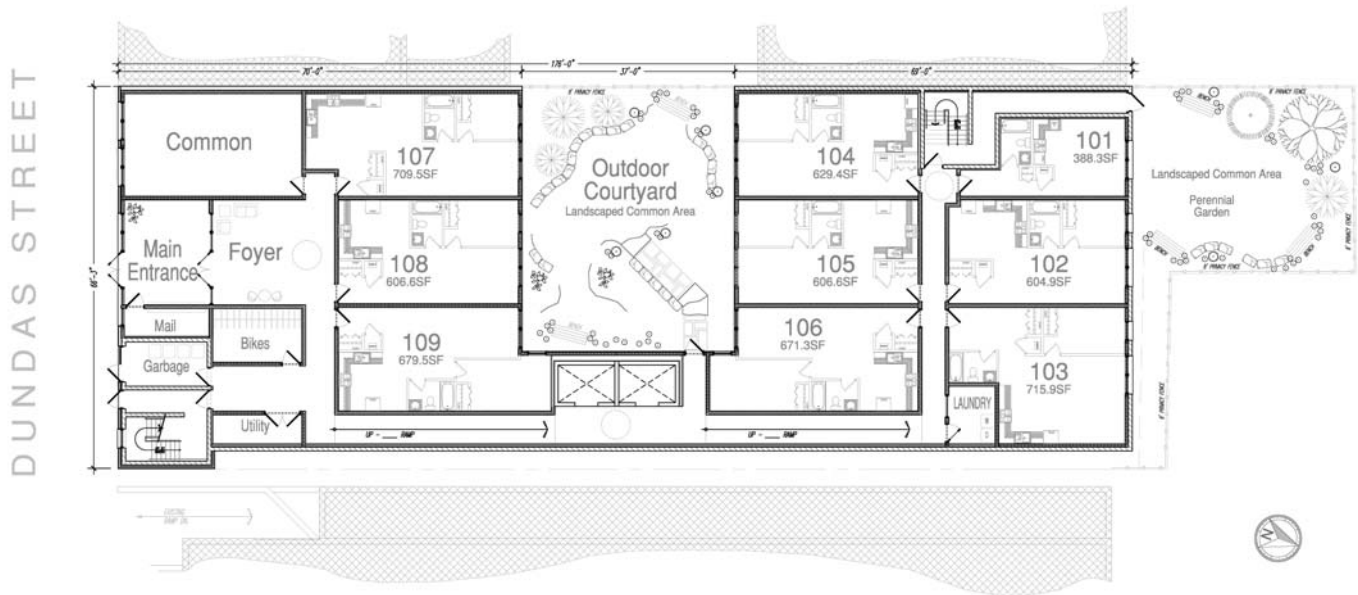


Planning Justification Report

356 Dundas Street

City of London

Yossi Lavie



April 22, 2015



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A Professional Planning Practice

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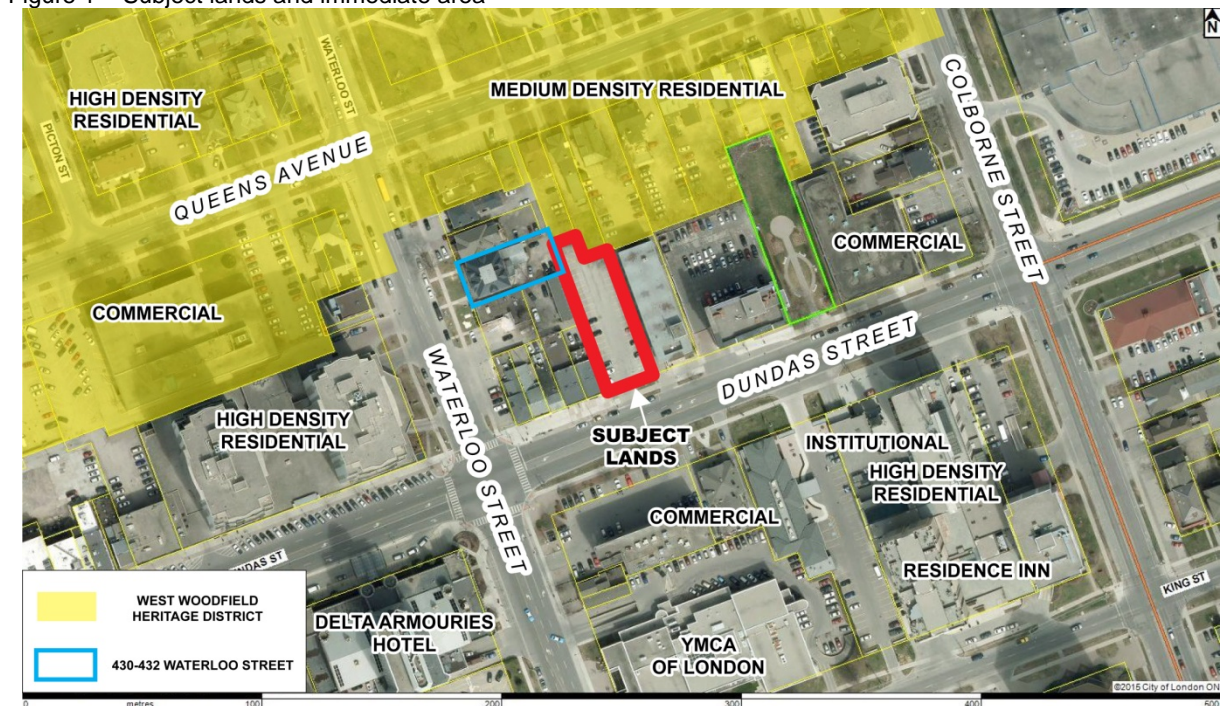
1.0 INTRODUCTION

The purpose of the following land use planning justification report is to evaluate a proposed Zoning By-Law Amendment to permit the development of an affordable housing apartment building in the context of existing land use policies and regulations, including the Provincial Policy Statement, the City of London Official Plan, and the City of London Zoning By-law.

1.1 THE SUBJECT LANDS

The subject lands are comprised of a single, irregularly shaped parcel, located on the north side of Dundas Street, between Waterloo Street and Colborne Street (Figure 1). The lands have an area of 1,237m² (0.31 ac), with a frontage along Dundas Street of 20.19m (66.25ft), and a maximum depth of 65.6m (215.2ft). The lands are currently vacant and are used for a commercial parking lot.

Figure 1 – Subject lands and immediate area



Lands surrounding the subject property are comprised of a range of uses including a six-storey apartment building and ten-storey hotel to the east. To the south is a funeral home, restaurant with outdoor patio along Dundas Street and a five-storey office building with associated parking area located between the building and the street. A row of two-storey, mixed use buildings line Dundas Street to the west of the site (Figure 2). These buildings contain commercial uses on the main floor with second floor apartment units located above.

The properties north of the subject lands are located within the West Woodfield Heritage Conservation District designated under Part V Ontario Heritage Act (OHA) (Figure 1). This

area was incorporated into the City of London in 1840, and became an enclave of the city's leading merchants, manufactures and professionals. The area has a large number of architectural styles and influences that are consistent with the popular styles of the period, including Queen Anne, Edwardian, and Italianate styles. Properties proximate to the subject lands with frontage on Queens Avenue include Italianate, Arts and Crafts, and Vernacular architectural styles (Figure 3).

An individually designated property under Part IV of the OHA is located west of the subject lands at 430-432 Waterloo Street (Figure 1). The c. 1907 red brick Queen Anne double house is historically associated with the Steele Family. The house is an example of a middle-class house with architectural features which include projecting bay windows, dormers, a porch running the full length of the façade and a centred chimney (Figure 4).

Figure 2 – Subject lands from Dundas Street (facing north)

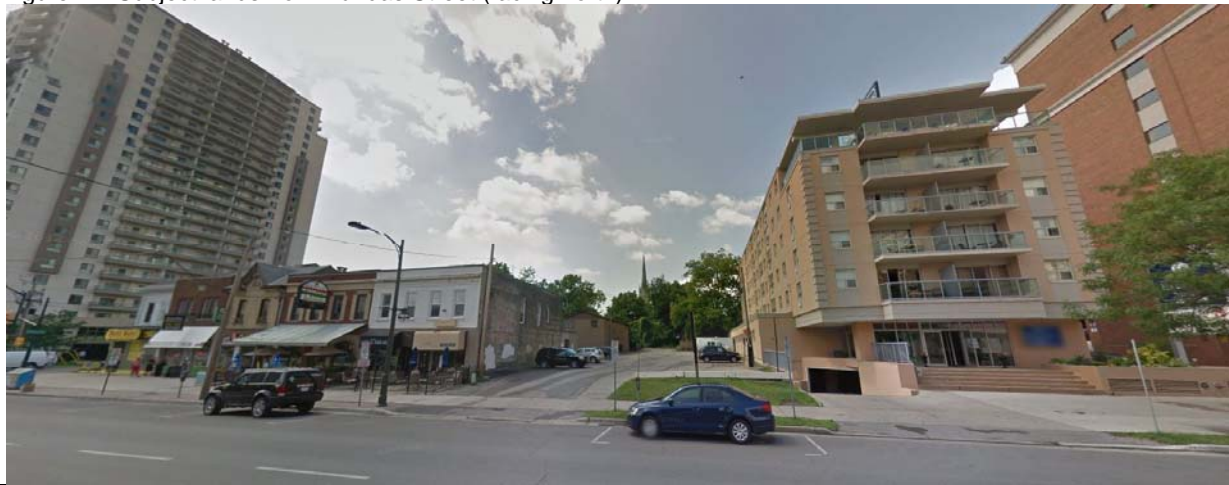


Figure 3 – 345, 351, 353, 361 Queens Avenue – West Woodfield Heritage Conservation District



Figure 4 – 430-432 Waterloo Street



The site is suitable for alternative modes of transportation as it is located in the Downtown Area, proximate to all major services and amenities (Figure 1). There are also three transit routes along Dundas Street in this area with a fourth at Waterloo Street, and bus stops located close to the site, on either side of Dundas Street. One block to the west, at Wellington Street, are seven additional bus routes. The north side of Dundas Street has some on-street parking.

Dundas Street, Waterloo Street and Colborne Street are all classified as Secondary Collector roads, which are intended to serve light volumes of traffic between Local and Arterial Streets, and provide access to properties.

1.2 THE PROPOSAL

The subject lands are proposed to be developed for a six-storey apartment building containing a total of 69 one-bedroom units at a density of 558 UPH (Figures 5-6). This development is seeking approval under the federal Investment in Affordable Housing program in order to offer all of the proposed units for social housing in the Downtown Area.

The proposed site design shows a “U” shaped building at the streetline with 0.0m side yard setbacks and a 1.5m rear yard setback. An internal courtyard and rear landscaped area provide outdoor amenity space for residents of the proposed building.

Access to the proposed building is provided directly to Dundas Street from two separate entrances. One entrance leads to the main foyer to the building, while the other entrance provides limited access to the internal garbage storage area.

Figure 5 – Conceptual rendering of proposed building

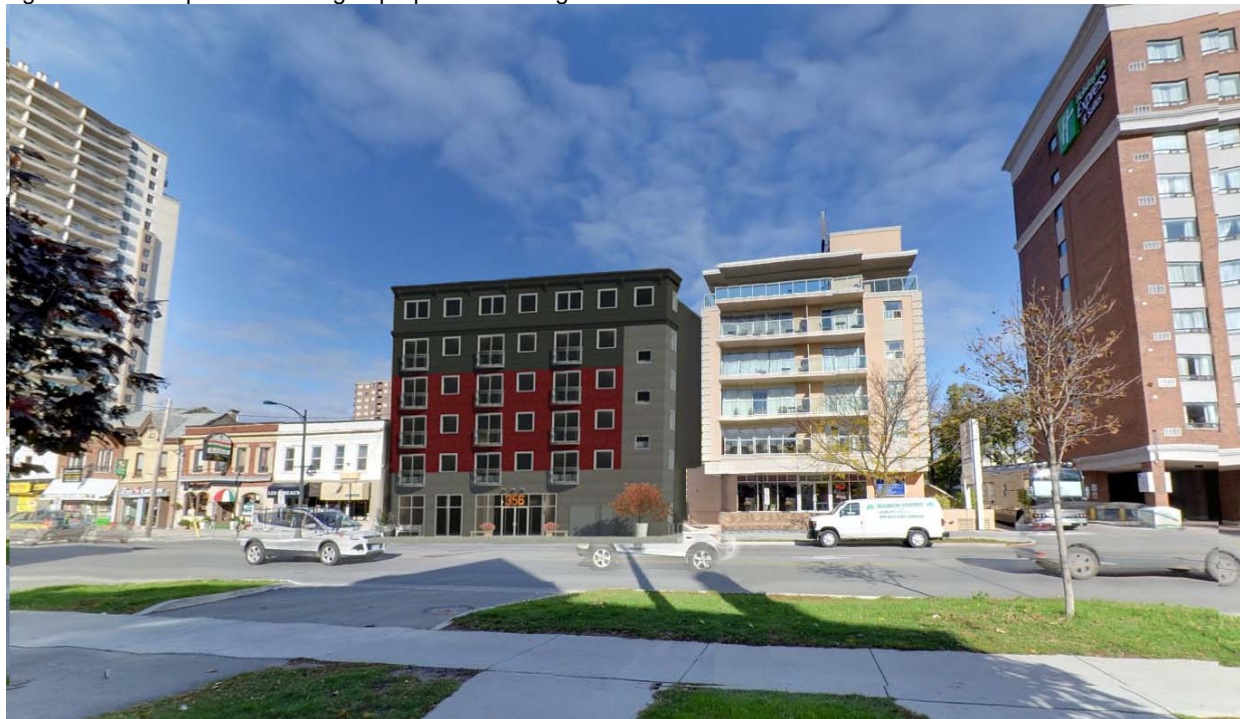
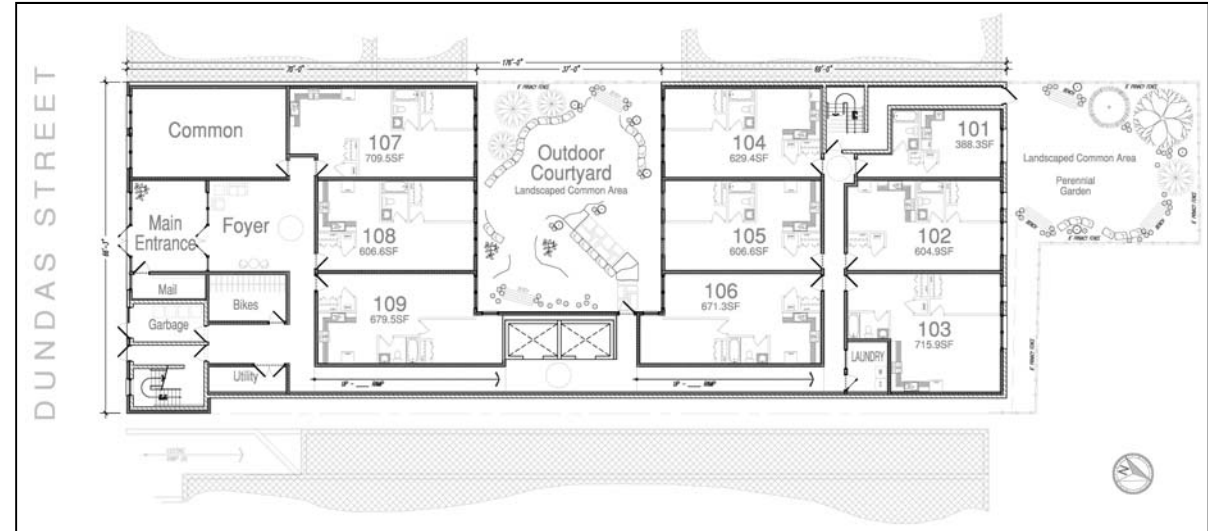


Figure 6 – Proposed Main Floor plan showing courtyard and landscaped areas



The exterior of the building incorporates a variety of materials and colours with multiple windows into each of the units facing the street. The southeast corner of the building contains a vertical element different from the remaining building, breaking up the front façade and articulating the stairwell internal to the building.

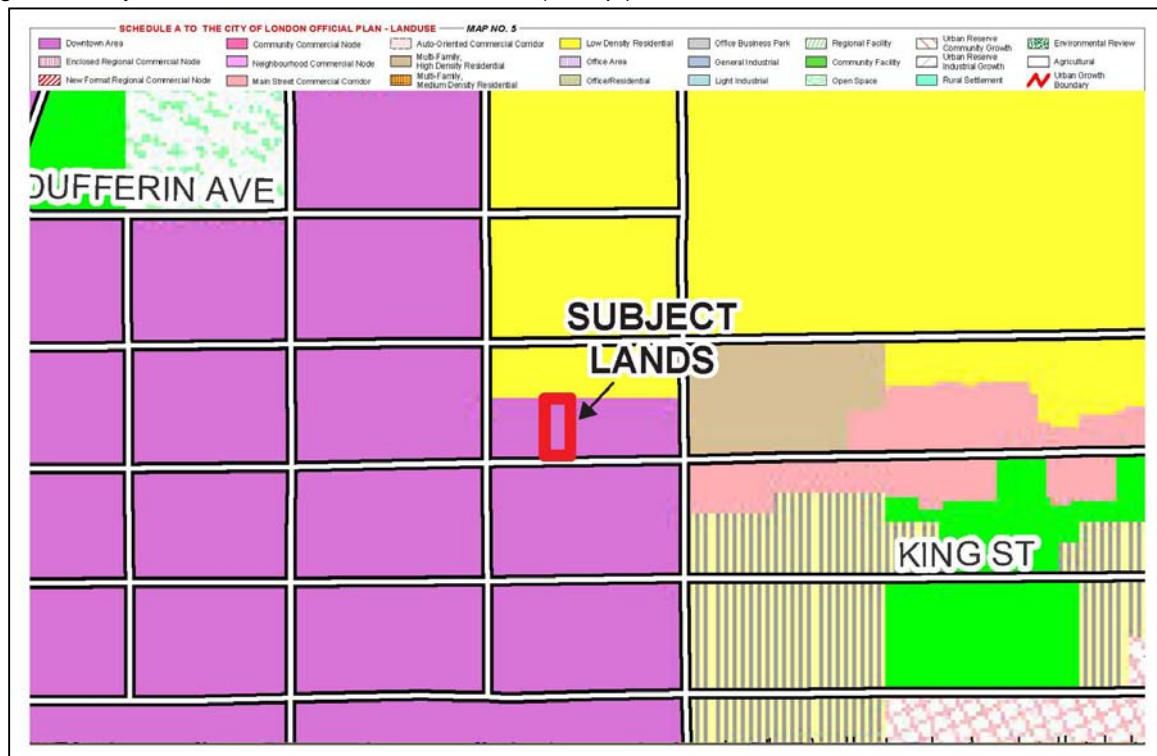
The building is proposed to be six-storeys, 17.5 metres (57.4 ft) in height, similar to the adjacent building to the east.

Given the economic profile of the residents this development is designed to serve, the location of the site in the pedestrian Downtown Area, the direct and easy access to public transit, no accessory parking is proposed to be provided for the apartment building.

1.3 CONTEXT WITHIN THE CITY OF LONDON OFFICIAL PLAN

The subject lands are currently designated “Downtown Area” in the City of London Official Plan (Figure 7). This designation allows for a broad range of major facilities, commercial uses including retail, service, personal service and office uses and a variety of high and medium density housing types. The maximum density permitted for residential developments within the Downtown Area is 350UPH. However, Section 19.4.4.ii)a) allows for an increase to this density limit for development of affordable housing.

Figure 7 – City of London Official Plan – Schedule A (excerpt)



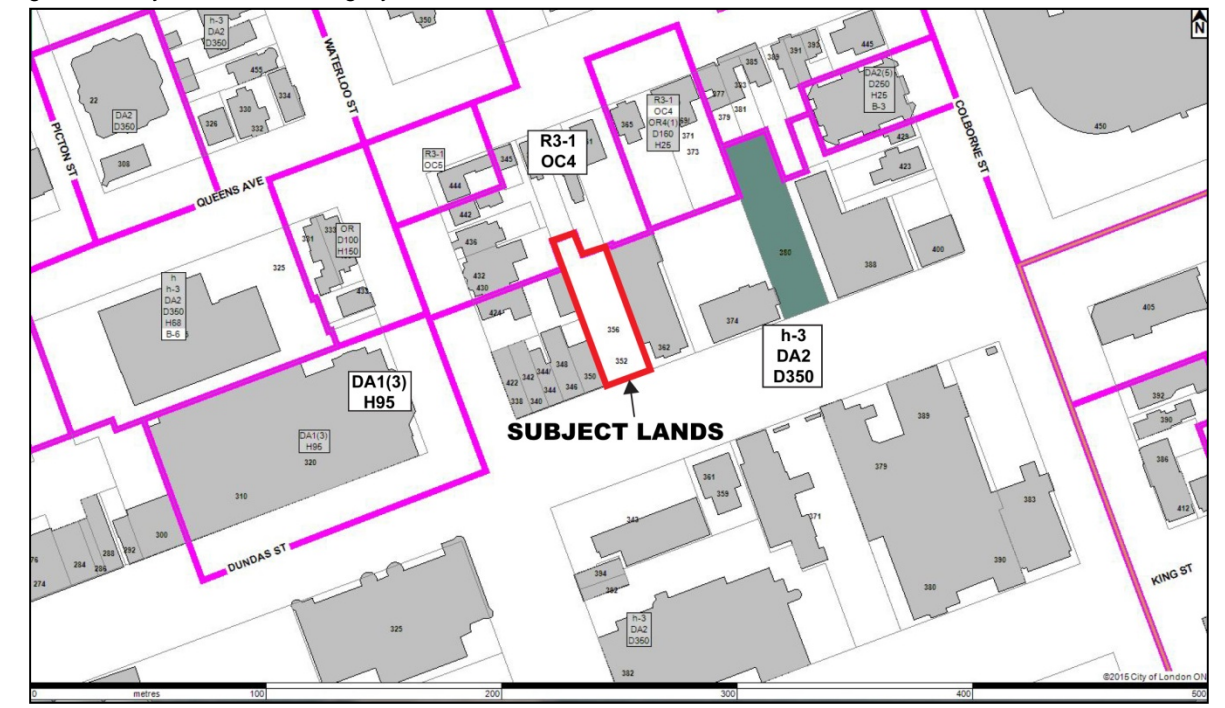
1.4 CONTEXT WITHIN THE CITY OF LONDON ZONING BY-LAW

The subject lands are zoned “Downtown Area 2 (h-3*DA2*D350)” in the City of London Zoning By-Law (Figure 8). The DA2 zone permits a wide range of commercial, residential, and institutional uses, including apartment buildings, convenience stores, retail stores, schools,

and restaurants. The h-3 symbol denotes a holding provision, requiring that a wind study be prepared for buildings greater than 15.0m to ensure there are no adverse effects from the proposed building on the pedestrian level wind conditions. The D350 zone denotes a maximum density of 350 UPH.

The “Downtown Area” zone is intended to permit a range of uses and intensities typically found in the downtown core. Yard setbacks in this zone are minimal in order to maximize the utility of the land and promote a dense urban streetscape. Given the increased density proposed above, a Zoning By-Law Amendment application is required.

Figure 8 – City of London Zoning By-Law



2.0 PROPOSED APPLICATION

The proposed apartment building development for the subject lands at a density of 558 UPH and a height of 17.5m is not permitted under the current “Downtown Area 2 (h-3*DA2*D350)” zone. As such, a Zoning By-Law Amendment is required to permit the proposed development, along with special provisions, to reduce the rear yard setback to 1.5m, and to allow the building to develop without accessory parking spaces.

3.0 PLANNING DOCUMENTS AND ANALYSIS

3.1 2014 PROVINCIAL POLICY STATEMENT (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources. All planning applications, including Zoning By-Law Amendment applications, are required to be consistent with these policies.

3.1.1 2014 Provincial Policy Statement (PPS)

Policies in the 2014 PPS relevant to the subject lands are as follows:

- *Healthy, liveable and safe communities are sustained by:*
 - a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
 - b) *accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;*
 - d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
 - e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
 - g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs* **Section 1.1.1**
- *Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure and public service facilities beyond a 20-year time horizon. **Section 1.1.2**

- *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. **Section 1.1.3.1***
- *Land use patterns within settlement areas shall be based on:
 - a) *densities and a mix of land uses which:
 - 1. *efficiently use land and resources;*
 - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. *support active transportation;*
 - 5. *are transit-supportive, where transit is planned, exists or may be developed;**
 - b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.**

Section 1.1.3.2

- *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

*Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety. **Section 1.1.3.3***

- *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. **Section 1.1.3.4***
- *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. **Section 1.1.3.6***
- *To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) *maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

- b) *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. **Section 1.4.1***
- *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
 - b) *Permitting and facilitating:*
 - 1. *All forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements;*
 - 2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) *Promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; **Section 1.4.3***
- *Long-term economic prosperity should be supported by:*
 - c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
 - d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; **Section 1.7.1***
- *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*
 - a) *promote compact form and a structure of nodes and corridors;*

b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; **Section 1.8.1***

- *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. **Section 2.6.3***

3.1.1 Analysis of the 2014 PPS

Development of the underutilized subject lands is consistent with the PPS and the provision for “*managing and directing land use to achieve efficient and resilient development and land use patterns*” as follows:

- The subject lands are located within a built-up downtown area and are proposed to be connected to existing municipal services (*Sections 1.1.3.1 and 1.1.3.2*) and, as such, the proposed development promotes cost-effective development to minimize land consumption and servicing by utilizing existing facilities, including public transit (*Section 1.1.1.e*);
- The proposed development provides affordable housing in the downtown core of London (*Sections 1.1.1.b, 1.4.1, and 1.4.3*);
- The proposed development is considered intensification under the PPS, which makes efficient use of land and existing services and will not create adverse impacts on surrounding uses (*Sections 1.1.3.3 and 1.1.3.4*);
- The proposed development makes efficient use of land in an existing built-up area (*Section 1.1.3.6*);
- Through the exclusion of accessory parking, the proposed development promotes the use of active transportation and public transit, and contributes to the Dundas Street corridor; (*Sections 1.7.1, 1.8.1*);
- The proposed development will conserve the heritage attributes of the adjacent protected heritage properties. (*Sections 2.6.3*).

Based on the above, the proposed Zoning By-Law Amendment is consistent with the policies of the 2014 Provincial Policy Statement.

3.2 ANALYSIS OF THE CITY OF LONDON OFFICIAL PLAN

The City of London Official Plan provides broad policies regarding land use within the City of London. Decisions regarding land use in the City of London must be consistent with the Official Plan.

The “Downtown Area” designation encourages the continued development of the downtown as the primary business, administrative, institutional, entertainment, and cultural centre for the City of London and as a region for southwestern Ontario. The designation also encourages growth in the residential population of the downtown through new development and intensification.

Section 4.1.2 outlines the urban design objectives for the “Downtown Area” designation. The objectives consist of promoting a high standard of urban design; allow flexibility for individual design creativity and innovation, and; design new development to provide for continuity and harmony in architectural style with notable adjacent uses.

Section 4.1.4 identifies the subject lands as within the ‘Downtown Shopping Area’. Of note, the Official Plan provides that, within the ‘Downtown Shopping Area’, *“the predominant uses at street level shall be retail and service facilities that comprise a pedestrian-oriented shopping environment to serve Downtown workers”* and that *“non service-office uses, residential uses, and surface parking lots will be discouraged at street level”*.

As per **Section 4.1.6**, a variety of high and medium density residential housing types will be supported in the downtown.

The use of transit is a key component of the “Downtown Area” designation; an increased residential population in the downtown core contributes to the viability and sustainability of public transit systems.

Section 4.17 provides policies for scale of development in the “Downtown Area”:

- Residential densities beyond 350 UPH are permitted without amendment to the Plan provided the proposal satisfies density bonousing provisions of Section 3.4.3.iv) and 19.4.4, conforms to the Site Plan Control By-Law and addresses the standards in the Downtown Design Guidelines.
- Parts of the Downtown that are located adjacent to lower density, residential areas will be subject to height, density and site coverage limits in the Zoning By-Law that are intended to provide for an appropriate transition in the scale of development.
- It is intended that Downtown development should enhance the street level pedestrian environment and contribute to the sensitive integration of new development with adjacent structures and land uses.

- The design and positioning of new buildings in the Downtown shall have regard for the potential impact that the development may have on ground level wind conditions on adjacent streets and open space areas. A street level wind impact statement or wind study may be required for development proposals to ensure no adverse impacts on ground level wind conditions.

Section 4.1.9 provides policies for pedestrian circulation in the downtown. Policies that pertain to the proposed development state:

- i. New development within the Downtown Shopping Area shall enhance pedestrian circulation and contribute to the appearance and continuity of the shopping environment. In particular, the creation of blank building facades adjacent to, or across from, predominantly storefront development shall be discouraged.
- ii. Where appropriate, redevelopment projects will be encouraged to include pedestrian and transit-oriented design features such as the widening of sidewalks, the provision of landscaped areas accessible to pedestrians, street benches and bus bays. Consideration will also be given to the upgrading of public streets to accommodate pedestrian traffic through measures such as the widening of sidewalks, the provision of weather protection, the use of accessibility design standards and the development of at-grade, mid-block street crossings

Section 4.1.10 provides policies for parking in the downtown. Policies that pertain to the proposed development state:

- i. Parking requirements will be applied through the Zoning By-law to new development within the Downtown, based on the type of use and at a standard sufficient to satisfy the incremental demand for parking generated by the proposed development.
- ii. The City may enter into agreements to allow payments of money by the land owner to the City as consideration for the granting of exemptions from the provision of all or part of the parking required for a proposed development.
- iv. The creation of new surface level commercial and/or accessory parking lots within the Downtown Shopping Area will be discouraged. Surface parking lots outside of the Downtown Shopping Area that require the demolition of significant heritage buildings will also be discouraged.

The proposed development addresses the above noted policies as follows:

- The proposed use, an apartment building, is a permitted use within the “Downtown Area” designation;
- The proposed development provides a residential density of 558 UPH. This increased density is permitted under Section 4.1.7. The development provides an appropriate

scale interface between the subject lands and the existing medium density dwellings to the north. Discussion on bonusing and increased density follows later in this report;

- The site and building have been subjected to a high degree of urban and architectural design to enhance the public realm and Dundas Street streetscape. Benches, hardscaping, and plantings are proposed to provide a welcoming and aesthetically pleasing street frontage;
- A wind impact statement has been prepared which confirms there are no adverse street level wind impacts from the proposed buildings;
- Although a ground floor commercial unit is not contemplated for the proposed development, treatment of the pedestrian level streetscape is consistent with the intent of the Official Plan to provide an active street frontage and visually stimulating streetscape;
- In order to maximize efficient use of the subject lands, the proposed development does not provide accessory parking. The Official Plan permits exemptions from the provision of all required parking for a proposed development. Considering the type of housing proposed, this is an appropriate mechanism to provide the largest supply of housing reasonable possible on the subject lands.

In order to permit a residential density higher than 350 UPH, the proposed development must comply with **Section 3.4.3.iv)** and **Section 19.4.4 – Bonus Zoning**. The following policies are applicable to the subject lands:

Section 3.4.3.iv)

Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning Bylaw. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.

Section 19.4.4

Under the provisions of the Planning Act, a municipality may include in its Zoning By-law, regulations that permit increases to the height and density limits applicable to a proposed development in return for the provision of such facilities, services, or matters, as are set out in the By-law. This practice, commonly referred to as bonus zoning, is considered to be an appropriate means of assisting in the implementation of this Plan.

- i. The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.
- ii. Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. Bonus zoning will be used to support the City's urban design principles, as contained in Chapter 11 and other policies of the Plan, and may include one or more of the following objectives:
 - a. to support the provision of the development of affordable housing as provided for by 12.2.2;
 - b. to support the provision of common open space that is functional for active or passive recreational use;
 - d. to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;
 - e. to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;
 - f. to support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London, in consideration for their designation under the Ontario Heritage Act;
- iii. The Zoning By-law may contain bonus zoning provisions for all forms of development. These provisions will describe the facilities, services or matters that qualify for the density bonus provisions and the extent of the height and density increases that will be received.

The Zoning By-law will include bonusing for the provision of transit amenities or facilities provided on-site to a proposed development. The amount of bonus to be provided will be determined by the Zoning By-law based on the type or types of transit amenities or facilities provided in the development.

The above noted policies regarding bonusing are addressed as follows:

- The proposed development provides a large number of affordable housing units in a well designed, visually interesting building;
- The design of the building provides an enhancement to the Dundas Street streetscape and fits well with the surrounding uses and structures. Benches, hardscaping, and landscaping along the front of the building adds to the positive aesthetics of the streetscape;

- Much-needed affordable housing units are provided in a walkable neighbourhood within the downtown core that is well served by transit;
- Public open space is provided by Campbell Memorial Park to the east, and Victoria Park to the northwest, in addition to the private amenity space that is provided;
- Enhanced landscaped open space is provided in the form of a common courtyard located mid-building, and a rear yard landscaped area.

The Official Plan provides policies for housing in **Section 12**. Policies which are applicable to the subject lands are:

Section 12.2.1 – Availability of Housing

Council shall promote the provision of an adequate supply of housing to meet a wide range of needs according to location, cost, type, size, tenure, accessibility and design criteria

- The City shall support housing production through measures that will assist in the provision of an adequate supply of serviced residential land. Such measures may include, but are not limited to, the oversizing of hard services to provide for the future expansion of residential development, and the adoption of procedures to reduce the processing time for residential development applications.*

Section 12.2.2 – Measures to Increase the Supply of Affordable Housing

Council shall, where a need for affordable housing has been identified in accordance with policy 12.2.4 i) of this plan, undertake all or some of the following:

- Provide density bonuses, where suitable, to proposals which have an affordable housing component above the 30% minimum*
- Give a higher priority to reviewing proposals which provide an affordable housing component*

As all of the residential units in the proposed development are intended to be affordable units, the policies identified above state that the City may provide the requested density bonuses and expedite the review of the present application.

Section 13 provides policies regarding the cultural heritage value of properties in London. The subject lands are adjacent to protected heritage properties and must have regard for the following policies in the Official Plan:

Section 13.2.3.1 – Alteration or Demolition on Adjacent Lands

Where a heritage building is protected under Parts IV, V or VI of the Ontario Heritage Act, development, site alteration or demolition may be permitted on adjacent lands where it has been evaluated through a Heritage Impact Statement, and demonstrated to the satisfaction of Council that the heritage values, attributes and integrity of the protected heritage property are retained. For the purposes of this section, adjacent lands shall include lands that are contiguous, and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.

A holding provision may be applied on the zoning of lands adjacent to protected heritage properties, to ensure that prior to development or site alteration, a Heritage Impact Statement is required to demonstrate how the heritage values, attributes and integrity of the protected heritage property are to be conserved and how any impacts may be mitigated.

Section 13.3.6 – Heritage Conservation Districts

Within Heritage Conservation Districts established under the provisions of this Plan, the following policies shall apply:

- i. development on land adjacent to designated Heritage Conservation Districts shall be encouraged to be sensitive to the characteristics of the District.*

The proposed development will be sensitive to the characteristics of the adjacent protected heritage properties and will retain their heritage values, attributes and integrity. The proposed building will be visible at the rear of the adjacent protected heritage properties; however, will not alter, isolate or obstruct their heritage attributes. The existing built form, setbacks, massing, and architectural elements that contribute to the heritage character of the adjacent protected heritage properties will be conserved.

The rear yards of the adjacent protected heritage properties are used for parking and have no heritage attributes.

An impact assessment as outlined in the *Ontario Heritage tool Kit, Info sheet #5 Heritage Impact Assessments and Conservation Plans (2006)* is provided in Table 1.

Table 1 - Impact Assessment – Adjacent Protected Heritage Properties

Possible Impacts	West Woodfield Heritage Conservation District	430-432 Waterloo Street
Destruction of any, part of any, significant heritage attributes or features;	No Impact	No Impact
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;	No Impact	No Impact
Shadows created that alter the appearance of a heritage attribute or change the visibility of an associated natural feature, plantings, such as a garden;	No Impact	No Impact
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;	No Impact	No Impact
Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;	No Impact	No Impact
A change in land use where the change in use negates the property’s cultural heritage value;	No Impact	No Impact
Land disturbances such as change in grade that alters soils, and drainage patterns that adversely affect cultural heritage resources.	No Impact	No Impact

The proposed Zoning By-Law Amendment to permit an apartment building complies with the Official Plan policies noted above. Site specific provisions to permit a residential density of 558 UPH, a decreased rear yard setback of 1.5m, and no accessory parking spaces, maintain the intent of the Official Plan.

3.3 ANALYSIS OF THE CITY OF LONDON ZONING BY-LAW

The proposed Zoning By-Law Amendment seeks a site specific “Downtown Area 2 (DA2-())” zone to permit the proposed apartment building. Special provisions are required to permit an increased density of 558 UPH, a reduced rear yard setback of 1.5m (whereas 2.5m is required), and a minimum parking requirement of 0 spaces.

While density in this area is limited to 350 UPH, the Official Plan provides that bonusing may be applied to increase density to recognize elements such as heightened urban design and affordable housing projects. The proposed development provides 69 affordable housing units in a well designed building and, as such, bonusing for the development is appropriate.

The intent of the rear yard setback in the DA2 zone is to provide a sufficient setback for buildings abutting residential zones and to reduce the visual impact of any significant building height. The proposed apartment building is six-storeys (17.5m) and abuts parking areas to the

north. Considering that the nearest building to the rear lot line is approximately 20m to the north, the visual impact of a 1.0m reduction in rear yard setback is negligible.

In order to maximize the utility of the subject lands for affordable housing, the proposed development does not provide accessory parking spaces. Given the economic profile of residents in need of affordable housing, the location of the subject lands proximate to downtown, and the numerous transit routes serving the area, accessory parking is not required. Transportation needs can be accommodated through public transit and active transportation.

For the reasons above, the proposed Zoning By-Law Amendment maintains the intent of the "Downtown Area (DA2)" zone and is appropriate for the subject lands.

3.4 UPPER THAMES RIVER CONSERVATION AUTHORITY (UTRCA) GUIDELINES

The subject lands lie outside the UTRCA's regulated area and, as such, are not subject to the UTRCA's review and approval.

3.5 SERVICING

The proposed development will utilize full municipal services along Dundas Street.

4.0 CONCLUSIONS

Given the above, the proposed Zoning By-Law Amendment to permit the development a 69-unit residential apartment building with a commercial unit on the ground floor is consistent with the 2014 PPS, maintains the intent of the Official Plan, maintains the intent of the "Downtown Area 2 (DA2)" zone, and represents good planning.

The proposed development will conserve the heritage attributes of the adjacent protected heritage properties.

The proposed development provides much needed affordable housing in an area proximate to the downtown and well served by public transit.