <b>East</b> - Grosvenor Lodge</li> <li>• <b>West</b> - Low and medium density forms of residential development</li> </ul>
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<p><b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map on Page 5)</p> <p><b>MULTI-FAMILY, HIGH DENSITY RESIDENTIAL – SCHEULE A (LAND USE)</b> – The primary permitted uses in the Multi-Family, High Density Residential designation shall include low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses.</p> <p><b>NEAR-CAMPUS NEIGHBOURHOODS AREA</b> – Encourage appropriate intensification that supports the vision for Near-Campus Neighbourhoods and discourages inappropriate forms of intensification that may undermine the long-term stability and established vision for Near-Campus Neighbourhoods.</p>
<p><b>EXISTING ZONING:</b> (refer to Zoning Map on Page 6)</p> <p><b>RESIDENTIAL R5/RESIDENTIAL R8 (R5-6/R8-2)</b> This R5 Zone provides for and regulates medium density residential development in the form of cluster townhouses. Different intensities of development are permitted through the use of the seven zone variations. The higher density zone variation has been designed to accommodate stacked townhouses. The R8 Zone provides for and regulates medium density development in the form of low rise apartment buildings which will vary in form depending on adjacent land uses, but in no case shall exceed 16 metres (52.5 feet) in height. The zone variations are differentiated on the basis of coverage and density.</p>

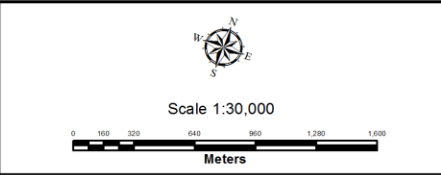
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Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

**CITY OF LONDON**  
 Department of  
 Planning and Development  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services

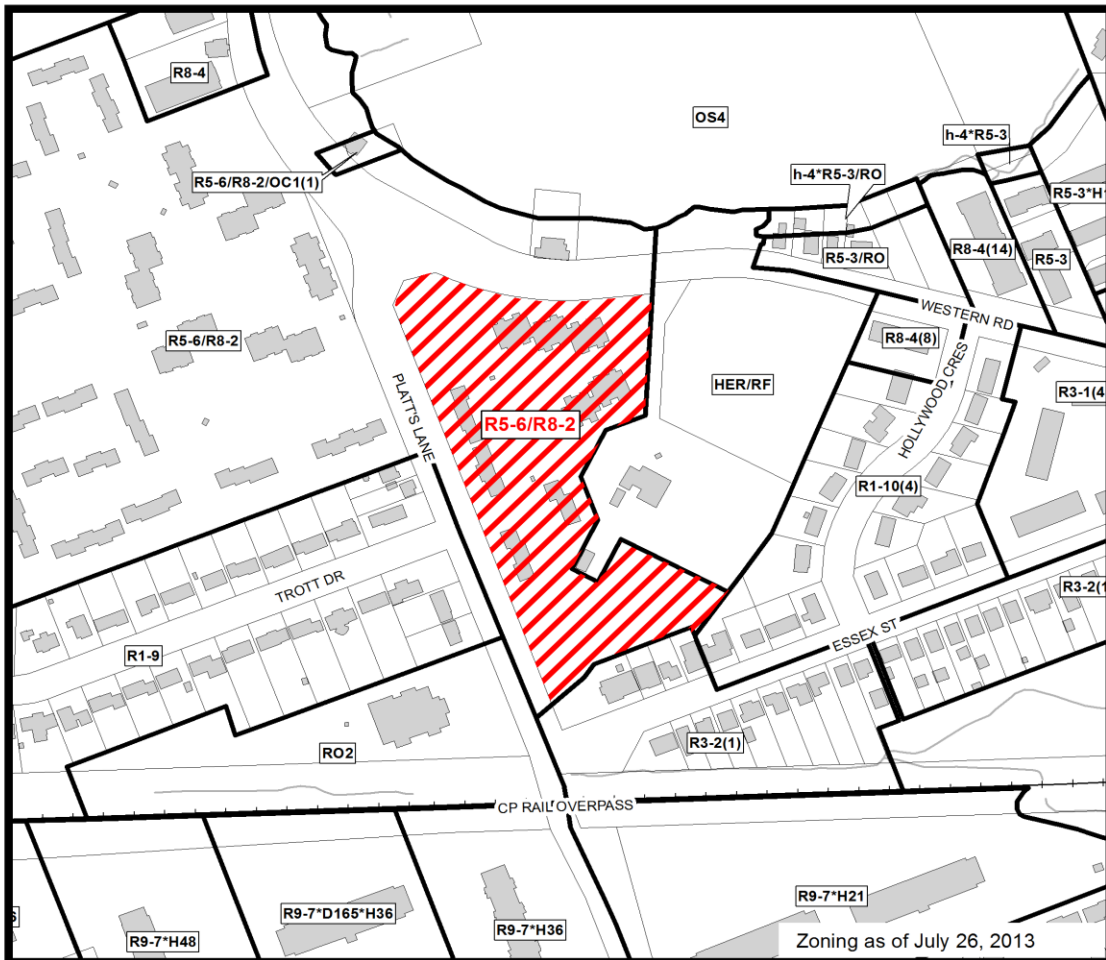


FILE NUMBER: OZ-8203  
 PLANNER: BT  
 TECHNICIAN: CK  
 DATE: 2013/08/23

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\conso\00\excerpts\mxd\_templates\scheduleA\_NEW\_b&w\_8x14.mxd

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**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R5-6/R8-2**

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE
  
- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE
  
- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
  
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW
  
- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
  
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION
  
- "h" - HOLDING SYMBOL
- "d" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

2) ANNEXED AREA APEALED AREAS

**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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



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

FILE NO:  
OZ-8203 BT

MAP PREPARED:  
2013/08/26 CK

1:3,700  
0 15 30 60 90 120  
Meters

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**PLANNING HISTORY**

The Platt's Lane Estate project (known as Platt's Lane East and Platt's Lane West) was developed in the 1970's under a Federal (social) Housing Program. The development, which consists of approximately 400 units on both the east and west side of Platt's Lane, was built as a complex of multiple buildings with their own internal streets and shared parking lots. Platt's Lane East, the subject of the current application, consists of:

- Five, three storey apartment buildings (totaling 60 units);
- Four, two storey townhouse buildings (totaling 26 units); and,
- 4 surface parking lots (for a total of 100 vehicles).

On June 12, 2013 application for an Official Plan and Zoning By-law amendments were received by the City requesting to permit the redevelopment of this site to include the replacement of four existing two-storey townhouses with a new three-storey (180 unit) apartment building and the construction of a new six-storey (108 unit) apartment building while retaining the existing three-storey (60 unit) townhouse complex to be serviced by a minimum of 76 on-site surface parking spaces.

**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**City of London Transportation Division**

*A Transportation Impact Assessment was undertaken for the proposed development that indicated vehicle traffic volumes generated by the additional residences will not have a significant impact on existing infrastructure or roadway capacity. Therefore, Transportation comments will be considered through the site plan process.*

**City of London Storm Water Management Division (SWM)**

*The SWM Unit has no objection to the proposed application. All necessary servicing and storm drainage requirements/controls; SWM, etc. will be addressed at the Site Plan approval stage.*

**City of London Sanitary Sewer Division:**

*Sanitary Sewers Division has no comment.*

**City of London Wastewater and Drainage Division**

*No comment provided*

**Municipal Housing, Social Services**

*The Platt's Lane Estates project was developed under the federal Section 27 (social) Housing Program. The City of London is now the legislated Service Manager for Social Housing (since 2001).*

*There is a 50 year project operating agreement in place together with a mortgage with a 50 year amortization. This mortgage is closed to prepayment during the 50 year term, and carries with it a capital contribution which earns forgiveness over the 50 year term. The mortgage has an interest adjustment date of August 1, 1978 and the mortgage will mature on August 1, 2028.*

*The project currently consists of 400 units. The intention is to redevelop the east side of Platt's Lane Estates by removing the existing townhouses and replacing them with one-bedroom and studio apartments.*

*Because it is the intention of Platt's Lane to remain under the s. 27 operating agreement until its natural maturation date, and that Platt's Lane will continue to earn forgiveness of the capital contribution, consent from the City of London is required for the re-development. It is our understanding that the existing project operating agreement will need to be amended to include*

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*a proviso for the housing project to continue to earn the capital contribution forgiveness until its scheduled expiry and that this amending agreement will be registered on title to the property.*

*The required steps by the City as legislated Service Manager under the Housing Services Act are in motion. It is understood that approval from the Planning Committee and approval from Council is required before Service Manager consent.*

**Urban Forestry:**

*No comments on the rezoning. Comments will be provided at the site plan stage through development services.*

**London Transit Commission**

*LTC is in support of the change, including the reduction in parking and increase to density. Currently London Transit provides service on both Platt's Lane and Wharncliffe through three routes, Route 2 Dundas, Route 9 Whitehills and Route 33 Proudfoot. During peak periods these routes run on a 10 minute, 15 minute and 15 minute respective frequency. Four stop locations are within the immediate area and infrastructure including one bench and two shelters is already in place. All four stop locations are accessible and can be reached safely by the signalized crossing at Platt's Lane and Western. With the zoning change LTC can provide effective service for those travelling to and from the site.*

**The Upper Thames River Conservation Authority (UTRCA)**

*No objection to this application*

**Bell Canada**

*An easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act. Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment. Through these processes Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.*

**London Hydro**

*London Hydro has no objection to this proposal or possible official plan and/or zoning amendment.*

**Urban Design Peer Review Panel (UDPRP)**

- *The Panel commends the applicant on a complete and thorough brief;*
- *Although a 6 storey building is not part of the current site plan application, it forms part of the Zoning By-law Amendment, and the future form is encouraged to address the corner of the site. The placement of the massing should be directed to both Platt's Lane and Western Road as this is a view terminus in both travel directions along Western Road due to the bend in the road. This placement would allow for an active south facing entrance court and possible amenity space;*
- *Consider the articulation of the shape and the vegetation in the planting beds along Platt's Lane. We encourage a contemporary style, which would be more in keeping with the proposed design of the three storey residence;;*
- *Consider adding more articulation to the pedestrian accesses to the site;*
- *Consider the use of plantings rather than a fence to define the hierarchy of spaces between private and public spaces, and semi-private spaces;*
- *Consider enhancements to the existing fence surrounding the site, to create a pedestrian-friendly edge for the site;*
- *Ensure that a fully developed landscape plan is included in the applicant's next submission to the City.*



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**Transportation Advisory Committee (TAC)**

*The TAC asked that consideration be given to an advanced green light for traffic heading south; at the intersection of Platt's Lane and Oxford Street and to ensure that the application has enough parking.*

<b>PUBLIC LIAISON:</b>	On July 25 <sup>th</sup> , 2013, Notice of Application was sent to 52 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on July 25 <sup>th</sup> , 2013. A "Possible Land Use Change" sign was also posted on the site.	6 written replies were received
<p><b>Nature of Liaison:</b> The purpose and effect of the requested Official Plan and Zoning By-law amendments is to provide for:</p> <ul style="list-style-type: none"> <li>• the retention of five, three storey residences (located in the northeast quadrant of the site containing 60 units);</li> <li>• the demolition of four, two storey, townhouse buildings (fronting Platt's Lane and an internal parking lot) consisting of 26 units;</li> <li>• the construction of a new three storey, 180 unit apartment building fronting entirely on Platt's Lane; and,</li> <li>• the construction of a new, six storey, 108 unit apartment building at the intersection of Platt's Lane and Western Road.</li> </ul> <p>Possible change the Official Plan land use designation <b>FROM</b> a Multi-Family Medium Density Residential designation <b>TO</b> a Multi-Family High Density Residential designation.</p> <p>Possible change to Zoning By-law Z.-1 <b>FROM</b> a Residential R5/Residential R8 (R5-6/R8-2) Zone which permits: cluster townhouse dwellings; cluster stacked townhouse dwellings; apartment buildings; handicapped persons apartment buildings; lodging houses class 2; stacked townhousing; senior citizen apartment buildings; emergency care establishments; and continuum-of-care facilities at a maximum density of 50 units per hectare and a maximum height of 13 metres <b>TO</b> a Residential R9 Special Provision (R9-7( )) Zone to permit: apartment buildings; lodging houses class 2; senior citizens apartment buildings; handicapped persons apartment buildings; and, continuum-of-care facilities at a maximum density of 150 units per hectare and height of 20 metres, with a minimum of 76 parking spaces in place of the 435 parking spaces required. The City may also consider establishing maximum front and exterior side yard depth requirements.</p>		

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**Responses:** Responses to the City’s Notice of Application have been attached to this report (See Appendix 1- 6). Considerations raised as matters of local concern included:

- both support for and opposition to the density of the proposed development;
- question the need for the development given existing housing opportunities in the vicinity of the subject site;
- the potential for increases in vandalism, mischief, partying, noise and garbage;
- road expansions and intersection improvements are required on both Platt’s Lane and Western Road north of Oxford Street
- traffic congestion and existing vehicular chokepoints (the Platt’s Lane underpass and the Platt’s Lane/Western Road intersection)
- the location of vehicular access points to the site (should be restricted to Platt’s Lane)
- What impact will the proposed development have on the BIGs Study?;
- the reduction in the number of on-site parking spaces;
- Consideration should be given toward such things as landscape design and planting with respect to the southeast area of the proposed site plan in such a way as to create a plant buffer between the Platt’s Lane lands and Grosvenor Lodge

**ANALYSIS**

**Subject Lands**

The subject lands are owned by the Western University and are located on the southeast corner of Western Road and Platt’s Lane at the southern periphery of the main campus of the University. Western Road is classified as an arterial road carrying an average of 19,500 vehicles per day immediately adjacent to this site and Platt’s Lane is classified as a primary collector road carrying an average between 7,000-8,000 vehicles per day.

Immediately abutting the subject site to the east is Grosvenor Lodge. Built in 1853, and currently owned by the City of London, Grosvenor Lodge is now the home of the London Regional Resource Centre for Heritage and the Environment. The Lodge has been identified as a cultural heritage resource and was designated in 1977 by the City of London under Part IV of the Ontario Heritage Act. The property is comprised of three heritage buildings: a 2½-storey Tudor Revival house; a 1½-storey Carriage House; and, a small octagonal shaped garden house. Grosvenor Lodge is surrounded by a wooded ravine to the south and east and by landscaping (mature trees, lawn, planting beds and an ornamental garden) to the north and west.

The surrounding neighbourhood consists of the Platt’s Lane Estate-West which is a combination of 3-storey residences, 3-storey town house units, and single family dwellings (along Platt’s Lane, Trott Drive and Essex Street). To the north of the subject site is the campus of the University of Western Ontario.

**Nature of the Application**

The subject lands are designated Multi-Family, Medium Density Residential on Schedule A to the City of London Official Plan – Land Use and subsequently zoned Residential R5/Residential R8 which permit a range of medium density forms of residential development such as cluster townhouses, cluster stacked townhouses, and apartment buildings up to a maximum height of approximately four storeys and a maximum density of 50 units per hectare.

The applicants have requested an Official Plan and Zoning By-law amendment to permit a higher residential density although the requested form of development is still consistent with a medium density form of housing including townhouses and low-rise apartment buildings. These

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buildings will be constructed with the intent of accommodating students, including international students, enrolled at Western University.

The subject site is intended to be developed in three phases. The initial phase proposes to demolish the four existing 2-storey townhouses which will be replaced by a new 3-storey (9 metre) apartment building comprised of three inter-connected modules containing bachelor and one bedroom units. The first 60 units will be built in Phase 1 by 2015 and the remaining 90 units will be built in Phase 2 (possibly) by 2020.

Phase 3 of the redevelopment of the site anticipates the construction of a 6-storey (20 metre) 108 unit apartment building located at the northwest corner of the site. Phase 3 is anticipated to be completed by 2025 depending on the student demand in the future.

The five existing 3-storey townhouses located at in the north-east quadrant of the site are to be retained.

Vehicular access to the site is currently via Platt's Lane and is anticipated to remain the same. The requested amendment also seeks to reduce the number of parking spaces, given that the intent is to accommodate international students among which vehicle ownership tends to be low. The existing interior access road will be extended in Phases 1 and 2 along the full length of the proposed 3-storey apartment building.

**Provincial Policy Statement**

The *Provincial Policy Statement, 2005* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides some direction to this matter.

One of the primary policies of the Province as expressed in the PPS is the efficient use of lands within urban areas. Policy 1.1.1 of the PPS includes policies that are intended to sustain healthy, liveable and safe communities by such means as:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- accommodating an appropriate range and mix of residential uses to meet long-term needs;
- promoting cost-effective development standards to minimize land consumption and servicing costs;

The redevelopment of this site to a higher density residential form of housing represents an efficient development and land use pattern which sustains the financial well-being of the Province and municipality over the long term by facilitating development that maximizes the use of a site that is located within a developed area. The proposed low- and mid-rise apartment buildings introduce a mix of residential uses to this area which is largely comprised of lower density forms of housing such as converted dwellings and townhouses. Additionally, the requested amendments promote cost-effective development standards by maximizing the existing infrastructure.

Policy 1.1.3.3 of the PPS states that, "Planning authorities shall identify and promote opportunities for *intensification* and *redevelopment* where this can be accommodated taking into account existing building stock or areas...and the availability of suitable existing or planned *infrastructure* and *public service facilities* required to accommodate projected needs. It is worth noting that *redevelopment* is defined as, "the creation of new units, uses or lots on previously developed land in existing communities"; *infrastructure* is defined as, "physical structures that form the foundation for development...[including] sewage and water systems...waste management systems...transit and transportation corridors and facilities..." and other forms of infrastructure available at the subject site; and *public service facilities* are defined as, "...land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as...health and educational programs..."

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In other words, the PPS requires that Council promote opportunities for development of new units on previously developed land in existing communities at a higher density that currently exists where there is available infrastructure, including water, sewage, and transit, and educational institutions required to accommodate the projected needs. Although this is a simplified interpretation of the policy, it becomes apparent that the proposed development is in conformity to the policies of the PPS.

Further to these, policy 1.4.3 of the PPS promotes “...densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed.” The proposed form of development is a transit supportive form of development that helps to facilitate future transit service to this area. In response to this application, London Transit has indicated their support for this application to given that it would permit the development of a more transit-supportive housing type than what currently exists in the community.

Similarly, policy 1.6.5 of the PPS promotes, “A land use pattern, density and mix of uses...that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.” To the north of the subject site is the main campus of the University of Western Ontario. Cherryhill Place Mall, a 150,000 sq. ft. shopping centre containing a variety of retail and service commercial uses (including a grocery store), is located 250 metres (800 ft.) south of the subject site. And the subject site is located in proximity to the City’s parks and open space recreational system.

**Official Plan Policies**

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

**High Density Residential Policies – Permitted Uses**

The recommended amendment is intended to re-designate the subject site to Multi-Family, High Density Residential on Schedule A to the City of London Official Plan – Land Use. The primary permitted uses in the Multi-Family, High Density Residential designation shall include multiple-attached dwellings, low-rise and high-rise apartment buildings, among other identified uses.

**High Density Residential Policies – Location Criteria**

The policies of the Official Plan state that the preferred areas for high density residential developments are lands that are in close proximity to Regional Facilities having easy access to arterial roads. The policies also state that locations which have highly desirable site features and where surrounding land uses are not adversely affected may also be considered. The subject site is in close proximity to a Regional Facility (Western University), has frontage along an arterial road (with access to a primary collector road), and contains desirable site features given its location at the intersection of Platt’s Lane and Western Road which creates a highly visible location and prominent view terminus.

The policies of the Official Plan state that development of a site for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area. In the case of the current development proposal, the existing built fabric of the neighbourhood includes: low rise, low-density residential forms of development to the west and south; mid-rise, medium density residential forms of development to the north and north-west; open space and institutional uses to the north and north-east; and, a municipally designated heritage site (Grosvenor Lodge) to the east. To ensure that the surrounding land uses are not adversely impacted, development

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**File: OZ-8203**  
**Planner: B. Turcotte**

proposal intends to decrease the height of buildings from 6-storeys at the northwest corner of the site where there the impact on abutting lands is minimal to 3-storey apartment buildings toward the south of the site and along the Platt's Lane corridor were the potential for impacts is greater.

The policies require that adequate municipal services can be provided to meet the needs of potential development. The City of London Engineering and Environmental Services Division have not identified any servicing constraints for the requested development proposal.

The Official Plan requires that traffic to and from the location should not have a significant impact on stable low density residential areas. The City of London Transportation Engineering section did not identify any concerns related to traffic impacts.

The policies require that the subject site be of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses. The subject site is of sufficient size and contains existing trees that line Platt's Lane which act as a buffer between the street and the existing low-rise residential uses to the west. In addition, the conceptual plan submitted by the applicants proposes that these existing trees be retained and enhanced with new trees and planting beds to further enhance the buffering.

Lastly, the policies require that public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance. The subject site is directly serviced by transit routes on Western Road (Route 2 – Dundas Street) and Platt's Lane (Route 9 – Whitehills and Route 33 – Proudfoot). And, as previously mentioned, the subject site is also within a convenient walking distance of open space and commercial land uses.

High Density Residential Policies – Scale of Development

The Official Plan identifies the scale of development and states that net residential densities will normally be less than 350 units per hectare in the Downtown Area, 250 units per hectare in Central London (south of Oxford Street), and 150 units per hectare outside of Central London. Given that subject site is located outside of Central London, the recommended density of 123 units per hectare is consistent with the policies of the Official Plan which guide the scale of development.

The policies also require that a transition in scale shall be encouraged; that a diversity of housing forms be developed; the orientation of high-rise structures be oriented to points of high accessibility; that massive, at-grade or above-grade parking not dominate the site; and, that urban design principles be implemented.

In response to the above polices respectively, the conceptual site plan illustrates the transitioning of three-storey buildings at the southern portion of the site where it abuts low density housing to a six-storey building at the northwest portion of the site where it abuts two higher order streets separating it from existing residential development. The proposed development provides for a diversity of housing forms including mid and low-rise apartment buildings as well as the the retention of five, three storey apartment buildings. The tallest of the proposed buildings (six-storey apartment building) is intended to be located at the intersection of Western Road and Platt's Lane with access directed toward the roads. The development proposal seeks to reduce the existing number of surface parking spaces by over 25 percent (from 106 to 76). And the development proposal has implemented urban design principles and the recommendation includes a holding provision and directions to the Site Plan Approval Authority to implement the urban design concepts proposed by the applicant.

Residential Intensification

The proposed development is defined as *Residential Intensification* as per the policies of the Official Plan. These policies define *Residential Intensification* as, "...the development of a property, site or area at a higher density than currently exists on the site

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**File: OZ-8203**  
**Planner: B. Turcotte**

*through...redevelopment, including the redevelopment of brownfield sites...* Redevelopment is further defined as, "...the creation of new units or lots on previously developed land." Given that the conceptual site plan is intended demolish and replace the existing residential buildings with an increased number of dwelling units in the form of low-rise apartment buildings, this development proposal is consistent with the definition of redevelopment.

The policies of the Official Plan require that residential intensification site plan proposals address the following matters: Sensitivity to existing private amenity spaces are maintained; Fencing, landscaping and planting buffers are used to mitigate impacts onto abutting properties; and, Consideration is given to the implementation of urban design principles. Furthermore, the Official Plan policies require residential intensification projects requiring an Official Plan amendment to a more intensive residential land use designation to submit a Neighbourhood Character Statement and Compatibility Report that clearly demonstrates that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood.

A Neighbourhood Character Statement and Compatibility Report were submitted by the applicant to support and inform the City's review of the development proposal. The Neighbourhood Character Statement demonstrated that the area is comprised of a mix of dwelling types, densities, and building materials and as a result the neighbourhood has an eclectic character. The Compatibility Report addressed how the site design public connections, massing and articulation, and the architectural treatment have been considered to ensure that the proposed development is sensitive to, and compatible with, the existing community.

Planning Impact Analysis

The requested amendment is subject to the requirement of a Planning Impact Analysis. Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. These include:

- The compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.
  - Although there are no adverse impacts anticipated with the proposed development, as previously mentioned, in an effort to further ensure that the surrounding land uses are not adversely impacted, the development proposal intends to decrease the height of buildings from 6-storeys at the northwest corner of the site where there the impact on abutting lands is minimal to 3-storey apartment buildings toward the south of the site and along the Platt's Lane corridor where the potential for impacts is greater.
- The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use
  - The subject site is of a sufficient size and configuration to accommodate high density housing at a density of 123 units per hectare – consistent with the policies of the Official Plan. The subject site is also of sufficient size to accommodate appropriate proportion of building coverage, parking coverage and landscaped open space coverage.
- the supply of vacant land in the area which is already designated and/or zoned for the proposed use
  - To the south of the subject site, immediately south of the CP rail corridor, exist a number of properties that are zoned for the proposed use that form part of the Cherryhill complex however, none of these sites are vacant. There are no other sites in the area that are zoned for the proposed use.
- the proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services
  - subject site is located in within a 10 minute walk to the City's parks and open space recreational system and the Thames River corridor at Waldorf Park. The subject site is

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**File: OZ-8203**  
**Planner: B. Turcotte**

also in direct proximity to the Western University where there are significant opportunities for recreation available to the residents of the proposed buildings. The subject site is directly serviced by transit routes on Western Road (Route 2 – Dundas Street) and Platt’s Lane (Route 9 – Whitehills and Route 33 – Proudfoot).

- the height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses
  - As previously mentioned, the conceptual site plan illustrates the transitioning of three-storey buildings at the southern portion of the site where it abuts low density housing to a six-storey building at the northwest portion of the site where it abuts two higher order streets separating it from existing residential development.
  
- the extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;
  - The subject site contains existing trees that line Platt’s Lane which act as a buffer between the street and the existing low-rise residential uses to the west. The conceptual plan submitted by the applicants proposes that these existing trees be retained and enhanced with new trees and planting beds to further enhance the buffering.
  
- the location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties
  - Vehicular access to the site is currently via Platt’s Lane and is anticipated to remain the same. Furthermore, the existing interior access road will be extended in Phases 1 and 2 along the full length of the proposed 3-storey apartment building. Transportation Staff have not indicated concern related to the proposed access.
  
- the exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area
  - As previously mentioned, the proposed development was vetted at the Urban Design Peer Review Panel where the proposed development was commended. The proposed development supports the City’s urban design principles, particularly the massing and design of the new development, which provides for harmony in architectural style with the adjacent significant heritage building.

*Policies for Near-Campus Neighbourhoods (NCN)*

Municipal Council adopted the Policies for Near-Campus Neighbourhoods in June 2012. These policies were upheld by the OMB in June 2013, unchanged from the decision of Municipal Council.

*Policies for NCN – Land Use Planning Goals*

The Goals of the Policies for Near Campus Neighbourhoods include, among others:

- Encouraging appropriate intensification that support the vision for near-campus neighbourhoods and discouraging inappropriate forms of intensification that may undermine the long-term stability and established vision for Near-Campus Neighbourhoods;
- Encouraging a balanced mix of residential structure types at the appropriate locations while preserving stable homogenous areas;
- Directing Residential Intensification to higher density forms of housing, including mid-rise and high-rise apartment buildings and discouraging a concentration of Residential Intensification and Residential Intensity in low density forms of housing;
- Directing Residential Intensification to significant transportation nodes and corridors and away from the interior of low density residential neighbourhoods;
- Utilizing a variety of planning implementation tools to allow for Residential Intensification and Residential Intensity which is appropriate in form, size, scale, mass, density, and/or intensity; and,

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**File: OZ-8203**  
**Planner: B. Turcotte**

- Ensuring that Residential Intensification projects incorporate urban design qualities that enhance streetscapes, complement adjacent properties, and contribute to the functional and aesthetic quality of the neighbourhood.

The proposed development to construct purpose-built student housing units in association with Western University is consistent with many of these goals. Its location on the periphery of the Western University main campus, located along an arterial road, and along a transit corridor is appropriate for residential intensification and consistent with the policies.

Policies for NCN - Directing Preferred Forms of Intensification

The policies also state that, “Residential Intensification in the form of medium and large scale apartment buildings situated at appropriate locations in the Multi-Family, Medium Density Residential and Multi-Family, High Density Residential designations are preferred in near-campus neighbourhoods...” thereby further emphasizing the consistencies between the proposed development and the policies of the Official Plan.

Transit Nodes and Corridors (18.2.11.1)

The Official Plan Transportation policies deal with the various elements of the transportation system in the City of London. The transportation system provides a major part of the framework for urban growth and development and influences the function and compatibility of land uses and the quality of life in the City. These policies guide future public investment in the development of transportation facilities and will inform the public of Council's intentions in this regard.

These policies state that Council shall support the long-term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors (see Figure 1 below) are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization include the following:

- *In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan amendments and site-specific Zoning By-law amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.*
- *Residential intensification will be encouraged adjacent to Transit Nodes and along Transit Corridors.*

These policies articulate the importance of establishing a system of nodes and corridors which encourage transit supportive development and provide the density and land use patterns required to facilitate a higher order of public transit in the future.

As illustrated in Figure 1 below, the subject site directly abuts Richmond Street which has been identified as a *Transit Corridor* in the Official Plan where residential intensification will be encouraged.



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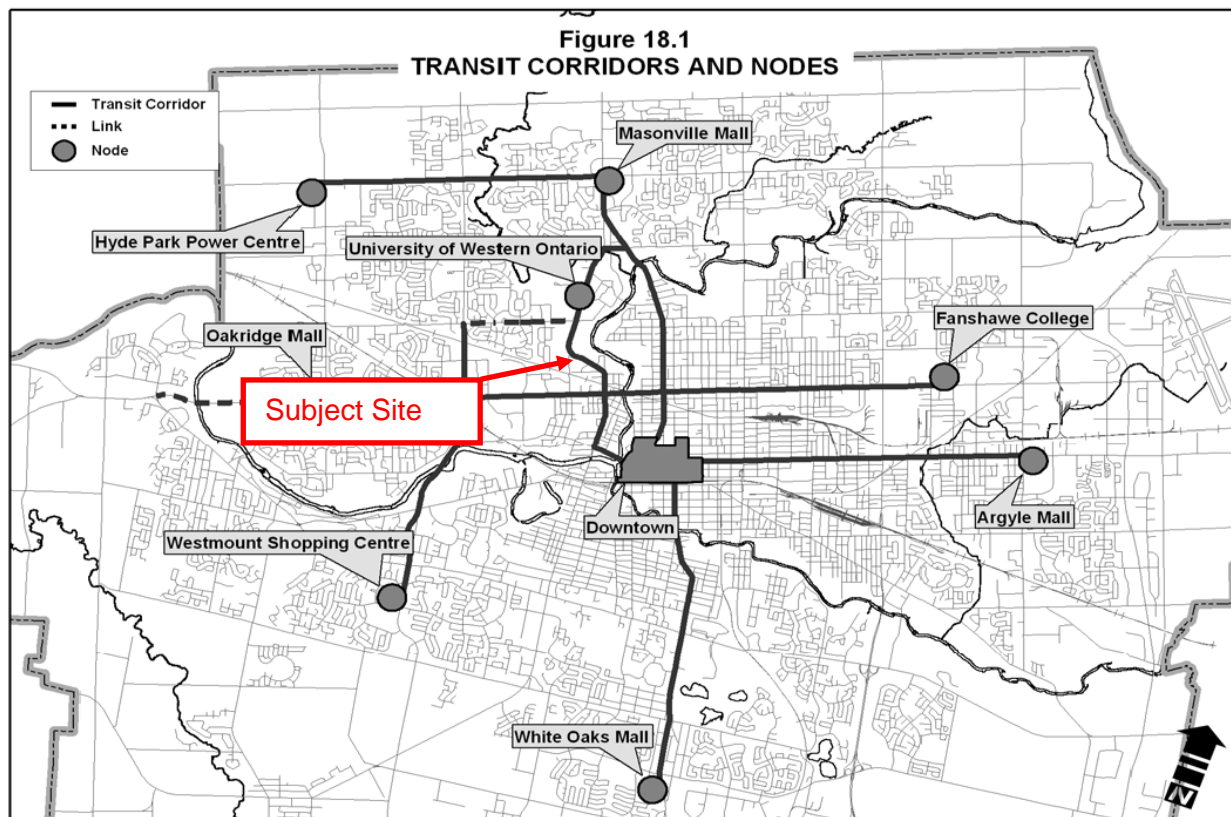


Figure 1 – Illustrating the Nodes and Corridors identified in the Official Plan

**Zoning By-law**

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

Section 13.1 – General Purpose of the R9 Zone – describes the rationale behind the Residential R9 zone variations. This zone variation provide for and regulates a wide range of medium and higher density residential developments in the form of apartment buildings. The standard R9 zone permits a series of uses in apartment building form up to a maximum density of 150 units per hectare.

The recommended amendment proposes to remove the existing lower density apartment zoning and replace it with the higher density apartment zoning given the desire of the applicant to increase the usability of the site, the ability of the site to accommodate the requested use, the conformity to the policies of the Official Plan.

The recommended zone also proposes that a special provision zone be applied to reduce the minimum number of parking spaces required for this form and density of development. The subject site is owned by Western University and the proposed development will be used as a residence for its enrolled students and, given the relationship between the development proposal and the university, the rationale for a reduction in parking is the proximity of the subject site to Western University is conducive to pedestrian modes of travel. Western University routinely monitors the parking demands of those students living in their on-campus housing and the results of these studies commonly demonstrate that that less than 10% of residents require a parking space. Additionally, the subject site is located on a transit route with direct access to the university.

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**File: OZ-8203**  
**Planner: B. Turcotte**

It is also recommended that a holding provision be applied to ensure that the urban design concepts for the proposed 6-storey building, located at the northwest corner of the subject site, established through the Official Plan and Zoning amendment review process are implemented as part of phase 3 of the development proposal. The salient criteria are ensuring that the facade of the proposed building is generally parallel to both Western Road and Platt's Lane and that the building incorporate active ground uses (such as: entrances, lobbies, amenities common rooms), particularly adjacent to the intersection in order to create an active street edge.

### **Urban Design**

The development proposal is appropriate in its context and supports the City's urban design principles. In addition to the aforementioned holding provision intended to ensure that the facade of the proposed 6-storey building is generally parallel to both abutting streets and that the building incorporate active ground uses.

With regard to the proposed 3-storey building, it is recommended that varying building designs be utilized for the three sections in order to provide variation and articulation along the street edge of the pedestrian environment thereby making the building appear as though it is three distinct buildings.

Lastly, it is recommended that the proposed fence along Platt's Lane and Western Road be removed in order for the building to act as the built edge along the street and that an urban landscape treatment along Platt's Lane be implemented to create a street edge.

### **Beaufort/Irwin/Gunn/Saunby (BIGS) Secondary Plan**

The Beaufort/Irwin/Gunn/Saunby Secondary Plan (BIGS) was presented to Municipal Council in the fall of 2012. The BIGS Plan recommended intensifying the density of the area through a mix of multi-family dwellings. The report also recommends the development of high-rise apartment buildings in the area with a maximum height of 8-storeys. As it pertains to the development of the subject site, the Study references the following recommendations:

- New high-rises should be added to the Platt's Lane Estate East site specifically;
- Creating a park area throughout the grounds of the Platt's Lane Estate and the adjacent Grosvenor Lodge property;
- Introducing a path system which would allow the public access to the grounds of both properties;
- Enhancing the landscaping;
- Using the intersection of Platt's Lane and Western Road as a gateway to the neighbourhood and creating a park to the south of the intersection on the university lands;
- Increasing the site lines to Grosvenor Lodge from the surrounding neighbourhood and from Western Road.

The conceptual design principles for the development of the site are consistent with the recommendations of the BIGS Secondary Plan. The Staff recommendation includes a request to the Site Plan Approval Authority to consider implementing the above recommendations as part of the site plan approval process.

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**File: OZ-8203  
Planner: B. Turcotte**

<b>CONCLUSION</b>
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The request to amend the Official Plan to provide for a Multi-Family High Density Residential designation on the subject site has been shown to be consistent with the policy framework advanced in the *Provincial Policy Statement, 2005*, Council's Strategic Plan, and the City of London Official Plan.

The requested Zoning By-law amendment is recommended to provide for a maximum density of 123 units per hectare and a maximum height of 20 metres. The maximum height and density limits are recommended in light of the proposed development concept and the supporting background studies.

A Special Provision to provide for a reduction in the number of required on-site parking spaces is also recommended. And a holding zone has been recommended to ensure that the facade of the proposed 6-storey building is generally parallel to both abutting streets and that the building incorporate active ground uses.

<b>PREPARED BY:</b>	<b>REVIEWED BY:</b>
<b>BRIAN TURCOTTE, SENIOR PLANNER COMMUNITY PLANNING AND DESIGN</b>	<b>MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, PLANNING REVIEW COMMUNITY PLANNING AND DESIGN</b>
<b>SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>JIM YANCHULA, MCIP, RPP MANAGER, COMMUNITY PLANNING AND DESIGN</b>	<b>JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>

November 4, 2013  
BT/mt

Y:\Shared\implemen\DEVELOPMENT APPS\2013 Applications 8135 to\8203OZ – 401-463 Platt's Lane (BT)\Report to PEC

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File: OZ-8203  
 Planner: B. Turcotte

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

<u>Telephone</u>	<u>Written</u>
Sheila Scott 372 Cedar Avenue	Gary Smith (written e-mail response)
	Amir Gill (written e-mail response)
	Katy Tonkovic 58 Essex Street
	John Tonkovic 76 Essex Street
	Jennie Majnaric 62 Essex Street
	Dr Anne Barnfield 79 Essex

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File: OZ-8203  
Planner: B. Turcotte

## Appendix 1

### E-mail Response from G. Smith (received October 1, 2013)

Mr. Turcotte,

Thanks for speaking to me on the phone yesterday about the redevelopment of the property at Platt's Lane and Western Road, File OZ-8203.

As I mentioned I was at the last meeting of EEPAC and this plan was being discussed.

I would like to make a suggestion about this development plan with respect to its proximity to the lands around Grosvenor Lodge.

The area to the southwest of Grosvenor Lodge is like a woodlot: trees, etc.

I wonder if consideration could be given toward such things as **landscape design and plantings** with respect to the southeast area of the proposed site in such a way as to create a **plant buffer** between the Platt's Lane lands and Grosvenor Lodge (bottom centre left on the attached image).

Please reply to this email to confirm receipt.

Thanks

Gary Smith  
Member, Urban League of London

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File: OZ-8203  
Planner: B. Turcotte

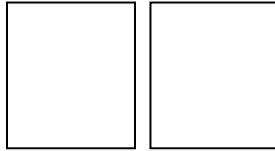
## Appendix 2

### E-mail Response from Amir Gill, 218 Trott Drive (received August 13, 2013)

Attn: B. Turcotte  
Senior Planner

I wish to express my displeasure at UWO's effort to ruin a neighbourhood for financial gains. I live on 218 Trott Dr.; a property I converted from a student rental to family residence. The investment was to enable my kids to attend university heights public school. Already on a work day the traffic is backed up from before the stop sign on Trott Drive to the underpass on Platts lane and the traffic light on western and platts lane is horrendous. And to think that the university wants to add approx. 300 more households is beyond comprehension. Unless the university plans for road and intersection expansions from Oxford Street all the way up to both on Platts lane and Western Road, I will oppose this plan tooth and nail. I think I make my position clear.

Thanks  
Amir Gill



File: OZ-8203  
Planner: B. Turcotte

Appendix 3

Letter from Katy Tonkovic, 58 Essex Street (received August 15, 2013)

RECEIVED  
CITY OF LONDON  
PLANNING DIVISION

Katy Tonkovic  
58 Essex Street  
London, Ontario  
N6G 1B2

AUG 15 2013

FILE NO. \_\_\_\_\_ August 15, 2013

ROUTED TO \_\_\_\_\_  
SOME OF THE REFERPALS  
 FILE  
 B.F.  
 OTHER

The City of London Planning Division  
P.O. Box 5035  
London, Ontario  
N6A 4L9

Re: Notice of Application to Amend the Official Plan & Zoning By-law  
Applicant: University of Western Ontario  
Location: 401-463 Platt's Lane Estates East

File #: OZ -8203

Attention: Mr. Brian Turcotte, Senior Planner

I am against changing the Official Plan land use designation from a Multi-Family Medium Density Residential designation to a Multi-Family High Density Residential designation as proposed by the University of Western Ontario.

According to the Notice of Application, the University wants to put a total of 288 units at the proposed site. The area currently has 2-storey and bungalow homes and has a family atmosphere. The University wants to construct a new 3-storey apartment building fronting entirely on Platt's Lane and a new 6-storey apartment building at the intersection of Platt's Lane and Western Road. These buildings will accommodate student tenants which will contribute to partying, noise, and garbage problems throughout the neighbourhood. The traffic in the area today is congested and with increased intensification in the area it will make traffic unmanageable. Nobody wants chaos in their neighbourhood. The area is nice just the way it is, and we need to retain the character of the neighbourhood.

The University has built student accommodations on Sarnia Road which will accommodate 1,000 students, so why do we need more when the area is already overly saturated with student rentals!

I think it is ridiculous for the University to drastically increase their student accommodations when there is an abundance of non-university owned student accommodations in the neighbourhood. It appears that the University is being extremely greedy. The current housing inventory can accommodate students. It is also very wasteful for the University to provide new apartment buildings for students when there is currently plenty of housing available in the neighbourhood.

PLANNING DIVISION  
SCANNED

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File: OZ-8203  
Planner: B. Turcotte

Just take a drive around Cherryhill Village Mall and you will see that students have their pick from numerous apartment buildings. Someone would have to be blind not to see the highrise apartment buildings directly surrounding Cherryhill Village Mall which are in close proximity to the University. Cherryhill Village, adjacent to Platt's Lane is accommodating an ever increasing number of students over retirees, and this has been the trend over the last several years. There are also apartment buildings next to the University Gates on Richmond Street.

Does it really make sense for the University to build **new** apartment buildings when sufficient housing already exists. So is the University's proposed apartment building construction a matter of necessity or a matter of greed.

Let's be practical. There is no need for **new** apartment buildings in the area when we have a more than adequate student housing inventory in this area, as evidenced by the University's own Off-Campus Housing Services statistics of student housing inventory.

Sincerely,



Katy Tonkovic

cc: Councillor Nancy Branscombe



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File: OZ-8203  
Planner: B. Turcotte

Appendix 4

Letter from John Tonkovic, 76 Essex Street (received August 15, 2013)

August 14, 2013

The City of London Planning Division  
P.O. Box 5035  
London, Ontario  
N6A 4L9

Re: Notice of Application to Amend the Official Plan & Zoning By-law  
Applicant: University of Western Ontario  
Location: 401-463 Platt's Lane Estates East

File Number: OZ-8203

Attn: Brian Turcotte, Senior Planner

Please be advised that I do not support a change to the Official Plan from a Medium Density to a Multi-Family High Density Residential designation for 401-463 Platt's Lane Estates East.

This constitutes a gross over intensification of the area and does not conform with the character of the neighbourhood. UWO is completing student accommodations of a thousand beds on Sarnia Road. If that is not enough, then why don't they make use of the Brescia University College lands.

Platt's Lane cannot handle the additional traffic this development would bring with a one lane rail underpass. Western Road from Platt's Lane to Oxford Street is already extremely congested and this development would just make matters worse.

I am extremely opposed to this proposed development.

Regards,

John Tonkovic

PLANNING DIVISION  
SCANNED

cc: Councillor Nancy Branscombe

RECEIVED  
CITY OF LONDON  
PLANNING DIVISION

AUG 15 2013

FILE NO. \_\_\_\_\_

REFERRED TO \_\_\_\_\_

- SUBSEQUENT REFERRALS
- FOR ACTION
  - FOR INFORMATION
  - FOR REPORT
  - FILE
  - B.F.
  - OTHER

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File: OZ-8203  
Planner: B. Turcotte

Appendix 5

Letter from Mrs. Majnaric, 62 Essex Street (written August 14, 2013)

August 14, 2013

Mrs. Majnaric  
62 Essex Street  
London, ON  
N6G 1B2

The City of London Planning Division  
P.O. Box 5038  
London, Ontario  
N6A 4L9

Re: Notice of Application to Amend the Official Plan & Zoning By-law  
Applicant: University of Western Ontario  
Location: 401-463 Platt's Lane Estates East

File #: OZ -8203

Attention: Mr. Brian Turcotte, Senior Planner

Mr. Turcotte, I strongly oppose the change to the Official Plan from a Medium Density to a Multi-Family High Density Residential designation for 401-463 Platt's Lane Estates East.

The University intends to demolish 26 units to build 288 units. This is an 11 fold increase in the number of units. A 1,110% increase in the number of units which is outrageous. If you support this application, then I'm sure you would have no problem supporting 24 units built where my duplex now stands. Do you see the absurdity?

Allowing this project to go ahead would cause excessive traffic congestion than what already currently exists on Western Road, Platt's Lane and Wharncliffe Road. During rush hour, it's almost impossible to get onto Western Road or Wharncliffe Road from Essex Street, and sometimes the wait is 10 or 15 minutes because the traffic light doesn't change and some motorists won't let others cut in.

Student intensification in this area will increase vandalism, mischief, partying (noise and garbage on street). Sarnia Road is a more appropriate location for student residences.

Why did many of my neighbors on Essex Street not receive notice of this application to amend the Official Plan and Zoning By-Law? Once again, I'm strongly opposed to this development.

Regards,

*Mrs. Majnaric*

Mrs. Majnaric

cc: Councilor Nancy Branscombe

PLANNING DIVISION  
RECEIVED

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File: OZ-8203  
Planner: B. Turcotte

**Appendix 6**

**Letter from Dr. A. Barnfield, 79 Essex Street (written July 30, 2013)**

Dear Mr. Turcotte,

Recently my husband and I received the city's notice of application to amend the official plan and zoning bylaw, file #OZ-8230. I have no major objection to the buildings as outlined, presumably proposed by the University of Western Ontario. Increased densification, where suitable, is preferable to using up farmland on the outskirts of the city for building purposes. My concerns relate to cars and traffic: (1) with increased occupancy, how will the larger number of vehicles be accommodated and (2) where will vehicular entrances/exits for the buildings be sited?

Overall, it would appear that there will be a significant increase in occupancy on the site, with demolition of a 26 unit building and construction of one 180 unit and one 108 unit building, giving a net increase of 262 units. I am guessing that the number of persons accommodated may not be such a high increase as the older units may have been multiple occupancy and I assume that the new ones are likely to be student residences with individual rooms. (Note: It would have been helpful to have this more clearly stated in the notice sent to local residents.) In effect, however, there is likely to be a significant increase in occupancy on the site, with concomitant increase in number of vehicles.

Thus, regarding the concerns mentioned above:

(1) Plans for parking facilities will need to be carefully scrutinized by the city. Where will parking spaces be located, how much "green space" is likely to be paved over and is this acceptable, etc.?

(2) I feel it would be unsuitable, and in fact dangerous, to have any vehicular entrances/exits from this site onto Western Road. This may well be taken care of by your office already, but I though I would add my concern here. The buildings facing onto Western Road do so on a bend, which already has two almost "blind" side entrances (to Grosvener Lodge and to Hollywood Crescent). For safety, any roadway access to these buildings - for both construction and, later, for residents - should be off Platt's lane, preferably in the current location for the site.

Thank you for the opportunity to have input into the planning process. I would appreciate being kept up-to-date on the progress of this application.

Regards,

A. Barnfield.

79, Essex Street, London.

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File: OZ-8203  
Planner: B. Turcotte

**Bibliography of Information and Materials  
OZ-8203**

**Request for Approval:**

City of London Official Plan and Zoning By-law Amendment Application Form, completed by +VG Architects on behalf of the University of Western Ontario, June 3<sup>rd</sup>, 2013

**Reference Documents:**

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

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

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

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

Application for Official Plan & Zoning By-Law Amendment, May 31<sup>st</sup>, 2013 – Platt's Lane Residence Re-development, prepared by +VG Architects for the University of Western Ontario

**Correspondence: (all located in City of London File No. Z-8165)**

All correspondence sent and received between April 3<sup>rd</sup>, 2013 and October 24<sup>th</sup>, 2013

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**File: OZ-8203  
Planner: B. Turcotte**

**Appendix "A"**

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

By-law No. C.P.-1284-\_\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to 401-463 Platt's Lane.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13.*

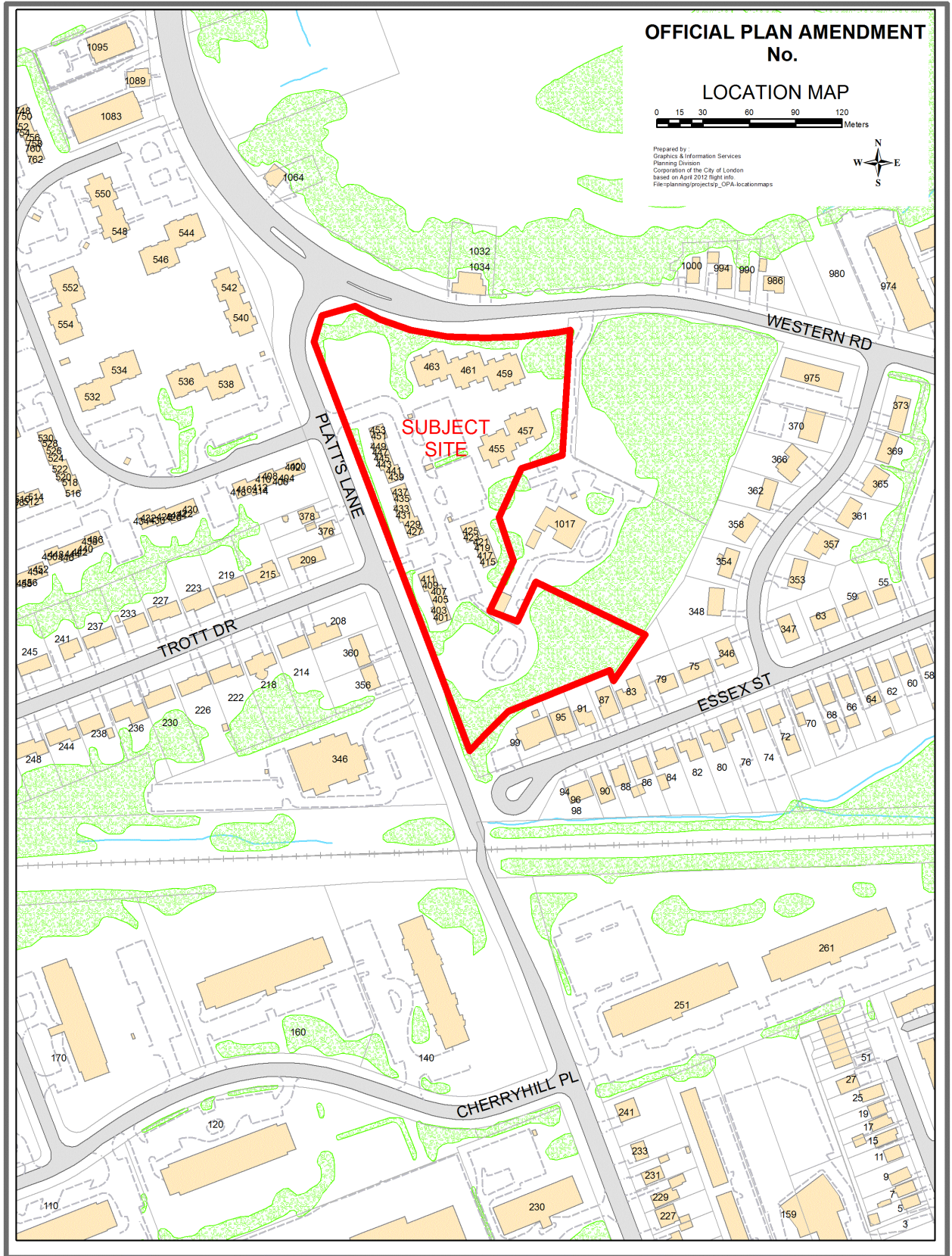
PASSED in Open Council on November 19, 2013.

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

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File: OZ-8203  
Planner: B. Turcotte



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File: OZ-8203  
Planner: B. Turcotte

**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To change the designation of certain lands described herein from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 401-463 Platt's Lane in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is supportive of the Provincial Policy Statement by providing for intensification; promoting efficient development and land use patterns; efficiently utilizing infrastructure; providing for the utilization of the existing public transit system; and, promoting and encouraging the development of health communities.

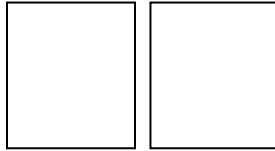
The Official Plan criteria for establishing Multi-Family, High Density Residential designations, including location; compatibility, adequacy of the site to accommodate the use; access to facilities; impacts on adjacent heritage features; traffic; servicing; and, the retention of natural features are met.

The subject property is in proximity to lands that have been designated for Community Commercial Node, Regional Facility and Open Space uses. The site is further flanked by roads which are designated transit routes. The proposal has been evaluated taking into account surrounding land uses in terms of height, scale and setback, the potential adverse impacts on the amenities and character of the surrounding area and demonstrated that it is sensitive to, and compatible with, the existing surrounding neighbourhood. The site has been demonstrated to be of a suitable shape and size to accommodate high density housing and to provide for adequate buffering measures to protect the adjacent lower density residential uses.

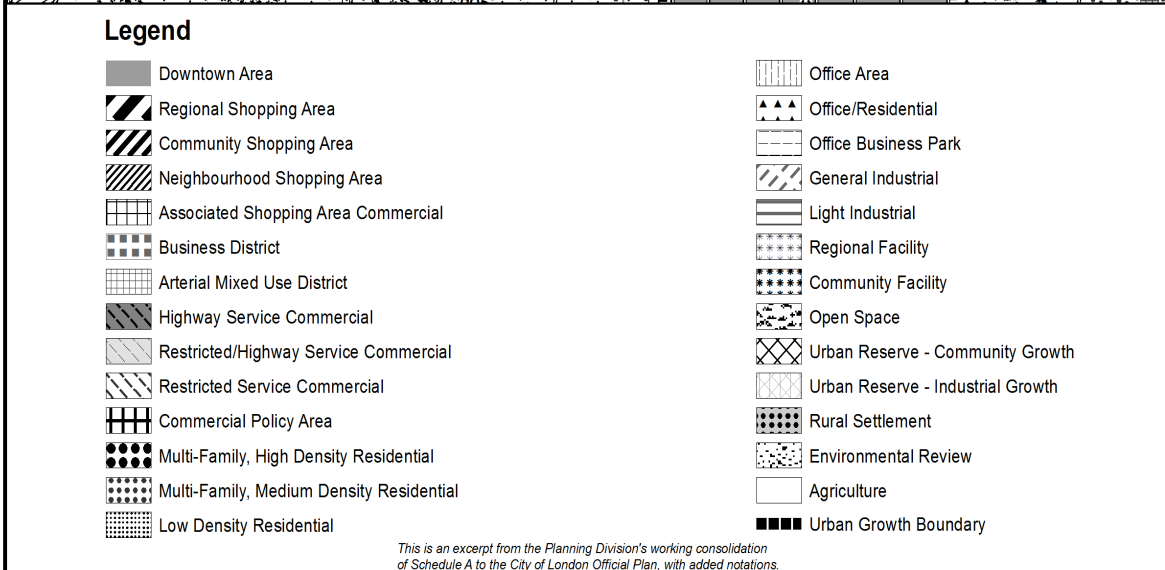
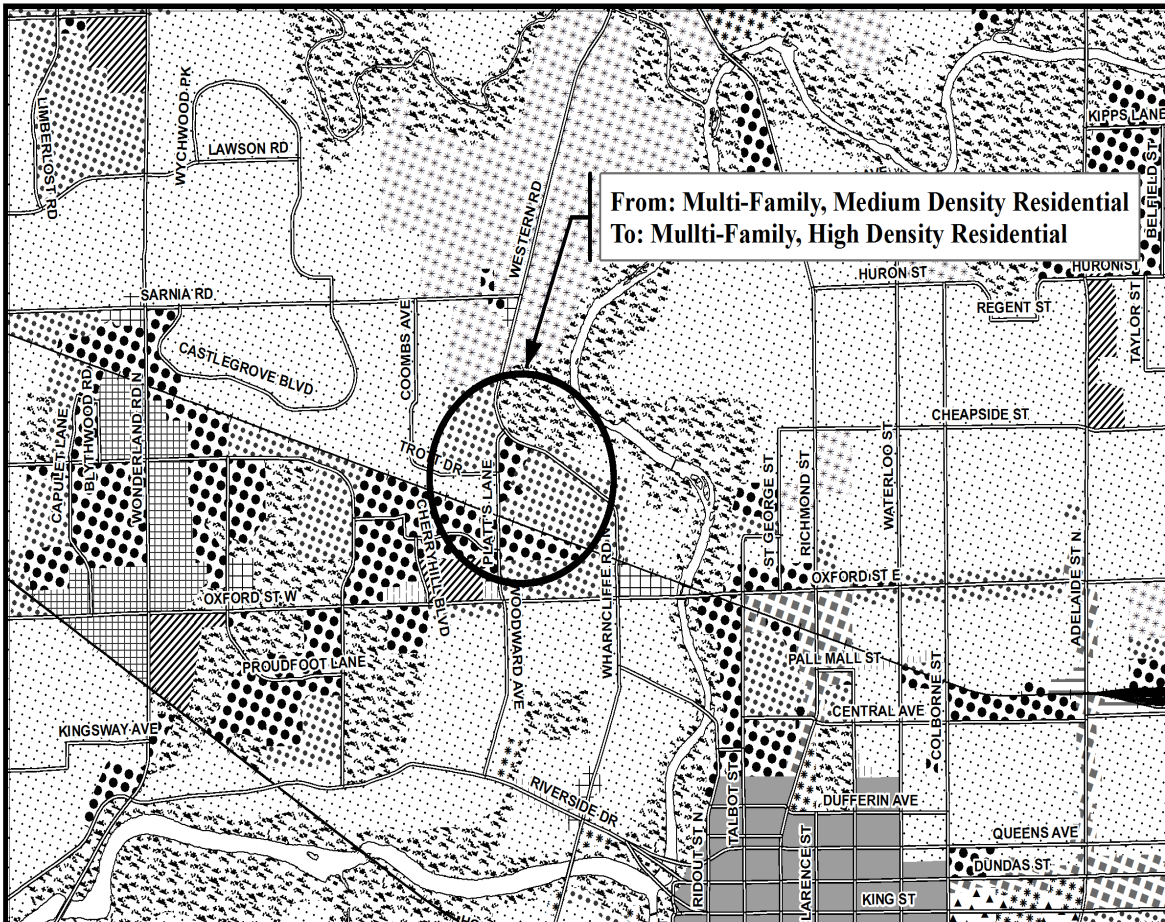
D. THE AMENDMENT

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

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 401-463 Platt's Lane in the City of London, as indicated on "Schedule 1" attached hereto from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential.



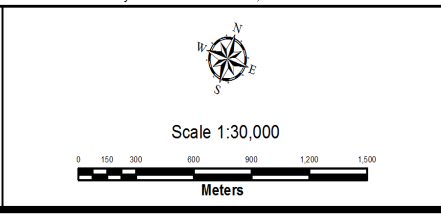
AMENDMENT NO:



**SCHEDULE 1  
TO  
OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8203

PLANNER: BT

TECHNICIAN: CK

DATE: 2013/08/26

PROJECT LOCATION: e:\planning\projects\p\_officialplan\workconsolid\00\amendments\OZ-8203\mxd\scheduleA\_b&w\_8x11.mxd



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File: OZ-8203  
Planner: B. Turcotte

Appendix "B"

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

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 401-463 Platt's Lane.

WHEREAS University of Western Ontario has applied to rezone an area of land located at 401-463 Platt's Lane, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 401-463 Platt's Lane, as shown on the attached map comprising part of Key Map No. A 102, from a Residential R5/Residential R8 (R5-6/R8-2) Zone to a Residential R9 Special Provision (R9-7( )●H20●D123) Zone and a Holding Residential R9 Special Provision (h-95●R9-7( )●H20●D123) Zone.
- 2) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:
  - ) R9-7( ) 401-463 Platt's Lane
    - a) Regulation:
      - i) Parking 76 spaces  
(Minimum)

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.

Agenda Item # Page #

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**File: OZ-8203**  
**Planner: B. Turcotte**

PASSED in Open Council on November 19, 2013.

Joe Fontana  
Mayor

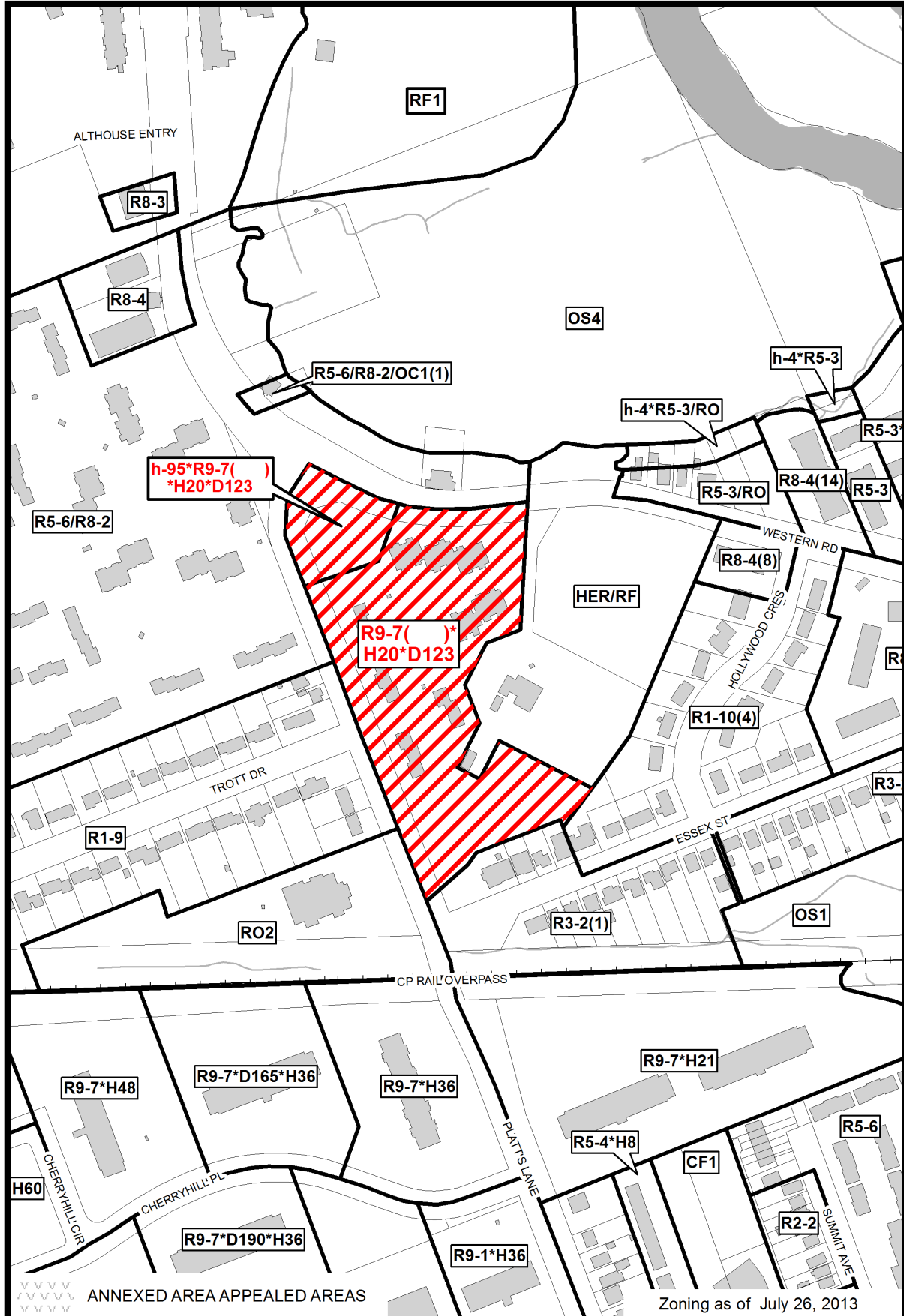
Catharine Saunders  
City Clerk

First Reading – November 19, 2013  
Second Reading – November 19, 2013  
Third Reading – November 19, 2013


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File: OZ-8203  
Planner: B. Turcotte

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




File Number: OZ-8203  
 Planner: BT  
 Date Prepared: 2013/10/29  
 Technician: CK  
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,500

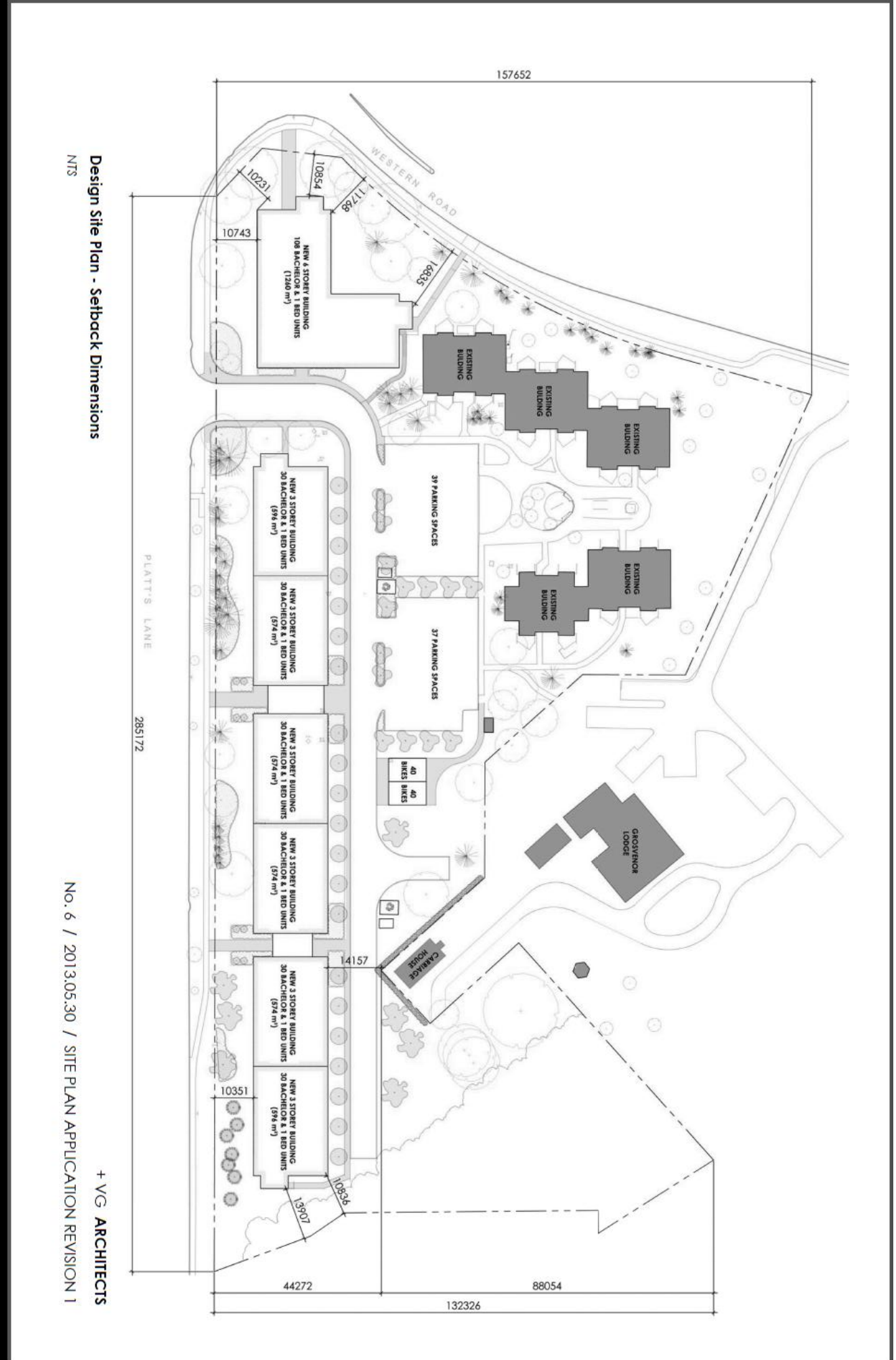
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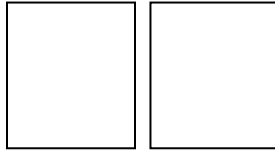
File: OZ-8203  
Planner: B. Turcotte

Appendix "C" – Conceptual Site Plan

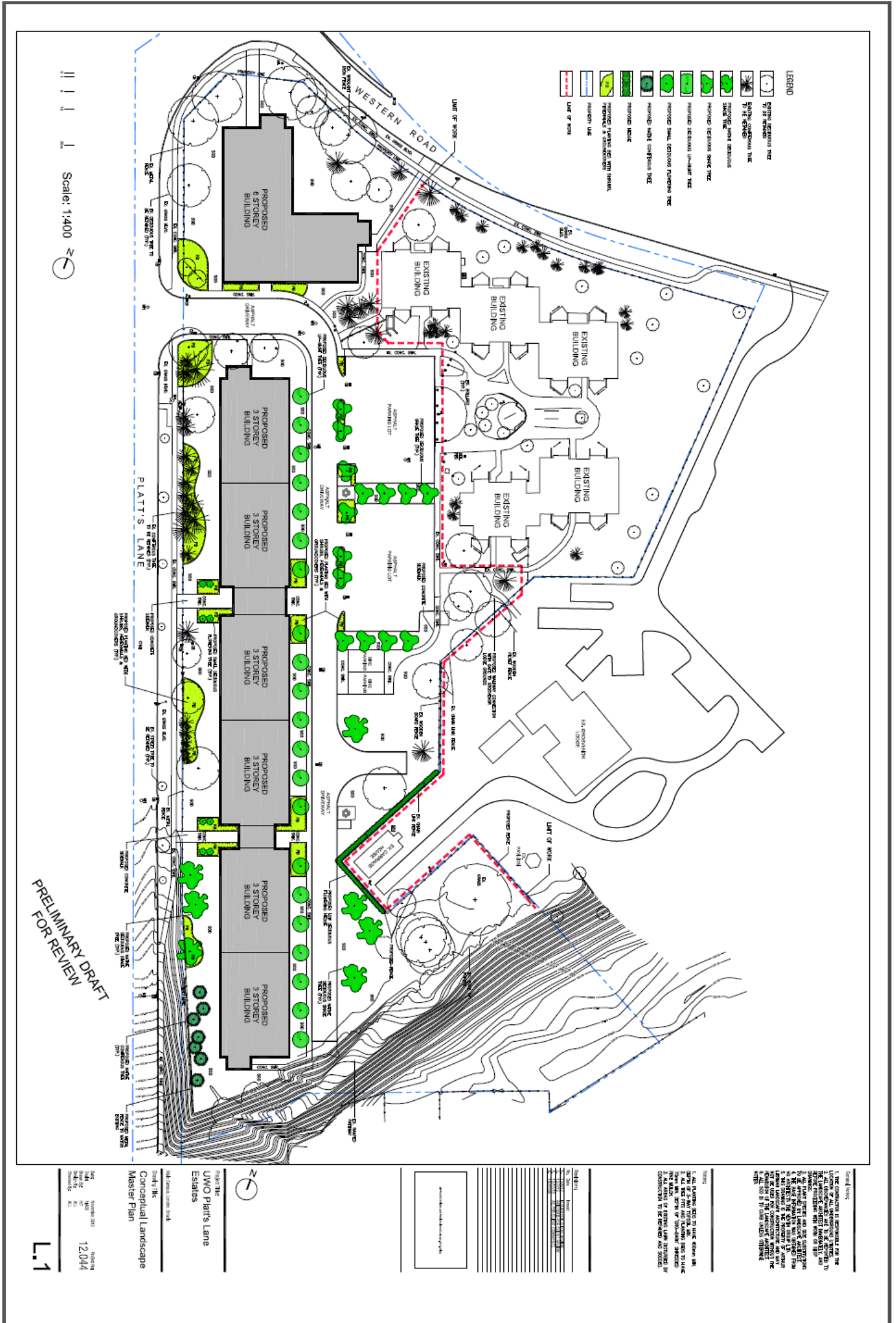


Design Site Plan - Setback Dimensions  
NTS

+ VG ARCHITECTS  
No. 6 / 2013.05.30 / SITE PLAN APPLICATION REVISION 1



Appendix "C" – Conceptual Landscape Plan



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File: OZ-8203  
Planner: B. Turcotte

Appendix "C" – Conceptual Elevation (Platt's Lane)

