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: **13759741 Canada Inc. c/o Strik, Baldinelli, Moniz Ltd.**
80 & 82 Base Line Road West
File Number: Z-9750, Ward 11
Date: **Public Participation Meeting on: September 10, 2024**

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 13759741 Canada Inc. (c/o Strik, Baldinelli, Moniz Ltd.) relating to the property located at 80 & 82 Base Line Road West:

(a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting September 24, 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 R9 (R9-7*H45) Zone, **TO** a Residential R9 Special Provision (R9-7(_)*H30) Zone;

(b) The requested Special Provision to reduce the required vehicle parking spaces from 39 to 22 spaces **BE REFUSED** for the following reasons:

i) The inability to accommodate vehicle parking and visitor parking for all units signifies an over-intensification of the site.
ii) The proposed number of parking spaces is insufficient to accommodate the proposed number of units.

(c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
i) The applicant shall provide a revised water servicing report through the Site Plan Approval process;
ii) Landscaping to include at minimum 50% native species, with no invasive species planted;
iii) Investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
iv) Investigate air source heath pump options;
v) Apply bird friendly policies using the CSA standard;

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:
i) The 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 amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, Neighbourhoods Place Type policies; and will facilitate a built form that contributes to achieving a compact City;
iii) The recommended amendment would facilitate the redevelopment of an underutilized parcel of land with a scale and intensity that is appropriate for the site and surrounding context.

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 R9 (R9-7*H45) Zone to a Residential R9 Special Provision (R9-7(_)*H45) Zone.

Requested special provisions include: a reduced front yard setback of 1.0 metres, a reduced interior side yard setback to the east of 5.4 metres, a reduced interior side yard setback to the west of 5.8 metres, an interior side yard encroachment of 4.9 metres, a maximum density of 386 units per hectare, and a total of 22 vehicle parking spaces.

Purpose and the Effect of Recommended Action
Staff are recommending approval of the Zoning By-law amendment, with the exception of the requested special provision for reduced vehicle parking spaces. Staff are also recommending an additional special provision to permit a maximum height of 30.0 metres (8-storeys) to mitigate impacts of the proposed intensity and form of the development.

The recommended action will permit an **8-storey, 77-unit apartment building**.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Wellbeing and Safety**, by promoting neighbouring planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness,** by ensuring London's growth and development is well-planned and considers use, intensity, and form; and by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Minor Variance Report – 80 Base Line Road West – A.096-01 – 2001

1.2 Planning History

On September 10, 2001, the Committee of Adjustment granted approval for a Minor Variance application for 80 Base Line Road West to facilitate a second storey addition.

1.3 Property Description and Location

The subject lands are located on the north side of Base Line Road West between Cotswold Gate and Wharncliffe Road South, in the Southcrest Planning District. The subject lands consist of two lots, 80 Base Line Road West and 82 Base Line Road West, which have been consolidated under the same ownership to facilitate the proposed development. The subject site has a total area of approximately 0.2 hectares, with a frontage of 45.7 metres along Base Line Road West, a depth of 45.0 metres and a total area of 1,995.18 m^2 (0.2 hectares). 80 Base Line Road West currently contains a 1-storey single detached dwelling, whereas 82 Base Line Road West currently contains a 2-storey fourplex dwelling. Both lots have existing driveways connecting to Base Line Road West. The existing buildings will be demolished to facilitate the proposed development.

The subject lands are in an urban neighbourhood consisting primarily of residential uses and a place of worship. The neighbouring properties to the north contain the place of worship and an 11-storey apartment building, to the east is a driveway providing access to the place of worship. To the east are 2-storey townhouses and a

10-storey seniors apartment building and to the south are apartment buildings with heights ranging from 6-storeys to 10-storeys. Several apartment buildings with heights ranging from 4-storeys to 11-storeys exist further to the west along Base Line Road West.

Base Line Road West is classified as a Neighbourhood Connector on Map 3 – Street Classifications of The London Plan. The road segment between Morgan Avenue and Cotswold Gate has a traffic volume of approximately 8,500 vehicles per day. Base Line Road West has bike lanes and sidewalks on both sides of the street. Approximately 50 metres to the west of the subject lands is a LTC bus stop, with more LTC bus stops located along Wharncliffe Road South to the west and Commissioners Road West to the south.

Site Statistics:

- Current Land Use: Residential
- Frontage: 45.7 metres (150 feet)
- Depth: 45.0 metres (148 feet)
- Area: 0.2 hectares (2.47 acres)
- Shape: Regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Multi-unit residential, place of worship
- East: Townhouses, multi-unit residential
- South: Multi-unit residential
- West: Multi-unit residential

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting a Neighbourhood Connector (Base Line Road West)
- Existing Special Policies: High Density Residential Overlay (1989 Official Plan)
- Existing Zoning: Residential R9 (R9-7*H45) Zone

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

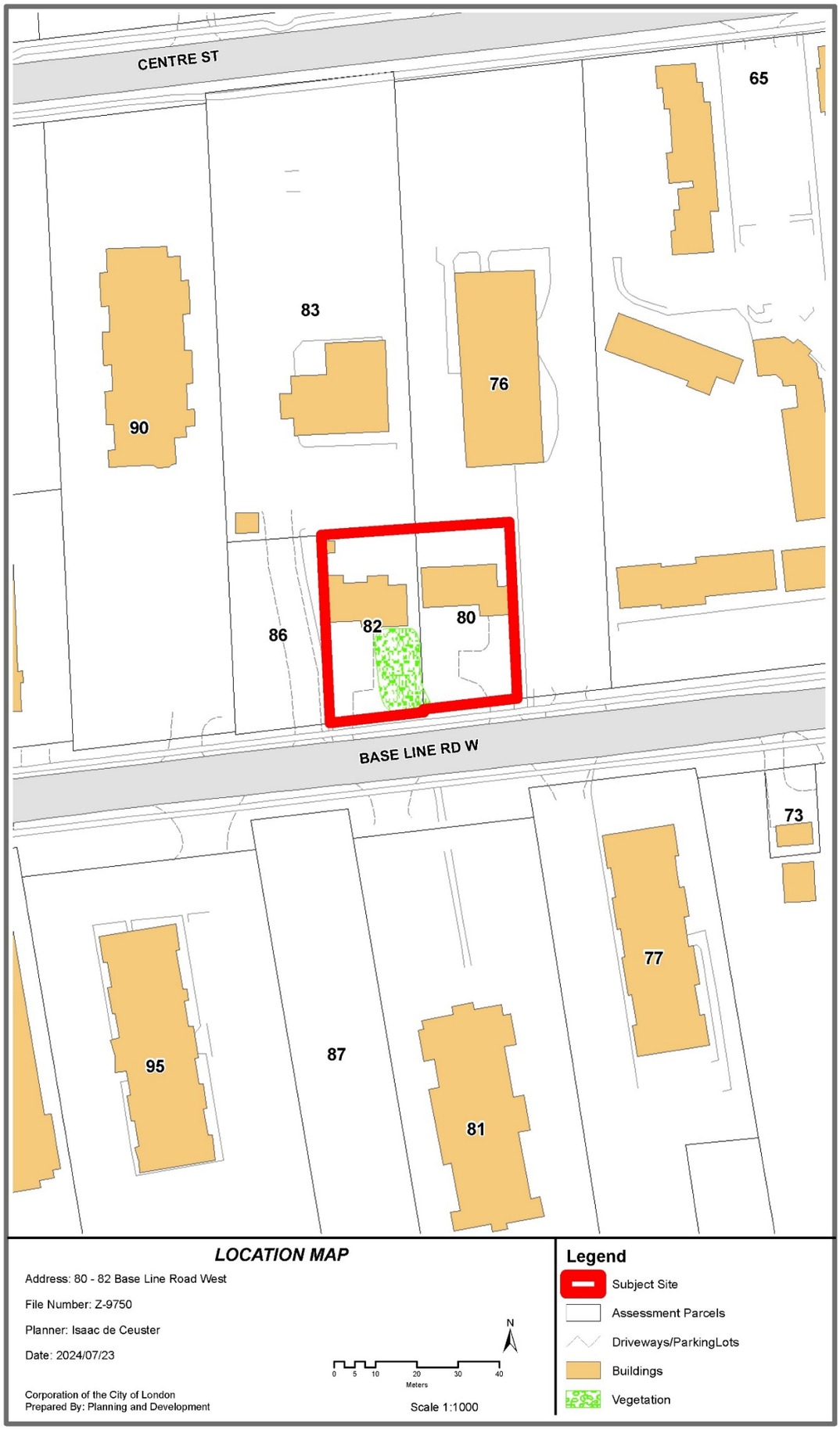


Figure 1- Location Map 80 & 82 Base Line Road West.

Figure 2- Streetview of 80 Base Line Road West with 76 Base Line Road West in the background (view looking north)

Figure 3 - Streetview of 82 Base Line Road West (view looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing an 8-storey residential apartment development containing a total of 77 units, with a maximum height of 30.0 metres and a maximum density of 386 units per hectare. Vehicular access to the subject lands is via a covered driveway (porte cochere) located on the eastern portion of the site onto Base Line Road West. A total of 22 at-grade vehicle parking spaces and 80 bicycle parking spaces (72 long-term, 8 short-term) are proposed. Pedestrian walkways are proposed to connect the development to on-site amenities and to Base Line Road West.

The original site concept plan is shown below as Figure 3, a conceptual rendering is shown as Figure 4.

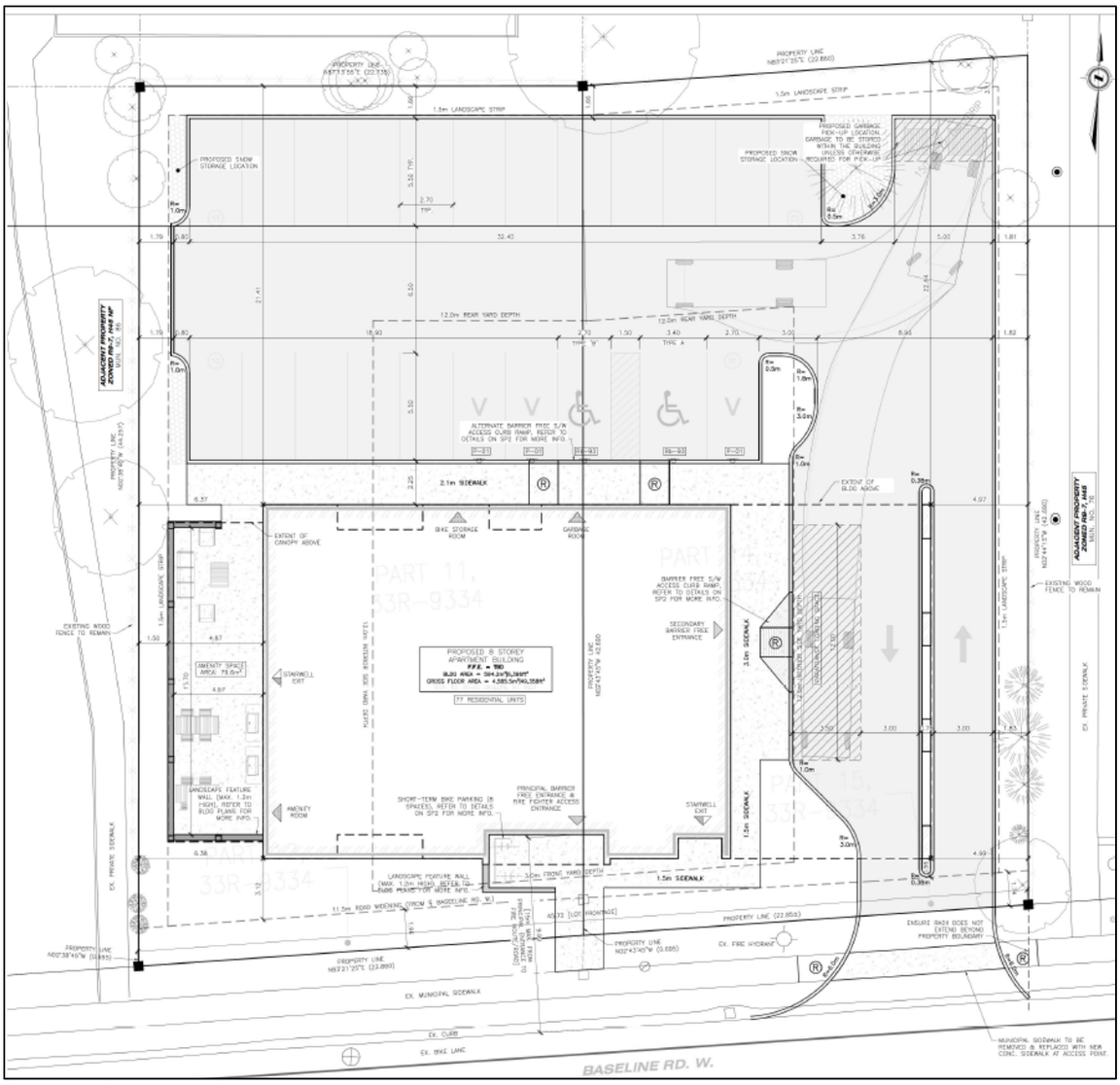


Figure 4 - Conceptual Site Plan (June 2024)

Figure 5 – Rendering of proposed building – view from Base Line Road West

2.2 Revised Development Proposal (July 2024)

Based on initial comments provided by staff, the applicant submitted a revised site concept plan, shown in Figure 6 below. The revised development proposal continues to propose an 8-storey, 77-unit residential apartment development with a

maximum density of 386 units per hectare. Revisions to the development proposal include:

- Increased the east drive aisle width to 3.7 metres.
- Increased the curb radius to 9.0 metres.
- Changes to requested special provisions for front yard setback, interior east side yard setback and west side yard setback.

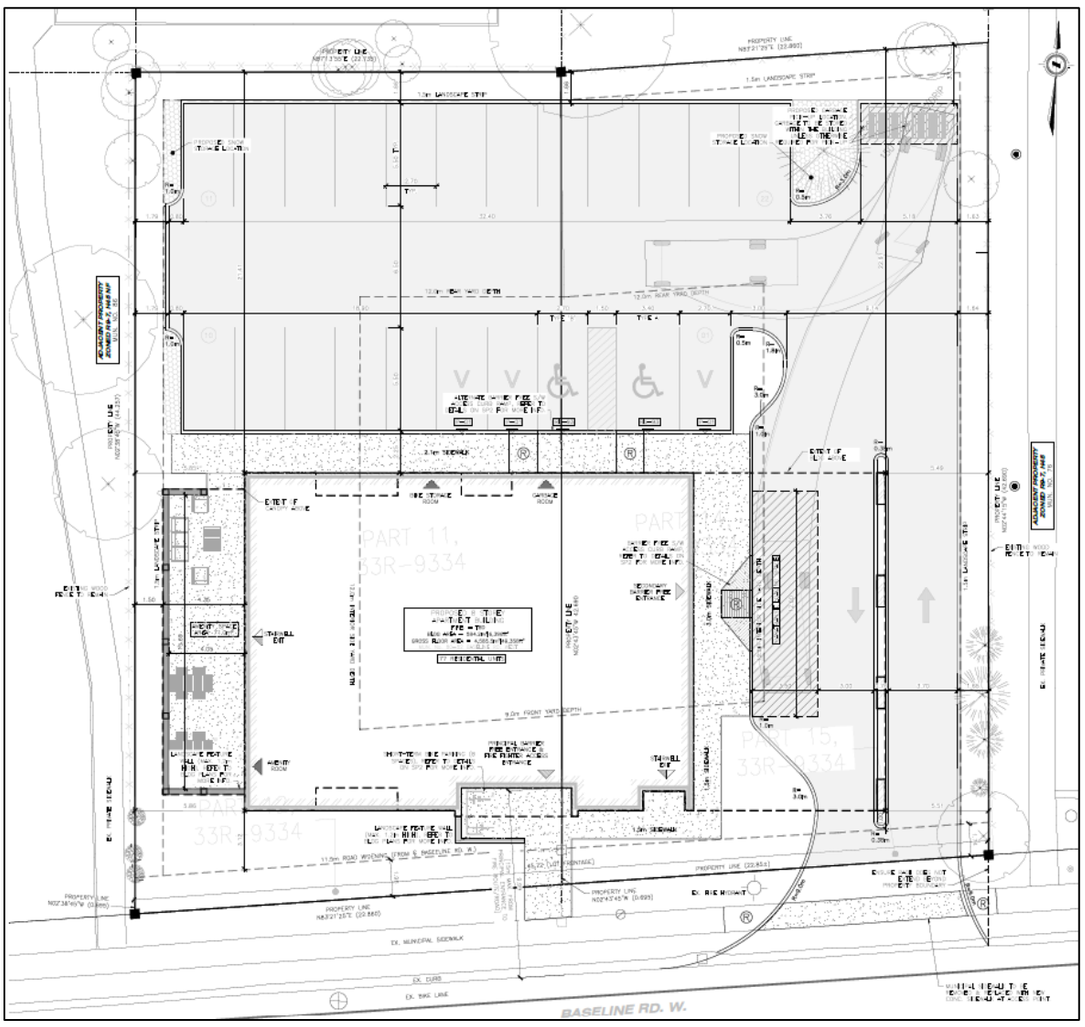


Figure 6: Revised Conceptual Site Plan (July 2024)

2.3 Second Revised Development Proposal (August 2024)

Based on additional comments provided by staff, the applicant submitted a second revised conceptual site plan shown in Figure 7 below. The revised development proposal continues to propose an 8-storey, 77-unit residential apartment development with a maximum density of 386 units per hectare. Revisions to the development proposal include:

- Increased the west drive aisle width to 3.7 metres
- Revised road widening of 1.42m to achieve 11.5m road widening from centerline Base Line Road West.
- Decrease in requested landscaped open space from 30.4% to 29.7%. A special provision for a reduction in landscaped open space is required.

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment building
- Height: 8 storeys (30.0m)
- Residential units: 77
- Density: 386 units per hectare

- Gross floor area: 4,585.5 m^2
- Building coverage: 29.8%
- Parking spaces: 22 surface parking spaces
- Bicycle parking spaces: 72 long-term spaces, 8 short-term spaces
- Landscape open space: 29.7%
- Functional amenity space: 171.6m^2

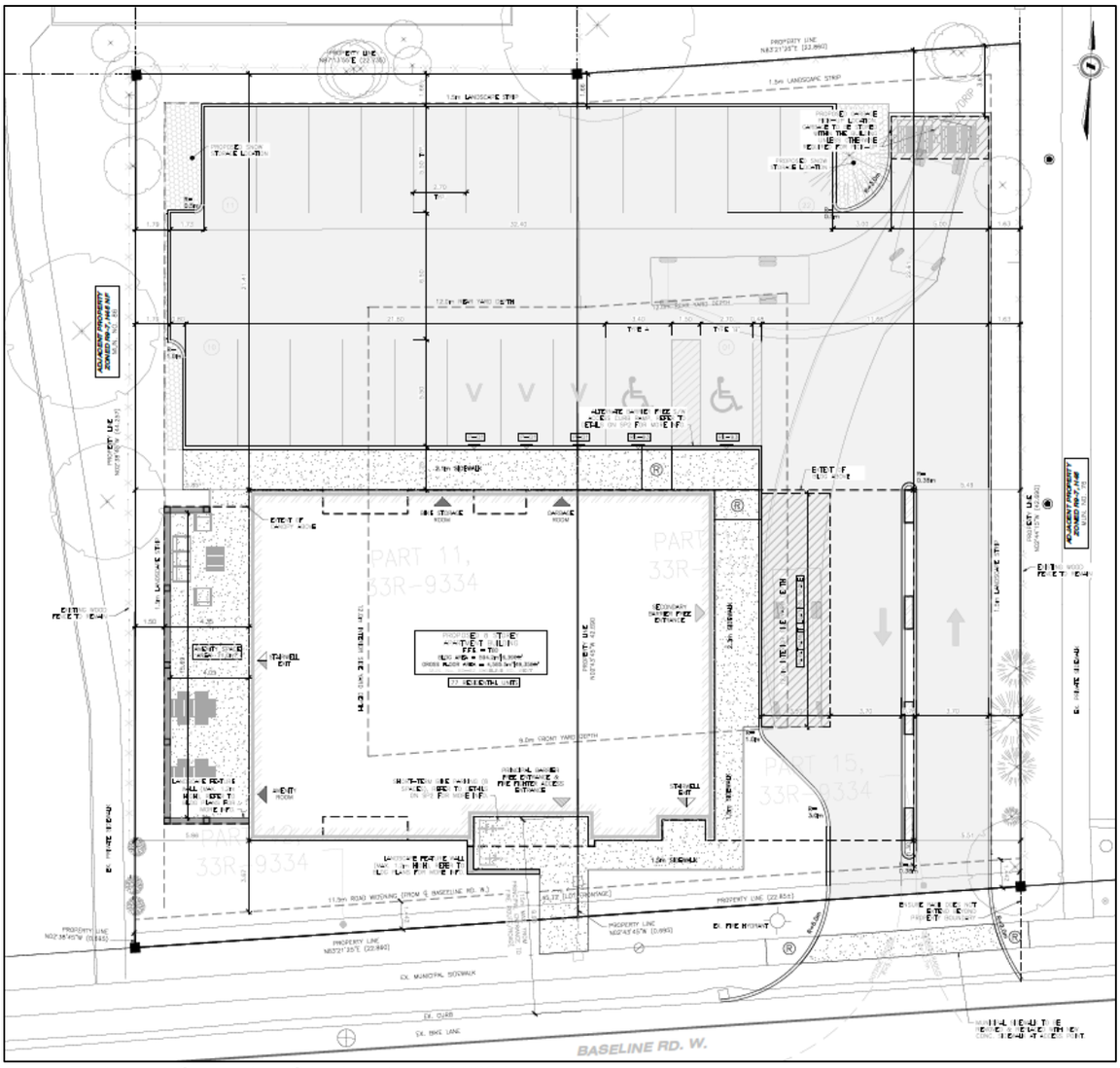


Figure 7: Revised Conceptual Site Plan (August 2024)

Additional information on the development proposal is provided in Appendix "B". Additional plans and drawings of the development proposal are provided in Appendix "C".

2.3 Requested Amendment(s)

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R9 (R9-7*H45) Zone to a Residential R9 Special Provision (R9-7(_)*H45) Zone.

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

Regulation (R9-7 Zone)	Required	Proposed	Recommended
Front Yard Setback (minimum)	9.0m	1.3m	1.3m
Interior (East) Side Yard Setback (minimum)	12.0m	5.49m	5.4m
Interior (West) Side Yard Setback (minimum)	12.0m	5.85m	5.8m
Interior (West) Side Yard	3.0m	4.87m	4.9m

Regulation (R9-7 Zone)	Required	Proposed	Recommended
Encroachment			
Landscape Open Space (minimum)	30%	29.77%	29%
Density (maximum)	150 uph	386 uph	386 uph
Vehicle Parking Spaces	39	22	39

The following table summarizes the special provisions that are being recommended by staff:

Regulation (R9-7 Zone)	Required	Proposed	Recommended
Height (maximum)	45.0m	30.0m	30.0m

2.4 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Narrow driveway
- Paratransit vehicle path of travel/layby
- Reduced parking space and insufficient visitor parking
- Revised Water Servicing report during the Site Plan approval process

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

2.5 Public Engagement

On July 8, 2024, Notice of Application was sent to 599 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 July 11, 2024. A “Planning Application” sign was also placed on the site.

Two telephone calls and 24 written responses were received. A petition signed by approximately 20 people regarding safety measures on Base Line Road West was received as well. 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:

- Existing parking issues on Base Line Road West
- Lack of parking proposed development
- Amount of transitional housing in the area
- Unsafety/ crime-issues in the area
- Small unit-size and lack of amenity space

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

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

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

Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, and accommodating an appropriate affordable and market-based range and mix of residential types (1.1.1.a) & 1.1.1.b)).

The proposed development meets the intent of the PPS policies by introducing a compact, residential high-rise development that would intensity an underutilized site in an area designated for residential uses.

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 proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and aligns with the vision of the Neighbourhoods place Type by contributing to a diversity and mix of different housing types, intensities, and forms (TLP, Policy 918_2), and will respect the existing neighbourhood character (TLP, 918_13). The proposed residential use aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP, Policy 59_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP, Policy 59_5).

The Neighbourhoods Place Type contemplates a range of residential uses, dependent 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).

High Density Residential Overlay

As shown in Figure 7 (below) and Appendix C of this report, the subject site is located 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 Type identified in Map 1 (TLP, 955_).

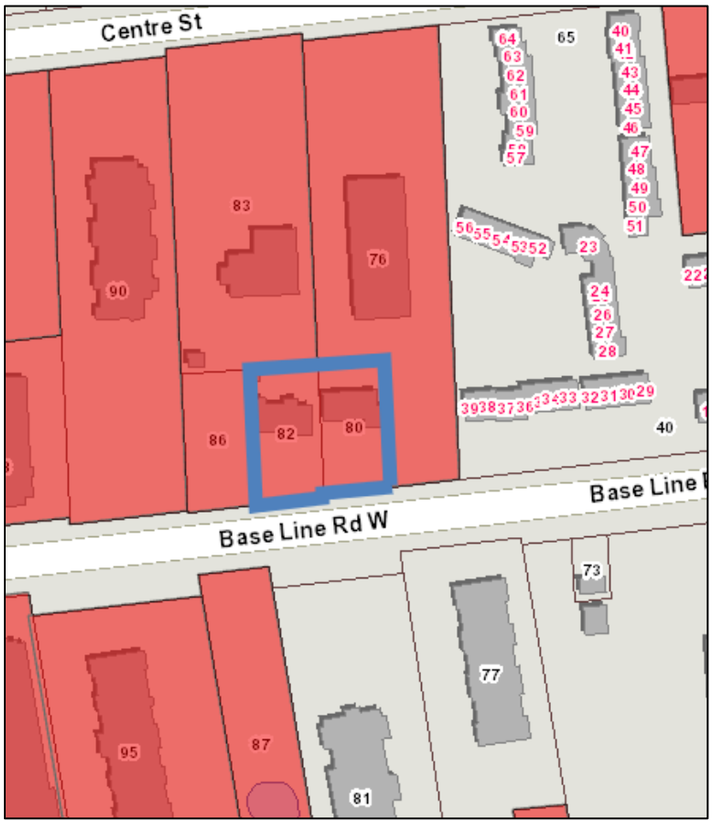


Figure 8: Excerpt Map 2 – high Density Residential Overlay (from 1989 Official Plan)

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 HDR Overlay (TLP, 958_1). As such, the proposed high-rise apartment building is a permitted use, in conformity with the HDR Overlay policies of The London Plan and appropriate for the subject lands.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). 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, the minimum permitted height is 2 storeys 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 HDR Overlay. 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 HDR Overlay policies which contemplate a maximum height of 14 storeys for residential development within the Primary Transit Area (TLP, 958_1). Staff are of the opinion that the site is in an appropriate location for intensification, given its proximity to existing services and public transit. The impacts on abutting properties can be mitigated by building placement, setbacks, and appropriate landscaping and

screening.

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_).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (TLP, 953_2, a to f).

In accordance with policy 289_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top (TLP, 289_). Alternative design solutions that address the following intentions may be permitted:

1. 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.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. 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.

Base

The base of the building was designed with positive design features that were commended by Urban Design staff. These include the street-oriented community room to create an active streetscape along Base Line Road West, design of the port cochere driveway with columns to allow for light and ventilation and mitigate potential safety issues, and reduced front yard setbacks to encourage street-orientation while avoiding encroachment of footings and canopies. The principal entrance faces the public street to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access (TLP, 291_). As shown in Figure 8 below, the base contains glazing and a dark natural stone intended to draw attention to the principal entrance.

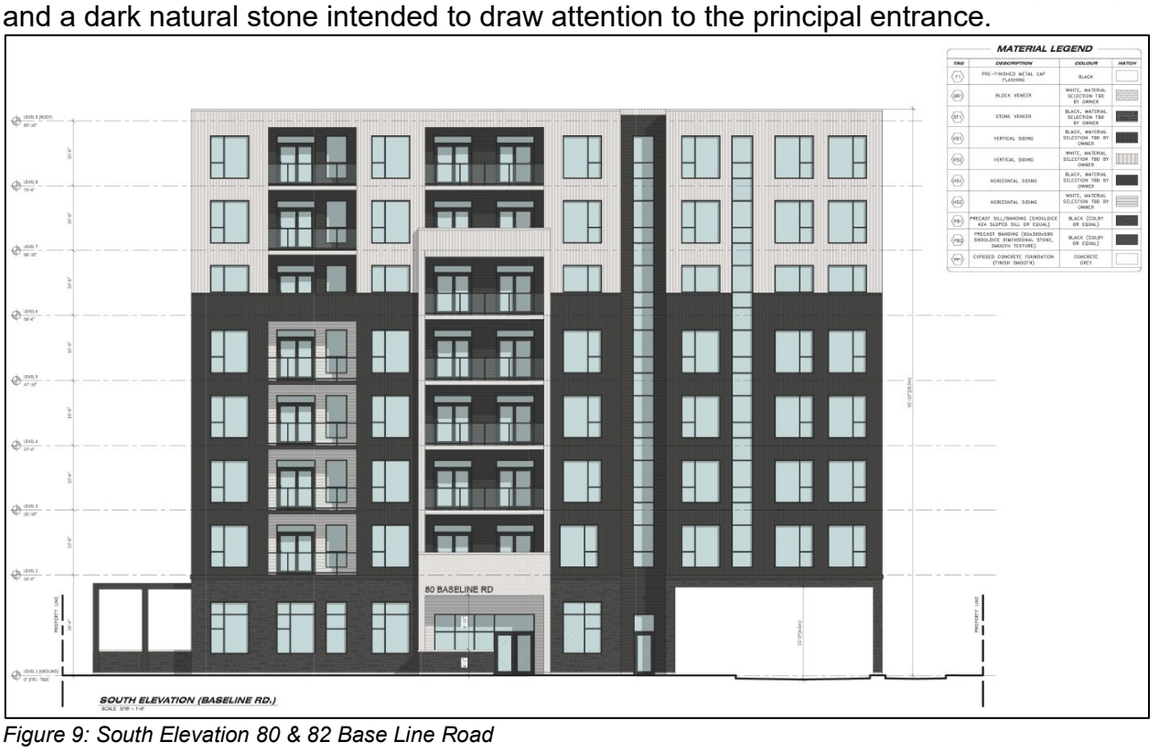


Figure 9: South Elevation 80 & 82 Base Line Road

Middle The middle of the proposed building corresponds to levels 2-5 and is visually cohesive with, but distinct from the base and top with a proposed dark siding material with horizontal accents in the recessed balconies.

Top
For levels 6-8 a lighter material is proposed to reduce the perceived impact of the massing of the building and to ensure the top is differentiated from the middle component of the building.

Overall, the proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating an appropriate form and scale of residential intensification that is compatible with the existing and future neighbourhood character (TLP, Policy 953_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within its context/neighbourhood character (TLP, Policy 193_). The proposed building includes a slender form, consistent with the City Building Policies as set out in The London Plan (TLP, Policy 292_). The floor plate for levels 2-8 is approximately 603m^2 (6,501 square feet) to help mitigate impacts on surrounding properties by minimizing massing, shadowing and visual impact.

The proposed built form with special provisions is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)*, contemplated in the *Neighbourhoods Place Type*, City Building and HDR Overlay policies of The London Plan.

4.4 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Residential R9 (R9-7*H45) Zone to a Residential R9 Special Provision (R9-7(_)*H45) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Front Yard Depth – the applicant is requesting a special provision to permit a front yard depth of 1.3 metres, whereas a minimum of 9.0 metres is required. A 1.44m road widening dedication is provided in the front yard to facilitate an ultimate width of 11.5m from centerline for Base Line Road West. The reduced front yard setback is supported by the policies of The London Plan, which states that 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, 259_). Staff is supportive of the reduced front yard setback.

Interior Side Yard Depth – The applicant is requesting special provisions to permit an east interior side yard of 5.4 metres and west interior side yard setback of 5.8 metres, whereas 12.0 metres is required for both interior side yards. Based on the development proposal and existing neighbourhood context, staff have no concerns with the reduced east and west interior side yard. The proposed side yards, building placement and slender floorplates ensure appropriate spacing between buildings will exist allowing for light, separation distance and landscape buffering. A Landscape Plan with more details on the proposed landscape plantings will be provided at the Site Plan Approval stage.

Interior Side Yard Encroachment – The applicant is requesting a special provision to permit an interior west side yard encroachment. This is because the proposed amenity space structure on the west side of the building is categorized as an encroachment based on Section 4.27 of the Zoning By-law. Staff are supportive of the requested special provision to facilitate the shared amenity space structure.

Landscape Open Space – The applicant is requesting a special provision to permit a reduced landscape open space of 29% for the subject site. This is a minor reduction from the minimum requirement of 30%, whereas 30% is the minimum required. Staff are supportive of the requested special provision of a minimum 29% landscape open space.

Density – The applicant has requested a special provision to permit a maximum density of 386 units per hectare. 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 HDR 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 proximity of existing transit routes, which will support the use of transit by future residents. The requested density allows for the implementation of the proposed infill development, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character (TLP, 918_13). Based on the above, staff are supportive of the requested density of 386 units per hectare.

Height – The applicant is proposing an 8 storey apartment building with a maximum height of 30 metres. Currently, the site-specific Residential R9 (R9-7*H45) Zone permits a maximum height of 45 metres based on the H45 symbol which the applicant has proposed to retain. Staff are recommending a maximum building height of 30 metres based on the proposed design to ensure the intensity is appropriate for the site does not result in over-intensification. This special provision allows for some flexibility in building height while facilitating the apartment development as proposed by the applicant.

The HDR overlay policies permit more height than the height being considered through The London Plan Heights Review, and will continue to apply.

Parking – The applicant has requested a special provision to permit 22 vehicle parking spaces, whereas 39 spaces are required. A Parking Justification Report was submitted to support this requested parking reduction. As outlined in Section 2.4 of this Report, staff have major concerns with this requested special provision. Additionally, as outlined in Section 2.5 and Appendix E of this Report, concerns with the reduced parking special provision and existing parking issues in the area were raised by members of the public.

In 2022, the City of London Municipal Council approved the updated Parking Standards Review (OZ-9520), with exemptions to minimum parking requirements for the Downtown, Transit Village, Rapid Transit Corridor and Main Street Place Types and significantly reduced minimum parking standards in all other Place Types. In this instance, the subject site is not located in an exemption area. As such, the minimum parking requirement for apartment buildings is 0.5 spaces per unit, resulting in a requirement for a minimum of 39 spaces based on the total of 77 units. Included in the required 39 parking spaces are 2 barrier-free parking spaces and 8 visitor parking spaces, the applicant is proposing 2 barrier-free spaces and 3 visitor parking spaces instead. The intent of minimum parking regulations is to ensure sufficient supply of off-street parking spaces and to prevent ‘spillover parking’, meaning the parking of vehicles off-site if parking demand exceeds the provided parking on site. In this instance, staff are concerned that the parking demand of the 77 residential units will exceed the provided 22 parking spaces, resulting in parking spillover to nearby residential parking lots or onto the public street. It should be noted that street-parking is not permitted on this section of Base Line Road West.

The applicant’s Parking Justification Report sets out that: “*The City of London is now one of the municipalities in Ontario with lower than average ZBL rates for residential parking which leaves little room for general reduction of ZBL requirements. Specific to this development, the ZBL parking requirement of 0.5 spaces per unit is lower than the corresponding requirement in other municipalities*.” (Paradigm Parking Justification Report, page 2). Staff agree that London’s lower than average minimum parking standards leave little room for further parking reductions below the minimum standard of 0.5 spaces per unit. Further, the Parking Justification Report provides that: “*If the tenant parking supply of 19 spaces is to be adequate for the development, 58 of the 77 apartment units should be occupied by tenants who do not own a car and who will not require a parking space*”. (Paradigm Parking Justification Report, page 2). A total of 22 vehicle parking spaces would require non-auto ownership levels of 75% (58/77) of potential tenants, with only three visitor parking spaces provided for potential visitors of

77 units.

In April 2024, City of London council approved an increased mode share target for the Mobility Master Plan from 23% to 32.5% for active modes of transportation by 2050, and a decrease in the percentage of personal vehicle trips from 61% to 52.5%. These mode share targets align with the minimum parking standards in the Zoning By-law, requiring 0.5 parking spaces per unit for apartment developments. A lack of parking for 75% of proposed units is not appropriate based on mode share targets for the Mobility Master Plan that sets a goal that by 2050 32.5% of all trips are with active modes of transportation (walking, cycling, public transit etc.). Although the subject site is well-serviced by public transit, staff have concerns that the parking demand for the proposed development will exceed the provided parking supply of 22 spaces.

The Parking Justification Report provides Transportation Demand Management (TDM) measures to reduce vehicle use and promote transit, cycling and walking. These include unbundled parking, provision of affordable housing, non-auto use including car-share and Uber service and property management role in assistant tenants with alternative opportunities and modes of travel. Planning and Development staff are concerned that these TDM measures are insufficient to justify the significant reduction in parking to 22 parking spaces (19 for tenants and 3 visitor spaces) for a total of 77 units.

Finally, alternative options to provide more parking and comply with the minimum parking standards are recommended to be explored by the applicant during the Site Plan Approval process. Based on the above, Planning and Development staff are recommending the refusal of the applicant requested special provision to reduce the vehicle parking spaces from 39 spaces to 22 spaces.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R9 (R9-7*H45) Zone to a Residential R9 Special Provision (R9-7(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions. Staff are recommending refusal of the reduction in vehicle parking.

The recommended action is consistent with the Provincial Policy Statement, 2020 and conforms to The London Plan policies including but not limited to Key Directions, City Design policies and Neighbourhoods Place Type and will permit an 8-storey apartment development with 77-units.

Prepared by:	**Isaac de Ceuster,** **Planner, Planning Implementation**
Reviewed by:	**Catherine Maton, MCIP, RPP** **Manager, Planning Implementation**
Recommended by:	**Heather McNeely, MCIP, RPP** **Director, Planning and Development**
Submitted by:	**Scott Mathers, MPA, P.Eng.** **Deputy City Manager, Planning and Economic Development**

Copy:
Britt O’Hagan, Manager, Current Development
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

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 80 & 82 Base Line Road West.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW 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 80 & 82 Base Line Road West, as shown on the attached map **FROM** a Residential R9 (R9-7*H45) Zone **TO** a Residential R9 Special Provision (R9-7(_)*H30) Zone.

2. 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

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

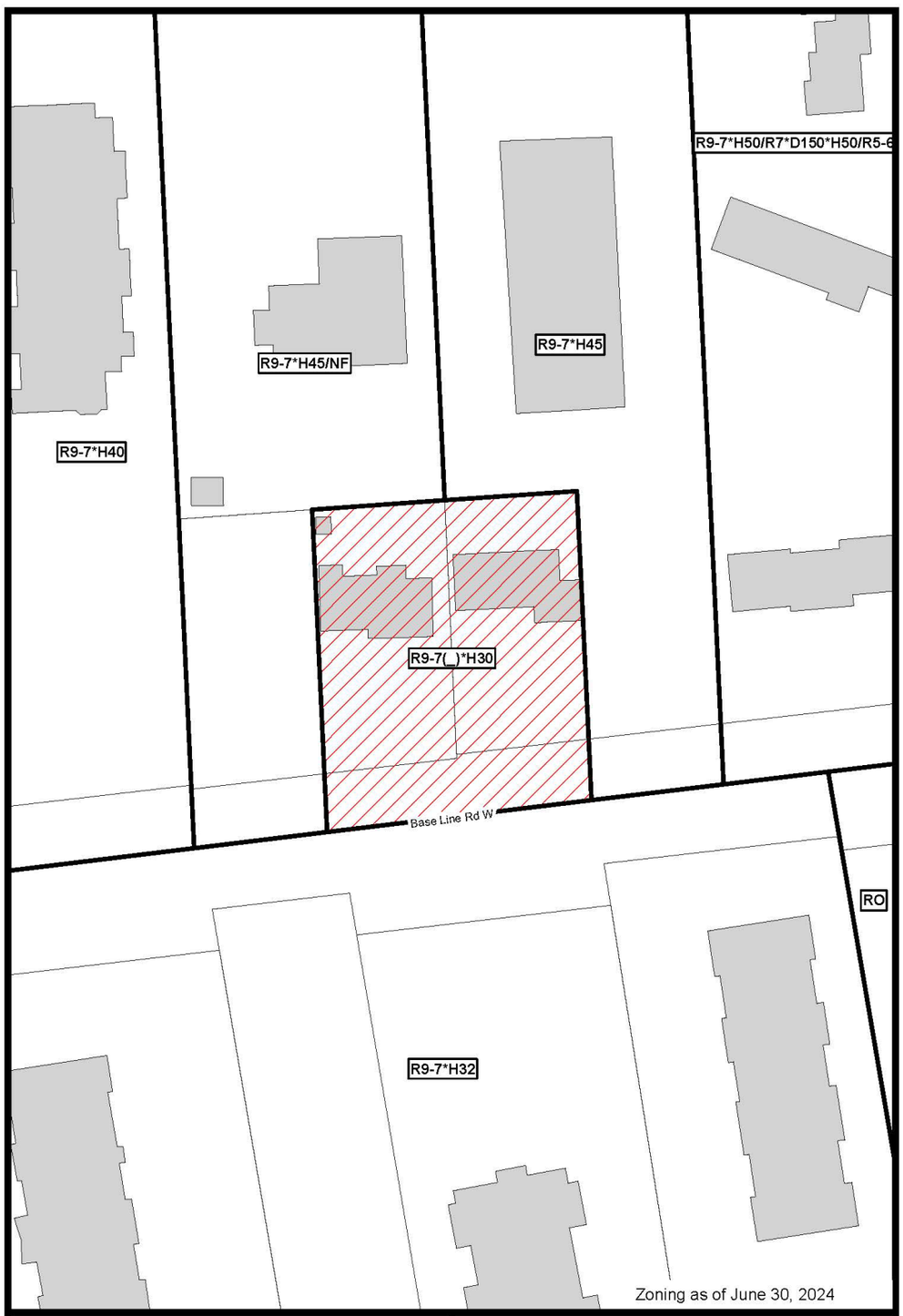
PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 24, 2024
Second Reading – September 24, 2024
Third Reading – September 24, 2024

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



File Number: Z-9750
Planner: IDC
Date Prepared: 2024/08/16
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE

1:800

0 4 8 16 24 32 Meters

Geodatabase

Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential
Frontage	45.7 metres (150 feet)
Depth	45.0 metres (148 feet)
Area	0.2 hectares (2.47 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Multi-unit residential & place of worship
East	Townhouses & multi-unit residential
South	Multi-unit residential
West	Multi-unit residential

Proximity to Nearest Amenities

Major Intersection	Base Line Road West & Wharncliffe Road South, 400 metres
Dedicated cycling infrastructure	Base Line Road West, 0 metres
London Transit stop	Base Line Road West, 25 metres
Public open space	Euston Park, 500 metres
Commercial area/use	Wharncliffe Road South, 400 metres
Food store	No Frills, 500 metres
Community/recreation amenity	Civic Gardens Complex, 3000 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods Place Type, Neighbourhood Connector
Current Special Policies	High Density Residential Overlay (1989 Official Plan)
Current Zoning	Residential R9 (R9-7*H45) Zone

Requested Designation and Zone

Requested Place Type	NA
Requested Special Policies	NA
Requested Zoning	Residential R9 Special Provision (R9-7(_)*H45) Zone

Requested Special Provisions

Regulation (R9-7)	Required	Proposed
Front Yard Setback (minimum)	9.0m	1.3m
Interior (East) Side Yard Setback (minimum)	12.0m	5.4m
Interior (West) Side Yard Setback (minimum)	12.0m	5.8m
Interior (West) Side Yard Encroachment	3.0m	4.9m
Landscape Open Space (minimum)	30%	29%
Density (maximum)	150 uph	386 uph
Vehicle Parking Spaces	39	22

C. Development Proposal Summary

Development Overview

The development proposal is comprised of an 8-storey apartment building with a total of 77 residential units, for a maximum of 386 uph.

Proposal Statistics

Land use	Residential
Form	Apartment
Height	8 Storeys (30 metres)
Residential units	77
Density	386 units per hectare
Gross floor area	4,585.5 m^2
Building coverage	29.8%
Landscape open space	31.3%
Functional amenity space	171.6m^2
New use being added to the local community	No

Mobility

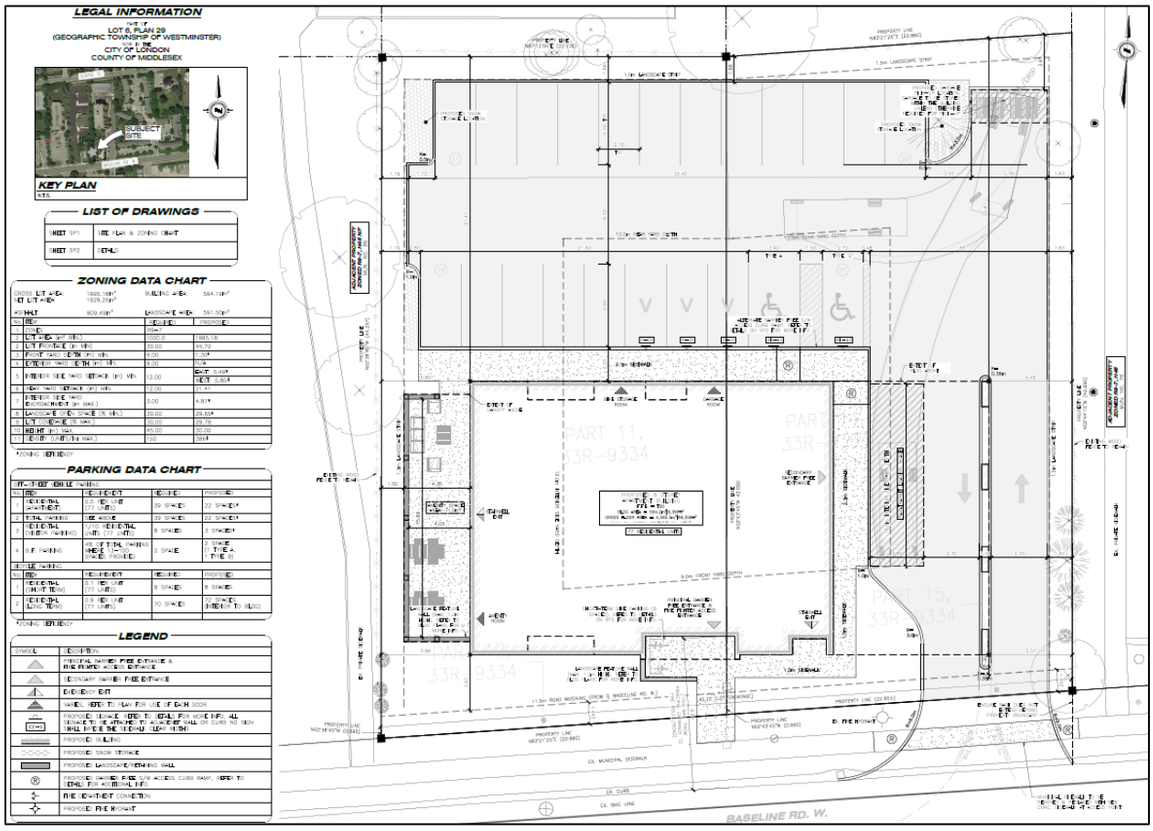
Parking spaces	22 surface spaces
Vehicle parking ratio	0.28 spaces per unit
New electric vehicles charging stations	TBD
Secured bike parking spaces	72
Secured bike parking ratio	1.04 Spaces per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

Environment

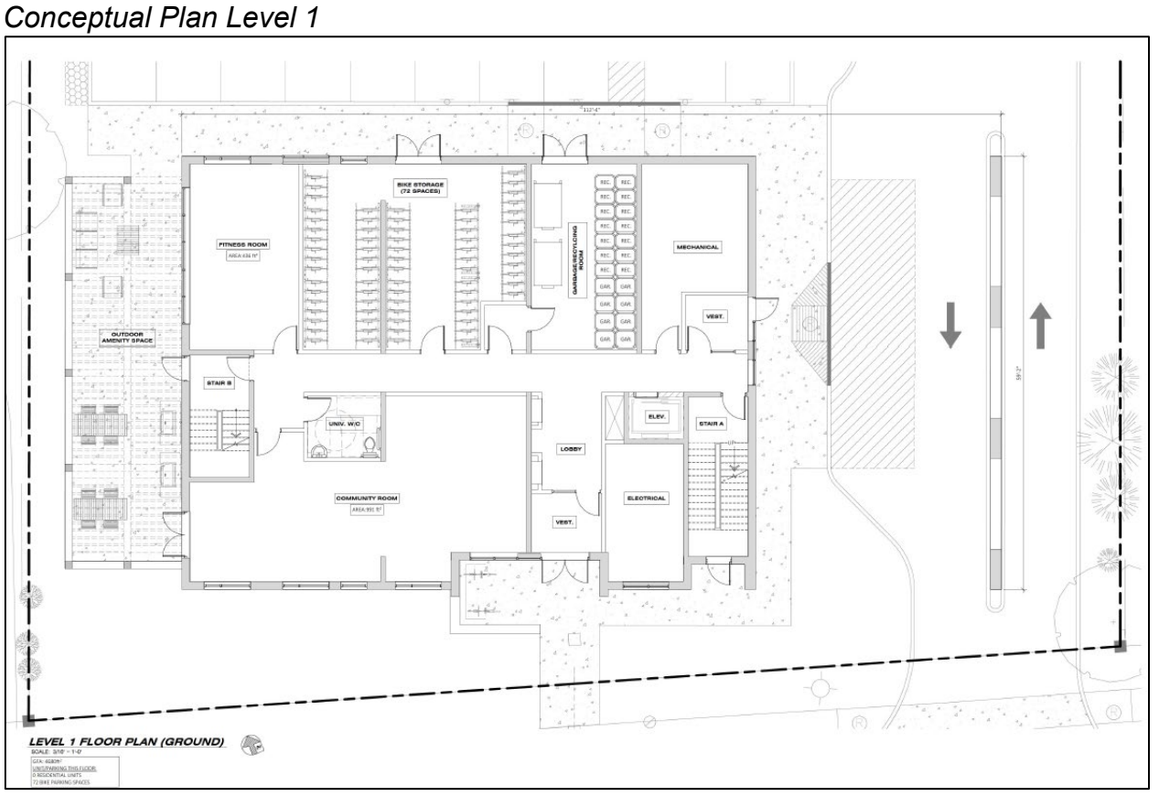
Tree removals	25
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings

Revised Conceptual Site Plan August 2024



Conceptual Plan Level 1



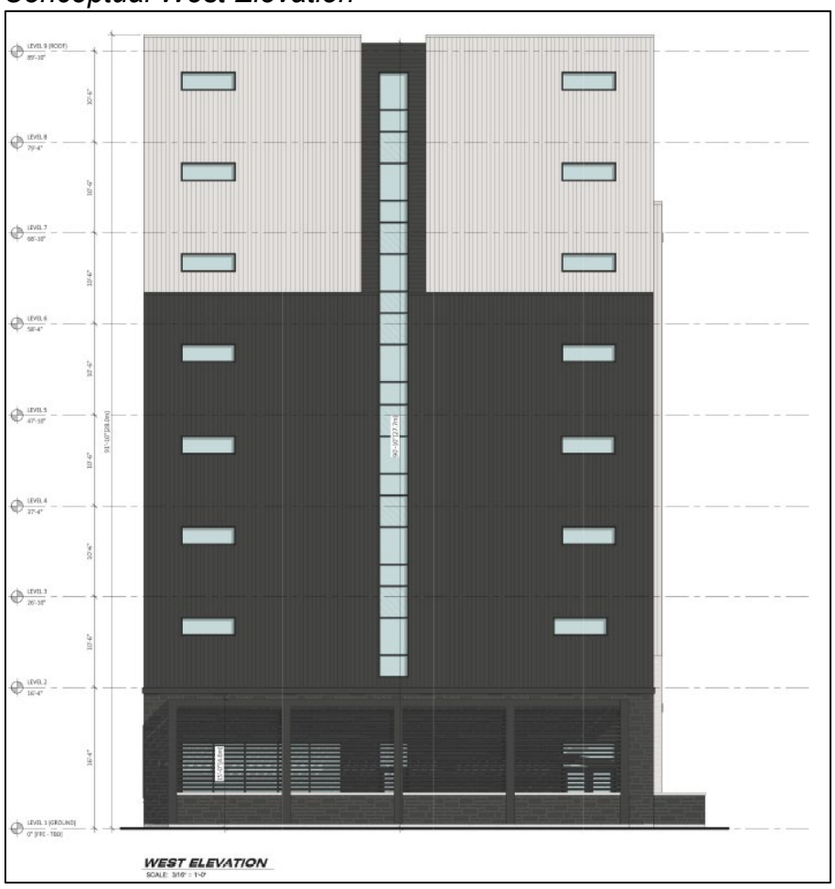
Conceptual Plan Typical Floor

Conceptual South Elevation

Conceptual North Elevation

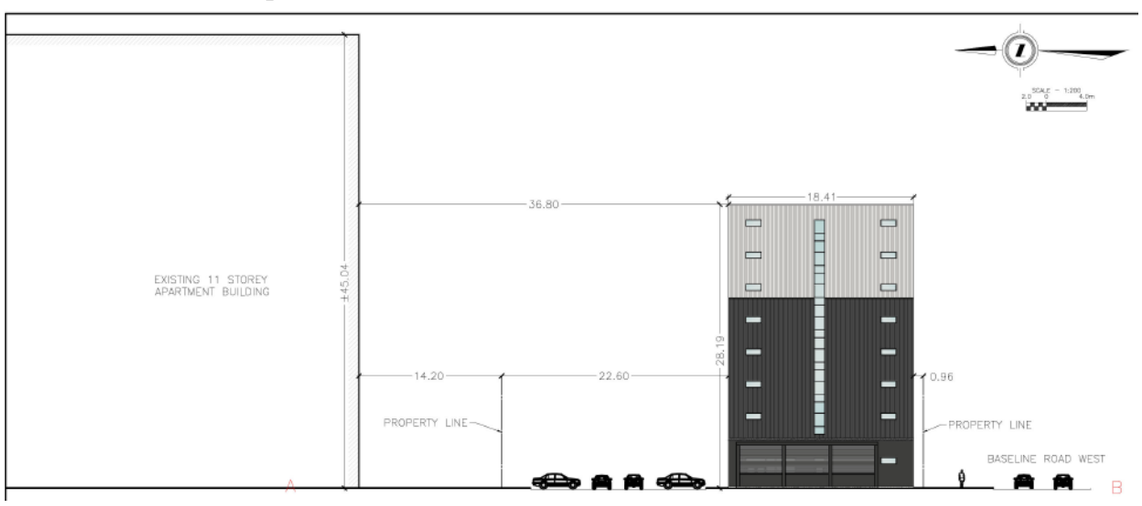
Conceptual East Elevation

Conceptual West Elevation



Perspective from Base Line Rd W looking north

Cross Section looking east



Conceptual Southeast perspective

Conceptual Southwest perspective

Shadow Impact Study – March/September (Spring & Fall Equinox)

March 21 – 10am

March 21 – 12pm

March 21 – 4pm

March 21 – 6pm

Shadow Impact Study – June (Summer Solstice)

June 21 – 10am

June 21 – 12pm

June 21 – 4pm

June 21 – 6pm

Shadow Impact Study – December (Winter Solstice)

December 21 - 10am

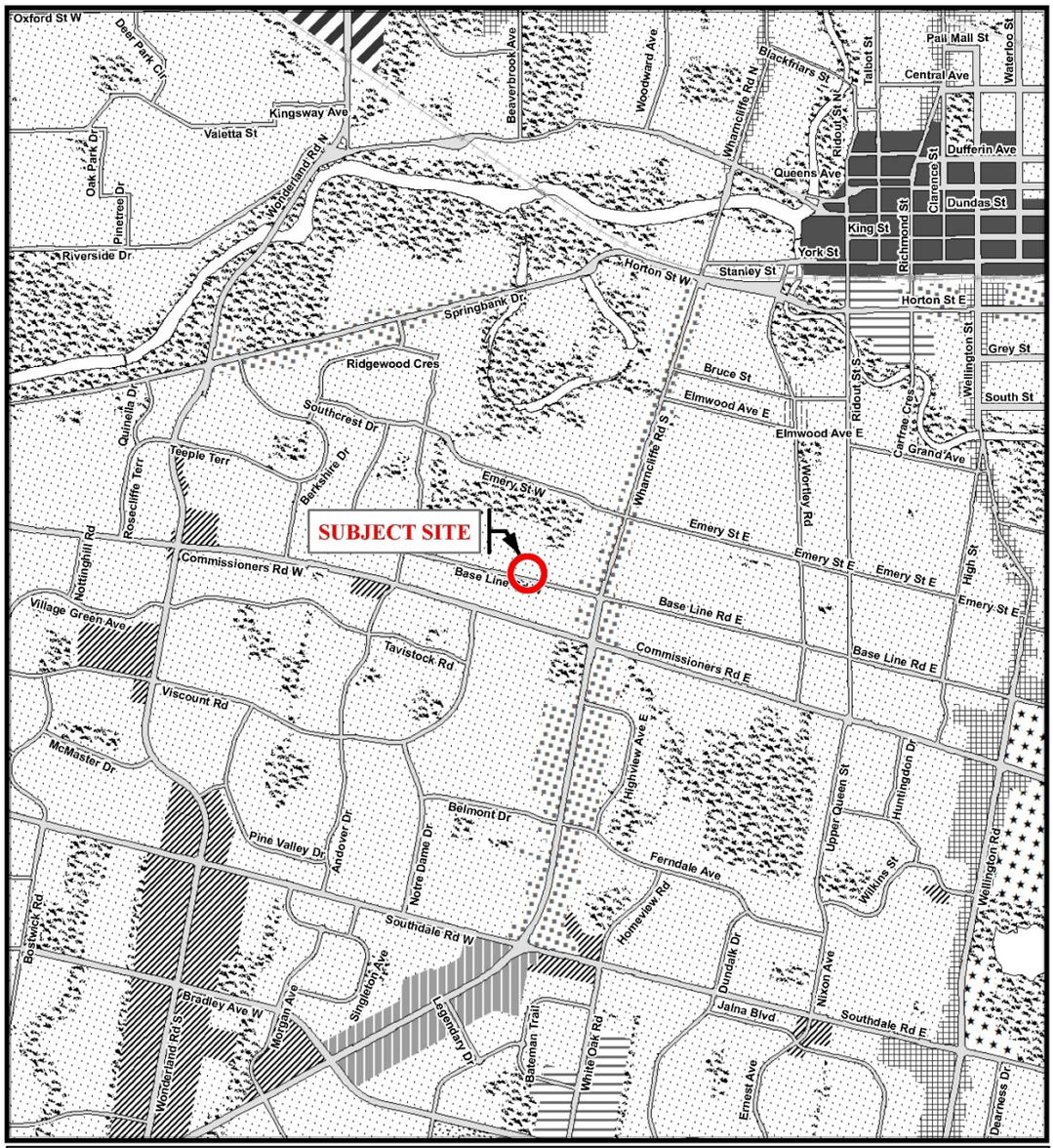
December 21 – 12pm

December 21 – 2pm

December 21 – 4pm

December 21 – 6pm

London Plan Map 1 – Place Types



Legend

- Downtown
- Transit Village
- Shopping Area
- Rapid Transit Corridor
- Urban Corridor
- Main Street
- Neighbourhood
- Future Community Growth
- Heavy Industrial
- Light Industrial
- Future Industrial Growth
- Commercial Industrial
- Institutional
- Green Space
- Environmental Review
- Farmland
- Rural Neighbourhood
- Waste Management Resource Recovery Area
- Urban Growth Boundary

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

CITY OF LONDON
Official Plan

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development

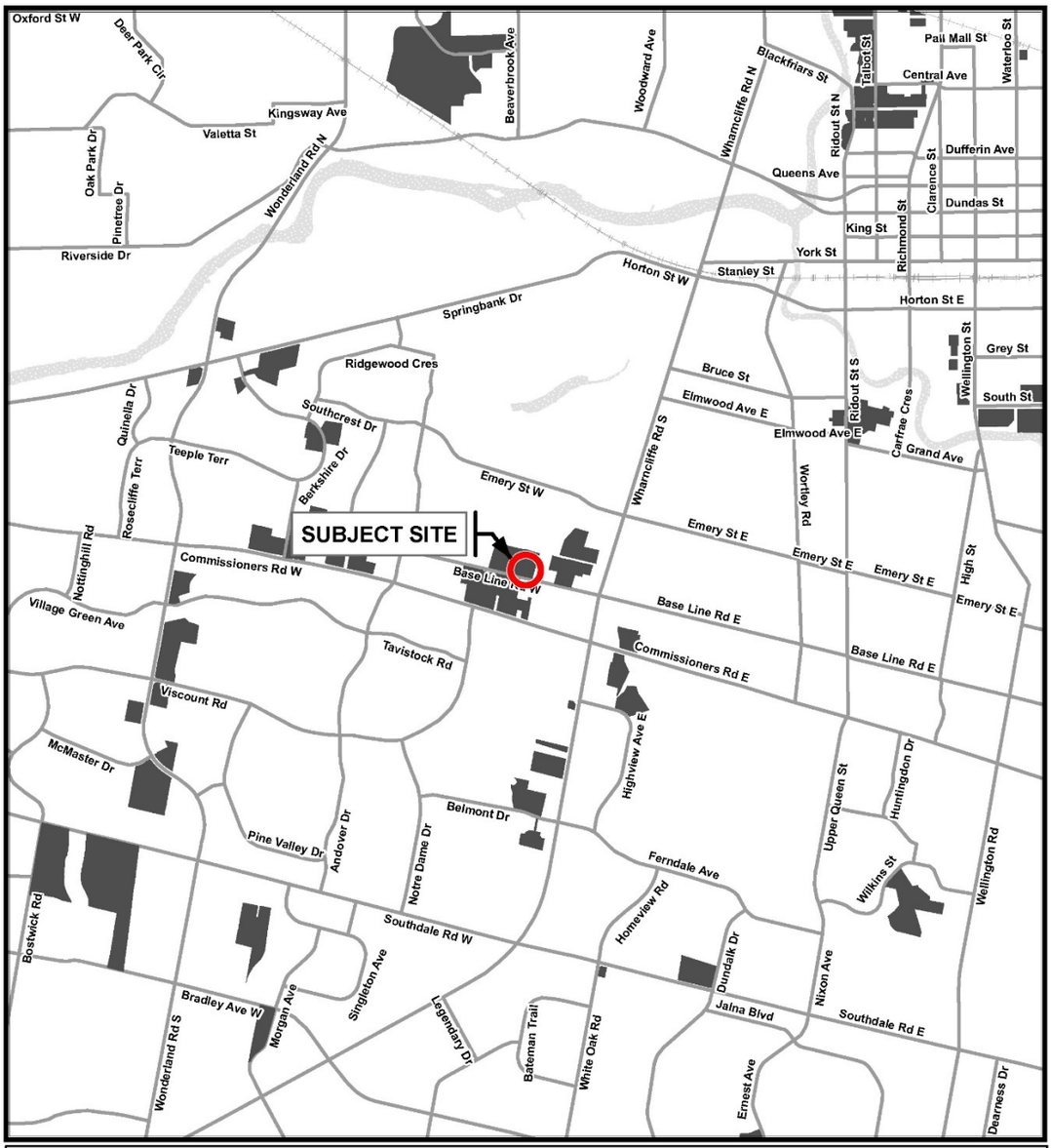
Scale 1:30,000

0 150 300 600 900 1,200 1,500
Meters

File Number:	Z-9750
Planner:	IDC
Technician	RC
Date:	2024/7/23

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9750-EXCERPT_Map1_PlaceTypes.mxd

London Map 2 – High Density Residential Overlay (from 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 the1989 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

Scale 1:30,000

Meters

File Number:	Z-9750
Planner:	IDC
Technician	RC
Date:	July 23, 2024

Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9750-EXCERPT_Map2_RemnantHDR.mxd

Zoning By-law No. Z.-1 Schedule A

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R9-7*H45

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

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

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

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

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

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

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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

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

FILE NO: Z-9750 IDC

MAP PREPARED: 2024/07/23 RC

1:1,250

0 5 10 20 30 40 Meters

Appendix D – Internal and Agency Comments

Site Plan

1. Major Issues
   - The proposed drive aisle width is too narrow for municipal waste collection vehicles. The Applicant is to consider either shifting the Apartment Building east such that the pillars dividing the drive aisle are instead along the edge of the drive aisle, or confirm that private collection will be used instead of municipal.
     - If the building is shifted, provided enhanced landscape screening along the western edge of the property.
   - Paratransit vehicles require a driveway that has a curb radius of 9.0 metres and a path of travel that does not require any reversing.

2. Matters for OPA/ZBA
   - The applicant is to confirm that the two properties are to be merged together. The below Zoning review was completed based on this being achievable.
   - Based on the provided drawings, Special Provisions may be required for the following Zoning By-law regulations:
     - Front Yard setback of 0.9m, whereas 9.0 is the minimum required;
     - Interior Side Yard setback (east) of 4.9m, whereas 12.0m is the minimum required;
     - Interior Side Yard setback (west) of 6.3m, whereas 12.0m is the minimum required;
     - Lot Coverage of 29.8%, whereas 30.0% is the minimum required;
     - Density of 386 uph, whereas 150 uph is the maximum permitted;
     - Off-street Parking Spaces totalling 22, whereas 39 is the minimum required.
   -

3. Matters for Site Plan
   - Site Plan staff comment the applicant for providing a revised site design that addresses a majority of the previous Site Plan comments.
   - Visitor parking is required at a rate of 1 visitor parking space per every 10 dwelling units.

4. Complete Application Requirements
   - None at this time.

Site Plan – Revised

1. Major Issues
   - As the proposal is not able to provide the minimum 3.7-metre wide drive aisles for Waste Management vehicles to enter and exit the property, a private pick up solution will be required for this development.

2. Matters for OPA/ZBA
   - Based on the provided drawings, Special Provisions may be required for the following Zoning By-law regulations:
     - Front Yard setback of 1.0m, whereas 9.0 is the minimum required;
     - Interior Side Yard setback (east) of 5.5m, whereas 12.0m is the minimum required;
     - Interior Side Yard setback (west) of 5.8m, whereas 12.0m is the minimum required;
     - Density of 386 uph, whereas 150 uph is the maximum permitted;
     - Off-street Parking Spaces totalling 22, whereas 39 is the minimum required.

3. Matters for Site Plan

- Visitor parking is required at a rate of 1 visitor parking space per every 10 dwelling units.
- The applicant is to explore opportunities to maximize the amount of turn around space that paratransit and other service vehicles are provided on site.

4. Complete Application Requirements
   - None at this time.

Site Plan – 2nd Revised Comments

The applicant has reduced to adjacent sidewalk from 3.0 metres to 2.3 metres and instead are using this space to provide a 3.7 metre wide drive aisle both entering and exiting the property. Based on this change, the access driveway is now compliant and private pickup is no longer required.

Heritage

There are no cultural heritage or archaeological concerns with this application.

Urban Design

Urban Design acknowledges the following building design features and recommends carrying them forward:

- Moving the community room to the front creating an active streetscape along Base Line Road West
- Designing the port cochere with columns allowing light and ventilation into the space and mitigating potential CPTED issues

Matters for Zoning

1. **Provide a minimum front yard setback of 0.9m from Base Line Road West** to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 259, 286, 288
2. **Provide a maximum front yard setback of 3.12m from Base Line Road West** to ensure the proposed building is located close to the street minimizing potential shadow impacts on the adjacent property to the north. TLP 253
3. **Provide a minimum interior side yard setback of 4.5m** to allow for adequate landscape buffer and accommodate access and maintenance.
4. **Provide a maximum height of 8 storeys or 30m.**

Matters for Site Plan

1. Remove the low-rise stone wall and widen the paved area connecting the entrance to the public sidewalk along Base Line Road West to allow short-term bike parking visible from the public realm and create an inviting pedestrian environment promoting wayfinding and accessibility. TLP 259
2. Consider reducing the amount of blank portion on the east and west side elevations visible from Base Line Road West to take advantage of the extra visibility and allow passive surveillance. TLP 228
3. Consider designing the common amenity spaces as a patio with low-height landscape screens that allows for passive surveillance and further activates the public realm. TLP 228

Urban Design – Revised

Please find below the **revised** Urban Design comments for the ZBA at **80-82 Base Line Road West (Z-9750):**

Urban Design acknowledges the following building design features and recommends carrying them forward:

- Moving the community room to the front creating an active streetscape along Base Line Road West
- Designing the port cochere with columns allowing light and ventilation into the space and mitigating potential CPTED issues

Matters for Zoning

1. **Provide a minimum front yard setback of 1.0m from Base Line Road West** to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 259, 286, 288
2. **Provide a maximum front yard setback of 3.12m from Base Line Road West** to ensure the proposed building is located close to the street minimizing potential shadow impacts on the adjacent property to the north. TLP 253
3. **Provide a minimum interior side yard setback of 5.0m** to allow for adequate landscape buffer and accommodate access and maintenance.
4. **Provide a maximum height of 8 storeys or 30m**

Matters for Site Plan

1. Remove the low-rise stone wall and widen the paved area connecting the entrance to the public sidewalk along Base Line Road West to allow short-term bike parking visible from the public realm and create an inviting pedestrian environment promoting wayfinding and accessibility. TLP 259
2. Consider reducing the amount of blank portion on the east and west side elevations visible from Base Line Road West to take advantage of the extra visibility and allow passive surveillance. TLP 228

Parks Planning & Design

Matters for Site Plan

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

Engineering

Planning & Development:

- Engineering has no objection to the above noted application and recommends zoning approval.
- The following comments shall be addressed by the applicant at the site plan stage.

Water:

- The following errors were noted in the Servicing Feasibility Study provided with the application;
    - The following fire flow information is inconsistent;
        - The front end of the report (Section 4 Water Servicing) states that a flow of 76l/s was used for hydrant modelling, resulting in a velocity of 1.18m/s. However the Base Line Road Fire + Max Day modelling shows that the total max day + fireflow is just under 70L/Sec. That flow is what results in the velocity of 1.18m/sec
        - As the max day flow is around 17L/sec, the max day + fire flow for the hydrant model should be around 93L/sec. However the modelling in the report for this scenario uses a flow of 69.17L/sec
        - The front end of the report states the required fire flow + max day demand for the subject site is 106.3L/s. However the modelling uses 34.45L/sec for this scenario.
    - The fire flow modelling for fire hydrants is to have the full fire demand being drawn from a single hydrant. Fire flows are not to split between hydrants.
    - Provide rationale for including 43 of the 64 units located within 40 Base Line Road West (Junction J11).

- Water for the subject lands is available via the 200mm PVC watermain located on Base Line Road West which is part of the city's low level system with a hydraulic grade line of 301.8m
- The existing water services to the buildings which are to be demolished shall be abandoned in accordance with City Standards (i.e. cut and capped at the main).
- A water servicing report and associated modeling will be required with the site plan application, addressing all domestic demands, fire flows, water quality and the various pressure scenarios as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual.
- Further comments will be provided during the site plan application.

Matters for Site Plan

Wastewater:

- Currently 2 SF dwellings, with the SPC suggesting an 8-storey Apartment with 97units. The municipal sanitary sewer available is the 250mm diameter sewer on Base Line Road West, City drawing no 23378 shows related information. Subject lands are allocated approximately 170ppl/ha with the subject lands 0.2ha in size equivalent to 35ppl. The proposed density of 485UPH (776ppl/ha) far exceeds the allocated amount and may require input if planning is supportive of this type of density in this location. Based on the current zoning of R9-7, the maximum permitted density is 150UPH which is far exceeded by the proposed development density, and the appropriate zoning should be applied for and in place before advancing to SPA.
- The applicants engineer is to provide the maximum population and peak flow of the proposed development and provide a capacity analysis up to the end of the 250mm diameter sewer on Base line Road West before the 1050mm diameter trunk sewer to demonstrate adequate surplus capacity for this intensification.
- The existing PDCs are to be properly abandoned/removed at the time of construction with a new PDC adequately sized as per the DSRM for the proposed development.

Water:

- Water is available via the municipal 200mm watermain on Base Line Road West.
- A water servicing brief addressing domestic demands, fire flows, and water quality is required.
- Any existing water service shall be abandoned to City Standards (i.e. cut and capped at the main).
- Ensure the existing fire hydrant is a minimum 1.5m from the proposed driveway.

Stormwater:

- The proposed land use of a high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 3a, therefore the following design criteria should be implemented:
    - the flows from a site being developed are to be restricted to those flows which were allowed for the site in the design of the receiving storm sewer (C=0.35 x Site area, 2-yr event); and,
    - the major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the 250-year storm event; and,
    - 100% of quality and erosion controls are to be provided for the lands to be developed, as per the applicable Subwatershed Study (70% TSS removal, Coves).

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

- As per attached as-constructed 3952, the site at C=0.35 is tributary to the existing 900mm storm sewer on Base line Road West. For proposed development in exceedance of the approved C-value of the receiving sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- However, as per as-con 23378, the City cannot confirm a storm pdc exists to service the property. In accordance with the Drainage By-law, the consultant would be required to provide for a storm pdc.
- 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 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.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage. The consultant is encouraged to make use of rooftop storage.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- 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:

- A TMP is required for any work in the City ROW, including servicing, restoration, proposed access construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure 1.5m clearance between proposed access and any hydro pole/signal poles/light standards and/or fire hydrant. Ensure 2.0m clearance for communication pedestals;
- A complete 6.0m access radii is required on the right corner of the access while ensuring it doesn’t overlap with the existing access radii and 1.5m away from pole;
- Parking justification report is required for the deficiencies parking spaces. It need to be scoped with City staff prior to undertaking;
- Road widening land dedication is required prior to Site Plan Approval. Ensure draft reference plan has been submitted to Geomatics (Geomatics@london.ca) for review. Once the draft refence plan is approved, please have your lawyer work with Geomatics to dedicate the lands
- A 1.442m road widening is required to achieve 11.5m from centreline of the Base Line Rd as per the London Plan.

Landscape Architecture

The Development and Planning Landscape Architect has reviewed the Tree Preservation Plan prepared by D. Weagant for 80/82 Baseline Rd W and provides the following comments:

1. Major Issues
    - The Development and Planning Landscape Architect does not support the reduced front yard setback of 0.96m [3.0 is required] or the reduced east interior side yard of 4.97 [12m required]. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4, is for London to become one of Canada's greenest Cities. The side yards must accommodate fencing, retaining walls, drainage features [above and below ground] and tree planting. Reduced setbacks will cause conflicts.
2. Matters for Site Plan
    - The west property line is not clearly identified on the tree inventory plan. Fencing cannot be used to establish legal ownership of trees. Trees 2,3,4 and 9 are growing in close proximity or on property lines. It is impossible to determine if they are boundary trees and if they would require neighbour consent to injure. This will need to be established at site plan. If the trees are determined to be boundary trees, and if consent cannot be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh.
    - Replacement trees to be recommendation to Site Plan Review based on total dbh removed. 807.4 cm dbh is proposed for removal, in accordance with LP Policy 399, 81 replacement trees are required. However, the City's Tree Protection Bylaw will be used to calculate replacement trees as the city develops a bylaw to implement Policy 399. To this end 5 replacement trees would be required. Tree planting required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

UTRCA

- The subject lands are not affected by any regulations (Ontario Regulation 41/24) 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.

London Hydro

- The site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.
- 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.

Appendix E – Public Engagement

On July 8, 2024, Notice of Application was sent to 599 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 July 11, 2024. A "Planning Application" sign was also placed on the site.

Two telephone and 24 written responses were received.
A petition signed by approximately twenty people regarding safety measures on Base Line Road West was received as well.

Nature of Liaison: 80 & 82 Base Line Road West – The purpose and effect of this Zoning Amendment is to permit an eight-storey apartment development with 77 dwelling units containing 22 parking spaces. Possible change to Zoning By-law Z.1 **FROM** a Special Provision Residential R9 (R9-7*H45) **TO** a Residential R9 Special Provision holding (R9-7*H45(_)) Zone. Special provisions to implement the proposed development include a reduced front yard setback, reduced interior side yard setback, increased density, reduced parking spaces. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions. File Z-9750. Planner: I. de Ceuster, ext. 3835.

Public Comments

Public Comment #1 – June Kisch (forwarded by Councillors Office)

Hello Planning Staff,
With permission provided by the resident, June K called our office today inquiring about a notice that they have received in the mail. June claimed that the planning notice was reporting that there will be a high rise building across the street from her property – specifically being proposed at 80 & 82 Baseline Rd W. June expressed concerns with this type of development in the area, but is reaching out to ask staff if this will be another geared to income building. She reported multiple issues with the one that is currently on Baseline and is hoping that someone will be able to share some information about this proposal.

Public Comment #2 – Keith Lang

Hello Isaac,

Our office received a call this morning from a resident, Keith Lang, sharing feedback regarding the Notice of Planning Application for 80-82 Baseline Rd W:

- Mr. Lang is concerned about the ratio of 22 parking spaces for 77 residential units.
- He does not believe that this is enough capacity for the residents of the proposed development who will own vehicles.
- Mr. Lang is worried that more people will need parking spaces than anticipated and that this will result in additional vehicles parked on residential streets. He thinks this will be a "*hassle for neighbours*" in the area.

Mr. Lang provided his permission and consent for our office to bring his concerns to your attention.

Public Comment #3: Barbara Kedzierski
Hello Skylar,

I am a resident of a Condominium complex at [redacted] and I have questions about the Rezoning By Law Amendment application for 80 & 82 Baseline Road West.

I tried looking up online at the london.ca/planapps so I could get more information but the site only provided exactly what was on the Notice of Planning & Application & Public Meeting.

The Site Concept picture provided is blurry and unreadable even online.

I cannot see what amendments the Applicant is asking for.

Do you have a word description of what allowances or changes to the by-law they have requested?

I also would like to know what type of apartment building this will be. Is it intended for city run housing project for people in need? Is it geared to income building? Is it a transitional type building? Is it a market rent building?

I am sure you are more than aware of the situation on Baseline Road that has caused many serious problems for our area, generally crime related incidents.involving police, fire and ambulance . Many of these problems are due to the type of housing that is presently on Baseline Road, specifically 122 Baseline. This street cannot accept any other transitional housing of any type.

I am hoping you can provide details of the requested amendments to the by-law and give details about the type of housing this will be built.

Thankyou for your time.

Barbara (Barb) Kedzierski

Public Comment #4: Barbara Kedzierski

Hello Isaac,

I looked over the materials that were provided and I want to add other concerns.

This building is only going to have 22 parking spaces with 2 for visitors, which only allows 20 spots for a building that has 77 units .Where will the other 57 tenants park?

I am concerned that these tenants will be looking for parking in other locations like the apartment building that is directly behind them and the parking lot that belongs to the Jehovah Witness Church or my visitors parking lot at [redacted].

I am also concerned about how many of these units will be rented as affordable housing.
I noticed that 28 of the units are studio apartments, small spaces and looks like no balconies. Are these the units that are being considered to rent as affordable ?
Is there a limit on how many people may live in a studio apartment?
I am concerned because of the things that are happening at 122 Baseline and the possibility that similar problems will pop up at 80 Baseline Road.

Thank you for your time.

Barb

Public Comment #5: Rick Jefferson

Hello Isaac...further to our phone conversation today, I am including my concerns regarding Zoning File Z-9750. I am on the board of directors for [redacted], an 11 Storey established property that is directly to the north of the proposed building site. My concerns are regarding the proposed 77 residential units with only 22 parking spaces on a relatively small package of land. That suggests to me the proposal is either for a seniors building or low income housing. Within the past few years, a low income building was built at 122 Base Line and there has already been a fire that gutted one unit and damaged others. There have also been media reports of multiple crimes on the property including drug use (needles) and vandalism, based on accounts from people who live there. Our building has never had a fire occurrence, but vandalism and theft are a constant concern. Break-ins and vandalism of vehicles are common and a tall chain link fence at the rear of our building (on our property) has been cut open

several times recently so trespassers can cut through our parking lot and get from Base Line to Centre Street which runs behind our property. A church next door also has a chain link fence that has been cut through. We have two seniors buildings just to the west of us and another just on the other side of Base Line. None of those buildings are problematic. We would welcome another seniors building but believe that another low income housing project in such close proximity would compound our existing problems. Sincerely, Rick Jefferson

Public Comment #6: Rick Jefferson

Thank you very much, Isaac. My fellow directors and I are concerned about erosion of our property values. Please add this news report to the record. I watched the broadcast last evening and they actually identified the apartment building mentioned as 122 Base Line Rd. W.

https://london.ctvnews.ca/assault-victim-sustains-life-threatening-injuries-police-seek-information-1.6972857

Public Comment #7: Rick Jefferson

Hello Skylar...

I am sending this to you as our elected representative on city council...

I am on the board of directors of [redacted], a condominium at [redacted]. The board has sent out this letter in regards to the planning application that is attached and adjacent to our property. Our concerns about increased crime in the neighbourhood are connected, in part, to 122 Base Line Rd. W. Since that property was recently built, it has suffered one serious fire that we're aware of. And there have been recent media reports about rampant drug use and crime in and around the building. The most recent was in the media this past weekend when someone was seriously assaulted in or near that building. As a senior with mobility issues, I cannot go out after dark in my immediate neighbourhood for fear of being mugged. Our property is plagued by vandalism, thefts from and damage to vehicles and rampant trespassing resulting in crimes on the property.

Regards, Rick

Public Comment #8: Terry Tribe

I'm emailing in reference to the "Notice of Planning Application & Public Meeting" for the property that includes 80 & 82 Baseline Road West: File Z9750

My quick response is "NO Way"!?!

I bought a Condo at [redacted] in August 2020. In the few years since, two apartment buildings have been constructed between Wharncliffe Rd S. and West Street. Another is proposed (across from 122 Baseline Rd. W.) and now you've submitted this notice.

That would make 4 multi-unit buildings without the ability to widen the street for increased traffic, or for bike lanes. Already, the majority of bike riders use the sidewalk, which is dangerous for this high walking area, as well as for the many locals who use mobility scooters.

- What kind of residents will be in this 8 story building in front of our current condos? Will it be "luxury living", like the new Bluestone Property or low-income like #122?

You likely know by now, that the addition of 122 Baseline Rd. West has increased crime on our street. You only need to check the high number of police, ambulance and fire department responses to the building to know that it is a high risk powder keg. ***This***

past Saturday, a person was discovered severely beaten outside of the building and transported to the hospital.

While some of the residents are good neighbours (and have told me that they despise that drug pushers "live on every floor"), other residents at 122 Baseline Rd. use drugs regularly. This is very noticeable when I walk my dog along our street. I am on high alert constantly and will not walk after dark because of the increased mental health/drug user behaviours that I witness each day.

In addition, the amount of litter has increased dramatically, including drug paraphernalia which is also devaluing our neighbourhood.

My car has been rifled through at night on three separate occasions and other cars have had windows broken so that thieves can steal whatever is available.

The summary of these issues is demoralizing. I already know of people in our building who have sold/moved because of the downward trends along our street.

So, I ask again, what kind of building use is planned for 80 & 82 Baseline Rd West?

We have young children in our condo building and in the townhouse complex beside us. What increased risk will they have with more congested traffic patterns? I understand that there are very few parking spaces planned, given the number of units being proposed. This makes me very nervous that the occupancy will mirror 122 Baseline Rd West.

I went online and studied the 'blueprint'. It would appear that the developers want an oversized building on a relatively small lot. I don't understand why such a large building would ever be considered when there is already minimal yard space for the two decrepit houses currently on this site.

Thank you for the opportunity to email my concerns. I would hope that much more information would be shared and that significant changes will be made to the plan before a new residential building is approved.
~ Terry Tribe

Public Comment #9: Gary and Cathy Koski

My husband and I have a condo unit at [redacted] are indeed very concerned about what you have planned for these two decrepit properties.
You have no clarification as to if this proposal is subsidized housing, or public housing. Let alone the lack of parking for such a facility. Parking is already a issue at our unit with people not registered to our property filling up our parking spots.
There is enough crime and theft in this area and this will only increase. You should already know about your public housing unit at 122 Base Line and the recent assault that took place. Homeless and vagrants are constantly in the garbage bins and recycle bins here. They have cut the fence a couple of times here to get access from Center Street to the back of the parking garage. We have had covers cut off our motorcycles. It is a huge concern for our safety because we are seniors as well as our concern that our property will be devalued.
We want some assurance these concerns will be addressed.

Gary and Cathy Koski

Public Comment #10: Japhia Reid
Hello Skylar

I am a resident of [redacted] and I have noticed a considerable difference in the people that are coming to the neighborhood and it is becoming a concern.

Recently we had a homeless man sleeping at the entrance of our building between the doors. The police had to be called for him to leave apparently and not to mention the constant presence of Police, fire and ambulance to 122 Baseline Road.

I am also very concerned with the number of parking spaces that they are providing for this unit, obviously not enough. My concern is that their tenants and visititor might feel the need to park in our private parking lot.

I am not sure if I will be able to attend the meeting, as it is during a working day but I did want you to know about my growing concerns.
Thanks for listening.

Japhia Reid

Public Comment #11: Gerald and Joyce Ames

As residents of this part of Baseline we object to the proposed structure for these lots. It probably does no good to object but we feel we have to say what to us is so obvious. In the last 1 ½ years this end of Baseline has had 6 storey apartment building an 11 storey and there is a 14 to go up now you feel that the street can handle another 8 storey. How can the infrastructure and street handle this congestion, has anyone ever been on this end of Baseline from Center St. to McGregor and noted the number of units and people that already reside here.
Where is the parking for this building are they going to be using the church parking lot or maybe the senior residence Inspirit because 22 parking spaces will never be enough in a building that size, then there is the green space around the building every other building has done a good job of having a green place with it.
To put up this building you will have to remove all the trees and what does this say about our environmentally friendly city.
We just saw a story where in Toronto investors came in built 400-500 square feet condos with no to limited parking and now they sit empty because no one wants to live like that even in downtown Toronto.
There has to be a better solution that will help the people looking to get into housing especially young couples wanting to start families. We would think even some 4 floor walk ups would be a better way to go. We know housing is an issue but so is keeping a neighbourhood safe in traffic management and a friendly place to live.
Gerald and Joyce Ames

Public Comment #12: Richard Ostrowski

Hello Isaac,

My name is Richard and I am one of the residents at [redacted]
I received your contact information from our condominium board of directors, and I would like to kindly ask the City to reconsider or prevent the new development at 80 & 82 Base Line Rd. West. This development would undoubtedly add to congestion of our community and entail many inconveniences for everyone.

Please let me know if I can provide any more information to support this message.

Thank you,
Richard Ostrowski

Public Comment #13: Brittney Metcalfe

Hello Isaac,
I am reaching out to you via email as I am not able to attend the in person meeting being held on September 10 due to work commitments. I am hopeful that the council will take into consideration the great concerns that existing community members (I own my unit at [redacted] which is right next door) have over this proposed building.
We have no information as to what kind of building this will be (ie. Geared to income/subsided housing? Senior geared?) As you may be aware, several years ago the city approved a building for "halfway housing" (forgive me if that's not the correct

terminology) down the street from my building. In the years since, my neighborhood has gone from a safe and modest area to live to one that I don't, as a female feel I can explore freely. There have been stabbings in broad daylight, heavy drug use on sidewalks and the presence of unsafe individuals. This is why the type of housing this building would accommodate is very important to me. Secondly the size of the proposed building seems entirely too large for the property size, especially when you factor in parking. The 22 proposed parking spots for a 77 unit building does not even give one space per unit. It is inevitable that our lot will become a plan B for residents and that is unfair. I have worked very hard to buy my unit and it's my biggest and most important investment. I understand that the 2 properties in question can be utilized better than they currently are but please be fair, transparent and realistic with what will be built.
Thank you in advance for your consideration,
Brittney Metcalfe

Public Comment #14: Joanna Krawczyk

Hi Isaac,

I'm a condo owner at [redacted] and I've been residing here for over 7 years. It's a wonderful neighborhood and I do hope that this planning application goes through for one main reason.

A couple years ago, they put up a new public housing apartment building across the street from where this new building would be placed. Currently it's a vacant lot with one abandoned house and some bushes and trees. Unfortunately, the people from public housing tend to gather in that empty lot, in the trees; drinking, doing drugs. On a few occasions, I've walked past them and have seen first hand needles on the ground and lots of questionable garbage left behind.

I do hope that once construction commences for this new building, it will drive them out of that side of the street and hopefully limit their gatherings only to their building. I've lived in the area for a few years and always felt safe, until the public housing building was built. There's so many people walking their dogs, walking their kids to school bus pick ups down Baseline and it is very unpleasant to walk past not only the public housing building but especially the lot across the street!

Jo

Public Comment #15: Carol Hawkins

Hello Mr de Ceuster,
I am writing to you to share my concerns about File: Z-9750 Zoning By-law Amendment. I received a notice of planning application for 80 & 82 Base Line Road West, likely because I live at [redacted], right behind the property in question. I do not object to the removal of the houses, but...

1. I object to the idea of putting an 8 storey apartment dwelling in that little space. Don't forget there is always an additional large structure on the roof to accommodate the elevator and other equipment essential to apartment buildings. I read in the proposal that they are not planning to provide any rooftop amenities. In other words, I have a very close ugly roof to look at and is going to lower the value of my property.

2. It will block the southwest view from my bay window, depriving me of a portion of my view of the green of this city that I have now. A group of 2-story townhouses, replacing the existing houses would be much more acceptable and as it quotes in the report, “support all of these forms of intensification, **while ensuring that they are appropriately located and fit well within their neighbourhood**.” Instead the zoning by-law amendment might contribute in making the Base Line West area into a ghetto of apartment buildings. I say this because since I moved here in 2016, two new apartment buildings have gone up to the southwest on Base Line West, and, two new one to the

northeast toward Wharncliffe. Are there plans for more apartment buildings going up in this area including Centre St?
This new 8-story plan takes away our breathing space and makes our area feel claustrophobic.

3. The building is too close to the Base Line Road sidewalk for comfort. Is it going to be closer to the road than the recently built 122 Base Line Road West apartment building? That building would provide a good guideline for a limit to how close a building should be to the road. Has the city considered that they may need to widen Base Line West to provide a centre turn lane to accommodate all the auto, public transit traffic and school bus traffic from the ever increasing number of apartment buildings on this road?

After reading through a lot of the other materials on the website. I haven't figured out if this building is a condo or a rental apartment? I would also like to know if this is supposed to be for a specific clientele such as, non-smoking, adult only, seniors or geared to income building?

Concerning the Parking Study:
RE: 80 & 82 BASE LINE ROAD WEST, LONDON – RESIDENTIAL DEVELOPMENT PARKING STUDY by Paradigm Transportation Solutions Limited (Paradigm)
*1. Site Context & Development Features: Base Line Road is classified as a Neighborhood Connector in the London Plan1. It has a two-lane urban cross-section with **bike lanes** and sidewalks on **both sides**.*
Note that the bicycle lanes exist from McGregor to Cotswold Gate only. As a cyclist I experience that the busy Wharncliffe & Base Line intersection and the narrow Wharncliffe to McGregor stretch are very dangerous for cyclists in both directions. To use the short bicycle lane as a positive justification in the report is ridiculous. Does the city has a plan to provide a bicycle lane to accommodate the cyclists further in both directions.

2. The ZBL parking requirement for the development is 39 parking spaces at 0.5 spaces per unit, which will include two barrier-free spaces and eight visitor parking spaces.
Note: Is the ZBL mentioned above inadequate or in error? What is the point of having a requirement of 39 parking spaces and then making up excuses not to have 39 spaces. Why not reduce the height, or the type of the building in order to meet the ZBL requirements?

I am also concerned about the water pressure to my home. Over the years, I have noticed a decline in the water pressure to my home. What measures are you taking to keep the water pressure at an acceptable level, also sewage lines?

Thank you for listening to me. I read that you already rejected their plan for a 97 unit apartment - thank you for that. I would like it if you approved a small townhouse complex like the one at 73 Bruce Street.
I would appreciate answers to my questions in red.

Carol Hawkins

Public Comment #16: Sayde Nino

Good afternoon Isaac.
I am an owner/resident at [redacted].
I am aware of the new planing on the 80 - 82 Baseline Rd.W. and I am concerned about the kind of development will be done. At the site of the property is a project's planing and the idea of having a 8 storage building (77 units) with only 22 parking spaces doesn't look realistic .
In our neighborhood is already few affordable housing units that are bringing to us a lot of headaches already.
I hope the city of London can take in consideration a smaller project more adaptable to the space.

Thank you for your attention.
Sayde Nino

Public Comment #17: Jim Mills

In addition to the concerns raised by our Board, I would also like to point out that there are insufficient recreational facilities available to residents of this area of London. We have had an increase in violent crime in this area and further saturation of residents will undoubtedly lead to an increase. A better use of this land would be for the City to develop a parkspace, designed to encourage public use to promote a sense of community.
Regards,
Jim Mills

Public Comment #18: Don Quick

Good day. I am generally supportive of this infill development, but I feel the 22 resident parking spots and 3 visitor spots are inadequate.

I can see surrounding buildings, especially 76 Base Line, being utilized by visitors when the 3 spots are full. This rings especially true for out of town visitors. This increases tension between neighbours. This problem ALREADY exists between the properties of 76, 77, 81, and 95 Base Line West.

It also must be communicated to person 23 and beyond to not be the owner of a car (electric or otherwise) or plan on buying one. A landlord would have to very diligent in laying out realities of living here and to the social responsibility to surrounding neighbours.

Sincerely, Don Quick

Public Comment #19: Sharon & John Verboom

To whom it may concern.

We are owners of a condo unit in [redacted], it has been brought to our attention that a new 8 Story Highrise build is being proposed for 80 & 82 Baseline rd west.

We have several concerns with this affecting the value of our property which are addressed below.

-We are concerned that the Application includes a building that is too large for the property and has grossly inadequate parking for the 77 proposed units in the proposed 8 Storey building. We already have a parking shortage in our current lot and do not need other vehicles taking our limited amount of spaces.

-It also does not describe the type of housing proposed; For example, public housing, low income housing, subsidized rental, condominium, seniors' housing, for profit rental etc.

We already have a subsidized rental property beside our current location which causes daily disruptions in the neighborhood and we are concerned that the development could result in an increase in crime in the neighbourhood, overflow parking into our private lot, traffic disruption, and trespassing by residents onto our property.

-Our unit is on the 11th floor of our building however even with a proposed 8 storey unit being planned so close to our building this will affect our current incredible view of our city to the southwest.

-We are also concerned about the issues that go along with an extended construction build so close to our residence.

i.e. noise, dust, traffic issues, driveway blockage, hydro outages, early morning disruptions, sidewalk accessibility concerns, pets being alarmed by daily disruptions and noise.

Please take our concerns into consideration as we are not in favour of this building being erected in our neighborhood.

Thanks

Sharon and John Verboom.

Public Comment #20: Ryan Borton

Dear Mr. de Ceuster,

this message finds you well. I am writing to express my deep concerns regarding the proposed planning application (File: Z-9750) for the development of an 8-storey apartment complex [redacted], which is a house converted into three separate units. As a member of this community and a resident of [redacted] since April 2017, I would like to share my perspective on how this change will significantly impact our lives.

First and foremost, the financial implications of moving are a major concern. We currently pay [redacted] for a two-bedroom unit, which is considerably more affordable than the current rental market rates. My roommate and I are on [redacted], with mine coming from the [redacted], and the thought of finding comparable housing at a similar cost is daunting. The risk of potential homelessness looms large if we are forced to relocate.

Our sense of safety and security is deeply rooted in this neighborhood. My roommate has children who attend school locally and have established friendships and community ties. The area is not only familiar but also offers a safe environment for children to play, ride bikes, and participate in local programs. The proximity to parks, pools, grocery stores, and bus routes has been vital for our daily lives, providing ease of access to essential services and amenities.

As a person living with [redacted] the current location allows me convenient access to necessary facilities and services. Moving would not only be challenging due to [redacted] but finding a similarly accessible and affordable home seems nearly impossible.

The proposed development raises concerns beyond personal displacement. The plan to cover a large grass area with pavement reduces the available green space in the community, which is vital for our quality of life. Additionally, the lack of affordable housing options in this development does not align with the diverse needs of current residents, many of whom do not desire apartment living.

Moreover, my roommate is currently [redacted], which further limits our financial flexibility. The rising housing market prices compound the difficulty of securing a new home that meets our needs and budget.

We believe that real considerations must be made to accommodate the existing community, ensuring that development does not come at the cost of displacing residents and disrupting established lives.

My roommate and I are planning to attend the public meeting regarding this application and would like the opportunity to speak. We hope to voice our concerns and contribute to a dialogue that respects and values the community we have built here.

Thank you for considering our perspective on this matter. We trust that you will weigh the needs of the current residents with the proposed development plans.

Sincerely,

Ryan Borton

Public Comment #21: Ligia Cerquera & Alberto Contreras

This letter is to express concerns with respect to the Zoning By-Law Amendment associated with this file noted above. While we understand The City's current housing pressures, it does not make sense that some areas of the city are saturated, and the property value of existing residents eroded while property taxes continue to increase. Here is a list of the concerns we have:

- **The proposed parking is not adequate in accordance to City's ByLaws.** According to the residential development parking study, the ZBL parking requirement for the development is 39 parking spaces, which will include 2 barrier- free spaces and 8 visitor parking spaces. The proposed development is only making a provision for 22 parking spaces and 3 visitor parking spaces. This type of issue has already been experienced before with other neighbouring buildings and the parking lot for our residents suddenly becomes the parking lot for other buildings. It would be reasonable to assume with this building located directly adjacent to our parking area, that this issue will only become worse.
- **High concentration of public housing developments in the area.** We've experienced first-hand the recent addition of 122 Baseline Road West, built more than two years ago, overrun by crime, vandalism and lack of garbage management. We have serious concerns over our **community safety.** It is an unfortunate reality that community housing can have a negative effect on property values. Although we support public housing, we are concerned with the high concentration in such a small area and its perceived effect on property values. However, we would support a senior housing development to meet the demands of the current demographics of City. As Seniors Citizens ourselves, we have noticed the lack of seniors housing in the area, and we anticipate seniors tenants would reduce the existing pressure for parking supply into our parking area.
- **Increased crime and property damages.** Our building has had to continually implement multiple mechanisms to deter crime and safeguard our residents. All these increased costs directly impact our budgets as these costs increase the common area expenses that ultimately all residents must pay.
- **Quality of building materials do not align with the neighbourhood character.** There has been a degradation in quality of materials used recently in the area. This has had a negative effect on the overall quality and aesthetic of the neighbourhood. We believe is in the City's best interest to encourage an improvement to the neighbourhood as opposed to lessening in quality.

- We are both senior citizens who live on a fixed income, we are in no position to sell our property and move anywhere else as we could not afford it. We believe that housing pressures in The City of London must be addressed in a responsible and in a manner where the wellbeing of other residents is not jeopardized. Please review and reconsider this application considering the current neighbourhood mix and environment.

Public Comment #22: Bruna Kicheleski

Hello Isaac,

I hope you are having a great day so far!

I own and live on [redacted] and I am writing to express my concerns regarding the proposal to built the new buildings on 80/82.

In the past few years the city added new public buildings in the surrounding areas and it has definitely increased the crime rate and trespassing to our condo.

Our condo management is always fixing the fences and shed locks. I am worried that the new buildings will bring more of the same, we already have people sleeping in our

parking lot. With the amount of available parking spaces for 80/82 I am pretty sure they would start parking their cars here are well.

I would love to have more details on what is the target public the city has. The situation is already bad with 122, we just want to make sure our kids and loved ones will be safe.

Thank you,

Bruna Kicheleski do Prado e Souza

Public Comments #23: Mary Jane Daichendt

In a phone call to Isaac, he revealed that he did not know about the traumatizing activities that are going on at 122 Baseline. His proposed rezoning/building, to be located at 82 Baseline Rd West is just 4 buildings over, just 300m west, where 2 murders and several stabbings took place … a fatality, just 3 weeks ago. This becomes a strong example that the City of London isn't properly assessing the neighbourhood and/or ignoring the overly-congested, overly-populated, and the over-looked security and safety needs of Baseline Rd West Residents.

Who's Presence Validates the Safety Issues along Baseline Rd West?

- Twenty Advocates for Baseline Rd Safety (see Attachments #1 & #2 & 3)
- Triple this number of anonymous advocates
- Ward 11 Town Hall attendees (several tables full), ¾ discussing violence
- 3 Community Police Officers, Town Hall
- Too many Police Officers and cars aligned along Baseline, too often
- Ambulances trying to care for injured and traumatized residents.

This brings me to my own brush with being a victim to the lack of safety matters of Baseline: road, sidewalks, bike lanes and walkway. I was straddling my bike, my left arm extended out, ready to make my left turn and a car suddenly flies by me …. accelerating to pass the LTC bus stopped behind me …

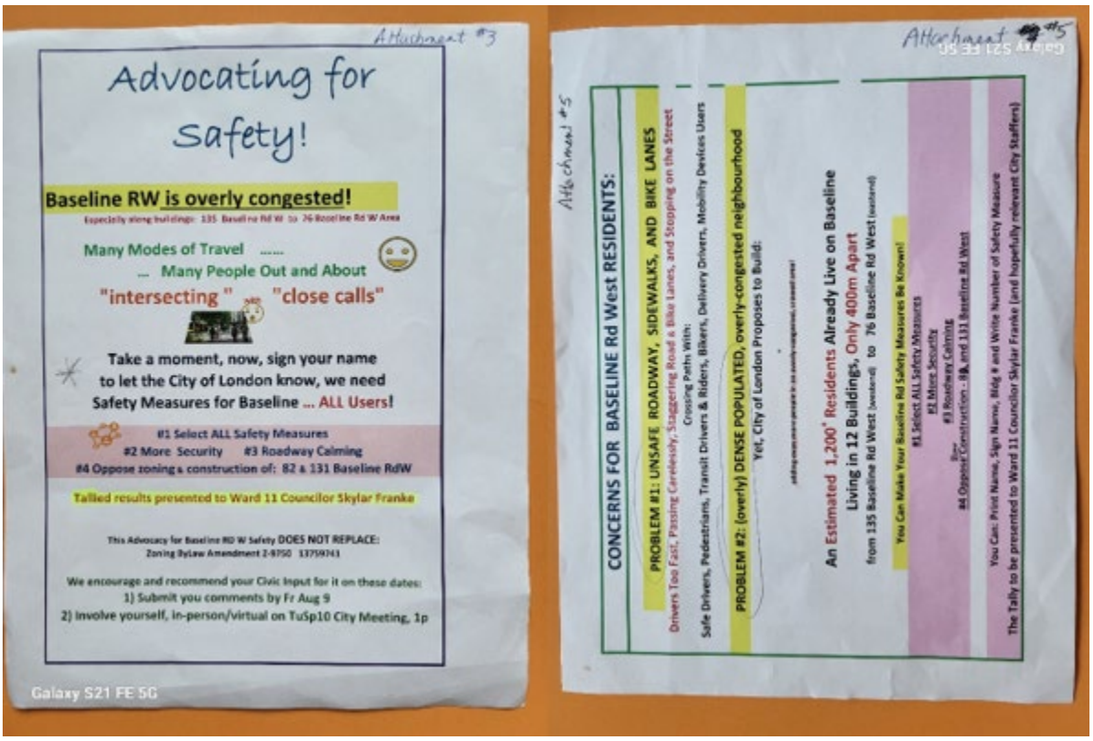
My segway … the re-zoning and construction of 82 Baseline's proposal states that there will be 77 units, 72 bike parking spots and 22 car spots. In the proposal, there are 3 pictures of the proposed building and it only shows cars around these diagrams. The architectural diagram is so small, I can't make anything out about the premises. Profoundly not presented, this is an experimental endeavour that the City is trying to glide and hide, to make it happen. There simply is no information about bikes/parking spots. With only 22 car spots, when bikers need cars due to growing families, getting a distant job, declining to continue to ride because of fears and lack of fitness … cars spill over to the neighbourhood's parking lots. How can the City just plunk this building experiment amidst Baseline's lack of safety and security needs and not addressing inevitable car parking needs?

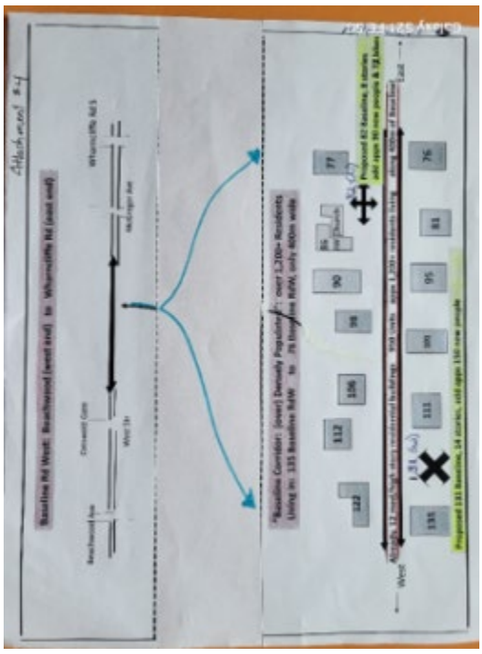
Please view attachment #4 … a diagram of the location of 12 residential buildings located within a 400 m distance, 135 Baseline to 76 Baseline Rd. Note that 122 Baseline (violence and vandalism rampant) is part of this overly-congested, overly-populated part of Baseline RdW. There is a total of 950 units among these 12 buildings and a conservative estimate of 1,200++ residents (see attachments #5) … and the City wants to add an 8-story (X1) building in this very cluttered area? And ready to add a 14-story building located at 131 Baseline (X2)? How can already compromised Baseline support additional biking residents when it can't be adequately served with current tensions and unwanted activities … day by day living?

I have been in contact with you (Skylar Franke) since April 4 … asking about the population density of 135 to 76 Baseline Rd West … I asked 5 times, with no response. I'd like to know the population per hectarage within that 400m area. I think this would show that Baseline is over-populated and needs special supports to make it ways thru its current trauma .. and introducing 72 bikers with inadequate street and local

intersection bike lanes is clearly not the safety financial or social solution needed in our neighbourhood .. like 40km/h speeds.

With Gratitude, (Mary) Jane Daichendt





Public Comments #24: Mary Jane Daichendt

Iaasic and Skylar,

A tough commentary to you on my part.
With 72 bikes needing left turn access into the street/ residence, is a very risky maneuver. (My experience I wrote about).
At 82 Baseline, road drivers reach speeds of over 60k .. at a crucial spot where 2 LTC bus stops are located, and already 3 driveways, (82 making 4 driveways) converge.
Residents of 82 with cars that have no on-site parking (and its issues of using other building parking) will be walking across this busy road (to/from their cars), making congestion and safe crossing even worse.

Only 1k of bike lanes exist on Badeline... 72 bikers need more protection than that. Tge major intersection of Baseline and Wharncliffe RD S, is very narrow .. how could like lanes be added there?
In general, adjusting to driving with 72 bikers, will inevitably, undoubtedly, result in broken bones (at best) and shaken, drivers (at fault or victimized my criss-crossing bikers).
There would be competition with motorized mobility riders (for bike lanes) and bike riders passing each other .. taking road space to pass .. and bewildered car drivers wondering what to do as both directions of this type of interaction will unfold.
The above stated scenario inevitably brings bikers and mobility drivers to the sidewalks ... which are already busy with pedestrians (dog walking, amenities shopping, fitness walk/runners, baby walk outings)
These risky scenarios are already happening and that's what I initially reported to Skylar this past April.
Skylar, you offer research and uncover reasons why existing policies give little hope to make a prominent change ... for road calming.
I feel there hasn't been impacting initiatives to find ways to represent new policy outlooks for neighborhoods such as mine, and/or forge ways thru old or odd policies ... in making Baseline Rd safer.
I am not the decision maker to determine how or what way to go about making Baseline Rd safer, .. as I look to you for impact and initiating strong efforts to make this happen .. now as things are!
The added drama and trauma of 122 Baseline projects safety from 2 perspectives ... feeling safe and secure at home and feeling safe while traveling to/from home.
This email better defines my issues with rezoning requests for 82 Baseline.
Can it be added to the record?
Thank you
(Mary) Jane Daichendt