

September 20, 2024
SBM-23-1200

Mayor Morgan & Councillors
City of London Council
300 Dufferin Street
London, ON
N6B 3L1

RE: 80-82 Baseline Road West (Z-9750)
Bill No. 330 on the September 24, 2024 Council agenda

This memo is being submitted by Strik, Baldinelli, Moniz Ltd (SBM), the agent/planning consultant retained by the owner of the properties municipally identified as 80 and 82 Base Line Road West (the “Subject Site”) to assist with the required Zoning By-law Amendment application. The purpose of this memo is to outline some concerns with the site-specific Zoning by-law Amendment recommended by City of London Planning staff in relation to City of London file Z-9750 and to recommend approval of the alternative by-law supported by the Planning and Environment Committee on September 10, 2024.

1 Development Proposal Summary

The two existing low-density houses on the Subject Site are proposed to be demolished and replaced with an 8-storey (30 metre high), 77-unit residential building fronting onto Base Line Road West with a building footprint area of 594.2 square metres, a gross floor area of 4,585.5 square metres and a density of 386 units per hectare. Surface vehicle parking would be provided at the rear of the building in the form of 17 ‘standard’ spaces, three (3) visitor parking spaces and two (2) barrier-free spaces for a total of 22 vehicle parking spaces. Cycling is promoted by the provision of 72 long-term bicycle spaces to be stored on the ground floor and eight (8) short-term spaces to be stored in a bicycle rack located just west of the principal building entrance.

Some of the dwelling units (i.e., the 1-bedroom and 2-bedroom units) would have private balconies. However, all building residents would have convenient access to both common outdoor and indoor amenity spaces. A common outdoor amenity space with an area of 79.6 square metres intended as a social outdoor seating area is proposed west of the proposed building. Indoor common amenity space is also proposed on the ground floor in the form of a community room and a fitness room (the “Development Proposal”).

The intent of the Development Proposal is to replace the existing underutilized site with a contemporary apartment building that would add 77 new dwelling units to the local housing supply while leveraging its location

on existing London Transit Commission bus routes within walking distance to the commercial amenities on Wharncliffe Road South to the east and Commissioners Road West to the south.

2 City Staff Recommended Zoning By-law Amendment (ZBA)

City Planning staff provided a report and attached their recommended site-specific Zoning By-law Amendment as Appendix A (the “Staff ZBA”). Although the report generally recommends approval of the Development Proposal, it also recommends refusal of the proposed 22 vehicle parking spaces. Staff instead recommend that the Development Proposal comply with the required 39 vehicle parking spaces.

If approved, the Staff ZBA would have the effect of requiring a significant redesign and would result in the **loss** of approximately **14 dwelling units** and the common amenity rooms on the main floor under the existing surface parking model, which is the only financially feasible parking model for the owner at the proposed height and density. **In other words, the Staff ZBA would require a drastically revised development from what is currently being proposed.**

Furthermore, City staff (specifically Transportation Engineering staff) requested a Parking Justification Report to justify the reduced number of parking spaces, and a report dated May 9, 2024 by Paradigm Transportation Solutions Limited was submitted in support of the ZBA application. The report justified the reduced parking supply by highlighting attributes of the Subject Site (i.e., within walking distance to amenities such as a grocery store and public transit stops), and proposing to reduce demand for parking spaces through Transportation Demand Management (TDM) measures, including but not limited to encouraging cycling, car-sharing, public transit, walking, and separating the renting of units from the provision of vehicle parking, also known as “unbundled parking”.

3 Agent Recommended Zoning By-law Amendment (ZBA)

The alternate ZBA proposed below will permit the development of the 8-storey, 77-unit apartment building envisioned by the owner. The only difference between the Staff ZBA and the alternate ZBA is the addition of a special provision/regulation viii) to permit the requested reduced vehicle parking spaces (identified in bold text below):

Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 80 & 82 Base Line Road West

a. Regulations

- i) Front Yard Setback (minimum): 1.3 metres
- ii) Interior (East) Side Yard Setback (minimum): 5.4 metres
- iii) Interior (West) Side Yard Setback (minimum): 5.8 metres
- iv) Interior (West) Side Yard Encroachment (maximum): 4.9 metres
- v) Landscape Open Space (minimum): 29%
- vi) Density (maximum): 386 units per hectare
- vii) Height (maximum): 30.0 metres
- viii) **Off-street Vehicle Parking (minimum): 22 spaces**

At its meeting on September 10, 2024, the Planning and Environment Committee adopted an alternate motion tabled by Councillor Skylar Franke that supported the above-noted requested reduction in the number of vehicle parking spaces.

I respectfully request that Council members support and approve the PEC recommendation identified as Bill No. 330 on the Council agenda that would enable the development of 77 dwelling units on a site that is well-suited for increased density as it is located within walking distance to transit stops and daily amenities. The proposed mid-rise building is compatible with the eclectic mix of building typologies and architectural styles within the Base Line Road West corridor. It would enhance the neighbourhood while helping the City of London achieve its housing supply target of 47,000 new units by 2031.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



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