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**File: Z-8453**  
**Planner: Mike Corby**

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING &amp; ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: EAST VILLAGE INVESTMENTS LTD 690 696, 698, 700 KING SREET, 372 LYLE STREET, 701, 729 DUNDAS STREET PUBLIC PARTICIPATION MEETING ON MAY 19, 2015</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of East Village Investments Ltd. relating to the properties located at 690 696, 698, 700 King Street, 372 Lyle Street, 701, 729 Dundas Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on May 26, 2015, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to:
  - i) change the Zoning of the subject properties **FROM** a Business District Commercial (BDC•D160•H36) Zone and a Business District Commercial Special Provision Bonus (BDC(24) •D160•H36•B-10) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(24)•D160•H36•B-( )) Zone; and,
  - ii) **DELETE** Section 4.3(4)(j) Bonus Zone B-10 of the Site Specific Bonus Provisions;
  
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Inclusion of a temporary amenity area or a pedestrian connection over 701 Dundas Street to provide activity to the public interface along Dundas Street;
  - ii) Provision of a secure bicycle rack in a public area for visitor's bicycles;
  - iii) Inclusion of an 'extensive' green roof system given that the large roof area of the base building is not for common use but has high visibility for some residents of the proposed building and adjacent high-rise and will provide an aesthetic quality, insulation value and contribution to storm water management within the area;
  - iv) Increasing the height of the proposed row of trees/planters at the main entrance off Lyle Street to be at least 2m in height or wind screens 70% to 80% solid at the same height to deal with higher then desired wind conditions and the inclusion of additional tall trees, planters or screening along other areas around the perimeter of the site, and;
  - v) Providing additional off-site amenity areas for dogs specifically on the undeveloped lands located along Hewitt Street.
  
- (c) The civic administration **BE DIRECTED** to advance the Capital Works Budget for the lifecycle replacement of sewer and other infrastructure works on English Street between Princess Street and Dundas Street tentatively scheduled for 2020 to support the proposed development, if required.

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**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

November 2004 - Old East Village Corridor Community Improvement Area (CIP), including Official Plan and Zoning By-law Amendments.

April 2008 - Expansion of the Old East Village Corridor Community Improvement Plan.

Z-7519 – Planning and Environment Committee – June 15, 2008

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The purpose and effect of this zoning change is to permit the development of a 21-storey (66m tall) apartment building with up to 299 residential dwelling units. The current zoning on the subject site is required to increase the current density of 450 uph to 600 uph.

**RATIONALE**

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the City of London Official Plan policies including the Old East Village.
3. The recommended amendment is consistent with the Old East Village Community Improvement Plan.
4. The recommended amendment facilitates the redevelopment of the last portion of the block fronting King Street finishing off the King Street frontage and consolidating up the remainder of the site.
5. The proposed amendment will allow for the development of an additional 299 residential units which will significantly contribute to revitalization of the Old East Village.
6. The bonusing of the subject site ensures the building form and design will fit within the surrounding area and maintains the design standard created by the original apartments.

**BACKGROUND**

<b>Date Application Accepted:</b> February 3, 2015	<b>Agent:</b> Brian Blackwell (Stantec)
<b>REQUESTED ACTION:</b> The purpose and effect of this zoning change is to permit the development of a 21-storey (66m tall) apartment building with up to 298 residential dwelling units.	

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<b>SITE CHARACTERISTICS:</b>
<ul style="list-style-type: none"> <li>• <b>Current Land Use</b> – Apartment Buildings, two single detached dwellings</li> <li>• <b>Frontage</b> - Varied frontages onto King Street, Lyle Street, Hewitt Street and Dundas Street</li> <li>• <b>Depth</b> - Varied</li> <li>• <b>Area</b> – 1.54 ha</li> <li>• <b>Shape</b> - Irregular</li> </ul>

<b>SURROUNDING LAND USES:</b>
<ul style="list-style-type: none"> <li>• <b>North</b> – Old East Village commercial corridor</li> <li>• <b>South</b> – Commercial/Office and residential</li> <li>• <b>East</b> – Commercial/Residential</li> <li>• <b>West</b> - Commercial uses including the London Curling Club.</li> </ul>

<b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map)
<ul style="list-style-type: none"> <li>• Business District Commercial, Specific Policy, Old East Corridor, the Village Annex</li> </ul>
<b>EXISTING ZONING:</b> (refer to Zoning Map)
<ul style="list-style-type: none"> <li>• Business District Commercial Special Provision Bonus (BDC(24)*D160*H36*B-10), and Business District Commercial (BDC*D160*H36*)</li> </ul>

<b>PLANNING HISTORY</b>
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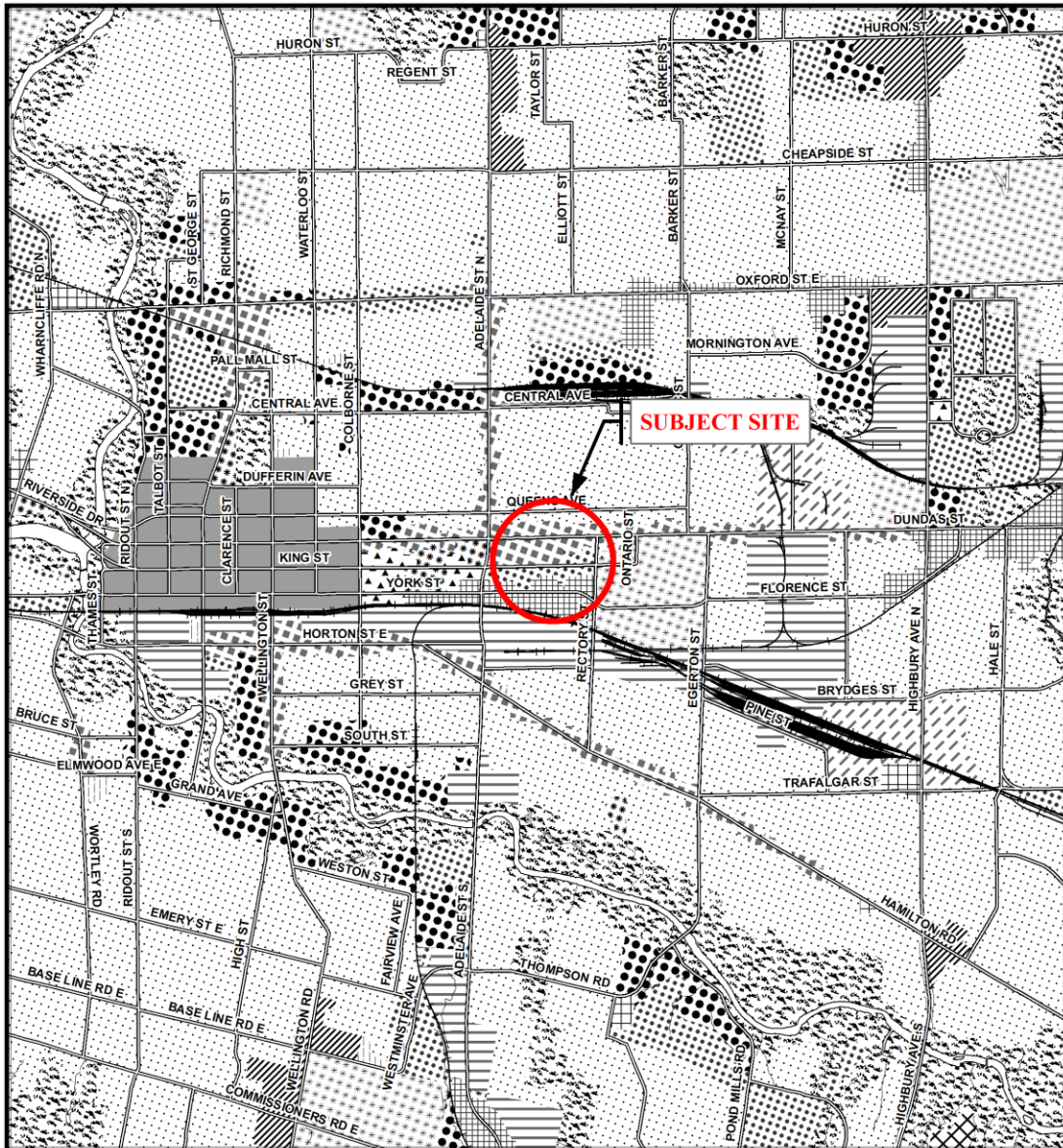
The subject site was rezoned in 2008 where it received approval to permit the development of two apartment buildings at a density of 450 units per hectare (uph) and a maximum height of 80 metres (24 storeys) through the bonusing policies of the Official Plan. Prior to the submission of an application for the third apartment building, which is the subject of this report, the applicant held a community meeting to unveil the new apartment and listen to the community’s comments and concerns. The community responses have been summarized below.

**Community Meeting Comments Received:**

- Large portion of the attendees were pleased with the proposed new building’s appearance and design.
- Concern with the north elevation of the building. Would like to see it step back like the south side.
- Would like to see a commitment to the commercial uses along Dundas
- Positive influence on the local economy
- Better pedestrian connections to the Old East Village commercial corridor to promote more foot traffic to the business (not just bus stops)
- Would like to see a dedicated area for dogs to play (and go to the bathroom)
- Ensure affordability
- Promote more long-term tenants and families through larger unit sizes.
- More playgrounds and open spaces.
- The idea of a local weather station on top of the new tower.
  - Clean up area between St. Joseph soup kitchen and Unique Foods.

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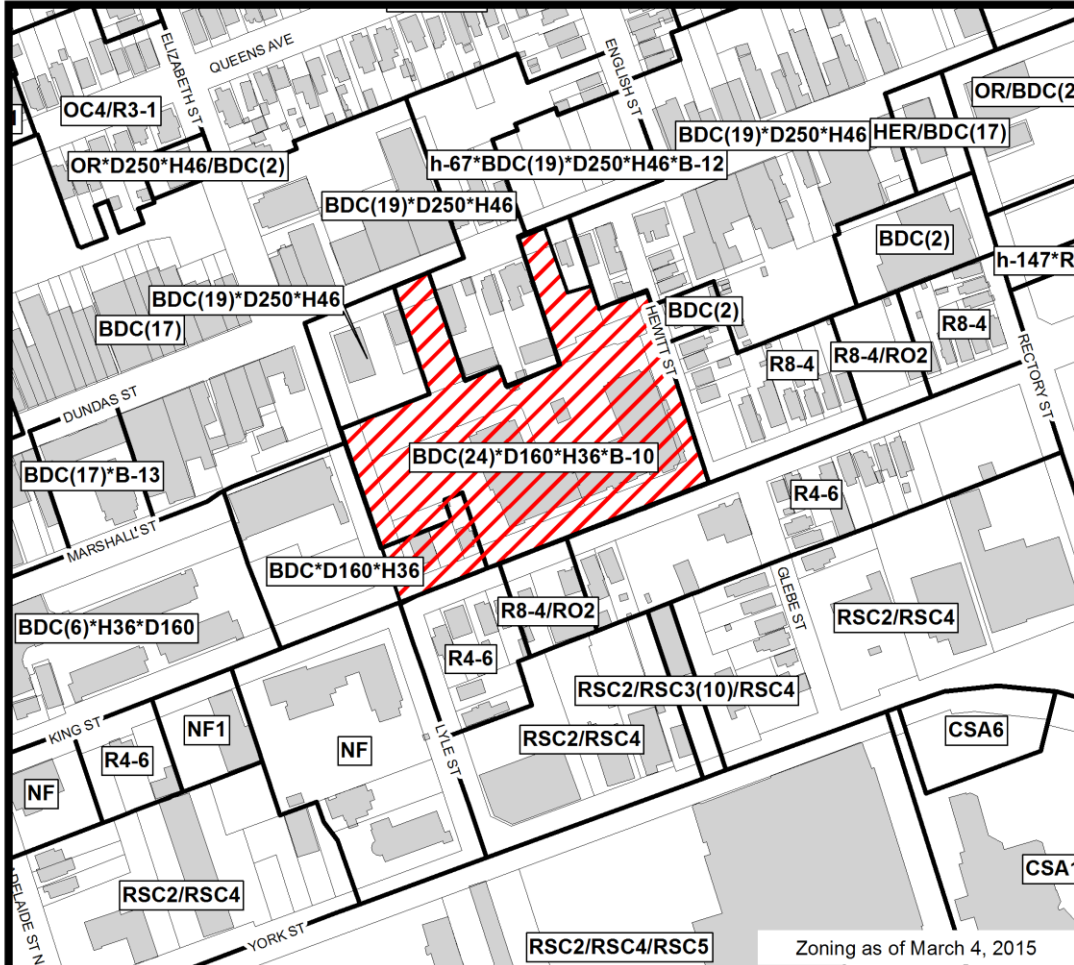
Legend	
	Downtown
	Wonderland Road Community Enterprise Corridor
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential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

<p><b>CITY OF LONDON</b>                  Department of                  Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A                  - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8453</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2015/04/21</p>
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PROJECT LOCATION: e:\planning\projects\tp\_officialplan\work\consol00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: BDC(24)\*D160\*H36\*B-10 and BDC\*D160\*H36

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

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
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**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

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

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

FILE NO: Z-8453	MC
MAP PREPARED: 2015/04/21	MB
1:3,000 0 15 30 60 90 120 Meters	



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**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**Bell – March 25, 2015**

*We have no conditions/objections to the above application as submitted.*

*If there are any conflicts with existing Bell Canada Facilities or easements, the Owner/Developer shall be responsible for re-arrangements or relocations.*

**Waste Water and Drainage - February 24, 2015**

*Please provide a 'holding' provision as part of the zoning for the subject lands. WADE does not support the change in zoning as proposed by this application. Flow monitoring must be done by WADE to gather further information as there is a potential for basement flooding on English Street especially during wet weather.*

*Please see Marcus Schaum's email – February 18, 2015*

*As part of the City's Pollution Prevention Control Plan (PPCP) and sanitary modeling in this area, it has been flagged there is potential constraints in the English Street sanitary sewers downstream of this subject site. Consequently WADE is intending to undertake additional flow monitoring this year to evaluate sanitary flows including wet weather flows.*

*In light of potential surcharging concerns in the existing English Street sanitary sewer downstream of this proposed development there is concern that the suggested increase in density being proposed on the subject site as part of this site plan consultation and also being requested in a concurrent rezoning application will exasperate the situation.*

*Prior to and as part of any zoning amendment and prior to a site plan application being submitted capacity will need to be demonstrated to the satisfaction of the City Engineer and WADE.*

*Until there are mitigating measures in place or upgrades in the downstream system, this density is not supportable based on sanitary surcharging and possible basement flooding concerns.*

*This site plan consultation also indicates a future commercial use on the subject lands. This will result in additional sanitary flow and should be counted in if it is being proposed or contemplated.*

*As a note: Sanitary flows from the proposed development are to be directed to the sanitary sewer on Dundas Street at a sanitary manhole. Sanitary p.d.c.'s must be cut and capped at streetline as per the demolition permit for the buildings at Lyle and King Streets.*

*Storm sewers on this site must be accounted for to ensure no storm p.d.c.'s are directed to the sanitary system.*

**Transportation - February 26, 2015**

*Traffic issues including road widening dedication on King St and access design will be discussed through the site plan review process.*

**Forestry – February 13, 2015**

*I have read in the wind study that there are recommendations to incorporate several planters with trees at strategic locations to provide for a more comfortable pedestrian environment.*

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*Whether this has actually been incorporated in the submissions now before you, is not immediately clear.*

*From an Urban Forestry perspective I would welcome all possible means to increase tree canopy cover but for the long term; in high-maintenance planters, small-canopy and ornamental trees would remain small or may have to be replaced repeatedly over time. I request, therefore, that as part of the wind mitigation and all landscape design elements, consideration be given to the use of underground root-volume technologies e.g. CityGreen (high load bearing) or Silvacell (moderate load bearing) systems, and rain-garden design whereby medium to large shade trees could be grown successfully at streetside. This might mean collaborating with the City to ensure adequate soil volumes are available, or for the most optimal tree location.*

*I am writing this with my mind to the planters used at the Renaissance towers. There do not and will not provide much tree canopy, and to a pedestrian in that area, contribute little to no comfort.*

*If planters would be more cost effective and efficient for wind protection than any other option over the long term, I would recommend that large-growing shrubs be included or substituted for trees to maximise the wind protection benefits for the pedestrian environment.*

**Urban Design Peer Review Panel Review: March 18, 2015 (Comments Provided April 4, 2015)**

1.0 *Urban Design Context*

1.1 *The proposed development is in the Old East Neighbourhood south of Dundas Street at the northeast corner of King Street and Lyle Street.*

1.2 *This is a rezoning based on property consolidation associated with the existing hi-rise residential development to the east.*

- *The proposed building development is in keeping with and extends the adjacent hi-rise building form and landscape and further contributes appropriately to the planned intensification of the Old East Main Street corridor.*

2.0 *Site Planning*

2.1 *The proposed site plan under review is integrated with the comprehensive site plan already implemented.*

2.1.1 *Consider adding a drop-off at the principal entrance.*

2.1.2 *Consider an internal pedestrian system connecting the buildings, parking and proposed future building development and also the easement from Dundas Street.*

3.0 *Building Architecture*

3.1 *The proposed building departs from the architectural design of the adjacent high-rises but successfully and similarly conveys a three-storey base form with a tower rising to 21 storeys.*

3.2 *The base is noticeably expressed on the west, south and east. Consider some further detailing on the north building side to better express the base and relieve the sheer aspect of the north wall.*

3.2.1 *Consider punch outs to expose balconies on the north face.*

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- 3.3 *Above the base on the north face, reconsider the change from two window columns to three as the proposed arrangement is contrary to a logical structural and perceptual lightening of a building as it rises.*
- 3.4 *The use of materials on the base contributes well to distinguishing building form and adding interest to the pedestrian realm. In relation to that, consider extending some tower elements such as colour or materials to the ground to connect the base and tower forms more obviously.*
- 3.5 *The tower itself has a significant floor area resulting in a massive form as seen from the east and west. Consider a reduction in floor area from 1,300 square metres to 1,000 square metres to reduce the sense of building mass and also allow for greater setback of the tower from base edges and additional massing setbacks within the tower as with the adjacent high-rises.*
- 3.6 *Consider strengthening the expression of the main entrance canopy mass at the ground level.*
- 3.7 *Reconsider the architectural relevance of the southwest upper corner, suspended building element.*
- 3.8 *Given that the large roof area of the base building is not for common use but has high visibility for some residents of the proposed building and adjacent high-rise, an 'extensive' green roof system is recommended for its aesthetic quality, insulation value and contribution to storm water management and climate amelioration within the area.*
- 4.0 *Landscape Design*
- 4.1 *The area between the south facing amenity rooms on the ground floor and the metal fence would serve a common social/recreational function as with the noted amenity area. Consider a comprehensive design of the common amenity space to serve the fitness room and common room.*
- 4.2 *Consider a secure bicycle rack in a public area for visitor's bicycles.*

*This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process and represents support for the associated zoning bylaw amendment.*

#### **Urban Design Staff – April 14, 2015**

*Urban Design Staff have reviewed the revised elevations, site plan, landscape plan and renderings provided through the Urban Design Peer Review Panel (UDPRP) process. The following should be considered in order for the application to qualify for bonusing related to quality urban design:*

- *Reduce the visual bulk of the top of the building*
  - *Consider replicating the balcony pattern on the top three floors for on the west and east facades (not including where the curtain wall corner features is located).*
  - *Reconsider the architectural relevance of the southwest upper corner, suspended building element.*
- *Reduce the visual bulk on the north façade*
  - *Consider including shorter side walls for the balconies in order to expose the balconies on the north facade and include a third row of windows, similar to what is shown on the top three floors, all the way down the tower portion of the building in order to reduce the amount of solid blank walls on the north façade.*



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- *Explore opportunities to improve the design of the Podium*
  - *Consider including additional windows on the ground floor of King Street frontage in order to create an active street frontage as well as to be consistent with the design rhythm of the building on the other elevations as well as on the upper floors of the King Street facade.*
  - *Consider including canopies over the individual entrances into the units on the ground floor in order to provide weather protection for the residents.*
  - *Explore opportunities to include partially cantilevered balconies on the west façade, similar to what is shown on the south façade, in order to include further articulation and add interest to the façade.*
  - *Consider further fenestration, articulation, and/or material changes to the north façade of the podium in order to break up the visual bulk created by the largely blank walls.*
  
- *Given that the large roof area of the base building is not for common use but has high visibility for some residents of the proposed building and adjacent high-rise, an ‘extensive’ green roof system is recommended for its aesthetic quality, insulation value and contribution to storm water management and climate amelioration within the area.*

*The applicant is encouraged to meet with Urban Design staff and discuss the proposed development during the re-zoning process in order to address design concerns prior to extensive work being done on the detailed design drawings.*

<b>PUBLIC LIAISON:</b>	On February 12, 2015, Notice of Application was sent to 158 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 February 12, 2015. A “Possible Land Use Change” sign was also posted on the site.	3 replies were received
<p><b>Nature of Liaison:</b> The purpose and effect of this zoning change is to permit the development of a 21-storey (66m tall) apartment building with up to 298 residential dwelling units.</p> <p>Change Zoning By-law Z.-1 <b>FROM</b> a Business District Commercial (BDC•D160•H36) Zone which permits a broad range of retail, commercial, neighbourhood facility, office and residential land uses with apartment buildings being permitted up to maximum density of 160 units per hectare and a maximum height of 36 metres, and a Business District Commercial Special Provision Bonus (BDC(24)•D160•H36/B10) Zone which permits a similarly wide range of retail, commercial and residential uses with special zoning provisions allowing for reduced front and exterior side yard depth, with apartment buildings generally being permitted up to maximum density of 160 units per hectare and a maximum height of 36 metres, and with a bonus zone which allows for an increased density of 450 units per hectare and a maximum height of 80 metres in return for the construction of a specified building design which includes unique design attributes as specified in Section 4.3 – Bonus Zones – of the City’s Zoning By-law Z.-1, <b>TO</b> a Business District Commercial Special Provision Bonus (BDC( )•D160•H36/B( )) Zone which would permit the same range of uses as noted above, with a range of special zoning provisions allowing for reduced yard setbacks and parking standards, and with a bonus zone which would allow for a maximum density of 600 units per hectare and a maximum height of 80 metres in return for return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan.</p>		

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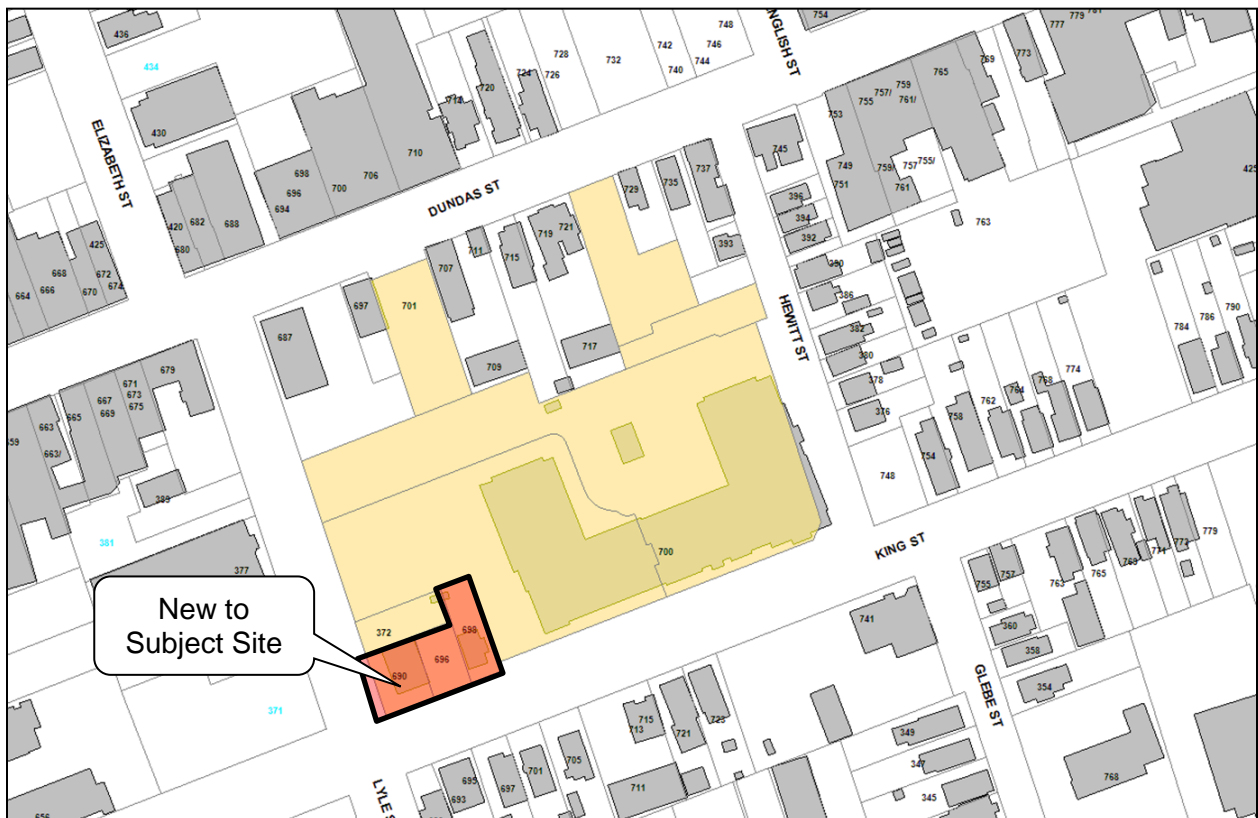
**Responses:** (See attached at conclusion of report)

- Two responses cited several concerns.
- One response in favour of the proposed development although expressed some concern about the design requesting more green space and more underground parking and that future commercial uses be planned for the Dundas Street frontage.

**ANALYSIS**

**Subject Site**

The subject site is located in the heart of Old East Village with its main frontage along King Street spanning the entire block between Lyle Street and Hewitt Street. The site has recently been development with two new apartment buildings, a 24-storey, 325 unit apartment building located at the intersection of King and Hewitt Street and a 21-storey, 292 unit apartment building located mid-block along King Street. The block provides a mix of uses from the recent residential development to the commercial uses which front onto Dundas Street. The subject site is within a larger commercial corridor that supports the Old East Village and within a short distance from the downtown.



**Nature of Application**

The owner of the existing apartment buildings has applied for an amendment to the Zoning By-law to facilitate the development of a third apartment building in conjunction with the other two apartments along King Street. This building is proposed to be located at the northeast intersection of King and Lyle Street. In order to accommodate the new tower, the inclusion of three additional residential properties is required. These three properties require a rezoning to replicate the current zoning permitted on the abutting lands where the existing apartments are located which includes an increase in height 80m and alternative yard setbacks.

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Given that the proposed third building is intended to be developed on lands that are current zoned through a Bonus provision to accommodate the abutting buildings, the Zoning on entire site will have be reviewed to increase the density so the whole development concept can be consolidated as one zone reflecting the height and density of all three buildings on the site. The applicant has requested a change from the existing 450uph, which accommodates the two existing two apartment buildings, to 600uph to include the additional third building. A reduction to the bicycle parking standards is also being requested on the site. While the applicant has identified 80 additional bicycle parking spots to be added to the existing 200 (for a total of 280 for all 3 buildings) the Zoning By-law requires 687. Any existing special provisions will be maintained over the entire development.

### **Provincial Policy Statement (2014)**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. The proposed development on a vacant section of the property which already accommodates two apartment buildings in the middle of a well-established neighbourhood provides an opportunity to complete an efficient form of development while maintaining the existing land use pattern. The proposed development will focus growth within a settlement area that has seen the positive benefits from the current development, bringing additional residents to the area in turn attracting more commercial uses helping contribute to the mix of uses. The development of the vacant portion of land helps sustain the financial welling being of the Municipality as it may take advantage of the planed future upgrades to the area sanitary services which will help accommodate the additional densities. The potential increase in residential density within the neighbourhood will benefit from, and help support active transportation and the existing public service facilities in the area. Dundas Street has been identified as a potential rapid transit corridor which would benefit from the increase in residential density as well.

The subject site, along with the Dundas Street corridor, has been identified through the current Official Plan designation as Main Street Commercial Corridor. This designation supports residential intensification through high-rise developments along with a variety of other commercial uses in the surrounding area creating an appropriate mix of land uses. The requested amendment capitalizes on this designation by helping to contribute to the mix of land uses in the area and increase the residential population in close proximity to heart of the Old East Village. The proposed application will be required to go through the site plan approval process which will address any public health and safety concerns and ensure that accessibility for persons with disabilities and older persons is available. The proposed use also supports active transportation as the subject site is located on and in proximity to several bus routes and is within walking distance to the commercial uses in the neighbourhood.

(PPS 2014 sec.1.1.1, 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.6.6)

### **Official Plan**

The subject site is located in the Old East Village Corridor which spans along Dundas Street between Charlotte Street and Adelaide Street. Specific area policies have been created in the Official Plan for this corridor as the area had seen a large increase in vacancy and a diminishing role in the village's economic activity. The goal of the specific policies is to help revitalize the corridor and provide direction on how that can be achieved. In 2004 Municipal Council adopted the Old East Village Corridor Community Improvement Plan (CIP). The intent of the CIP was to support and give clear direction for the revitalization of the Old East Village. Council provides financial incentives such as the development charge grants for new residential development and tax grant programs on new residential development. These incentives have been offered to promote the development of residential uses to support the initiatives for the revitalization of the Old East District. The original development took advantage of these incentives in conformity with the specific area policies and has contributed to the current revitalization of the area.

The corridor is split into specific sections which target specific goals for each. The subject site falls under the Village Annex which is to serve as a *"pedestrian connector linking the Village Core and the Entertainment and Recreation Zone."* This area has also been identified as an

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area where larger residential densities would be encouraged to help support the corridor and create the population levels that create pedestrian traffic along Dundas Street. The existing design and proposed new apartment building are also sensitive to the scale and massing in the area. The use of a tiered building with setbacks after the third storey and ninth storey create a comfortable interface with the pedestrian level traffic and abutting land uses while creating a height and density appropriate for the area. (Official Plan sec. 4.4.1.13.2. Old East Village)

The subject site is designated Main Street Commercial Corridor and the subject site has previously been through a rezoning approved by Municipal Council to permit the existing apartment uses. The Main Street Commercial Corridor designation is “*applied to long established, pedestrian-oriented shopping areas in the older parts of the City.*” The proposed application to add residential density helps bring pedestrians to the area and support the local economy. This increase in density helps create and sustain the pedestrian-oriented shopping area that will support the local residents as well as attract customers from a larger area for the specialty shops. Residential uses are supported in this designation mainly in mixed use forms with commercial uses on the main floor and residential units above. An exception was made for the original apartment buildings and is recommended to be maintained to allow for residential units on the main floor. This is appropriate as the apartment buildings front King Street which is not the frontage of the main commercial corridor. It is best to maintain the majority of commercial uses along Dundas Street when possible to maintain the pedestrian presence along the main corridor. Though King Street is not the commercial corridor, the development still promotes a positive pedestrian interaction with the 3-storey setback and pedestrian access on the main floors out to the sidewalks.

In determining the appropriate scale for residential projects in the Main Street Commercial Corridor the policies refer to section 3.4.3 of the Official Plan which outlines the scale of development and densities required for Multi-Family, High Density Residential uses. These policies identify that a high density residential development outside of the Downtown Area of Central London should exist at a density of 150 uph. The subject site however is already permitted 160 uph under the current zoning without any bonusing provisions. This zoning has existed on the site prior to the original rezoning back in 2008. The subject site and current development is in conformity with the policies of the Official Plan as the existing scale of development recommended by Planning Staff and was deemed appropriate by Council through bonusing provisions as per the provisions of policy 19.4.4. In 2008, Municipal Council approved a density of 450 uph and a height of 80 metres (24 storeys) along with a reduction in vehicle and bicycle parking. The rational for the bonusing provision used in the original development is still largely relevant to the three properties now included on the subject site. Additional rational is required under the bonusing policies in order to increase the density from 450 uph to 600uph over the whole of the site. (Official Plan sec. 4.4.1. Main Street Commercial Corridor, 4.4.1.3. Function, 4.4.1.4. Permitted Uses, 4.4.1.7. Scale of Development - Residential Densities, Form, 3.4.3. Scale of Development)

### **Bonusing**

As was previously done on the subject lands, the applicant is seeking to use the bonusing policies in the Official Plan section 19.4.4 in order to increase the density on the subject site and accommodate a third residential tower. The *Planning Act* allows municipalities to increase the height and density limits established by Zoning for specific developments in return for provisions such as facilities, services, or matters, as are set out in the By-law. The original reasons for bonusing are still relevant today. The development as a whole provides for positive design elements, underground parking, and promotion of walking and transit usage. The proposed development adds 299 residential units for a total of 916 residential units assisting in revitalizing the Village Annex Area which directly supports the Village Core as per the direction of the specific area policies in the Official Plan. It maintains the strong streetscape presence along King and Lyle Streets and establishes a pedestrian scale by completing the block.

The additional density also increases the economic benefits already seen in the area in the form of a stable population that will invest into the Old East Village Corridor. This provides benefits to the Municipality by stabilizing the community and local businesses and increasing property

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**File: Z-8453  
Planner: Mike Corby**

assessments. The increased residential density will also attract new businesses and commercial uses to the area contributing to the pedestrian foot traffic and increasing the eyes-on-the-street enhancing the feeling to safety in the area. There are also financial benefits to the applicant who can take advantage of the CIP in place to help assist in financing their development. The increase density on and active transportation route and potential rapid transit corridor are another reason why an increase in density is supportable in this location.

The height and density of the proposed building is in keeping with the current development on the subject site. The building has been designed to be compatible with the existing development and at a scale that is sensitive the surrounding land uses. The proposed built form completes both the King and Lyle streetscapes on this block and enhances the pedestrian experience by including building elements that are at a human scale, while providing active frontages along both King and Lyle Streets through the street-based units and indoor amenity spaces.

The design also maintains the variability in height with a three-storey podium around the majority of the building and an additional setback after 9 storeys on the south, in keeping with the existing buildings. The existing and proposed access points along with underground parking garage locations help reduce potential vehicular interaction with pedestrians, along King Street and Dundas Street. The addition of 80 secure bicycle parking spaces brings the total up to 280 spaces. These design principles along with the financial and public benefits of an additional tower in combination with the existing development warrant the bonusing in density from 450 uph to 600 uph and the increase in height permitted on the three residential properties.

In order to implement the identified items for bonus zoning section 19.4.4 iv) states that:

*“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”*

Bonus zoning is implemented through a development agreement with the City that is registered on title to the lands. The development agreement is intended to “lock in” the development as proposed. Through the site plan process, the proposed development will be reviewed to ensure that all benefits that have warranted bonusing have been incorporated into the development agreement.

**Zoning**

Two separate zones are currently applied to the subject site. The original development is zoned Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B10), which was implemented through the previous rezoning in 2008, and the southwest corner of the block is zoned Business District Commercial (BDC\*D160\*H36) which accommodated individual residential properties prior to the applicants purchase of those lands. The properties share the same base zoning but are differentiated by a special provision (BDC(24)) and Bonus zone (B10). Staff’s recommendation includes the consolidation of the zoning for these three residential properties into the same zone for the whole subject site by adding the special provision to the three properties along with an amended bonus zone to create one zone as follows: Business District Commercial Special Provision Bonus (BDC(24)\*D160\*H36\*B(\_)). This ensures the density is distributed through the whole zone over the entire subject site to achieve 600 uph.

The following chart identifies the recommended changes to the existing bonus zone to accommodate a third apartment building. The final zone will be placed over the three residential properties.

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**File: Z-8453**  
**Planner: Mike Corby**

	Existing regulations	New Provision
Height (max)	80m	80m
Density (uph)	450	600
Parking	200 min (461 provided)	555 min
Bicycle Parking	200	280 min
Front Yard and Exterior Yard	4.5	4.5
Setback from King St and Hewitt St	0	0
Dwelling units are permitted on the whole of the first floor including the frontage on King Street, Lyle Street and Hewitt Street, but not including Dundas Street frontage.		
The cumulative impact of using this bonusing provision shall not result in a density greater than 600 units per hectare (1,483 units per acre) and a building height greater than 80.0 metres (262.5 feet).		

Currently the applicant and City are addressing the limited Sanitary Servicing in the area and its ability to service the subject site.

*As part of the City's Pollution Prevention Control Plan (PPCP) and sanitary modeling in this area, it has been flagged there is potential constraints in the English Street sanitary sewers downstream of this subject site under wet weather flows. Consequently WADE is intending to undertake additional flow monitoring this year to evaluate sanitary flows including wet weather flows. In light of potential surcharging concerns in the existing English Street sanitary sewer downstream of this proposed development there is concern that the suggested increase in density being proposed on the subject site as part of this site plan consultation and also being requested in a concurrent rezoning application will exasperate the situation.*

Planning Staff, in consultation with Wastewater and Drainage Engineering Staff, are recommending that civic administration **BE DIRECTED** to advance the Capital Works Budget for the lifecycle replacement of sewer and other infrastructure works on English Street between Princess Street and Dundas Street tentatively scheduled for 2020 to support the proposed development, if required

It should be noted that this may require the Municipal Council to approve capital budgets for sanitary works and other infrastructure at an earlier date than is presently anticipated in Capital Budget forecasts.



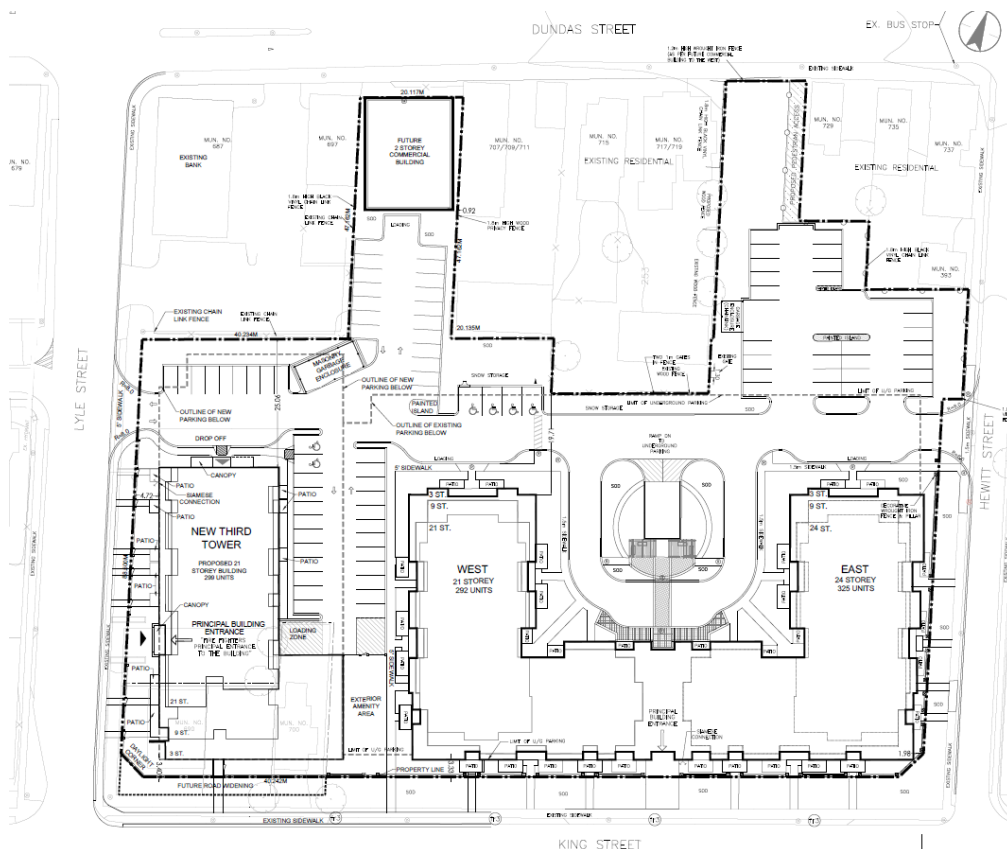


**File: Z-8453**  
**Planner: Mike Corby**

**Other Issues:**

The applicant was required to submit a Wind Study as part of a complete application to ensure wind levels for pedestrian traffic was acceptable. The wind studied determined that no structural changes were required to the building and that the proposed step backs on the building helped reduce the downwashing created by the buildings. They did identify specific areas at the ground level around entrances and building corners that should include the provision of additional landscaping and wind screening. These recommendations provided by the wind consultant have been echoed in Staff's recommendation to the Site Plan Approval Authority.

Several concerns were raised about the proposed north elevation of the new apartment building at the community meeting and by the Urban Design Review Panel and Urban Design Staff. The applicant has addressed these concerns and provided a revised elevation that shows additional design details including balcony overhangs, changes in materials and additional windows help break up the previous long, flat elevation. Staff feels this new elevation is appropriate and creates a softer and more appropriate interface with the Dundas corridor. This elevation along with others will be tied to the bonus zone.



Some other concerns were raised through the planning process which includes issues with the height, current amenity space provided for tenants and their dogs and traffic/parking issues on King Street. Staff feels the proposed height is still appropriate as it is shorter than the tallest tower and in keeping with the height of the other tower. The applicant has also stepped back the building after 3 storeys and 9 storeys helping reduce the bulk of the main portion of the tower. Those step backs along with the recommendations provided by Urban Design Staff on addressing the bulk and scale at higher elevations should alleviate any concern. The issues with existing tenants' dogs and where they go to the bathroom are an existing and ongoing concern for abutting properties. Unfortunately, the cleaning up after pets is a behavioral issue and not a land use issues. Staff does recognize that these will be still real concerns for those living in the area and encourages the property Management group to provide additional garbage cans and doggy bags disposal systems along the King Street frontage. Staff also recommends that the property owner look at providing additional off site amenity areas for dogs specifically

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**File: Z-8453**  
**Planner: Mike Corby**

on the vacant lands they currently own along Hewitt Street. A recommendation has also been made to the Site Plan Approval authority to look at a temporary amenity area over 701 Dundas Street to provide the benefit of additional open space and clean up the sites interface with Dundas Street. This would provide significant public benefit to the community and result in a positive relationship with surrounding residents. Increased traffic along King Street has not been identified as a concern with Transportation Staff. The level of traffic created by the current and proposed development can be accommodated by King Street. The site provides access both on Hewitt and Lyle Street with identified drop off areas internal to the site and 83 surface parking spaces. The resulting illegal parking along King Street is an enforcement issue. The site has been developed in a way to provide every opportunity for easy access and pickup and drop off areas to not affect traffic flow and abutting lands.

<b>CONCLUSION</b>
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Staff's recommendation is appropriate as it is consistent with the Provincial Policy Statement (2014) and with the City of London Official Plan policies, including the Old East Village Special Policies, as well as the Old East Village Community Improvement Plan. It encourages the redevelopment of the last portion of the block fronting King Street finishing off the King Street frontage while consolidating the remainder of the site. The proposed amendment will allow for the development of an additional 299 residential units which will significantly contribute to revitalization of the Old East Village. The bonusing of the subject site ensures the building form and design will fit within the surrounding area and maintains the design standard created by the original apartments.

<b>PREPARED BY:</b>	<b>SUBMITTED BY:</b>
<b>MIKE CORBY PLANNER II, CURRENT PLANNING</b>	<b>MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING</b>
<b>RECOMMENDED BY:</b>	
<b>JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>	

April 21, 2015  
MC/mc

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**File: Z-8453**  
**Planner: Mike Corby**

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

<b><u>Written</u></b>
Maurice Carroll 723 King Street, London On, N5W 2X2
Shelly Featherstone 697 King Street, London ON, N5W 2X2

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697 King Street is a single-family dwelling.

- Called to express concern about another development going in on the site.
- Experienced disruption with first towers, workers throwing garbage on street, music playing at 6.30am in the morning from workers parked on Lyle St. before they started work. (sometimes on Saturday )
- Previous crew manager (Mr. Lee) took concerns seriously and addressed them, however garbage and activities offsite related to the workers persisted, He how ever seemed to have more control of on site workers than his replacement.
  - Attended previous meetings and did not object to proposed plans as was led to believe, that existing heritage trees deemed for conservation would not be destroyed, green space would be promoted including a community garden, and a commuter (low car volume) population would be promoted – this has not occurred
  - Trees removed, no green space, high volume traffic with insufficient parking
  - Second crew manager (Mr. Chow) approachable though more lenient with crew, significant audible vulgarity, garbage on site, loud music, boisterous behavior of workers resulted in inability to enjoy outdoor space of own home . Workers leaving hurriedly with no regard for traffic laws.
  - During construction suffered damage to my older home related to vibration from heavy equipment (cracks in plaster ceilings in 3 rooms of my home), toxic fumes from diesel engines (forklift) entering my home, structural cracks in cement pad of porch and detached from home in one area – damage that was not present prior to construction.



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File: Z-8453  
Planner: Mike Corby

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1<sup>st</sup> tower, advised building manager

- Too many people living in a concentrated area without proper facilities, for example off leash park, this is why dogs are dirtying on the street, green space for tenants.
- Due to the impact of the towers, winds are too strong on Hewitt street. Often change walking patterns due to extreme winds – have lived in the neighbourhood for more than 20 years and have never experienced this prior to the construction of the towers

Consequent to cars parked in front of 700 King St. I have witnessed first responders (ambulance, fire) not being able to navigate the road, significant increase in traffic accidents, and unsafe situations for pedestrians.

It was my understanding that this development was intended to benefit the community, tenants do not seem to be supporting local and have created internal service systems (e.g., pet-sitting, ride arrangements, potluck dinners).

#### I WOULD LIKE TO KNOW WHAT HAPPENED TO THE FALCONS NEST ON THE SOUTH WEST CORNER OF THE CURRENT DEVELOPMENT

This has been my home and my community for more than 20 years; I have raised 3 children here. I am invested in the neighbourhood but am so distraught by the changes brought on by this new development I struggle to enjoy my home. I have no idea where I would go if forced to leave my home due to these significant stressors. I feel the management staff at the Revo development for Medallion unprofessional and uncompliant to neighborhood needs.



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**File: Z-8453**  
**Planner: Mike Corby**

723 King Street  
London, ON  
N5W 2X2

March 1, 2015

City of London  
Planning Services  
206 Dundas Street  
London, ON

Attention: Mike Corby

I would like to express my opinion on the NOTICE OF APPLICATION TO AMEND THE ZONING BY-LAW by the applicant East Village Investments Ltd. (Medallion Corporation) for the locations 696, 698, 690 & 700 King Street, 372 Lyle Street, and 701 & 729 Dundas Street.

Issues:

- 1) Original 2008 proposal by Medallion Corporation
- 2) Design and Unique features for Provisional Bonus
- 3) Parking and Stopping
- 4) Traffic
- 5) Density
- 6) Open Space
- 7) Wind
- 8) Flooding
- 9) Sunlight
- 10) Fire Department visits
- 11) Conclusion

**Original 2008 proposal by Medallion Corporation**

Increased density and height was a major part of the Zoning By-Law Amendment in 2008 in exchange for specific design features. Why is Medallion proposing further density allowances on a site where the density has already been intensified?

In the original 2008 proposal under the bonus provision Medallion would provide a minimum of 260 parking spaces and 200 secure bike storage spaces. In their 2015 proposal they want to reduce the amount of required parking and reduce the amount of secure bicycle storage spaces. Why should Medallion be allowed to change this when it was instrumental in them getting the bonus provision in 2008?

Did Medallion meet all the specifications of the original approved design and layout from 2008?

**Design and Unique features for Provisional Bonus**

Stepped design should not be considered a unique design. It should be mandatory in buildings over a certain height and therefore should not be used by the developer to get a bonus provision. Stepped design became a staple in Art Deco architecture over 80 years ago when it was realized that places like New York would become dark caverns with no light if building were



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File: Z-8453  
Planner: Mike Corby

built straight up. If you want to talk about unique features then look at Centretown Apartments on Marshall Street which is less than a block away. Centretown's unique features include solar energy and geothermal energy for heating and cooling.

**Parking and Stopping**

Under the proposed 2015 Notice of Application to Amend the Zoning By-Law Medallion is asking for a reduction in parking. If this is allowed it will only aggravate the existing parking issues. Medallion has already built two parking lots that were not in their 2008 proposal. One is onsite, the other on Hewitt Street where four homes were demolished. Underground parking is an inconvenience for residents who need to pop in and out of the building. They are more likely to park on any surface parking area that is available. Residents, visitors and delivery people are utilizing St John Ambulance parking as well as my driveway. With the proposed third structure's pedestrian entrance across from the London Curling Club it's my opinion that the club will see the same problem. See map of Superimposed City of London Map and Medallion Site Plan.

There is a problem with cars parking in front of 700 King, parking on the south side blocking the bike lane, stopping on the south side of the road between 4 PM and 6 PM. Cars parking or stopping on the north side and south side at the same time making it difficult for cars to travel down King. There is a problem with cars parking in my driveway. See photos.

**Traffic**

**Marshall Street**

While the construction on Dundas at Adelaide progressed last summer 2014 motorists discovered Marshall Street as a way to avoid the construction. Marshall Street continues to see more traffic. When Medallion opens its entrance on to Lyle this will create a new traffic pattern as residents of Revo discover the convenience of using Marshall Street to get to and from Adelaide. Marshall Street is used by kids going back and forth from the Tolpuddle Co-op and seniors from Centretown Apartments 636 Marshall. Dundas Street businesses parking backs on to Marshall. The street needs sidewalks and curbs. See map of Superimposed City of London Map and Medallion Site Plan for new traffic pattern.

Although Revo is far from being full of residents there is already increased congestion and road safety issues as well as noise pollution. Short streets(Hewitt and Lyle) with a complicated intersection at Dundas and Lyle will only become more dangerous once Revo's Lyle Street car entrance and exit opens. If the third tower is built with an pedestrian entrance on Lyle this will only add to the congestion and safety of the street when people park outside the new building.

I have lived at this location for over ten years and have noticed a marked increase in noise from vehicles, residents and visitors to Revo. Taxis continue to use their car horns day or night and I'm often woken by drunken people exiting cars and slamming car doors in the middle of the night.

There is also an increase in the amount of cars going the wrong way down King St. There is an increase in cars making left hand turns from the right lane on King onto Lyle and Hewitt.



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**Density**

Medallion's development does not fit the vernacular of the area. The buildings are way out of scale for this area as it is not the core, it is Old East Village.

**Open Space**

Open green space should be a feature of any urban development. Residents need open space for health and relaxation, for substituting the "concrete jungle" infrastructure. Green space is especially important for Revo because it is dog friendly. With a third tower this will only exasperate the dog problem. There is not enough space for residents to walk their dogs. Revo has recognized the pet issue by posting signs related to pets. It has also recognized that dog waste is a problem by offering plastic bags. See photos. A lot of resident dog owners are reluctant to walk their animals any great distance from the entrance of the building. May I suggest that Medallion make a green space at King and Lyle for their residents and their pets.

**Wind**

There has been a tremendous increase in wind velocity since the Medallion towers went up. Hewitt Street can be particular bad some days. With the proximity of the third tower to the second tower I can only imagine this creating a wind tunnel with intense winds.

**Flooding**

In my years on King Street I have never seen King Street flooded like it did in the summer of 2014. Has this anything to do with Medallion's development and the fact that the land grade is higher than what it was before the development?  
King Street flooded in 2014 (photo)

**Sunlight**

Late summer evening sunlight will be blocked by the third structure. I believe my house at 723 King was built in 1906. It has always had evening sunlight in late summer. It is now slightly blocked by Revo's second tower. Even when the streetcar sheds were built many years ago those buildings did not block the light.

**Fire Department**

There have been frequent visits by the Fire Department to Revo. They tend to be in the night. This is very disruptive. See photos.

**Conclusion**

I understand the idea of infill, increased density and the curbing of suburban sprawl but I think Medallion's proposal is pushing the limits of density to far for this part of town. Old East Village is meant to be a unique area of the city which has a large artistic population and many small entrepreneurs. Medallion is like "the elephant in the room" and I really don't see anything unique about its development or its design. I don't think the Zoning By-Law should be amended.

Thank you for your time,  
Maurice Carroll

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**File: Z-8453**  
**Planner: Mike Corby**

On May 8, 2015, at 12:22 PM, Rob Does wrote:

Hi Jesse.

Thanks for this email. I really appreciate you pushing this out to email and your web page on the issue is excellent, all the info i could need.

Regarding the proposed development, I am generally in favour of it. I think the idea of higher densities in the central-core of the city are much needed, and bringing more people to OEV is very desirable. My concerns are about design, and the need to integrate the development into this inner city neighbourhood. The current towers, and the proposed tower, all look like they came from some suburban area where cars dominate, not people. Indeed, in the site design for this development, I see lots of space dedicated to the automobile, lots of parking, lots of lanes. I would much prefer parking out of sight, below ground. Green space should dominate the surface.

My other concern is the two parcel frontages on Dundas Street. This is where the majority of green space is currently planned, but eventually I would hope the Dundas St frontages would be infilled with commercial space. Dundas St does not need more empty lots and empty buildings, it needs better commercial spaces. So when they do eventually develop those two small commercial buildings on Dundas, the majority of green space for the apartment buildings will be gone, and parking lots will dominate once again. It will be just like any apartment tower development on Wonderland Rd, except without any green space. In the common areas, I would rather see gardens instead of asphalt, and trees and benches instead of concrete.

Jesse, I just think there is a lack of creativity from local architects and developers toward inner city spaces. They certainly know how to consume valuable and irreplaceable agricultural lands to expand the footprint of the municipality, but the local development industry gets a failing grade from me regarding infilling city spaces. I do give credit in this case to the developers for bringing some high density residential development to the core area, and hopefully we will see more in the near future, but with better spatial design. We don't need suburban cookie cutter design in OEV.

Thanks for listening.

Rob

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**File: Z-8453  
Planner: Mike Corby**

**Appendix "A"**

Bill No. (number to be inserted by Clerk's Office)  
2015

By-law No. Z.-1-15\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 690 696, 698, 700 King Street, 372 Lyle Street, 701, 729 Dundas Street.

WHEREAS East Village Investments Ltd has applied to rezone an area of land located at 690 696, 698, 700 King Street, 372 Lyle Street, 701, 729 Dundas Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 690 696, 698, 700 King Street, 372 Lyle Street, 701, 729 Dundas Street, as shown on the attached map comprising part of Key Map No. A.108, from a Business District Commercial (BDC●D160●H36) Zone and a Business District Commercial Special Provision Bonus (BDC(24)●D160●H36●B10) Zone to a Business District Commercial Special Provision Bonus (BDC(24)●D160●H36●B-( )) Zone
- 2) Section number 4.3 of the General Provisions to By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3 4) B-( ) - 690 696, 698, 700 King Street, 372 Lyle Street, 701, 729 Dundas Street

The subject site is being bonused for enhanced urban design, underground parking, the promotion of transit usage and the revitalization of the Old East District. This bonus zone is intended to facilitate a development design which includes the maintaining of 2 existing apartment buildings (21-storeys and 24-storeys) municipally known as 700 King Street and approved through a previous Zoning By-law amendment, and a 21-storey apartment building located at the southwest corner of the subject site which shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

A building design for a 21-storey apartment building, located at the southwest corner of the site which, with minor variations at the discretion of the Managing Director, Planning and City Planner, matches the Site Plan, and Elevation Drawings shown in Schedule "1" of the amending by-law, and be constructed with: a 3-storey podium base accommodating residential units which have direct pedestrian access to the City sidewalk along Lyle Street; canopies used to differentiate and identify these individual unit access points at the ground level; an additional setback on the south elevation above the 9<sup>th</sup> storey to provide a break in the elevation, reducing the scale of the overall building, and creating a positive pedestrian interface along King Street and is consistent in massing with the existing apartment buildings directly to the east; the northern elevation includes balcony overhangs, changes in materials and colours and includes three columns of windows to help break up long flat elevations.

The following regulations apply with the bonus zone:

Height (maximum):	80.0 metres (262.5 feet)
Density (maximum):	600 units per ha (243 units per acre)
Parking (minimum):	555 spaces

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**File: Z-8453  
Planner: Mike Corby**

Secure Bicycle Parking spaces (minimum)	280 spaces
Front Yard and Exterior Side Yard (maximum)	4.5 metres (14.8 feet)
Setbacks from King Street and Hewitt Street (minimum)	0.0 metres
Balcony Encroachment in all yards	1.5 metres (4.9 feet) provided the projections is no closer than 1.5 metres (4.9 feet) to the lot line.

Dwelling units are permitted on the whole of the first floor including the frontage on King Street, Lyle Street and Hewitt Street, but not including Dundas Street frontage.

The cumulative impact of using this bonusing provision shall not result in a density greater than 600 units per hectare (243 units per acre) and a building height greater than 80.0 metres (262.5 feet).

- 3) Section Number 4.3(4)(j) of the Site Specific Bonus Provisions is amended by deleting Bonus Zone B-10 in its entirety.

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

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

PASSED in Open Council on May 26, 2015.

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

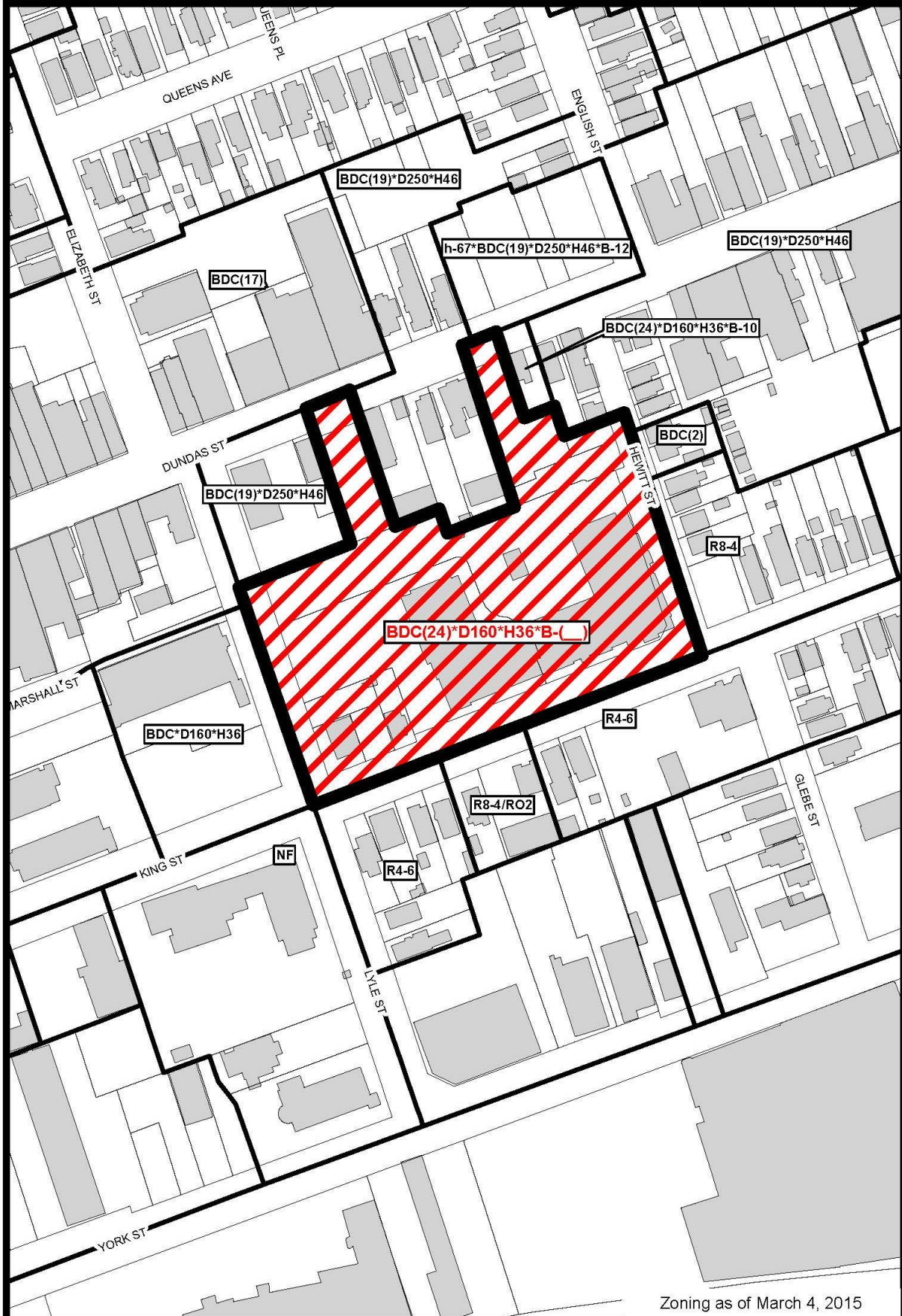
First Reading – May 26, 2015  
Second Reading – May 26, 2015  
Third Reading – May 26, 2015



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File: Z-8453  
Planner: Mike Corby

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

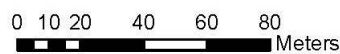


Zoning as of March 4, 2015

File Number: Z-8453  
Planner: MC  
Date Prepared: 2015/04/21  
Technician: MB  
By-Law No: Z.-1-

SUBJECT SITE 

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Agenda Item # Page #

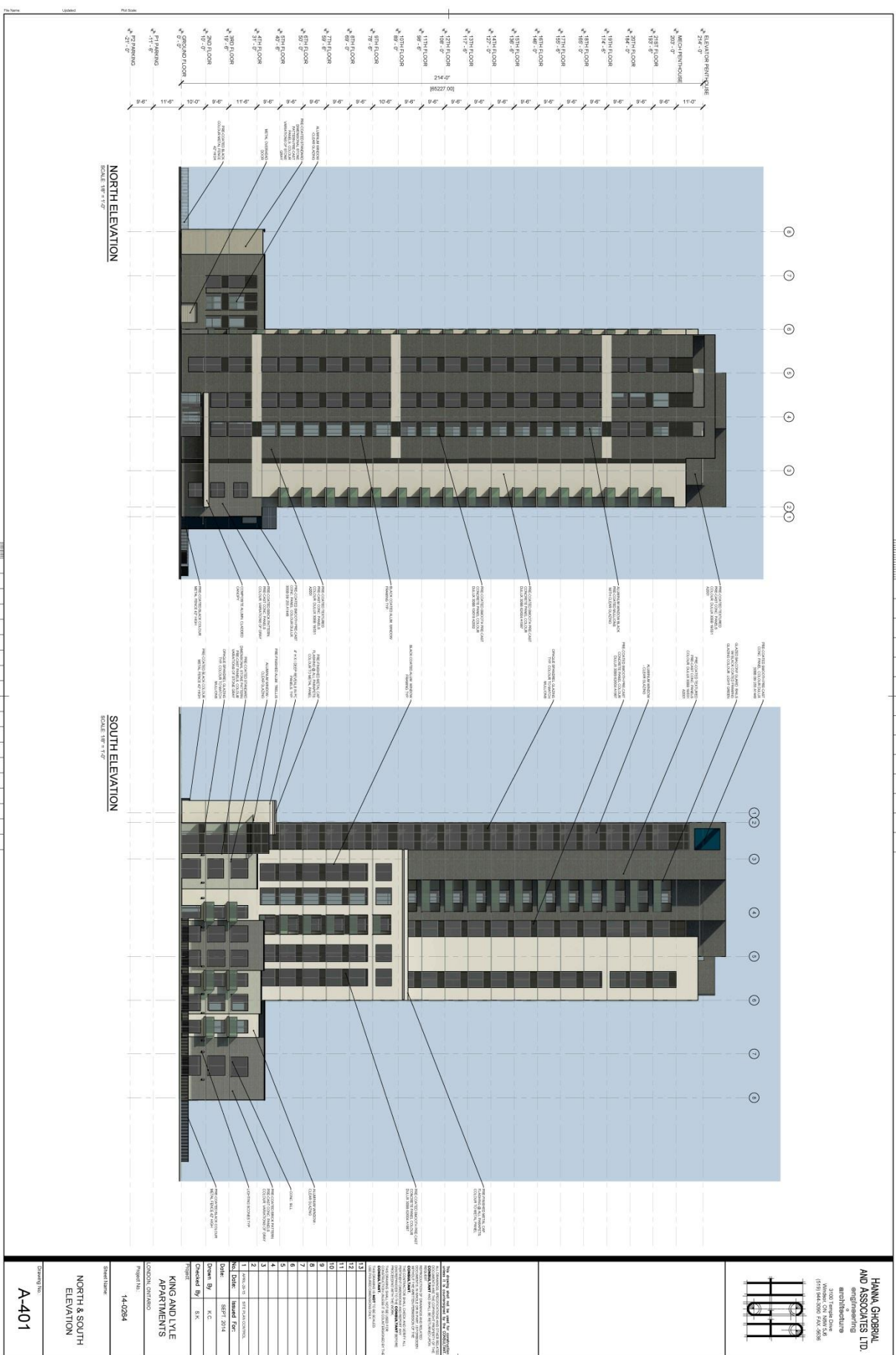
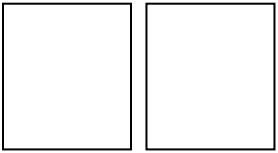
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**File: Z-8453**  
**Planner: Mike Corby**

**Schedule "1"**







**HAMA GHORBAL AND ASSOCIATES LTD.**  
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 2100 7 Street SW  
 Calgary, Alberta T2P 1K6  
 (403) 243-1000 FAX: 2008

**REVISIONS**

NO.	DATE	BY	CHKD.	DESCRIPTION
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**PROJECT INFORMATION**

Project Name: KING AND LYLE APARTMENTS  
 Project No.: 14-0284  
 Drawing No.: A-401  
 Drawing Title: NORTH & SOUTH ELEVATION