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File: OZ-8297
Planner: B. Turcotte

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: VIREO HEALTH FACILITY LTD. 1444 ADELAIDE STREET NORTH PUBLIC PARTICIPATION MEETING ON MARCH 25, 2014

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Vireo Health Facility Ltd relating to a property located at 1444 Adelaide Street North:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 1, 2014 to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation **TO** a Multi-Family Medium Density Residential designation;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 1, 2014 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R2 (R2-2) Zone **TO** a Restricted Office Special Provision (RO1(_)) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to implement the following items through the site plan process:
 - i) The relocation of the building to front onto Adelaide Street North to create a street wall which is oriented toward the corridor while parking is to be accommodated in the back of the property away from the prominent street corner;
 - ii) The existing trees located at the southwest corner of the property should be retained to facilitate a landscaped buffer at the gateway of the residential neighbourhood along Glenora Drive;
 - iii) Parking areas should be screened from Glenora Drive and Adelaide Street North with enhanced landscaping to create a soft interface between this office use and the existing residential neighbourhood and the location of the driveway off of Glenora Drive to support safe circulation of pedestrian and vehicular traffic;
 - iv) A paved walkway should be provided from the building to the public sidewalk in order to provide direct and convenient access. The Adelaide Street North façade should appear as the primary façade and the Glenora Drive elevation should have a similar level of detail and appear as a secondary façade in order to facilitate the appropriate building orientation. A reduction in the amount of glazing on the south façade is acceptable to mitigate the effects of too much sun entering certain rooms of the building. The windows, however, should be more balanced or their location should respond to articulation on the building façade;

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- v) The proposed building should have a tall urban character to frame the public realm and contribute positively to the pedestrian environment along Adelaide Street North.
- vi) Ensure that the siting/construction of the proposed office building is consistent with the conceptual site plan and elevations included as Appendix “C” to this report.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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City of London initiated amendments to add, amend and delete various streets listed in Section 4.21 “Road Allowance Requirements – Specific Roads” of the Z.-1 Zoning By-law, Report of the Managing Director, Planning and City Planner to the Planning and Environment Committee, April 23, 2014.

The amendments served to implement the approved Transportation Master Plan. The effect of the amendment was to increase the limit of the road allowance on Adelaide Street North (from Queens Avenue to Fanshawe Park Road East) from 18 metres (59 ft.) to 19.5 metres (64 ft.).

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended Official Plan Amendment and Zoning By-law Amendment is to facilitate the redevelopment of the site for a 1 storey, 405 sq. metre (4,360 sq. ft.) purpose-designed medical/dental office building and associated parking. Other permitted uses may include offices.

RATIONALE

1. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2005*;
2. The recommended amendment is consistent with the desired results of Council’s Strategic Plan, 2011-2014 which call for “*economies in the operation of infrastructure*”;
3. The recommended amendment is consistent with, and will serve to implement, the Multi-Family Medium Density Residential policies of the Official Plan;
4. The subject site is of a sufficient size and configuration to accommodate the proposed development. The conceptual site plan depicts coverage, interior and exterior side yard setbacks, rear yard setbacks and landscaped open space elements that meet or exceed the minimum requirements of the recommended Restricted Office (RO1) Zone. The site is also of a sufficient size and configuration to provide for the required number of on-site parking spaces; and,
5. A special provision to provide for a reduced front yard setback is recommended. The special provision will direct any impacts of the proposed building to the west of the property where site amenities are already reduced given the presence of an Arterial Road with average annual daily traffic volumes of 25,000 vehicles.

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<p style="text-align: center;">LOCATION MAP</p> <p>Subject Site: 1444 Adelaide St N Applicant: Vireo Health Facility Ltd. File Number: OZ-8297 Planner: Brian Turcotte Created By: Michael Tomazincic Date: 2013-12-16 Scale: 1:2500</p>	<p style="text-align: center;">LEGEND</p> <ul style="list-style-type: none"> Subject Site Parks Assessment Parcels Buildings 123 Address Numbers
<p>Corporation of the City of London Prepared By: Planning and Development</p>	

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BACKGROUND

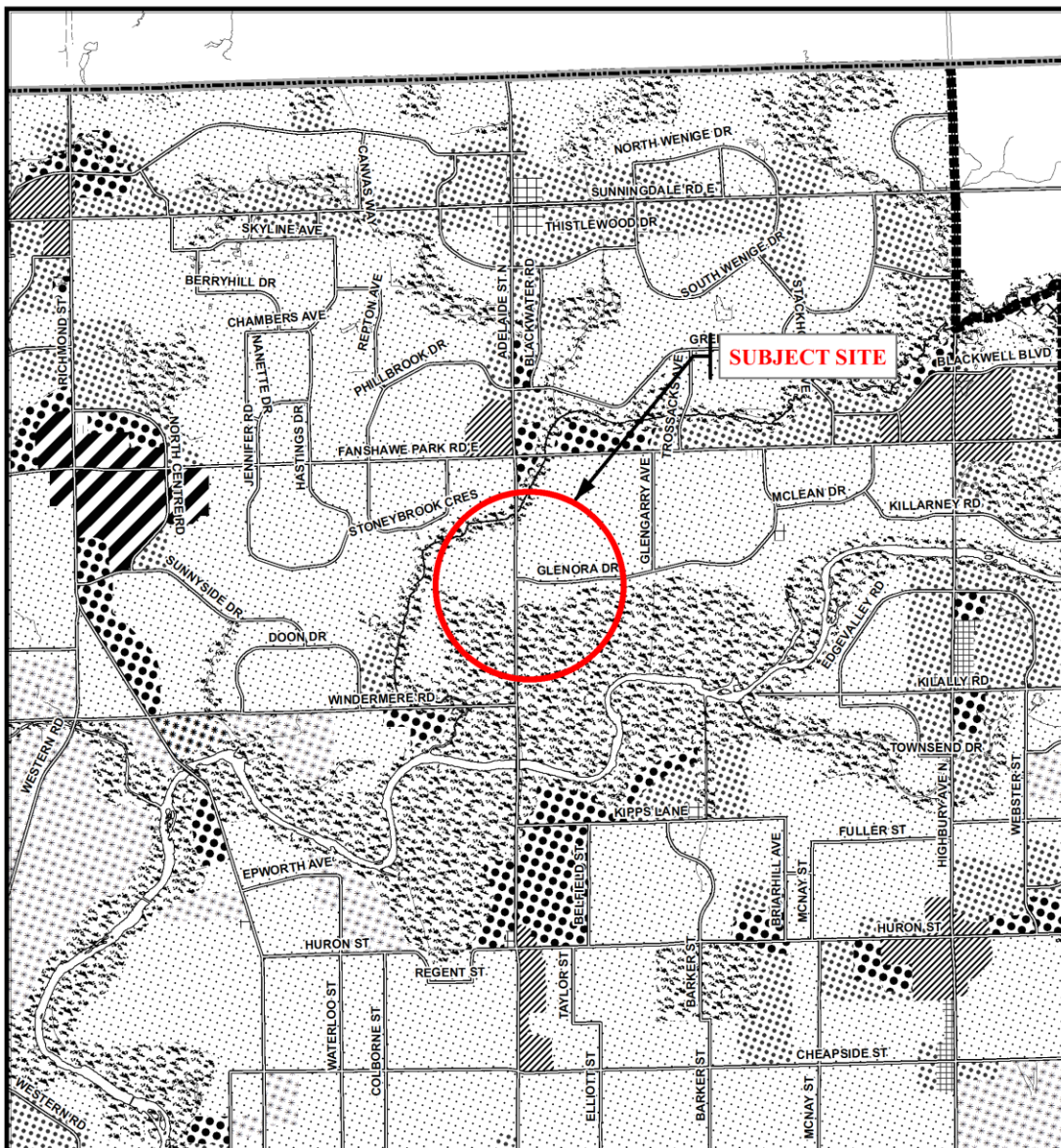
Date Application Accepted: December 10, 2013	Agent: Zelinka Priamo Ltd.
REQUESTED ACTION:	
Possible amendment to the Official Plan from a “Low Density Residential” to a Multi-Family Medium Density Residential. Possible amendment to the Zoning By-law Z.-1 from a Residential R2 (R2-2) Zone to a Restricted Office Special Provision (RO1(_)) Zone to permit Medical/dental Offices and Offices with a special provision to permit a reduction in the front yard setback and northern interior side yard setback regulations.	
SITE CHARACTERISTICS:	
<ul style="list-style-type: none"> • Current Land Use – single detached dwelling and accessory structure • Frontage – 34.4 metres (112.86 ft.) • Depth – 60.53 metres (198.59 ft.). • Area – 0.21 hectares (0.51 acres) • Shape - Irregular 	

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - office conversions • South - single detached dwellings • East - single detached dwellings • West - single detached dwellings

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map on Page 5)
LOW DENSITY RESIDENTIAL
The primary permitted uses in the Low Density Residential designation include single detached, semi-detached and duplex dwellings. Where determined to be appropriate, office conversions may be permitted as secondary permitted uses.
EXISTING ZONING: (refer to Zoning Map on Page 6)
RESIDENTIAL R2 (R2-2)
The Residential R2 (R2-2) Zone permits single detached, semi-detached; duplex and converted dwelling (with a maximum of 2 dwelling units).

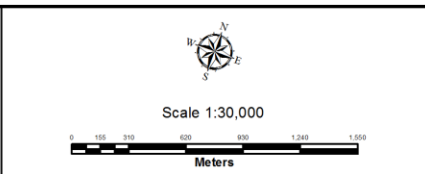
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Legend	
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street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

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



FILE NUMBER: OZ-8297
PLANNER: BT
TECHNICIAN: CK
DATE: 2014/01/20

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PLANNING HISTORY

The Subject Lands:

The existing single detached dwelling appears to have been built sometime during the 1970's. A garage was constructed in 2009 on the eastern portion of the property. A number of property standard complaints were filed with the City in 2005 pertaining to untidy lot conditions. These complaints have since been closed.

The Surrounding Lands:

1464 Adelaide Street North (including 616 Tennent Avenue)

The existing commercial plaza at 1464 Adelaide Street North was constructed in 1984 following the demolition of a single detached dwelling. A variety of convenience commercial uses have occupied the building since that time. In 2013, the plaza was rezoned to permit commercial recreation uses in addition to the uses provided for in the Convenience Commercial Special Provision (CC6(1)) Zone which include, but are not limited to, medical/dental offices. 616 Tennent Avenue, which is part of the commercial plaza, was converted from a single detached dwelling to a beauty salon in 1987. The building is currently used as a medical/dental office.

Northdale Public School

Council recently approved a plan of subdivision for the former Northdale Public School site. The plan of subdivision provides for the redevelopment of the site for 44 single detached dwellings.

Lands on the East Side of Adelaide Street (between Glenora Drive and Tennent Avenue)

The office conversions on the east side of Adelaide Street between Glenora Drive and Tennent Avenue have existed for some time and were established by way of applications to the Committee of Adjustment. While a mix of office and residential uses exist in this area, and the lands have various Office Conversion zones, these lands are not recognized in the Official Plan as locations designated for Office Conversions in residential designations.

Lands on the west side of Adelaide Street North (between the Thames River and Elmdale Avenue)

In 2006, 1463 Adelaide Street North was rezoned from a Residential R1 (R1-7) Zone to an Office Conversion Special Provision Residential R1 (OC5 (7)/R1-7) Zone permitting, in addition to dwelling units, offices and medical/dental offices. The Special Provision addressed the required number of parking spaces (and the setback of these spaces relative to the City Road allowance rather than the ultimate road allowance as provided for in Section 4 of the Z.-1 Zoning By-law).

In 2007 an application to rezone lands known as 1453 Adelaide Street North from a Residential R1 (R1-7) Zone to a Residential R1/Office Conversion (OC5/R1-7) was refused by Council. Council's decision was appealed to the Ontario Municipal Board. In 2008 the Ontario Municipal Board dismissed the appeal.

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Adelaide Street Road Allowance:

In April of 2013 Council amended Section 4.21 “Road Allowance Requirements – Specific Roads” to the Z.-1 Zoning By-law. The amendment was to implement the recommendations of the London 2030 Transportation Master Plan. Adelaide Street North, between Queens Avenue and Fanshawe Park Road East, was included in this comprehensive amendment. As the amendment relates to the current application, Adelaide Street North (fronting the subject site) has been classified as an Arterial Road. Additionally, the “Limit of the Allowance (measured from centre line)” has been increased from 18 metres to 19.5 metres. The omnibus amendment has subsequently been appealed and is currently before the Ontario Municipal Board. The requested Special Provision for a reduced front yard setback is from the 19.5 metre road allowance standard adopted by Council in 2013.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

City of London Transportation Division

Transportation has requested a road widening dedication measured 19.5 m from the centre line of Adelaide Street North and a sight triangle measured 6 m X 6 m at the intersection with Glenora Dr. through the site plan review process.

City of London Storm Water Management Division (SWM)

The SWM Unit has no objections to the proposed 1444 Adelaide St. N. Application. All necessary servicing and drainage requirements/ controls, SWM, etc. will be addressed at Site Plan approval.

In addition to the application, the SWM Unit provides the following comments to be addressed at the site plan approval stage:

- *The subject lands are located in the Stoney Creek Area Subwatershed. The City Subwatershed Planning Studies were approved by City Council on September 18, 1995. The Owner shall be required to comply with the SWM targets and criteria identified in the Stoney Creek Subwatershed Study, which may include but not be limited to quantity, quality and erosion control.*
- *The owner’s Professional Engineer shall address minor, major flows, SWM measures (quantity, quality and erosion control), and identify outlet systems (major and minor) in accordance with City of London Design Permanent Private Stormwater Systems and MOE’s requirements, all to the satisfaction of the City Engineer.*
- *The municipal storm outlet for the subject lands is 375mm on Adelaide Street North.*
- *Due to the nature of the land use the owner may be required to have a consulting Professional Engineer design and install an Oil/Grit Separator to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer.*
- *The Owner agrees to promote the implementation of SWM Best Management Practices (BMP’s) within this development application and all to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and all to the satisfaction of the City Engineer.*
- *The Owner is required to provide a lot grading and drainage plan that includes, but it is not limited to, minor, major storm/drainage flows that are generally contained within the subject*

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site boundaries and safely conveys all minor and major flows up to the 250 year storm event that is stamped by a Professional Engineer, all to the satisfaction of the City Engineer.

- *The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.*
- *The owner shall be required to comply with the City’s Drainage By-Laws (WM- 4) and acts, to ensure that the post-development storm/drainage discharges from the subject lands will not cause any adverse effects to adjacent lands, all to the satisfaction of the City Engineer.*

City of London Sanitary Sewer Division:

- *Water is available from the 200 mm water main on Glenora Drive or the 300 mm water main on Adelaide Street North. The applicant is advised that if a new water service is required that the old water service is to be cut and capped at the municipal water main, all in accordance with City of London standards.*

City of London Wastewater and Drainage Division

The Wastewater and Drainage Engineering Division has “No Comment” on this application.

Urban Forestry:

There are numerous City trees on the boulevard around the property and their protection will be strictly monitored. The site plan that was submitted did seem to allow a buffer for these trees and we will be looking more closely at their tree protection measures during the site plan process. We are only accepting the rezoning based on the preliminary site plan in which no City trees are proposed to be removed and are requiring that tree protection measures will be in place from the time of demolition through to the end of construction ensuring the protection of the trees and their rooting area.

The Upper Thames River Conservation Authority (UTRCA)

The Upper Thames River Conservation Authority has no objections to this application.

London Hydro

London Hydro has no objections to this application.

Urban Design Peer Review Panel (UDPRP)

The following comments from the Panel are based on the submitted Urban Design Brief and the questions directed to, and responses given by, the applicant on December 18, 2013:

- *The Panel supports the architectural character of the proposed building given the clientele;*
- *The Panel supports the applicant’s desire to seek relief from the Zoning [By-law] for the amount of parking required, not only to save the trees at the south-west corner of the site, but to allow for a pedestrian connection from Glenora Drive, a stronger landscape presence and the provision of outdoor amenity space;*

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- *If the trees do not remain, ensure that the proposed building moves to the south-west corner to properly address Adelaide Street North and Glenora Drive;*
- *Should it remain in its current location, consider rotating the building 90 degrees to have the primary façade address the primary street;*
- *Consider continuing the porch around on the Adelaide Street North elevation in response to the corner condition;*
- *The raised entrance compromises accessibility to the building; and,*
- *Consider permeable concrete and asphalt for storm water infiltration.*

PUBLIC LIAISON:	On December 16, 2013, Notice of Application was sent to 68 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on December 19, 2013. A "Possible Land Use Change" sign was also posted on the site.	6 written replies and 1 telephone inquiry were received.
<p>Nature of Liaison: The purpose and effect of the requested Official Plan and Zoning By-law amendments is to provide for the development of a 1 storey, small-scale medical/dental office building.</p> <p>Possible amendment to the Official Plan FROM "Low Density Residential" TO Multi-Family, Medium Density Residential.</p> <p>Possible amendment to the Zoning By-law Z.-1 FROM a Residential R2 (R2-2) zone TO a Restricted Office Special Provision (RO1(_)) Zone to permit Medical/dental Offices and Offices with a special provision to permit a reduction in the front yard setback and northern interior side yard setback regulations.</p>		
<p>Responses: Responses to the City's Notice of Application have been attached to this report (See Attachments 1-6). Considerations raised as matters of local concern included:</p> <ul style="list-style-type: none"> • the need for an additional medical/dental office in the area given the number of existing office conversions in the vicinity of the subject site; • the impact on property values moving from a low to medium density residential designation; • increased traffic volumes and turning movements; • the loss of existing trees; • the number of on-site parking spaces being required, vehicular access to the site, snow storage; • the alignment of the easterly lot line of the subject site; and, • the need for buffering elements to minimize potential noise and exhaust impacts. 		

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ANALYSIS

Subject Lands:

The subject lands are located on the northeast corner of the intersection of Adelaide Street North and Glenora Drive. The site, known municipally as 1444 Adelaide Street North, has a frontage of 34 metres (112 ft.), a depth of 60.5 metres, and a lot area of 0.21 hectares (0.5 acres). The property is irregular in shape.

The subject lands are currently occupied by a single detached dwelling and a separate accessory building. The residential building predates the single detached dwellings on Glenora Drive and Glenview Crescent which were developed through a registered plan of subdivision in the early 1980's. There are two existing access and egress points to Adelaide Street North and one access and egress point to Glenora Drive. A stand of mature trees demark the southerly property line and the Glenora Drive right-of-way. The subject site is fully serviced with municipal works.

The intersection of Adelaide Street North and Glenora Drive is a controlled intersection. Adelaide Street North, an identified transit and 24 hour truck route, is classified as an Arterial Road. Adelaide Street North has average annual daily traffic volumes of 25,000 vehicles. Glenora Drive, an identified transit route, is classified as a Secondary Collector Road having daily average traffic volumes of 5,000 vehicles.

Nature of the Application:

The subject lands are designated for Low Density Residential purposes in the City of London Official Plan. The implementing Residential R2 (R2-2) Zone permits single detached, semi-detached; duplex and converted dwelling (with a maximum of 2 dwelling units).

While the policies of the Official Plan provide for the consideration of office conversions in the Low Density Residential designation, the policies do not contemplate, nor provide for, purpose-built small-scale office development. Purpose-built small-scale office development, defined as offices of with a gross floor area of 2,000 sq. metres or less, is permitted in the Multi-Family Medium Density Residential designation.

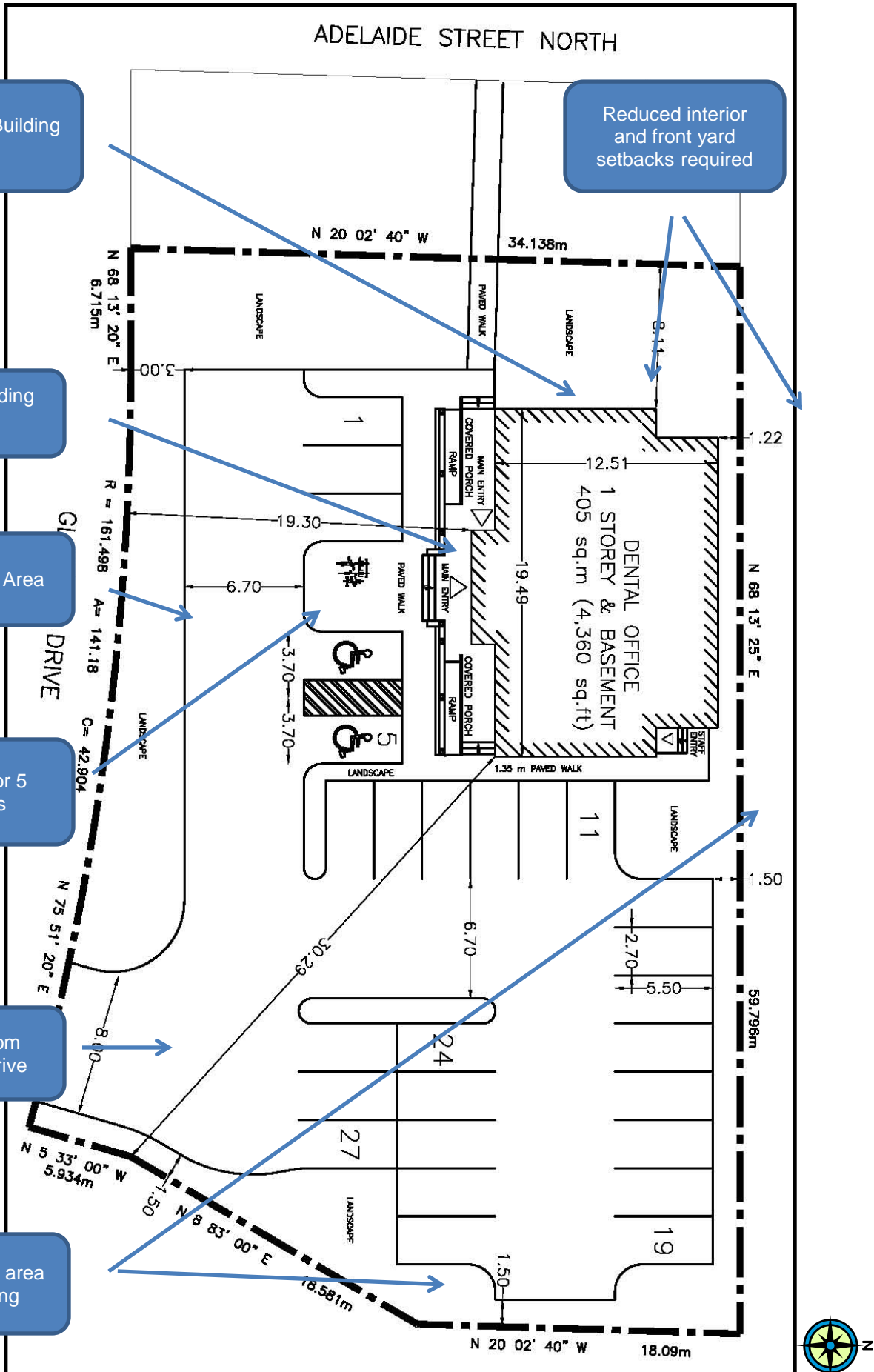
The proposed redevelopment of the site would remove the existing dwelling and accessory structure to facilitate the construction of a one storey, 405 sq. metre (3,093 sq. ft.) dental office specializing in pediatric care. The building footprint would equate to approximately 287 sq. metres (3,093 square feet).

As originally submitted the development proposal anticipated a primary building face oriented towards Glenora Drive and a secondary building face oriented towards Adelaide Street North. The existing vehicular entrances from Adelaide Street North would be closed. Access to the site was to be limited to the existing driveway on Glenora Drive. Parking was to be located in the exterior side yard and the rear yard. Landscaping and privacy fencing were proposed to screen the parking area from residential uses to the east and south (see Figure 1).

To facilitate the development concept the applicant requested an Official Plan amendment to change the designation of the subject lands from a Low Density Residential designation to a Multi-Family Medium Density Residential designation. The applicant also requested that the existing Residential R2 (R2-2) Zone be changed to a Restricted Office Special Provision (RO1-_) Zone to provide for small-scale medical/dental offices and offices. Special provisions to provide for reduced front and interior side yards were also requested to facilitate the desired placement of the proposed building on the site.

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Figure 1 – Conceptual Site Plan as Originally Submitted



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Provincial Policy Statement:

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

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

- accommodating an appropriate range and mix of residential, employment, recreational and open spaces uses to meet the long-term needs;
- promoting intensification and redevelopment to accommodate a range and mix of uses;
- promoting land use patterns based on densities and a mix of uses which efficiently use land;
- identifying and promoting opportunities for intensification and redevelopment where it can be accommodated taking into account existing building stock and existing or planned infrastructure;
- optimizing the use of existing infrastructure and public services; and,
- promoting a land use pattern that minimizes the length of vehicle trips and is supportive of public transit.

The proposed office use will serve to increase the mix of land uses in an area that is fully serviced with municipal works. It will further serve to assist in the regeneration of a site whose low density residential amenity has been impeded given current traffic volumes and the City's recent actions to expand the right-of-way along Adelaide Street North. The location for the proposed use further serves to implement the accessibility and transit supportive policies of the PPS. The site is located at the intersection of an Arterial Road and Secondary Collector Road both of which are identified as Transit Routes. The proposal also contemplates the closure of two existing vehicular access points to Adelaide Street North. The closure of these two residential ingress and egress points to an arterial road will serve to sustain the development of a healthy, livable and safe community.

The proposed redevelopment of the site for office uses is considered to be consistent with the policies of the PPS.

Municipal Council's Strategic Plan 2011-2014:

Council's 2011-2014 Strategic Plan identifies five results that contribute to a high quality of life in London. These results, which are based on strong governance principles, include a strong economy and sustainable infrastructure. Strategies in support of this result include "achieving effectiveness, economy and efficiency in the operation of infrastructure".

Council's strategic direction calling for "economies" in the operation of infrastructure is consistent with the PPS's requirement for efficient land use and development patterns. To the extent that the redevelopment concept represents an opportunity to provide for an efficient use of existing municipal works, the proposal would be consistent with, and serve to implement, the desired results of Council's Strategic Plan which call for efficiencies in the operation of infrastructure.

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Official Plan Policies

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

Multi-Family Medium Density Policies – Permitted Uses (Section 3.3.1):

The recommended amendment is intended to re-designate the subject site from a Low Density Residential to a Multi-Family Medium Density Residential designation. The primary permitted uses in the Multi-Family Medium Density Residential designation include multiple attached dwellings, low-rise apartment buildings, small-scale nursing homes, rest homes and homes for the aged among other identified uses.

Uses that are considered to be integral or compatible with medium density residential development, including small-scale office developments and office conversions, may also be permitted subject to other policies and a Planning Impact Analysis.

Multi-Family Medium Density Residential Policies – Location Criteria (Section 3.3.2.):

The policies of the Official Plan state that the preferred locations for the Multi-Family Medium Density Residential designation include lands in proximity to Shopping Areas, designated Open Space areas or Regional Facilities, lands adjacent to Multi-Family High Density Residential designation, and lands abutting an arterial, primary or secondary collector street. The subject site is located at the intersection of an Arterial Road (Adelaide Street North) and a Secondary Collector (Glenora Drive).

The policies of the Official Plan state that the development of a site or area for medium density residential uses shall take into account surrounding land uses in terms of height, scale and setbacks and shall not adversely impact the amenities and character of the surrounding area.

In the case of the current development proposal, the existing built fabric of the neighbourhood includes low-rise, low-density residential uses to the east and south, a mix of office conversion and purpose-designed commercial uses to the north, and single detached residential development to the west.

To ensure that surrounding land uses are not adversely impacted, the development proposal minimizes the height of the structure to one storey and orients the built form to Adelaide Street North. The proposed height, location and orientation of the building will not adversely impact surrounding land uses. "Pulling" the building as close as possible to expanded road right-of-way (by way of the special provision being sought) will minimize any loss of privacy for adjacent residential uses (to the east and south) and facilitates the placement of the building in an area where, given the presence of the abutting Arterial Road (Adelaide Street North), site amenities are already substantially reduced.

The policies of the Official Plan require that adequate municipal services can be provided to meet the needs of the potential development. The City of London Engineering and

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Environmental Services Division has not identified any servicing constraints for the requested development proposal.

The Official Plan requires that traffic to and from the location should not have a significant impact on stable, low density residential areas. While local residents have expressed concerns regarding a potential increase in local vehicular traffic, the City of London Transportation Engineering section did not identify any restrictions to the capacity or configuration of the local road network to service the site. The Transportation Engineering Section has noted that site triangle and right-of-way requirements will be dealt with through the site plan approval process.

Preferred locations for the Multi-Family Medium Density Residential designation include lands in proximity to transit service and public open space. The subject site is directly serviced by public transit on both Adelaide Street North and Glenora Drive. Public open space opportunities can be found within walking distance of the subject site.

Lastly, the policies of the Official Plan require that the subject site be of a suitable size and shape to accommodate the development and to provide for adequate buffering measures to protect any adjacent low density residential uses. The conceptual site plan submitted by the applicant (Figure 1 above) ensures that the site retains reasonable development potential (notwithstanding the road-widening dedication), and retains a practical landscaped area for buffering purposes. The landscaped area on the southerly perimeter of the site would serve to retain a stand of existing trees that residents of the neighbourhood would like to see retained. The site is of a sufficient size and configuration to accommodate the requested use and provide for buffering measures.

Multi-Family Medium Density Residential Policies – Scale of Development (Section 3.3.3):

The Official Plan states that development within areas designated Multi-Family Medium Density shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial or high density residential development. The policies state that height limitations will not normally exceed four storeys and densities of 75 units per hectare. To ensure that the surrounding land uses are not adversely impacted, the development proposal limits the height of the structure to one storey. The development concept further locates the building footprint to an area of the site where separation distances to abutting low density residential uses are maximized.

Multi-Family Medium Density Residential Policies – New Office Development (Section 3.6.8):

The policies of the Official Plan state that small-scale, free standing office buildings may be permitted as secondary uses in the Multi-Family Medium Density Residential designation subject to location, buffering, and scale considerations. These considerations are advanced with the intent that the proposed development be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood based on the existing and proposed built form, massing and architectural treatment.

The Statement of Compatibility prepared by Zelinka Priamo Ltd. describes how the redevelopment proposal is compatible with the surrounding neighbourhood:

- *“The residential amenity of the subject lands has been reduced through the expansion of Adelaide Street North over time to four lanes with heavy traffic volumes. The proposed office*

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building will provide an effective transition from Adelaide Street North to the residential development to the east and will provide services and amenities that will enhance the quality of the residential environment. Meanwhile, Adelaide Street North is in an area of transition with several single detached dwellings in the vicinity of the subject lands having been converted for office uses;

- *The subject lands are located at the northeast corner of the intersection of Adelaide Street North and Glenora Drive. The proposed office building attends to the corner lot condition by incorporating into the design of the south and west elevations decorative transom and arched windows and corresponding arched roof details, stairs and ramps and prominent public entrances that face both the Adelaide Street North and Glenora Drive frontages. The associated parking area will be accessed by the existing driveway on Glenora Drive*
- *The proposed site and building design aims to minimize any loss of privacy for adjacent residential uses. The proposed building has been sited towards the northwest corner of the subject lands with a reduced front yard setback to Adelaide Street North where there has already been a loss of residential amenity. The one-storey massing of the proposed office building will ensure that the adjacent dwellings and their rear yards, where there is an expectation of privacy, will not be overlooked. Landscaped areas (including maintaining the mature trees along Glenora Drive, where feasible) and privacy fencing will screen the associated parking area from the adjacent dwellings such that the privacy of the existing dwellings will not be unduly impacted by the redevelopment of the subject lands;*
- *Given the low-rise (one-storey) moderate massing of the proposed office building there will be no adverse shadow impact from the proposed development onto dwellings adjacent to the subject lands and Adelaide Street North;*
- *The proposed office building has a low-rise moderate massing that is compatible with existing dwellings and office conversions in the vicinity of the subject lands. The scale, height and footprint of the proposed office building is consistent with the range of height (one to two storeys) and building footprints that exist along Adelaide Street North and Glenora Drive. In particular, the proposed building conforms to the maximum height and total gross floor area requirements set out in the standard RO1 zone regulations; and,*
- *Although the proposed building does not adhere to a specific architectural style, it has a contemporary design that incorporates architectural elements, materials and colours that are attractive, and that complement the existing dwellings in the area. Architectural elements that contribute to a visually stimulating design include a covered porch with decorative pillars, windows with divided light and a decorative transom. Incorporated into the hip roof are arched/eyebrow details that correspond with decorative arched windows and roof vents”.*

The Statement of Compatibility concludes that the redevelopment proposal is compatible with the surrounding neighbourhood. Planning Staff have reviewed the Statement of Compatibility and agree that the mass, scale and architectural treatments embodied in the development proposal are sensitive to, compatible with, and a good fit within the context of the existing surrounding neighbourhood. Staff would note that minor modifications to the development proposal are recommended and are further detailed in the Urban Design discussion of this report.

Multi-Family Medium Density Residential Policies – Planning Impact Analysis Section (Section 3.7.1):

The requested amendment is subject to the requirement of a Planning Impact Analysis. Proposals for changes in the use of land which require the application of a Planning Impact

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File: OZ-8297
Planner: B. Turcotte

Analysis will be evaluated on the basis of criteria relevant to the proposed change. Relevant to the present proposal, these criteria would include:

- The compatibility of the proposed use with surrounding land uses and the likely impact of the proposed development on present and future land uses in the area.

As noted above, the height and proposed location of the building on the site will minimize any adverse impacts on adjacent residential uses. In addition, the proposal envisions a maximum gross floor area of 405 sq. metres whereas 2,000 square metres may be permitted by policy.

- The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the use.

Setting aside the need for special provisions to provide for relief from the minimum front yard setback and interior side yard requirements of the Restricted Office (RO1) Zone, the subject site is of a sufficient size and configuration to accommodate the intensity of the use sought. The site meets or exceeds the minimum lot area, coverage, landscaped open space and yard requirements of the requested zone. The site is further of a size and configuration to be able to accommodate the required number of parking spaces (27).

- The supply of vacant land in the area which is already designated and/or zoned for the proposed use.

Local residents have noted the presence of other office conversions in the area. Office conversions require that the existing dwelling structure be retained and the interior areas be converted to office uses. They preclude the development of purpose-built office buildings. The applicant is a dental surgeon specializing in pediatrics and "...many of his clients are children that have disabilities that prevent them from receiving care in a standard dentistry practice". The proposed building will be fully accessible and will be of a design and layout that is not "overly clinical" (i.e. covered porches, ramps, etc.). The applicant has indicated that lands zoned and/or developed for office uses in the vicinity of the subject site have been considered for establishing his practice. These opportunities were subsequently discounted as they were found to be unable or unsuitable to accommodate the specialized needs of his patients.

- The proximity of any proposal for medium or high density residential development to public open space and transit services.

Lands to the south of the subject site are designated for open space uses. Transit service is available on both Adelaide Street North and Glenora Drive.

- The height, location and spacing of any buildings in the proposed development and any potential impacts on surrounding land uses.

The height and location of the proposed development has been shown to minimize potential impacts on adjacent lands. The impacts of a reduced front yard setback to the City right-of-way are considered negligible as they will not serve to impede municipal infrastructure (sidewalks, etc.).

- The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contributes to the visual character of the surrounding area.

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File: OZ-8297
Planner: B. Turcotte

The conceptual site plan identifies a landscaped area along the southerly perimeter of the lot line. The landscaped area as delineated includes a stand of trees that the community has expressed a strong desire to see retained.

- The location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties.

The Transportation Engineering Section has requested that the development proposal pay special attention to the right-of-way and site triangle requirements of the City’s Z.-1 Zoning By-law. The conceptual site plan has addressed these concerns. Additionally, the development proposal will serve to close two existing residential access points to Adelaide Street North. Residents of the neighbourhood have expressed concerns regarding the potential traffic the use could generate. The site is located at the intersection of an Arterial Road and a Secondary Collector. The City’s Transportation Engineering Section has not indicated that there is a capacity issue on either of these roadways. Additionally, the site itself is not embedded in the interior of the neighbourhood but on the periphery of it where a controlled intersection and converging transit routes will serve to increase accessibility and minimize any potential impacts on adjacent properties.

- Impacts of the proposed change on the transportation system, including transit.

The development proposal will serve to strengthen the existing transportation system. It will reduce the number of vehicular access points to an Arterial Road and will be supportive of transit. It further respects recent amendments to the City’s Z.-1 Zoning By-law that require an expanded right-of-way requirement on Adelaide Street North.

Urban Design Policies (Section 11):

The Urban Design policies of the Official Plan apply to all development proposals. These policies and principles relate to the visual character, aesthetics and compatibility of land use and the qualitative aspects of the development proposal.

The applicant submitted an Urban Design Brief with the application which provided a response to the applicable urban design policies of the Official Plan. The Brief noted the following key elements of proposal that were supportive of the urban design policies of the Official Plan:

Site and Building Elements:

- *“The siting of the office building towards the northwest corner of the subject lands will reduce potential construction conflicts with the mature trees along Glenora Drive. Through the Site Plan Approval process the intent is to protect the mature trees which are located on the subject lands as part of the redevelopment proposal where it is feasible;*
- *The proposed office building will be sited towards the northwest corner of the subject lands to minimize the setback from Adelaide Street North so as to maintain a consistent setback with the existing dwellings and office conversions and contribute to the spatial enclosure and delineation of the public streetscape;*
- *A landscape plan will be provided through the Site Plan Approval process;*

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File: OZ-8297
Planner: B. Turcotte

- *The proposed office building will be built to provide for universal accessibility. Ramps have been incorporated into the design of the covered porch to provide barrier free access where there is a transition in height between the public entrances and the sidewalks connecting to Adelaide Street North and the associated parking area;*
- *The associated parking area is proposed to be located in the exterior side yard and rear yard and would accommodate 27 parking spaces. The siting of the proposed building and a decorative wall will screen the associated parking area from Adelaide Street North, while landscaping and privacy fencing will screen the associated parking area from adjacent dwellings;*
- *The associated parking area will be accessed by the existing driveway on Glenora Drive....and will result in the optimal driveway separation distance from the intersection of Adelaide Street North and Glenora Drive. Meanwhile, the closure of the existing two driveways on Adelaide Street North will eliminate the potential for traffic conflicts associated with increased turning movements in and out of the subject lands;*
- *The proposed site and building design aims to minimize the loss of privacy for adjacent residential uses. The proposed building has been sited towards the northwest corner of the subject lands with a reduced front yard setback to Adelaide Street North where there has already been a loss of residential amenity due to heavy traffic volumes. The one-storey massing of the proposed office building will ensure that the adjacent dwellings, and their rear yards where there is an expectation of privacy, will not be overlooked. Landscaped areas (including maintaining the mature trees along Glenora Drive, where feasible) and privacy fencing will screen the associated parking area from the adjacent dwellings;*
- *Waste and recycling materials are to be stored within the proposed office building and brought to the curb on pick-up day;*
- *The subject propertyis a gateway location to the residential development to the east. The existing single detached dwelling and separate accessory building predate the adjacent dwellings on Glenora Drive and Glenview Crescent. The redevelopment of the subject lands for the proposed office building is an opportunity to provide a carefully considered and high quality site and building design at a gateway location. The proposed office building will be sited towards the northwest corner of the subject lands to reduce potential construction conflicts with the mature trees along Glenora Drive. The siting of the proposed office building will also minimize the setback from Adelaide Street North so as to maintain a consistent setback with the existing development along Adelaide Street North and contribute to the special enclosure of the streetscape. The proposed office building attends the corner lot condition by incorporating into the design of the south and west elevations decorative transom and arched windows and corresponding arched roof details, stairs and ramps, and prominent public entrances that face both the Adelaide Street North and Glenora Drive streetscapes”.*
- *The proposed office building has a low-rise (one-storey) moderate massing compatible with the existing dwellings and office conversions in the vicinity of the subject lands. The proposed office building incorporates architectural elements, materials and colours that are attractive and complement the existing dwellings including a covered porch with decorative pillars, windows with divided lights, and also decorative transom and arched windows with corresponding arched roof details...;*
- *The shadow impact from the [proposed development onto residential dwellings adjacent to the subject lands and Adelaide Street North are expected to be negligible given the low-rise (one-storey) moderate massing of the proposed office building; and,*

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File: OZ-8297
Planner: B. Turcotte

- *The proposed office building will make use of the best-practice techniques of current construction practices to ensure that the resulting building is energy efficient. The proposed office building will also make efficient reuse of land and public investment in existing infrastructure.*

The Urban Design Peer Review Panel (UDPRP) reviewed the applicant’s Urban Design Brief on December 18, 2013 and provided comments to the applicant on the proposal (noted above in the Significant Department/Agency Comments Section to this Report).

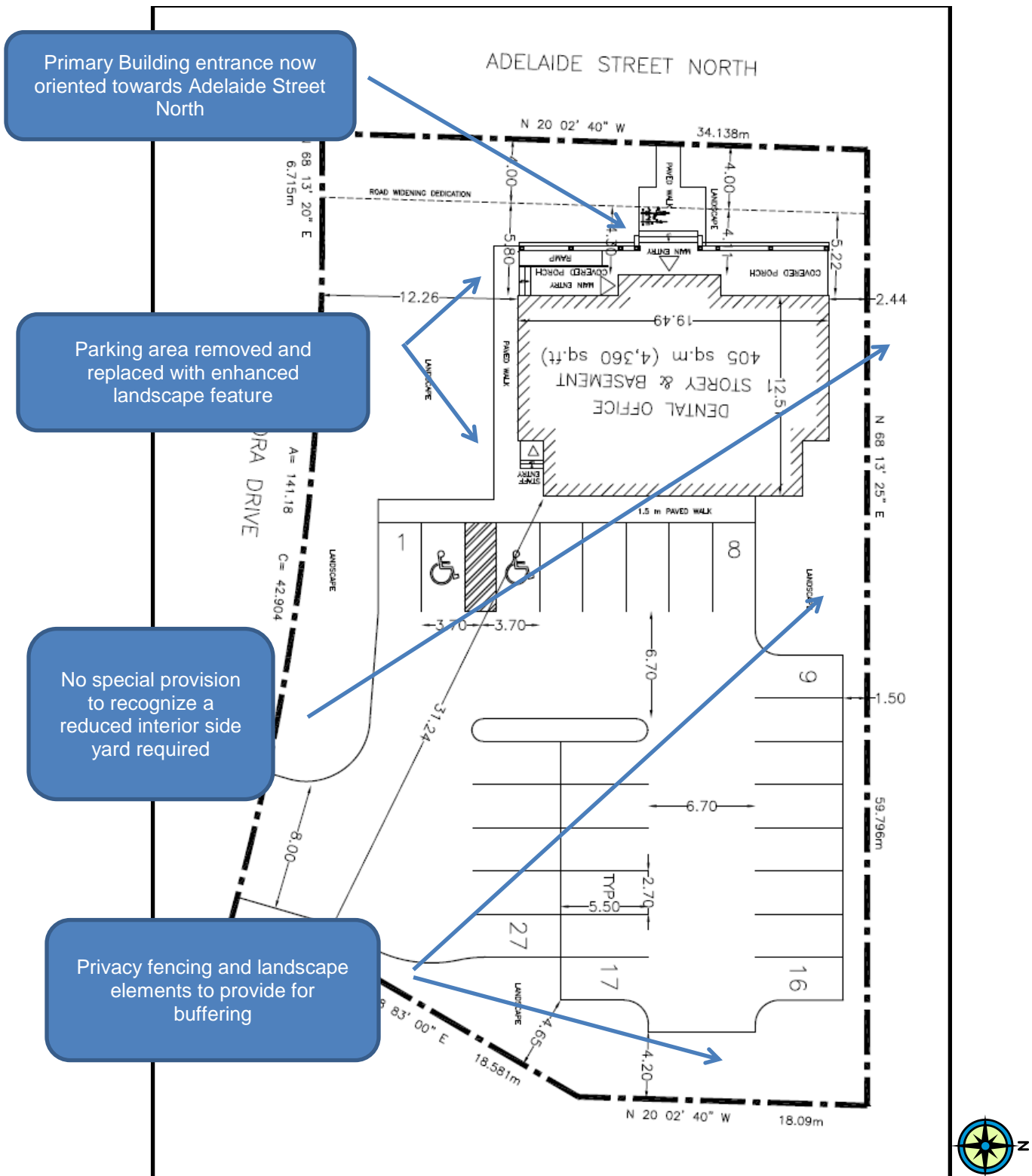
In response to the comments of the UDPRP the applicant submitted a revised concept plan and elevations that served to “re-orient” the building by 90 degrees so that the primary building façade is oriented towards Adelaide Street North (see Figure 2). The revised plan would also allow the associated parking area to be completely contained to the rear of the proposed building so that a larger landscaped area could be provided adjacent to the mature trees located along the southerly property line. The re-orientation of the building further served to eliminate the need for a special provision to provide for a reduced interior (north) side yard. A special provision to provide for a reduced front yard setback from the 19.5 metre Adelaide Street North road allowance would continue to be required.

Planning Services Staff have reviewed these changes to the conceptual site plan and elevations and offers the following comments:

- *The relocation of the building to front onto Adelaide Street North is consistent with Official Plan Urban Design policies regarding street orientation of buildings. This revision has also allowed for all of the parking to be accommodated in the back of the property away from the prominent street corner;*
- *The existing trees located at the southwest corner of the property should be retained. It is acceptable to locate the building towards the north of the site in order to retain this landscape buffer at the gateway of the residential neighbourhood along Glenora Drive;*
- *Parking areas should be screened from Glenora Drive and Adelaide Street North with enhanced landscaping and the location of the driveway off of Glenora Drive will support safe circulation of pedestrian and vehicular traffic;*
- *The primary entrance to the building should be oriented towards Adelaide Street North and a paved walkway be provided from the building to the public sidewalk in order to provide direct and convenient access. The Adelaide Street North façade should appear as the primary façade and the Glenora Drive elevation should have a similar level of detail and appear as a secondary façade. A reduction in the amount of glazing on the south façade is acceptable to mitigate the effects of too much sun entering certain rooms of the building. The windows, however, should be more balanced of their location should respond to articulation on the building façade;*
- *The proposed building should have a tall urban character to frame the public realm and contribute positively to the pedestrian environment along Adelaide Street North. Concerns with the fit and character of the building architecture will be worked out at the Site Plan Approval stage; and,*
- *A tree protection report will be provided at the Site Plan application stage, and the applicant has indicated a desire to preserve as many trees as possible during construction.*

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Figure 2 – Revised Site Plan Based on the Comments of the UDPRP



Residents of the neighbourhood expressed concerns regarding the potential loss of trees and the need for buffering elements to minimize the impacts of noise and exhaust fumes. The

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**File: OZ-8297
Planner: B. Turcotte**

revised concept plan enlarges the landscaped area on the south side of the property further protecting a stand of existing trees the community wishes to see maintained. The revised concept plan also provides for privacy fencing and landscaping elements along the northern and eastern limits of the property to address the issues of noise and exhaust raised by local residents.

The number of parking spaces being proposed, vehicular access to the site, increased traffic and turning movements and snow storage were also raised by the community as matters of local concern. The Z.-1 Zoning By-law requires the provision of 27 on-site parking spaces for the development proposal which is proposed to be fulfilled. The City’s Transportation Engineering Section did not identify any existing limitations to the capacity or configuration of local infrastructure (roads, controlled intersections, etc.) to service the site. Site triangle and right-of-way requirements are to be addressed through the Site Plan Approval process. The identification of snow storage areas are typically addressed through the Site Plan Approval process.

Is the Multi-Family Medium Density Residential designation appropriate for the subject lands?

A number of matters are taken into account in the consideration of the appropriateness of applying a Multi-Family Medium Density Residential designation to an area or property including the Provincial Policy Statement (PPS), Council’s Strategic Plan, and the land policies of the Official Plan.

The redevelopment of the site for the proposed office building is supportive of the PPS. The use of the site for the proposed office building would promote efficient development and land use patterns; utilize existing infrastructure; and, be supportive of public transit.

Council’s strategic direction calling for “economies” in the operation of infrastructure is consistent with the PPS’s requirement for efficient land use and development patterns. To the extent that the redevelopment concept represents an opportunity to provide for an efficient use of existing municipal works, the proposal is consistent with, and serves to implement, the desired results of Council’s Strategic Plan which call for efficiencies in the operation of infrastructure.

The location, compatibility, servicing, traffic and buffering criteria of the Official Plan for the designation of lands for Multi-Family Medium Density Residential purposes have also been met.

The designation of the subject lands for Multi-Family Medium Density Residential purposes is viewed as appropriate and is recommended.

How does the Zoning By-law apply to this property?

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

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File: OZ-8297
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The property is currently zoned Residential R2 (R2-2) permitting single detached, semi-detached, duplex and converted dwellings. The subject lands require an amendment to Zoning By-law Z.-1 in order to provide for the proposed use and development concept.

Section 18.1 of the Z.-1 Zoning By-law describes the general purpose of the Restricted Office (RO) Zone as providing for, and regulating, new office uses outside of the Downtown area in small-scale office buildings primarily in areas designated Multi-Family Medium Density Residential. The requested Restricted Office (RO1) Zone variation would serve to implement the recommended Multi-Family Medium Density Residential designation and provide for the small-scale medical/dental office use sought by way of the development proposal.

The Restricted Office (RO1) Zone variation includes regulations that serve to limit the scale and intensity of a permitted use. Setting aside the need for a special provision to provide for relief from the minimum front yard setback requirements of the Restricted Office (RO1) Zone, the subject site is of a sufficient size and configuration to accommodate the intensity of the use sought by way of the development proposal. The site meets or exceeds the minimum lot area, coverage, landscaped open space and yard requirements of the requested zone. The site is of a size and configuration to accommodate the required number of parking spaces (27). Furthermore, the proposed height and gross floor area of the development concept are well within the limits prescribed under the requested Restricted Office (RO1) Zone variation.

The applicant seeks a Special Provision to provide for a reduced front yard setback of 4.11 metres in lieu of the 9 metres required under the requested Restricted Office (RO1) Zone. A Special Provision to provide for the reduced front yard is considered appropriate in that it will serve to facilitate the placement of the proposed building to an area of the site that will minimize any loss of privacy for adjacent residential uses to the east or the south and maintain a consistent setback with the existing development along Adelaide Street North and contribute to the enclosure of the streetscape.

The requested use, intensity and form of development embodied in the development proposal is deemed appropriate in the context of the surrounding neighbourhood. The request for a reduced front yard setback is further deemed appropriate.

The requested Restricted Office Special Provision (RO1(_)) Zone is recommended. Staff also recommend that the refinements noted in the request to the Site Plan Approval Authority be addressed through the site plan approval process.

CONCLUSION

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

The requested Zoning By-law amendment is recommended to implement the policies of the recommended Multi-Family Medium Density Residential designation and to provide for the development concept.

Agenda Item # Page #

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File: OZ-8297
Planner: B. Turcotte

PREPARED BY:	REVIEWED BY:
BRIAN TURCOTTE, SENIOR PLANNER CURRENT PLANNING DIVISION	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING CURRENT PLANNING DIVISION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

March 10, 2014
BT

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File: OZ-8297
 Planner: B. Turcotte

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

<u>Telephone</u>	<u>E-mail Responses</u>
Canko Kitanovski 1442 Sprucedale London Ontario	Beverly and David Paul (e-mail response)
	Vera Simon 1256 Glenora Drive London Ontario
	Brenda Fields 1140 Glenora Drive London Ontario
	Jessie and Paul Kubik 1111 Glenora Drive London Ontario
	Terry and Leslie Heatherley 12 Glenview Drive London Ontario

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File: OZ-8297
Planner: B. Turcotte

Appendix 1

E-mail Response from Beverly and David Paul (received February 14, 2014)

Hi Brian,

Thanks for explaining the application for the medical/dental office at 1444 Adelaide St. It was a welcome relief to find out that doctor wants to maintain the trees which are now on the property. Hopefully they will be protected properly when the construction begins. When Wastell started their development behind us, the engineering company did not have the proper fencing or guides to protect the tree roots of the three remaining trees. Our son, Michael, who is a landscape architect and happened to be visiting at the time, actually instructed the head engineer as to what are the proper procedures.

Another concern is the safe entry of cars off Glenora into the parking area. If they arrive during rush hour it will very difficult for them to make the left hand turn into the lot, as the traffic is lined up, even past our house, which is seven houses away. As well, traffic is making the turn off Adelaide onto Glenora, so any car waiting to make the left turn will impede those cars. I have even had to go around Glenview to get into our driveway when the cars are lined up. I guess the traffic experts will have to have a look at the situation.

Have a good long weekend.

Regards,
Beverly and David Paul

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File: OZ-8297
Planner: B. Turcotte

Appendix 2

E-mail Response from Vera Simon (received February 14, 2014)

Dear Mr. Turcott: As per our telephone conversation of February 13, 2014, I am writing about my objections as a resident and a taxpayer, to the above-mentioned file..

Firstly, I am NOT against the destruction of the edifice that is presently on the lot. It is an eyesore. However, I am concerned about the loss of the trees that currently exist on the southern part of the property facing Glenora Drive. This city is notorious for rezoning properties from residential to some form of commercial property and allowing all the vegetation on the property to be eliminated. I cited that occurrence to you when the property on the northeast corner of Adelaide and Mapledale was rezoned and the trees were eliminated and the land was paved over to make room for parking! You assured me that this was not to be the case with this application. I wish I believed you.

My second objection to this application is that there are currently many other properties with the same rezoning as the applicant, that are presently available in North London. I cited to you that three of the properties between Glenora Drive and Tennant Ave. on the east side of Adelaide, adjacent to the property that the applicant is wishing to be rezoned already have this zone designation. I know that one of the properties is currently vacant. Other available rezoned properties that have the appropriate zoning are located on Fanshawe Park Rd. on the north side between Louise and Wonderland. I question why the City of London is eager to entertain this application without even performing a needs assessment.

Residents have to protect greenspace and residential lands. However, it seems that The City prefers to rezone as much of the lands to commercial use, with little consideration of whether it is warranted. I want to live in a residential area, NOT a commercial district! I thought that was what municipal zoning entailed.

Sincerely:

Vera Simon
1256 Glenora Drive

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**File: OZ-8297
Planner: B. Turcotte**

Appendix 3

E-mail from Brenda Fields to Councilor J. Baechler (received January 18, 2014)

Dear Ms. Baechler,

I am writing to register my opinion on the proposed change at 1444 Adelaide St. North, file number OZ-8297. I am not in favour of this change as I feel it would negatively impact property values due to the change from low density residential to multi-family medium density residential. There is currently over 40 new homes being built on near by Tennent Ave. which will increase traffic flow considerably in the area and I feel this would make it extra difficult for people to leave the proposed medical office and get onto Adelaide which is quite a busy street. Also the removal of the mature trees for the construction will make the entrance to the subdivision less attractive which may affect prospective buyers for those of us who live closer to the corner and thereby affecting our resale values.

I am dissappointed that other residents in the next block were not notified as in speaking with them they had not heard of this change and had some concerns.

Thank you for your attention to this matter.

Sincerely,

Brenda Fields
1140 Glenora Dr.

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**File: OZ-8297
Planner: B. Turcotte**

Appendix 4

E-mail from Brenda Fields to B. Turcotte (January 17, 2014)

Dear Mr. Turcotte,

I am writing in regard to file number OZ-8297, address 1444 Adelaide Street North and the proposed change to that area. I am not in favour of this change for a number of reasons. I feel that with the new construction that is happening on Tennent Ave. there will be a significant increase in traffic in close proximity to this new building and that there will be a problem with people trying to exit out of this office building onto Adelaide which is a busy street. Changing the zoning from "Low Density Residential" to Multi-Family, Medium Density Residential will negatively affect property values on the street. With the new construction and the removal of the mature trees I feel this will also negatively impact the look of the street and also make it less desirable to buyers therefore also impacting property values.

In speaking to my neighbours a little further down the street I was made aware that they were not provided with information that this application was in process. I think people a bit further down the street should have been notified as they have concerns also.

Thank you for your consideration in this matter.

Sincerely,

Brenda Fields
1140 Glenora Ave.

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**File: OZ-8297
Planner: B. Turcotte**

Appendix 5

E-mail from Paul Kubik (January 5, 2014)

This is our reply to the proposed amendment to permit a small scale medical/dental office building at 1444 Adelaide Street North.

The east side of this property is adjacent to our home at 1111 Glenora Drive which was built in 1981 and which we have occupied since then.

- why 27 parking spaces for a small building ?
- why entry to this complex from Glenora Drive only ?

Glenora is a very busy Drive with many cars, trucks and a London Transit service in the north west bound lane.

Also this access driveway is almost opposite the west entry/exit for Glenview Crescent. Westbound Glenora Drive traffic often speeds up to catch a green Adelaide traffic light. (In fact traffic often speeds past our home even when the light is red.)

Traffic coming off Adelaide wishing to enter this new complex will be in the east bound lane of Glenora then having to make a left turn across the two westbound lanes of Glenora to enter the 1444 property.

This will be a nightmare at times. One driveway entry is ridiculous. Could not the Adelaide entry to this property continue to be used ?

-the east side lot line between 1444 and 1111 is not straight. Past attempts failed to solve this problem. When the original lots were laid out there was a above ground swimming pool at the line so the line jogged around the pool as the owner did not wish to move the pool.

Now is the time to correct this lot line.

Also the two properties should be separated by a six foot vinyl fence and lined on the west side with two rows of large evergreen trees to provide privacy, a reduction in noise and exhaust

pollution and shade for the 1111 property. (At one time 1444 had many trees but over the years they were cut down.)

Snow removal ?

Where will snow from 27 parking spots be cleared to ? If it is to be deposited on part of the parking lot it must be kept away from the adjacent properties.

Excellent drainage must be provided to ensure flooding of properties does not occur when the snow melts and spring rains arrive. Also drainage must be sufficient to handle heavy rain storms.

AN ASIDE

A number of years ago a proposal was made to develop a office complex in the south west corner of Willowdale and Adelaide. It was turned down by the OMB I believe due to traffic concerns at the Adelaide-Willowdale-Glenora intersection. Now what about an even a more complex situation with this proposal ??

Jessie and Paul Kubik

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**File: OZ-8297
Planner: B. Turcotte**

Appendix 6

E-mail from Terry and Leslie Heatherley (December 27, 2013)

Dear Sir,

My husband and I are a little bit concerned about the zoning by-law change for Vireo Health Facility which is being proposed for 1444 Adelaide St. N. Our main objection centers around the fear that property values in the close proximity of this facility will decrease. Our property is close enough to this proposed site to cause us to be apprehensive. We reside at 12 Glenview Cr. There is also a concern about the extra traffic flow resulting from this site. Glenora Dr. already has a large flow of traffic.

Please consider our objection to this proposal.

Thank you,
Terry and Leslie Heatherley.

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File: OZ-8297
Planner: B. Turcotte

**Bibliography of Information and Materials
OZ-8297**

Request for Approval:

City of London Official Plan and Zoning By-law Amendment Application Form, completed by Zelinka Priamo Ltd. on behalf of Vireo Health Facility Ltd, November 25, 2013

Reference Documents:

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

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

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

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

Application for Official Plan & Zoning By-Law Amendment, November 25, 2013 completed by Zelinka Priamo Ltd. on behalf of Vireo Health Facility Ltd.

Planning Justification Report, 1444 Adelaide Street North, Vireo Health Facility Ltd. Prepared by Zelinka Priamo Ltd., November 26, 2013

Urban Design Brief, Proposed Medical/Dental Office, 1444 Adelaide Street North, prepared by Zelinka Priamo Ltd., November 27, 2013

Correspondence: (all located in City of London File No. OZ-8297)

All correspondence sent and received between December 10, 2013 and March 10, 2014

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**File: OZ-8297
Planner: B. Turcotte**

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2014

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to 1444 Adelaide Street North.

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

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

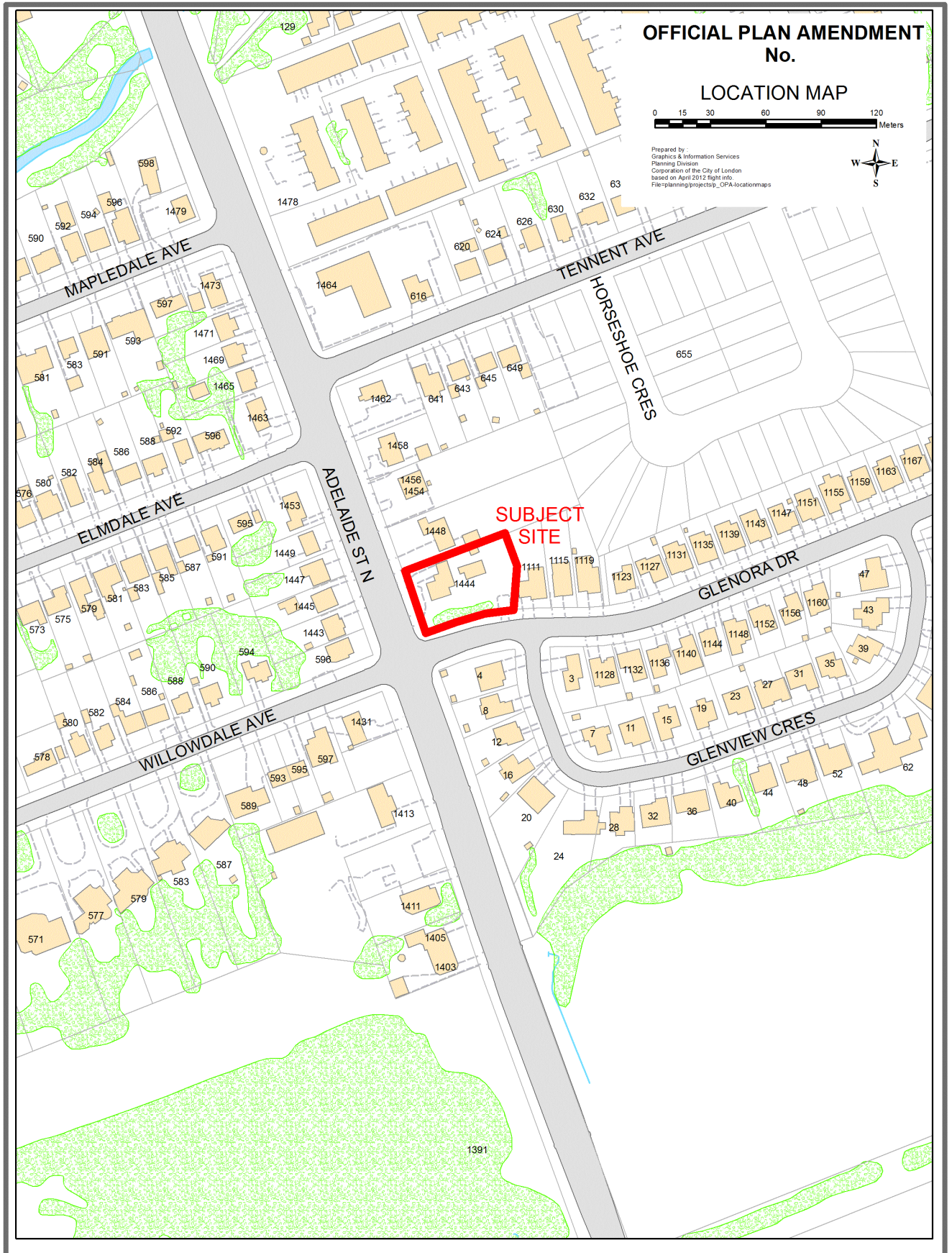
PASSED in Open Council on April 1, 2014.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

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File: OZ-8297
Planner: B. Turcotte



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File: OZ-8297
Planner: B. Turcotte

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

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

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1444 Adelaide Street North in the City of London.

C. BASIS OF THE AMENDMENT

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

The Official Plan criteria for establishing a Multi-Family Medium Density Residential designation, including location, compatibility, servicing, traffic and buffering are met. The subject site is located at the intersection of an Arterial Road and a Secondary Collector street. The subject site is within walking distance of an identified open space area. The site is fully serviced with municipal works and is located along identified public transit routes. The proposal has been evaluated taking into account surrounding land uses in terms of height, scale and setback, and the potential adverse impacts on the amenities and character of the surrounding area. It has been demonstrated that the proposal is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood.

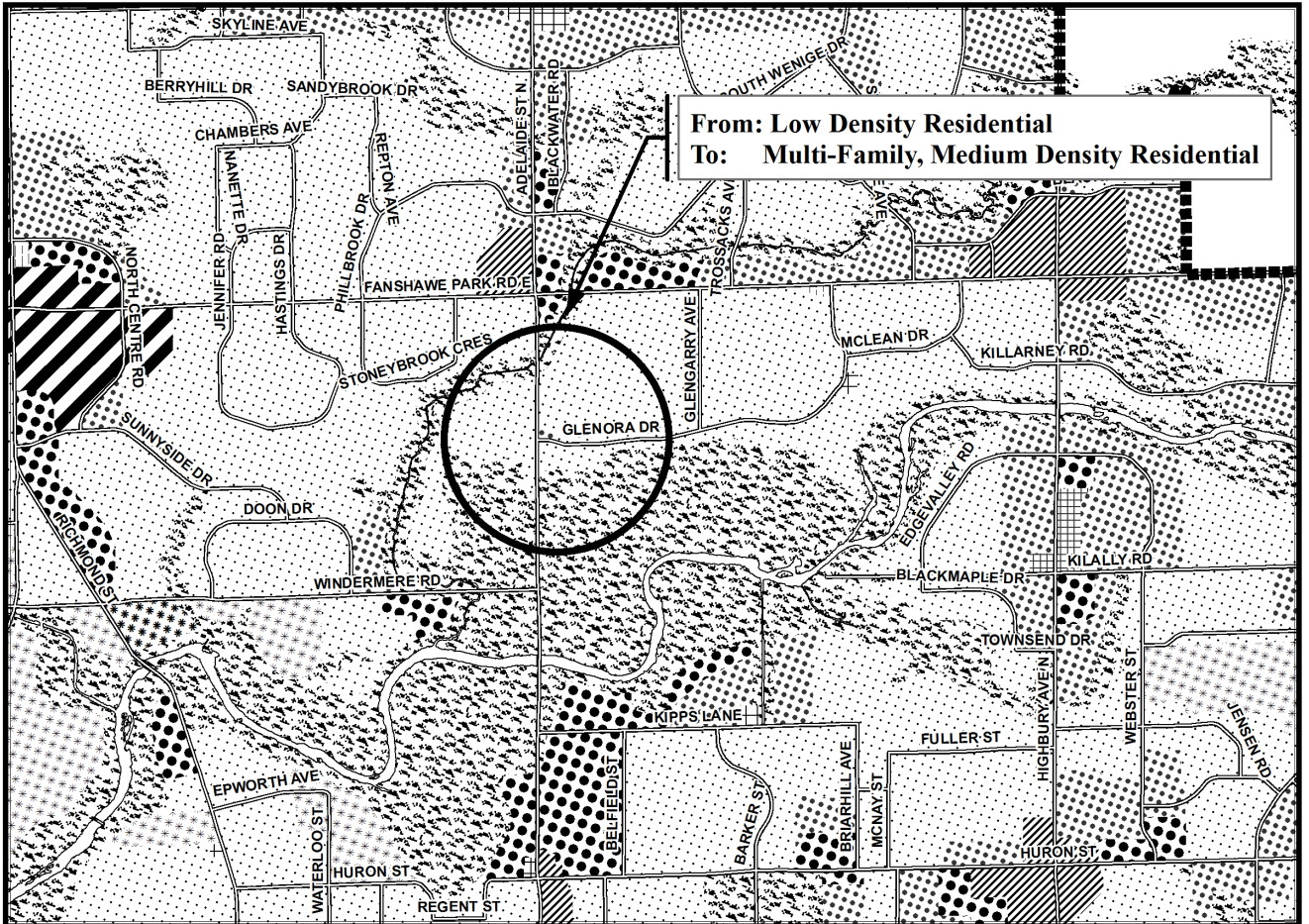
D. THE AMENDMENT

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

Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1444 Adelaide Street North in the City of London, as indicated on “Schedule 1” attached hereto from Low Density Residential to Multi-Family Medium Density Residential.

File: OZ-8297
Planner: B. Turcotte

AMENDMENT NO:



Legend

- | | |
|--|--|
| <ul style="list-style-type: none"> Downtown Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential | <ul style="list-style-type: none"> Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary |
|--|--|

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

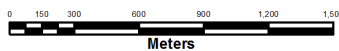
**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: OZ-8297

PLANNER: BT

TECHNICIAN: CK

DATE: 2014/02/28

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**File: OZ-8297
Planner: B. Turcotte**

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2014

By-law No. Z.-1-14_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1444 Adelaide Street North.

WHEREAS Vireo Health Facility Ltd has applied to rezone an area of land located at 1444 Adelaide Street North, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1444 Adelaide Street North, as shown on the attached map comprising part of Key Map No. A 103, from a Residential R2 (R2-2) Zone to a Restricted Office Special Provision (RO1(_)) Zone.
- 2) Section Number 18.4 of the Restricted Office (RO1) Zone is amended by adding the following Special Provision:
 -) RO1() 1444 Adelaide Street North
 - a) Regulation:
 - i) Front Yard setback 4.1 metres (13.45 ft.)
(Minimum)

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

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

Agenda Item # Page #

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File: OZ-8297
Planner: B. Turcotte

PASSED in Open Council on April 1, 2014.

Joe Fontana
Mayor

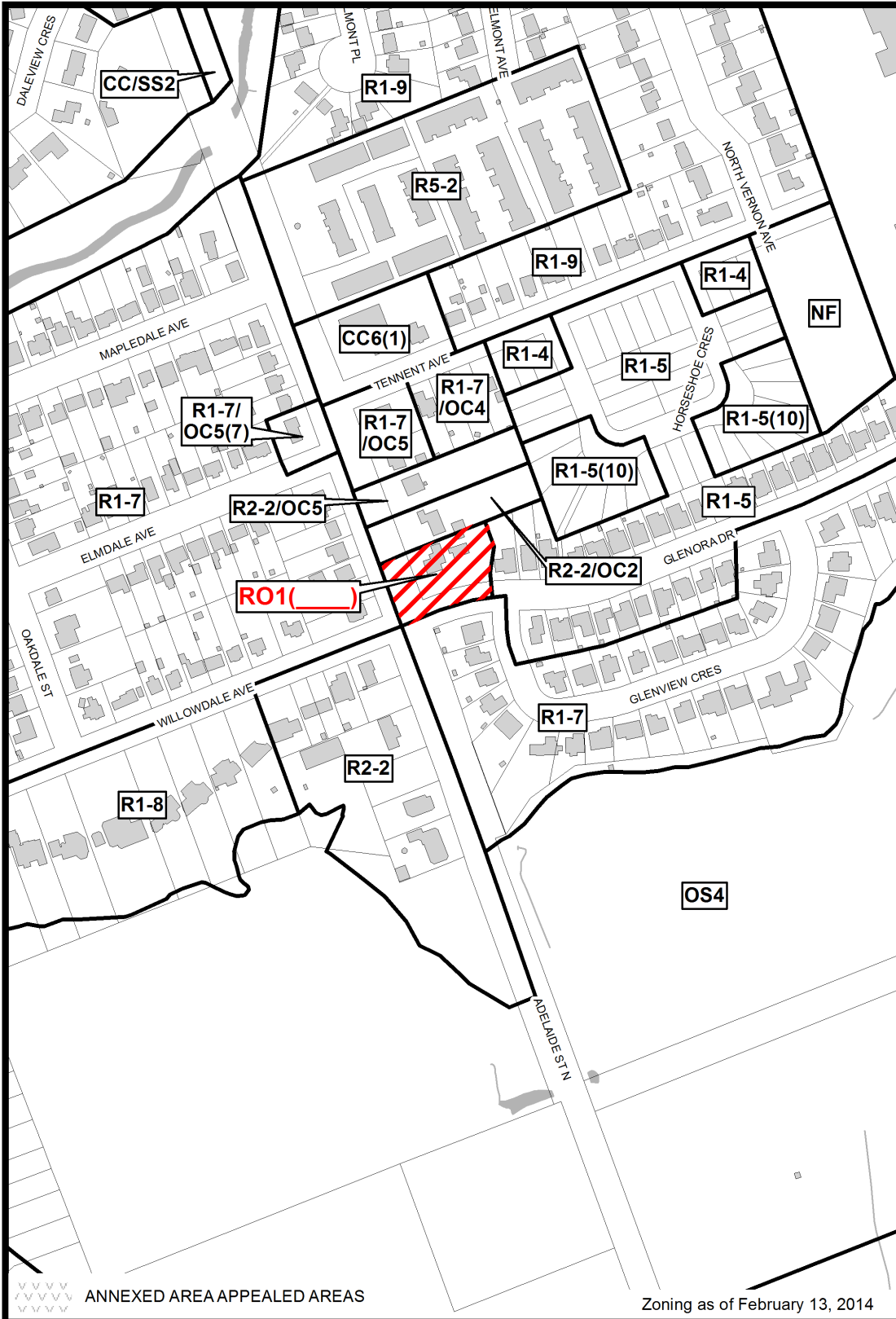
Catharine Saunders
City Clerk

First Reading – April 1, 2014
Second Reading – April 1, 2014
Third Reading – April 1, 2014


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File: OZ-8297
Planner: B. Turcotte

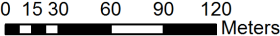
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: OZ-8297
 Planner: BT
 Date Prepared: 2014/02/28
 Technician: CK
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,300

0 15 30 60 90 120 Meters 

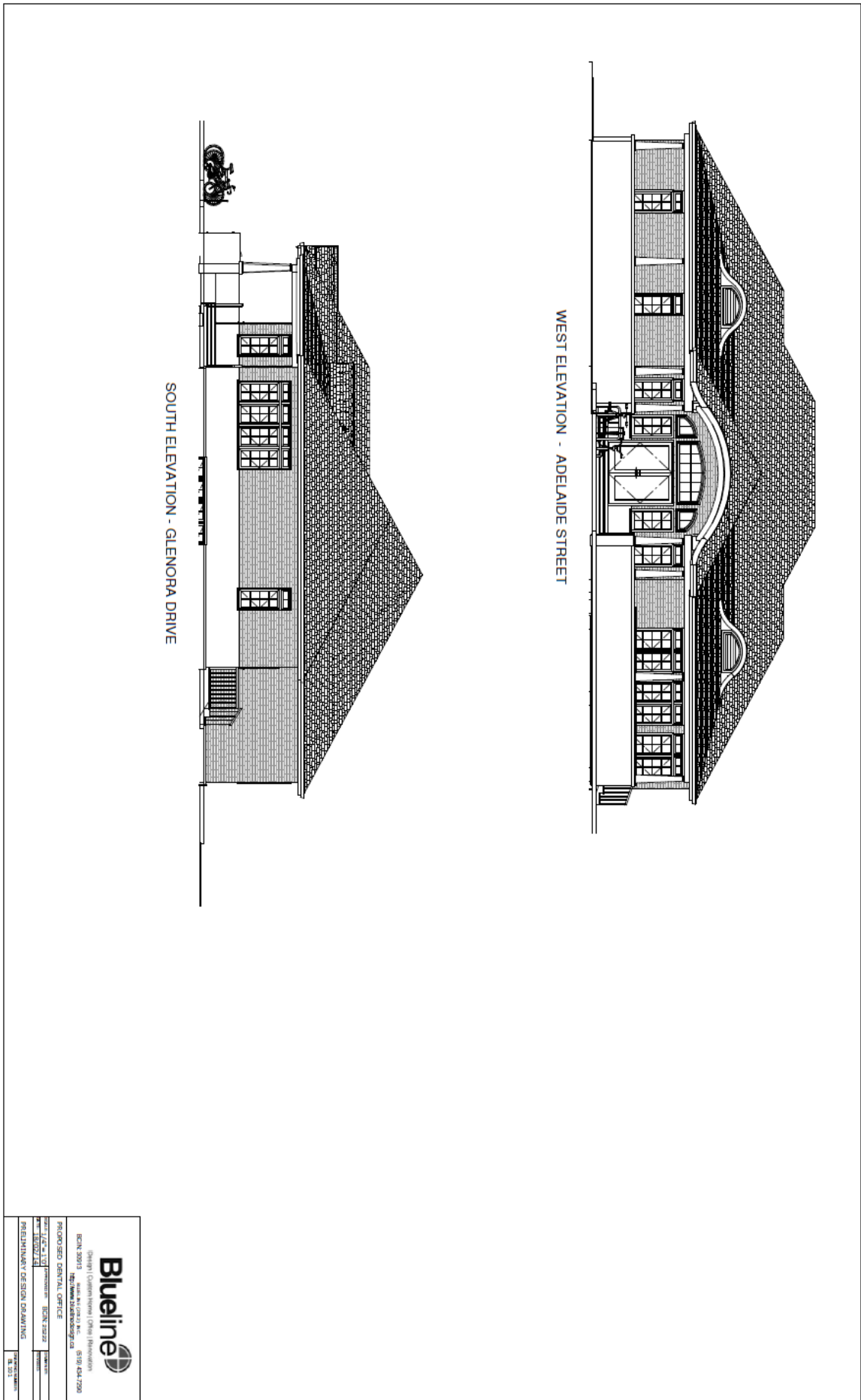


Geodatabase

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File: OZ-8297
Planner: B. Turcotte

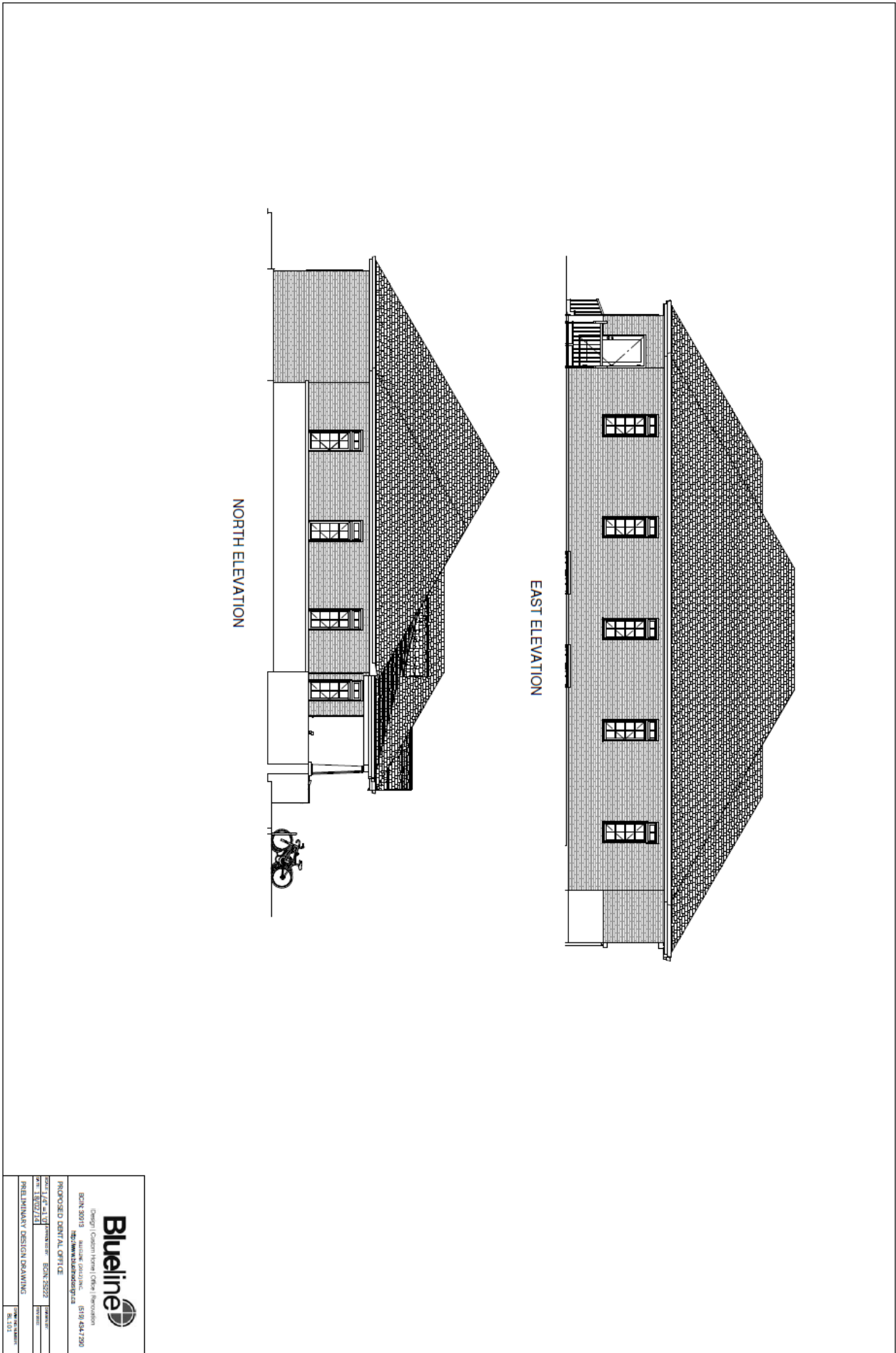
Appendix "C" – Conceptual Elevations (West and South Elevations)



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File: OZ-8297
Planner: B. Turcotte

Appendix "C" – Conceptual Elevations (East and North Elevations)



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PROPOSED CONCEPTUAL OFFICE
 PROJECT NO. 17-01-01
 DATE: 11/15/17
 DRAWN BY: J. L. G. / J. V.
 CHECKED BY: J. L. G. / J. V.
 PROJECT MANAGER: J. L. G. / J. V.
 ARCHITECT: J. L. G. / J. V.
 ENGINEER: J. L. G. / J. V.
 PLANNING DESIGN DRAWINGS
 SHEET NO. 17-01-01