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File: Z-8374
Planner: Mike Davis

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: YORK DEVELOPMENT GROUP MAI INC. 598, 600, 604 & 608 SPRINGBANK DRIVE PUBLIC PARTICIPATION MEETING ON OCTOBER 5, 2015

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of York Development Group MAI Inc. relating to the properties located at 598, 600, 604 and 608 Springbank Drive:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 13th, 2015 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone, **TO** a Holding Residential R9 Special Provision (h-5•h()•R9-7()•H44) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to ensure, through the Site Plan approval process, that the development of the subject property be consistent with the Site Plan, Renderings, Elevation Drawings and Section Drawings attached hereto as Appendix "B" to this report as well as consider, where possible:
 - i) Increasing the height of the podium to a minimum of two (2) storeys in order to be more proportional with the height of the building and to provide a stronger enclosure of the adjacent pedestrian realm;
 - ii) Revising the design of the corner of the podium located at the intersection of Springbank Drive and Wonderland Road to include special architectural treatment which pronounces the corner;
 - iii) Relocating the primary entrance at or near the northeast corner of the building to allow for convenient pedestrian way-finding and site circulation and to further activate the pedestrian realm at the intersection;
 - iv) Screening parking from the public right-of-way with a combination of low masonry walls and vegetation/landscaping;
 - v) Implementing a landscape treatment along Springbank Drive and Wonderland Road which is urban in nature and provides opportunities for seating, hardscape areas, planting and seamless integration with public sidewalks;
 - vi) Creating a shaded urban plaza which reinforces pedestrian walking patterns along the tower's abutting frontage at the intersection of Springbank Drive and Wonderland Road;
 - vii) The provision of privacy fencing, shade trees and other desirable buffering features along the westerly property line where the site abuts an existing single detached dwelling, to ensure the greatest protection of privacy.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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None

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PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended Zoning By-law amendment is to allow for the development of a 13-storey (44m tall) apartment building. The concept plan submitted with the application proposes 101 residential units. The recommended Zoning By-law contains a Holding (h-5) Provision to ensure a public site plan review is conducted as part of the site plan approval process. The recommendations to the Site Plan Approval Authority are intended to guide the ultimate built form by requesting the site plan approval authority to consider and implement a series of design matters through the site plan approval process. The Holding (h-5) Provision in conjunction with the design direction recommended to the Site Plan approval Authority is intended to ensure that the ultimate development of the site is generally consistent with the concept that has been advanced and vetted publically by the applicant to date.

RATIONALE

- i) The recommended amendment is supported by the objectives of the Provincial Policy Statement (PPS), 2014, which promote intensification, redevelopment and compact form at appropriate locations in order to minimize land consumption and servicing costs and provide for a range of housing types and densities in order to meet projected requirements of current and future residents;
- ii) The recommended amendment serves to implement Official Plan objectives for lands designated Multi-Family, High Density Residential by facilitating the development of an apartment building that represents an efficient use of land and services;
- iii) The recommended amendment will provide for a built form that complements its spatial context by directing height toward the major intersection at Springbank Drive and Wonderland Road while allowing for greater landscaping and buffering opportunities adjacent to existing low and mid-rise development south and west of the site;
- iv) The recommended Zoning By-law amendment does not seek to amend the existing zoning permission related to density that is currently applicable to the subject lands and, as such, will not increase the intensity of the eventual development beyond what is already permissible and will not introduce new impacts which have not been planned for as it relates to traffic or other hard or soft servicing;
- v) The recommended Zoning By-law amendment includes an h-5 holding provision in order to provide the public and Municipal Council further opportunity for consultation and input during the more refined site plan approval process.

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BACKGROUND

<p>Date Application Accepted: June 18, 2014 Date Placed "On-Hold": August 20, 2014 Revised Application Received: May 11, 2015</p>	<p>Agent: MHBC Planning Inc.</p>
<p>REQUESTED ACTION: Change Zoning By-law Z.-1 FROM a Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone which permits townhouses, special needs housing and apartment buildings with a maximum density of 150 units per hectare and maximum height of 16 metres, and clinics, medical/dental offices and laboratories, and offices TO a Residential R9 Special Provision (R9-7()•H44) Zone which permits an apartment building up to a maximum height of 44 metres (13-storeys). Special zoning provisions are proposed to permit reduced front and exterior side yard depths adjacent to Springbank Drive and Wonderland Road.</p>	

<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use – Vacant and Single Detached Dwellings • Frontage – 54 metres • Depth – 98 metres • Area – 5,404m² • Shape – Irregular

<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North – Springbank Park • South – Cluster townhouses • East – Four (4) storey apartment buildings • West – Single detached dwelling and Six (6) storey apartment buildings
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<p>OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map on page 5)</p> <ul style="list-style-type: none"> • Multi-Family, High Density Residential
<p>EXISTING ZONING: (refer to Zoning Map on page 6)</p> <ul style="list-style-type: none"> • Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone

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LOCATION MAP

Subject Site : 598-608 Springbank Dr
Applicant: York Development Group
File Number : Z-8374

Planner : BD
Created By : MB
Date : 2014/08/13
Scale : 1:3000

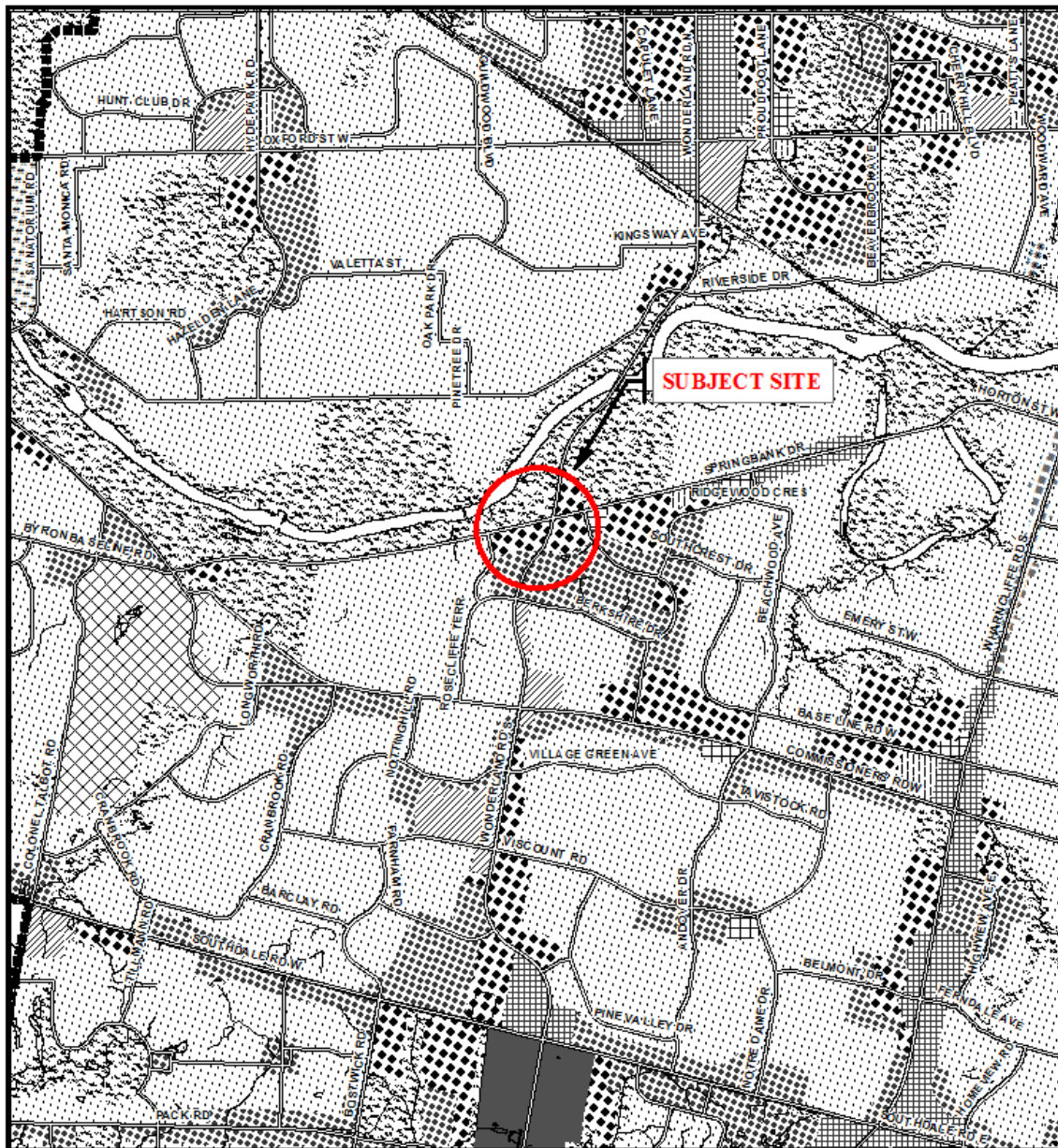
Legend

 Subject Site

Prepared by : Graphics & Information Services , Planning Division
Co operation of the City of London
File=planning/projects/p_locationmaps/MXDs



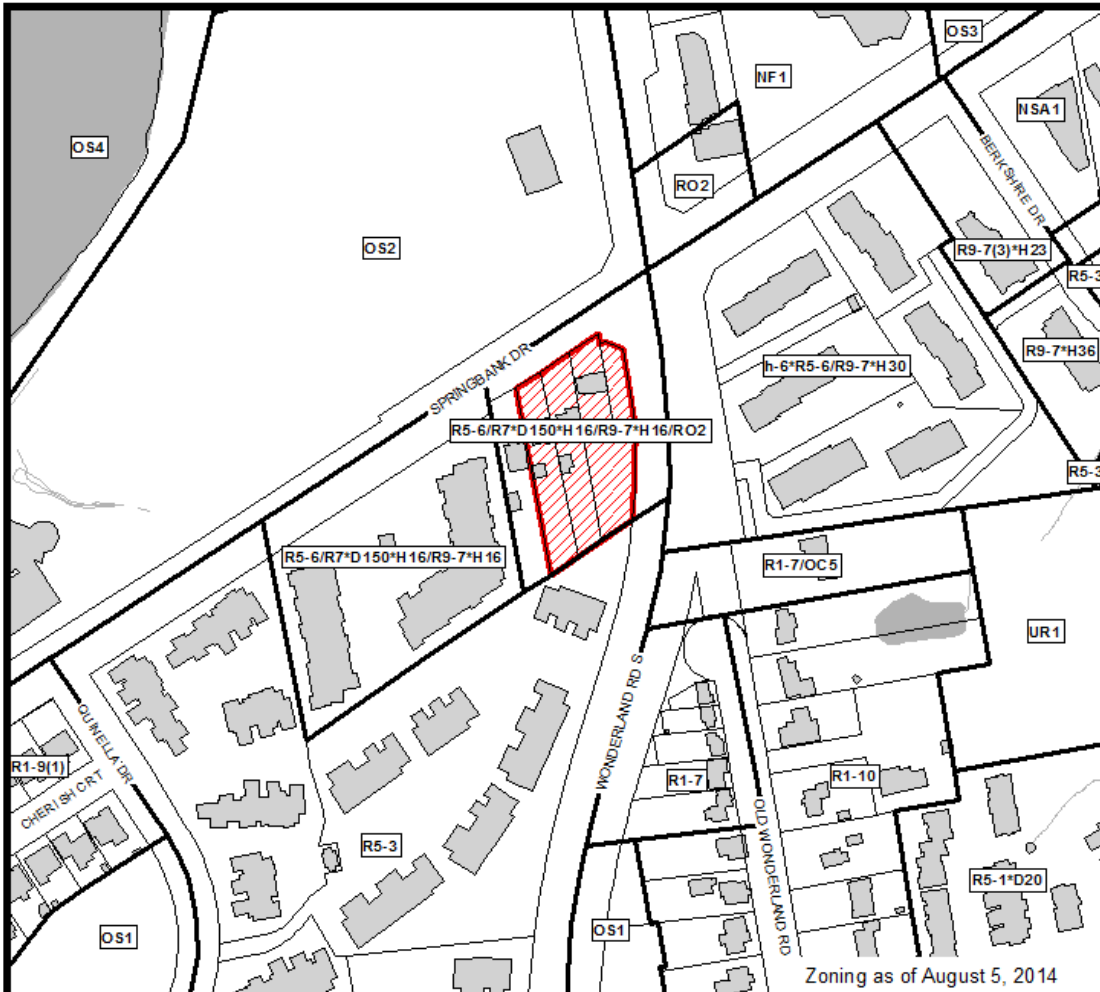
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<p>Legend</p> <ul style="list-style-type: none"> Downtown Wonderland Road Community Enterprise Corridor Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area 	<ul style="list-style-type: none"> 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>CITY OF LONDON Department of Planning and Development OFFICIAL PLAN SCHEDULE A - LAND USE -</p> <p style="font-size: small;">PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8374 PLANNER: BD TECHNICIAN: MB DATE: 2014/08/13</p>

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R5-6/R7*D150*H16/R9-7*H16/RO2

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

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

ZONING BY-LAW NO. Z-1 SCHEDULE A



FILE NO:
Z-8374 BD

MAP PREPARED:
2014/08/13 MB

1:3,000
0 15 30 60 90 120 Meters

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PLANNING HISTORY

Original Proposal:

The City first accepted a complete Zoning By-law amendment application for the subject lands from York Developments on June 18, 2014. The original proposal contemplated the development of an 18-storey apartment building containing 133 units (264 units per hectare), with ten (10) attached two-storey townhouses flanking Springbank Drive and Wonderland Road extending from the base of the building. The original proposal, as described above, included a mix of at-grade and below-grade parking. The original proposal along with a chart showing required changes to the Zoning By-law are depicted by the figures below.

Chart 1: Original Zoning By-law Amendment details

Regulation	Existing (R9-7●H16)	Proposed (R9-7(●)●H69)
Density – Units Per Hectare Max.	150	264
Height – Max.	16m (5-storeys)	69m (18-storeys)
Front and Exterior Side Yard Depth – Min.	8m plus 1.0 metres per 10.0 metres of main building height or fraction thereof above the first 3.0 metres	Front yard depth (Springbank) – 3.0m Exterior yard depth (Wonderland) – 1.0m

Figure 1: Elevations of original development proposal.



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Figure 2: Original development proposal depicting footprint of 133 unit apt. building and 10 two-story townhouses.



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Public Consultation:

Notice of the original proposal was published and circulated by the City in July of 2014. Subsequent to the City’s formal notification of the original development proposal to the Community, York Developments hosted a public information meeting on August 24th, 2014. City Staff also attended the meeting to assist in addressing questions from members of the public. Approximately 110 members of the public were in attendance. A summary of the feedback received through the consultation process is found on page 11 in the following section of this report. Written responses have been appended to the back of this report.

Revised Proposal:

In view of the significant feedback received through the public consultation process, York Developments requested that City Staff put the application “on-hold” to allow them to consider a revised proposal which they formalized upon the submission of a revised Zoning By-law amendment application to the City in May of 2015. Details of the revised proposal are outlined in the “Nature of Application” section contained in pages 13-14 of this report below.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Wastewater and Drainage Engineering:

The municipal sanitary sewer system on Springbank Drive has the capacity for the proposed revised development according to City of London Plan #13,481. The outlet for the subject lands is the 450mm municipal sanitary sewer on Springbank Drive which outlets to the Berkshire sanitary pumping station located on the west side of Wonderland Road South. The pumping station bypasses to the river during intense rainfall events.

Transportation Planning & Design:

- *A road widening dedication will be required on Springbank Dr. measured 18m from centre line.*
- *A road widening dedication will be required on Wonderland Rd measured 21m from centre line.*
- *Transportation is not in support of any access on Wonderland Road. The access will not function as a restricted access to Right-in/Right-out as suggested since the existing raised centre median cannot be extended 25m due to an existing full access on the east side of Wonderland Rd.*
- *A back to back left turn lane will not be supported due to the close proximity of the Springbank access to the signalized intersection.*
- *These and other Transportation improvements/design parameters will be discussed in more details through the site plan review process.*

Stormwater Management:

No objection.

Upper Thames River Conservation Authority:

No objection.

Urban Design Peer Review Panel (Comments provided on original proposal):

The Panel offers the following observations and comments as part of the proposed project’s Zoning By-law amendment application:

1. *Consider relocation of the underground parking vehicular ramp to mitigate impact on westerly abutting property;*

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2. *Provide a landscaped buffer to the westerly abutting property;*
3. *Where the parking garage elevated slab allows for sufficient planting depth, 'green' the surface parking area by adding landscaped islands complete with deciduous shade trees and/or shrubbery;*
4. *Provide a landscaped buffer between the rear elevation of the townhouses and the parking area;*
5. *Rework the layout of the tower's abutting frontage at the intersection of Springbank Drive and Wonderland Road to create a shaded urban plaza which reinforces pedestrian walking patterns;*
6. *Develop the west and south elevations of the townhouses via selective wall articulation, material change and fenestration;*
7. *Enhance the height of the townhouse 'podium' by adding a habitable third floor and/or accessible roof terrace;*
8. *The Planning Consultant and Architect are commended on the inclusion of the development sketches within the Urban Design Brief. The Architect is encouraged to express the clarity of the concept sketches in the tower elevations and tower entrance during the design development phase; and*
9. *The Architect is commended on the conceptual drawings developed for the project to date and encouraged to further develop the project's architectural design based on the cladding materials discussed to date.*

Urban Design:

Urban design staff have reviewed the revised Zoning Application for the above noted address and provide the following urban design principles consistent with the Official Plan, applicable by-laws, and guidelines:

This application was reviewed by the Urban Design Peer Review Panel (UDPRP) on July 23rd, 2014. The developer has addressed a number of concerns of the by removing many of the surface parking spaces. The revised development plans (submitted May 11, 2015) include the following changes from the initial plans submitted in 2014:

- *Decrease in height and density.*
- *Removal of the street-facing townhouses along Wonderland Road.*
- *Reduction of the podium height to 1 storey.*
- *Removal of a large portion of surface parking and locating the majority of required parking spaces underground.*

Urban design staff have the following outstanding concerns:

- *The podium should be a minimum of 2-storeys in height to be proportional to the height of the building and enclose the pedestrian streetscape environment.*
- *The corner of the podium should include special architectural treatment in order to pronounce the building to the intersection.*
- *A primary entrance should be provided at or near the corner to allow for safe and convenient pedestrian way-finding and circulation.*
- *Parking is to be screened from the public right-of-way with a combination of low masonry walls and plant material.*
- *The landscape treatment along Springbank Drive and Wonderland Road South should be urban in nature and provide opportunities for seating, formal planting and seamless integration with the public sidewalks.*

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PUBLIC LIAISON:	<p>On July 2, 2014, the original Notice of Application was sent to 42 property owners in the surrounding area and published in <i>The Londoner</i>. Following significant community consultation and revisions to the proposal, on July 14, 2015, a Notice of Revised Application was sent to 110 property owners in the surrounding area. Notice of the Revised Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on July 16, 2015. A “Possible Land Use Change” sign was also posted on the site.</p>	<p>Twenty-two (22) replies were received to the original Notice of Application.</p> <p>Five (5) replies were received to the Revised Notice of Application</p>
<p>Nature of Liaison: The purpose and effect of the requested revised Zoning By-law amendment is to permit the construction of an apartment building consisting of a 13-storey building with 101 units. This represents an amendment to the previous request circulated on July 2, 2014, for 140 units in an 18-storey apartment building with a townhouse base.</p> <p>Change Zoning By-law Z.-1 FROM a Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone which permits townhouses, special needs housing, apartment buildings with a maximum density of 150 units per hectare and maximum height of 16 metres, and clinics, medical/dental offices and laboratories, and offices TO a Residential R9 Special Provision (R9-7()•H44) Zone to permit an apartment building with a maximum density of 150 units per hectare and a maximum height of 44 metres (13 storeys) as the base zone. The applicant also proposes to use the as-of-right bonus provision in the Residential R9 (R9-7) Zone to permit up to a maximum density of 187 units per hectare (101 units) in return for more on-site landscaped open space than the Zoning By-law requires. Special provisions are proposed to permit a minimum front yard depth from Springbank Drive of 1.1 metres in place of 11 metres and an exterior side yard depth from Wonderland Road South of 3.8 metres in place of 11 metres.</p>		
Public Responses Summary		
Original Proposal (18-storeys, 264 UPH, large surface parking area):		
Support	Concern	
<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> 18-storeys considerably higher than anything else in the area. Increase of traffic resulting from increase in density is unacceptable at this location. Already major traffic problems. Concern about loss of mature vegetation, particularly in lieu of surface parking. Building is too close to the busy intersection Visual obstruction. Shadowing concerns. Development would leave a single property stranded between two apartment buildings. 	
Revised Proposal (13-storeys, 150 UPH, reduced surface parking area):		
Support	Concern	

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| <ul style="list-style-type: none"> • Reduced building height along with reduced surface parking area and additional landscaped open space is an improvement. | <ul style="list-style-type: none"> • Existing traffic in this area remains problematic – City needs to find a solution. • Developer has still not acquired 614 Springbank Drive. • Prefer greater setbacks from Springbank Drive and Wonderland Road. |
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ANALYSIS

Subject Site:

The subject site includes four (4) properties municipally known as 598, 600, 604 and 608 Springbank Drive. The lands are located at the southwest corner of the intersection of Wonderland Road and Springbank Drive, approximately 3.5km west of the downtown (see location map below). The eastern portion of the site including 598 and 600 Springbank Drive is currently vacant and undeveloped while the western portion including 604 and 608 Springbank Drive currently accommodates two (2) single detached dwellings.

The subject site is irregular in shape and includes approximately 54 metres of frontage along Springbank Drive, spans a depth of approximately 100 metres along Wonderland Road and includes 0.54 hectares (1.33 ac.) of developable land. The site is surrounded by a mix of housing forms including 6-storey apartment buildings to the west, a cluster of 4-storey apartment buildings to the east and cluster townhouses to the south. Springbank Park is located directly adjacent to the subject site to the north, across Springbank Drive. Further, a 14-storey apartment building exists approximately 200 metres northeast of the subject site.

Figure 3: Location Map



Note: Location of numbered icons corresponds to vantage point of street level views below.

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Street View: Looking southwest toward site at Springbank Drive and Wonderland Road



Street View: Looking north toward Springbank Drive on Wonderland Road



Street View: Looking east toward Wonderland Road on Springbank Drive



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Nature of Application:

The proposed amendment is intended to facilitate the development of a 13-storey apartment building that may, in accordance with the concept plan submitted by York Developments, contain up to 101 residential units.

The amendment would replace the existing Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone which permits townhouses and apartment buildings up to a maximum density of 150 units per hectare and maximum height of 16 metres, as well as a range of secondary uses including clinics, medical/dental offices, laboratories, and offices with a Holding Residential R9 Special Provision (h-5•h()•R9-7()•H44) Zone that permits apartment buildings up to a maximum density of 150 units per hectare, has a height limit of 44 metres (13-storeys) and includes reduced front and exterior side yard setbacks. The recommended holding provisions are intended to ensure that a public site plan review is conducted and that the owner of the lands enters into an agreement with the City to ensure that any future redevelopment of the adjacent property to the west is permitted to have a shared access arrangement. The nature of the proposed zoning regulation changes is summarized by the chart below. All other regulations not noted in the chart below will remain the same.

Chart 2: Zoning Changes

Regulation	Existing (R9-7•H16)	Recommended (h-5•h()•R9-7()•H44)
Density – Units Per Hectare Max.	150	150
Height – Max.	16m	44m
Front and Exterior Side Yard Depth – Min.	8m plus 1.0 metres per 10.0 metres of main building height or fraction thereof above the first 3.0 metres	Front yard depth (Springbank) – 1.1m Exterior yard depth (Wonderland) – 3.8m
h-5	N/A	The h-5 will not be lifted until a public site plan review has occurred and a satisfactory development agreement is entered into with the City of London.
h()	N/A	The h() will not be lifted until the owner has entered into an agreement to allow for shared access with the property to the west in the event of future redevelopment.

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Figure 4: Conceptual Site Plan depicting the revised development proposal.



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Figure 5: Conceptual Building Elevations depicting revised development proposal.



Use:

As noted previously throughout this report, the York Developments Zoning By-law amendment application is intended to facilitate the development of a 13-storey residential apartment building. In this regard, Section 1.4 of the *Provincial Policy Statement, 2014* (PPS) requires municipalities “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.”

The City’s Official Plan implements this provincial policy directive by designating lands within the City to be developed for various forms of housing. The subject lands are currently designated “Multi-Family, High Density Residential” by the City of London Official Plan. Section 3.4.1 of the City’s Official Plan states that “primary permitted uses in the Multi-Family, High Density Residential designation shall include **low-rise and high-rise apartment buildings** [emphasis added]; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing homes; rest homes; homes for the aged; and rooming and boarding houses.”

In accordance with Section 3.4.1 of the Official Plan, outlined above, high-rise apartment buildings are expressly permitted within the Multi-Family, High Density Residential designation. Further, the existing zoning on the subject lands serves to implement these policies by permitting a range of high density housing forms including apartment buildings. It should be noted that the recommended amendment does not introduce any new uses on the site that are currently not permitted. The amendment seeks to modify regulations relating to maximum height, front yard depth and exterior side yard depth. The apartment building use proposed through the Zoning By-law amendment is already a permitted use within the existing Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone applied to the site. In view of the foregoing, the recommended amendment to facilitate the development of an apartment building on the subject site is appropriate.

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Intensity:

Density:

The *Provincial Policy Statement, 2014* provides the overarching guidance for land use and development in Ontario. Of specific relevance to the York Developments proposal, Section 1.1.1 of the PPS provides that “healthy, liveable and safe communities are sustained by: a) promoting efficient development and land uses patterns which sustain the financial well-being of the Province and municipalities over the long term; promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.” Further Section 1.1.3.2 of the PPS directs that “land use patterns within settlement areas shall be based on: a) densities and mix of land uses which: efficiently use land and resources and b) a range of uses and opportunities for intensification and redevelopment”.

In general, the above noted objectives of the PPS encourage municipalities to provide for a range of housing types within municipalities and encourage development standards which minimize land consumption and servicing costs. In this regard, the City of London Official Plan implements the direction provided by the PPS by designating lands for a wide range of residential uses and intensities. The subject site falls within a large area designated for Multi-Family, High Density Residential uses centering around the intersection of Springbank Drive and Wonderland Road. Outside of the Downtown Area, lands designated Multi-Family, High Density Residential are intended to accommodate the highest intensity residential uses within the City.

Section 3.4.3 of the City’s Official Plan contains policies intended to guide the scale of development on lands designated Multi-Family, High Density Residential. In general, net densities within the High Density Residential Designation vary by location and gradually decrease with the highest densities focused towards the city’s core. In areas outside of Central London, including the subject site, densities are normally 150 units per hectare or less. The existing zoning on the subject lands permits a density of 150 units per hectare. The recommended zoning is intended to permit an increase in height, allowing the development to achieve a reduced floor-plate with the building mass concentrated at the northeast corner of the site to allow for greater landscaped open space. As such, the recommended amendment will not result in an increase to the permissible residential density on the site and will continue to provide for a level of intensity that represents an efficient use of land and services, as is the intent for lands designated Multi-Family, High Density Residential.

Servicing:

An important consideration in determining the appropriateness of a given site to accommodate the requested level of intensity is the availability of municipal services. As noted previously in this report, the subject lands are currently zoned to permit an apartment building with a density of 150 units per hectare. The recommended Zoning By-law amendment contains the same maximum density. As such, the recommended amendment will not result in an increase in anticipated traffic or place additional demand on City services beyond what is already permitted by the existing zoning. The specific design details of traffic management and hard servicing are addressed through the Site Plan approval process as prescribed by Section 41 of the Planning Act.

Form:

Height:

The major point of departure between the requested Zoning By-law amendment and the existing zoning permissions, is the maximum height. As noted, the existing zoning allows for a maximum height of 16 metres (5-storeys) whereas the recommended amendment would allow for a 44 metre (13-storey) apartment building. The existing 16 metre height regulation was intended to implement a comprehensive proposal for the development of senior’s housing that

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included a large block of lands along Springbank Drive including 630-598 Springbank Drive. This proposal dates back to 1989 preceding the existing Z.-1 Zoning By-law which came into force in 1993. Subsequently, a variance was granted in 1993 to allow for a maximum height of 17.4 metres on 620 and 630 Springbank Drive. These properties were then developed for the 6-stoprey apartment buildings that exist on the lands today. The properties at 598-608 have remained as single-family residential and/or undeveloped.

The City's Official Plan does not provide explicit limits on building height within the Multi-Family, High Density Residential designation but does provide general policies for the consideration of maximum height limits which are to be specified in the Zoning By-law. In this regard, Section 3.4.3 of the City's Official Plan provides the following guidance:

Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

- (a) **a transition in scale shall be encouraged**, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;
- (b) all areas shall include **a diversity of housing forms such as midrise and low-rise apartments and multiple attached dwellings**, in order to minimize the overwhelming effect of large high-rise developments;
- (c) **high-rise structures shall be oriented, where possible, closest to activity nodes** (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;
- (d) **massive, at-grade or above-grade parking areas shall not dominate the site.** Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and
- (e) *conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of an secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.*

With regard to the foregoing policies of the City's Official Plan, it is important to note that the subject site is situated within a large designated Multi-Family, High Density Residential area that surrounds the intersection of Springbank Drive and Wonderland Road. This large designated area contains a range and mix of existing built forms ranging from low-rise multiple attached dwellings to the south of the site, mid-rise (4-8 storey) apartment buildings east and west of the site, to a high-rise (14-storey) apartment building north of the site. Given the mix of housing forms in the area, the introduction of a 13-storey tower at the intersection of Springbank and Wonderland will not create an effect that is overwhelming to its context, or inconsistent with the planned function of this designation.

The building has been oriented as close as possible to the intersection so as to maximize buffering, landscaping and separation between adjacent development and provide a transition in scale between the new development and the existing built fabric of the adjacent properties. The intersection of Springbank Drive and Wonderland Road represents the activity node, referred to in subsection (c) above, and as such, represents an appropriate location for a high-rise building in the context of this large designated High Density Residential area. The utilization of a taller, more slender tower form (as opposed to a mid-rise building with greater lot coverage) allows for the greatest provision of greenspace. The concept plan presented by York Developments and the special zoning regulations will ensure that the majority of the parking is provided below

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grade, and not visible from the pedestrian/public realm.

Reduced Front and Exterior Yard Setbacks:

In addition to the proposed change to the maximum height which is discussed in detail above, the requested Zoning By-law amendment proposes reductions to the front and exterior side yard setbacks along Springbank Drive and Wonderland Road. The impact of the proposed yard setback reductions are generally demonstrated by the graphic below.

Figure 6: Proposed Yard Reductions



In general, Section 1.1.3.4 of the PPS, 2014 promotes development standards which facilitate compact urban form. In considering the requested reductions, Section 11 – Urban Design, of the City’s Official Plan and Section 3.7 – Planning Impact Analysis provide relevant direction. With respect to the design guidance provided in Section 11 and 3.7 of the City’s Official Plan, the reductions to the standard setback requirements will achieve the following:

- Allow for maximum retention of existing mature vegetation where the site abuts existing low and mid-rise development to the south and west;
- Allow for maximum separation between the proposed new building and existing development located south and west of the subject site, thereby increasing opportunities for new landscaping, vegetation and buffering, and minimizing concerns with privacy and viewshed obstruction, and shadowing;
- Allow for all surface parking to be effectively screened from the public realm by the proposed building;
- Provide for a desirable urban design solution wherein the building is sited in a manner that pronounces the intersection of Wonderland and Springbank and encloses the pedestrian realm to provide for a more comfortable walking experience along this portion of Wonderland Road and Springbank Drive;

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**File: Z-8374
Planner: Mike Davis**

- Facilitate the development of a street-oriented built form that includes opportunities for protective awnings, canopies, benches, lighting and other pedestrian friendly features adjacent to the public realm.

Holding (h-5) Provision and Recommended Site Plan Considerations:

In general, the current design concept supports the Urban Design principles contained in Section 11 of the Official Plan. These design considerations including the character, architecture, appearance, materials and other exterior design features of the proposed building and site landscaping primarily fall within the scope of the Site Plan approval process which is regulated under Section 41 of the Planning Act and are generally not specifically addressed or regulated by the Zoning By-law. The recommended Zoning By-law does, however, include an h-5 holding provision which requires a public site plan review prior to site plan approval. This will give City Council and members of the public an opportunity for input and a measure of control over the ultimate form of development.

In addition to the h-5 holding provision, clause (b) of the recommendation noted on the opening page of this report, contains design guidance for the Site Plan approval authority and the applicant to implement through the future site plan approval process. The recommendations in clause (b) are supported by the Urban Design objectives outlined in Section 11 of the Official Plan and have been prepared based on feedback from the City's Urban Design Peer Review Panel, Planning Services Staff and also take into account feedback from surrounding property owners.

Holding h-() Provision:

The proposed redevelopment will result in the build-out of a large portion of remaining underdeveloped land at the intersection of Springbank Drive and Wonderland Road. However, the applicant was unable to acquire the remaining property located at 614 Springbank Drive. In order to facilitate the future comprehensive redevelopment of 614 Springbank Drive, in a manner which ensures that the future development is orderly and minimizes impact on the adjacent road network, an h-() has been recommended which will require that the subject site provides for shared access to 614 Springbank Drive in the event of its future redevelopment.

CONCLUSION

The recommendation for approval of the proposed Zoning By-law amendment has been supported by the foregoing planning analysis. The existing Multi-Family, High Density Residential designation applied to the subject lands serves to implement the objectives of the *Provincial Policy Statement, 2014* which promote intensification, redevelopment and compact form at appropriate locations in order to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents. The recommended Zoning By-law does not propose to increase the maximum density permitted by the existing zoning (150 units per hectare) which is within the threshold identified in the City's Official Plan for the Multi-Family, High Density Residential designation. The recommended amendment will not result in an increased demand for City services beyond what is already permitted through the existing zoning and will provide for a built form that maximizes the potential for landscaping and green space, maximizes separation between adjacent properties and focuses the building massing toward the intersection of Springbank Drive and Wonderland, the major activity node within this large designated high density area. The proposed development concept implements the Urban Design objectives outlined in Section 11 of the City's Official Plan. An h-5 holding provision has been applied to the recommended zoning to ensure that a public site plan review is conducted and that the ultimate form of development is generally consistent with the design which has been vetted publically through this process. Given the foregoing, the recommended amendment represents

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File: Z-8374
Planner: Mike Davis

sound land use planning.

PREPARED BY:	SUBMITTED BY:
MIKE DAVIS, B.U.R.PI. PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

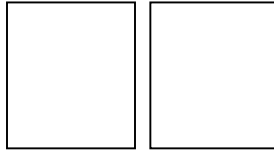
September 21, 2015
Mike Davis
Y:\Shared\implemen\DEVELOPMENT APPS\2014 Applications 8309 to\8374Z - 598-608 Springbank Drive (BD)\OPA-ZBL
Amendment Report_Davis.docx

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File: Z-8374
 Planner: Mike Davis

Responses to Public Liaison Letter and Publication in “The Londoner”

<u>Telephone</u>	<u>Written</u>
N/A	Ralph and Dianne Armstrong 614 Springbank Drive London, ON. N6K 1A1
	Grace I Cameron 509 Jarvis Street, London, ON. N6K 1X3
	Hamish Campbell 58 Quinella Place London, ON. N6K 4H3
	Cathy Cucksey N/A
	Gail McSpadden and Steve Dawson 15- 40 Quinella Drive London, ON. N6K 4K9
	Ross Hodgins 30-40 Quinella Drive London, ON. N6K 4K9
	A.F. Hutcheson 22-40 Quinella Dr. London, ON. N6K 4K9
	Ron and Cheryl Leyes 6 - 60 Rosecliffe Crescent, London, ON. N6K 4E5
	Lynne Webb N/A
	Marie Ramo Nixon 46- 40 Quinella Drive, London, ON. N6K 4K9
	Francisco and Theresa Perera N/A
	Rick and Gina Tomaszewski N/A
	Thomas & Christine Puddicombe 630 Springbank Drive, Suite 110 London, ON. N6K 4V1
	Mary Read 440 Old Wonderland Rd. London, ON. N6K 3R2
	Susan Wark 4-40 Quinella Drive London, ON. N6K 4K9
	Dennis & Anne Wyllie 18-40 Quinella Dr. London , Ontario N6K4K9
	Dave Mitchell 27 Rosecliffe Cres. London, ON. N6K 3X5



File: Z-8374
Planner: Mike Davis

Public Responses to Original Proposal

Debbert, Barb

From: Saunders, Cathy
Sent: Friday, August 08, 2014 9:53 AM
To: Bush, Anastasia
Cc: Debbert, Barb
Subject: FW: Concern about development for 598-608 spring bank drive

Anastasia could you please print this email and put it in our mail to be logged in.

Thanks.

Cathy

-----Original Message-----

From: Rafuna, Liridona
Sent: Friday, August 08, 2014 9:38 AM
To: Councillors
Cc: Saunders, Cathy
Subject: FW: Concern about development for 598-608 spring bank drive

Good Morning All,

Please see e-mail below.

Best Regards,

Liridona Rafuna | Administrative Assistant I | Councillors' Office | City of London | 519-661-2500 ext. 4939 | lrafuna@london.ca |

-----Original Message-----

From: [REDACTED]
Sent: Thursday, August 07, 2014 10:45 PM
To: City Councillors; City of London, Mayor; Van Meerbergen, Paul
Subject: Concern about development for 598-608 spring bank drive

Dear City Councillors and Honourable Mayor of London,

The matter concerns the development of 598-608 Springbank Drive. We just recently learned of the request to re-zone this parcel of land to build a large high rise apartment. This is an unprecedented change to the natural landscape of Springbank Park and our neighbourhood.

As a resident of 9 Cherish Court, we are very concerned about the impact this will have on our visual environment and future property value. This is an extreme variance request from the existing 16 meters to 69 meters.

Wonderland Road is already extremely congested with daily traffic slowdowns; we are very concerned about the extra traffic this high rise will cause. The extension to the 401 will also increase this significantly.

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**File: Z-8374
Planner: Mike Davis**

How much is too much??

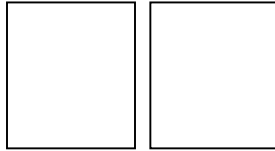
What about the rights of citizens who purchased property under certain zoning restrictions which seem to be easily changed by anyone with deep pockets. Where is the ethics and integrity in this decision?

It is an election year, and we and our community will be watching this decision closely. We were not happy with the other Springbank development and we have reached our tipping point.

We look forward to open discussion regarding this matter. We hope the City of London does the right thing and limits this development to one that respects the existing zoning and height restriction.

Thank you

Rick and Gina Tomaszewski



File: Z-8374
Planner: Mike Davis

Saunders, Cathy

2014-014

From: Rafuna, Liridona
Sent: Wednesday, August 06, 2014 9:00 AM
To: Councillors
Cc: Saunders, Cathy
Subject: FW: Proposed Amendment for the Zoning By-Law Springbank and Wonderland

Good Morning All,
Please see e-mail below.

City Clerk No. 2558
Subject: Proposed ZBA
Springbank & Wonderland
-Z-8374
AUG 06 2014

Best Regards,

Liridona Rafuna | Administrative Assistant | Councillors' Office | City of London | 519-664-2500 ext. 4939 | liridona@london.ca
Ref: Planning (Dobbert)
C.C.

From: Susan Wark
Sent: Tuesday, August 05, 2014 4:13 PM
To: City Councillors
Subject: Proposed Amendment for the Zoning By-Law Springbank and Wonderland

SCANNED
Ref to: Dobbert (R)

Dear Mayor and Council Members,

I wish to oppose the above named amendment for the following reasons.

Living in Unit #4-40 at the corner of Quinella Drive and Springbank Drive, I have been very concerned with the traffic flow and the unusual amount of traffic that I have already experienced, after the building of the Drewlo apartment buildings on the sw corner of Springbank and Wonderland. The difference in the amount of traffic sitting at the corner of Quinella increased immensely from before the Drewlo presence to after it was occupied. I have difficulty entering and exiting my driveway on a daily basis. It has become such an issue that I now have to back into my driveway, which can be very dangerous at times for me, but it is a better alternative than trying to back out onto Quinella. Having talked to the residents in the apartment complex, they don't hesitate to tell me that they avoid making a left hand turn into their garage from Springbank Drive, if going west. Instead, they choose to drive through the Rosecliffe subdivision and make a right hand turn at Quinella and Springbank, in front of my unit, and then make a right hand turn into their garage from Springbank. I now watch them do this on a daily basis. For me personally, I sit waiting to get out of my driveway, within the subdivision as I wait for the traffic in front of my house to be able to get out onto Springbank, so that I can then, exit my driveway. If you add the new apartment building and town houses, especially with the added amount of units, this will add to the amount of traffic flowing through the Rosecliffe area and the traffic congestion at the corner of Quinella and Springbank. There have already been documented accidents at this corner, due to the amount of traffic and congestion, one of which I was personally involved.

With the added traffic from the Byron area in the last few years, the traffic on Springbank has increased immensely, making the exit from Quinella, especially at rush hours, very precarious. I am concerned that the new apartment building, when occupied, at Commissioner's and Springbank will add more traffic and congestion at the Quinella, Springbank and Wonderland Road areas. Then, add the traffic from the apartment building and town house development that is proposed to be built at Wonderland and Springbank and it will become a traffic nightmare.

The Wonderland and Springbank intersection is already listed with the city as being one of the busiest with traffic and accidents. With the added amount of traffic from the complex and the cars trying to enter and exit, it will put more stress on the movement of the already steady stream of cars, while the traffic has to stop back into the intersection to allow for the cars to turn into the proposed complex.

As for the proposed plans, I feel that the height of the buildings and townhouses being considered for variance are extreme requests from the existing plans and should not be allowed.

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**File: Z-8374
Planner: Mike Davis**

Also, I feel that the plans for the townhouses and the height of the proposed complex is not conducive to the existing surroundings and will have a very negative impact on the neighbourhood.

For the reasons listed above, I am very opposed to any amendments to the original proposal for the apartment and townhouse application and it should not be considered. Traffic congestion, flow of traffic, amount of traffic and the safety involved are just a few of the very important reasons for my letter of concern.

MCC #242 homeowners were not notified of this proposal and yet I feel that, with the impact that it will have on my home, I would appreciate having any notification of future developments regarding this issue.

I, respectfully, request that you forward this letter to the Mayor and all city Councillors, prior to the meeting.

Yours sincerely,

Susan Wark
4-40 Quinella Drive
London, Ontario
N6K 4K9
[REDACTED]

[Empty boxes for Agenda Item # and Page #]

File: Z-8374
Planner: Mike Davis

Saunders, Cathy

2014-014

From: Rafuna, Liridona
Sent: Wednesday, August 06, 2014 9:03 AM
To: Councillors
Cc: Saunders, Cathy
Subject: FW: Amendment Application by York Development Springbank Drive 598-608

Good Morning all,

Please see e-mail below.

Best Regards,

City Clerk No. 2557
Subject Re: Z-8374 -
Concerns

AUG 06 2014

Ref. Planning (Dobbert)

Liridona Rafuna | Administrative Assistant I | Councillors' Office | City of London | 519-660-5000 ext. 4939 | liridona@london.ca

From: ANNE WYLLIE [REDACTED]
Sent: Tuesday, August 05, 2014 3:51 PM
To: City Councillors
Subject: Amendment Application by York Development Springbank Drive 598-608

SCANNED
Ref to: B. Dobbert (NW)

Good morning, I am very concerned about the 18 storey tower apartment that is requested in proposed zoning change at the corners of Wonderland Rd. North and Springbank Drive. We feel because of the request by the city to amend the zoning from R15, R17 and R7 Residential to R9/ Restricted R Bonus permitting apartment building with maximum density of 264 units per hectare and maximum height of 69 meters from the plan which allows just 16 meters is unrealistic. We also believe that a safety issue on high volume roads with addition of a 18 storey tower will make very dangerous driving at this intersections. We understand the plan called for a medical building which would better serve our needs in this location. I hope you will understand my concerns before amending the zoning. Thank you for your time Dennis & Anne Wyllie 40 Quinella Dr. unit 18 London , Ontario N6K4K9. P.S Please forward to all councillors and the Mayor

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File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: CHERYL LEYES [REDACTED]
Sent: Tuesday, August 05, 2014 6:22 PM
To: Debbert, Barb
Cc: City Councillors
Subject: 598-608 Springbank Drive

As residents of Rosecliffe Estates we have real concerns in regards to the proposed rezoning of 598-608 Springbank Drive.

Our concerns include the fact that there is a proposal to change the height restriction by over 4 times the existing height which is 16 metres.

Secondly, the bonus provision would allow for a minimum front yard depth from Springbank Dr. of 3 metres in place of 14.5 metres and an exterior side yard depth from Wonderland Rd. South of 1 metre in place of 14.5 metres.

Thirdly, a development of this size, the addition of the 401 access and the proposed Medical/Dental Building at Teeple Terrace and Wonderland Rd. S. will add to the traffic flow in an area which is already congested with limited ability to widen the existing thoroughfares.

Fourthly, the entrances are proposed off of Wonderland Rd. and Springbank Dr. Presently on Springbank there are 3 dwellings with access to Springbank. The proposal would mean access by 145 dwellings. At this location the westbound Springbank Dr. is merging to one lane only and there is a bus stop. Traffic will likely increase on Rosecliffe Terrace and Quinella Drive as a result of the new complex.

In addition to the above points we wish to add that citizens have a right when they buy their property knowing existing zoning of close properties is their assurance for the future. Easy rezoning is unfair to this process. As well, there will be clear cutting of mature trees in "the Forest City".

We understand that presently there is a policy allowing 10 years for infrastructure to solve traffic problems created by developers. This infrastructure development is a huge cost to all taxpayers. Can council not change their approach with developers to avoid both the congestion and the cost?

We request that a copy of this email be provided to the Mayor and all Council members.

Sincerely,
 Ron and Cheryl Leyes
 Unit 6 - 60 Rosecliffe Crescent,
 London, Ontario
 N6K 4E5

[REDACTED]

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File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: Francisco Perera [REDACTED]
Sent: Monday, August 04, 2014 10:21 PM
To: [REDACTED]
Subject: Application to amend zoning by-law, 598 to 608 Springbank Drive, London by York Development Group MAI Inc.

Dear Mayor Baechler and City Councillors :

This application to amend the zoning by-law came to our attention within the past few days through a concerned resident of the Rosecliffe subdivision. As you are aware, the applicant increases the maximum building height from 16 meters to 69 meters (over four times increase) and the unit density from 150 per hectare to 264 (a seventy-six percent increase). The building would be only one meter from Wonderland Road South and nine meters from Springbank Drive and the green space would be reduced to 26 percent with loss of mature trees.

We oppose the proposed re-zoning for the following reasons:

1. It would be a high density building at the major intersection of Springbank and Wonderland. There is already traffic congestion in all directions during rush hour with a good proportion of traffic coming from downtown and the Byron locations. It is already difficult to merge onto Springbank from Quinella.
2. There is significant pedestrian (including seniors, students, families) and bicycle traffic at this intersection partly related to accessing Springbank Gardens and Park and the Rose gardens that sit directly across (on the Northwest corner of Springbank and Wonderland) from the proposed re-zoning site. The risk of accidents at this intersection will certainly increase.
3. The building height and unit density are much greater than any buildings nearby including the office buildings on the Northeast corner of Springbank and Wonderland (which are nicely done) and the apartment buildings on the Southeast corner of Springbank and Wonderland and also the apartment building (not attractive at all even at its low height) just to the west of the proposed re-zoning site. Thus the re-zoning is markedly and negatively deviant from its surroundings.
4. The Rose Gardens across the street is a major local and tourist attraction and a host of many wedding parties especially during the warmer months. The proposed re-zoning and construction would detract greatly from this landmark.

We would advise city council to keep the zoning at this location "low" and "green".

Sincerely,

Francisco and Theresa Perera

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File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: Cucksey, Cathy
Sent: Thursday, July 31, 2014 1:15 PM
To: Debbert, Barb; City Councillors; Mayor's Office; Polhill, Bud; Armstrong, Bill; Swan, Joseph; Orser, Stephen; Monteith, Russell; Branscombe, Nancy; Brown, Matt; Hubert, Paul; Henderson, Dale; Van Meerbergen, Paul; Brown, Denise; Usher, Harold; Bryant, Judy; White, Sandy
Subject: RE Notice to amend zoning by-law 598-608 Springbank

I wish to express my concern regarding this potential zoning change. I believe the intention is to build at this location an eighteen storey apartment building and condo complex. Please know that as a new resident to this neighbourhood I would be very disappointed if this were to happen. I just moved to 55 Cherish Court this month and if this apartment building were erected when looking to purchase, I would not consider buying this home. The negative impact to residents surrounding this area is enormous. This huge visual obstruction, loss of mature natural space, loss of property values in the area and of course the traffic issues are just a few highlights of the negative impact of such a project.

Thank you in advance,

Cathy Cucksey, CPA, CGA (very soon to be Milne)
Current Budget & Process Officer
Financial Planning and Policy



Please consider the environment before printing this e-mail
The huge visual

Two empty rectangular boxes for agenda item and page numbers.

File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: Marie Nixon [REDACTED]
Sent: Wednesday, July 30, 2014 4:16 PM
To: [REDACTED]
Cc: Debbert, Barb
Subject: Amendment to The City By-law Springbank and Wonderland

>
> Dear Mayor and the Council Members,
>
> I am writing this email to all of you concerning the Proposed
> Amendment to the City By-law re 598 - 608 Springbank Drive, York
> Development Group being the applicant.
>
> Having lived here on Quinella Drive for 19 years, and witnessed the
> increase in traffic on Springbank as well as Wonderland Road, I am
> absolutely taken back that this massive development is even
> considered, at already dangerous and busy intersection.
>
> I am personally daily affected by the traffic as the cars avoiding
> this intersection drive through the subdivision to Quinella. I have
> to back out of my driveway to the street. When there is a function at
> the Civic Garden complex, cars can be seen parked on both sides of Quinella making exiting all the more difficult.
>
> Turning from Quinella to Springbank, especially at busy time, requires patience.
>
> When we bought in this subdivision, one of the reasons was the
> proximity, to the Park and the Rose Gardens. Now, with the increased
> traffic, and being a senior, 76 year old, I feel that I am playing
> "the Russian roulette" by daring to cross Springbank. Once the new Apartment at Reservoir Hill opens and heaven
> forbid, this development, (the way the amendment stands) goes, there simply is no way I would even attempt to go to
> the Park on foot. This clearly impacts my quality of life and enjoyment that comes with it.
>
> When we buy property, we rely on existing zoning of close properties
> to protect our enjoyment and value of our home. I have a Park across
> the street. What protection do I have that the Park in the future
> will remain when I see rezoning as this being entertained? I feel
> easy rezoning of properties is very unfair to the existing neighbourhoods.
>
> I also feel this development is not the right mix for the neighbourhood.
>
> Another big concern is the drastic reductions in the setback
> provisions, as well as EXTREME variances from existing zoning height
> from 16 meters to 69 meters. This is a very serious departure from the existing zoning.
>

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**File: Z-8374
Planner: Mike Davis**

> Because of the distance guidelines, I or my neighbours, in MCC #242,
> were not advised of this proposal.
>
> I very strongly object to this Amendment Proposal and I would like to
> be notified of any future information available regarding this issue.
>
> I respectfully ask that you, Mayor Baechler, and Council members, vote
> against this massive, intrusive development proposal to our
> established neighbourhood.
>
> Yours respectfully,
>
> Marie Ramo Nixon
>
> #46- 40 Quinella Drive,
> London, Ontario
> N6K 4K9
> [REDACTED]
>
>
> Sent from my iPad

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File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: Al [REDACTED]
Sent: Monday, July 28, 2014 11:37 AM
To: Debbert, Barb
Cc: 'Bob McDaniel'; 'Demra Walker'; 'Jan Mulvagh'; 'Peter Thackray'
Subject: Rezoning issue-your file #Z8374

Barb, not sure of all the timing etc. so I wish to notify you in writing that we, Middlesex Condominium Corp. #294, wish to be notified of the Public Meetings that will happen in regards to this zoning change.

I understand that after ours and any other submissions of objection are submitted that there is a meeting of the Planning and Environmental Committee to review the project and discuss objections etc. It is our intension to be at this meeting and make a statement etc.

In addition we request that the Site Plan Meeting for this project be public.

Thank you.

Al Hutcheson
Director
Middlesex Condominium Corp. #294

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File: Z-8374
Planner: Mike Davis

Debbert, Barb

From: Lynne Webb [REDACTED]
Sent: Tuesday, July 22, 2014 5:20 PM
To: Debbert, Barb
Subject: Change of land use spring bank and wonderland rds

Dear Barb, I just returned from vacation to hear about this proposed land change and realized we need to have our concerns in by today. That Certainly hasn't been much time, especially since it is summer vacation time, or perhaps that was the idea. At any rate I wish to express my deep concern re: the possibility of an 18 story high rise plus town houses in this small area. The height seems quite excessive and it will look like a monolith, blocking out the sun. The new building at Springbank and Commissioners is 12 stories and it absolutely over powers the area! What would 18 stories be like! I certainly hope there will be a community meeting to discuss this proposal prior to the city approving it. Surely the city government can appreciate the impact such a building will have to this area. Has a traffic flow study been done? Environmental study? Please pass on my concerns to city council. Regards, Lynne Webb [REDACTED]

Sent from my iPad

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File: Z-8374
Planner: Mike Davis

Public Responses to Revised Proposal

Subject: York Development Group MAI Inc. Proposal for 598-608 Springbank Drive
(Reference: Z-8374)

I wish to express opposition to the York Development Group MAI Inc. proposal to substantially amend the existing By-law to permit construction of an apartment building on the property located at 598-608 Springbank Drive. My concern is not regarding construction of a multi-family dwelling on the site but the overwhelming scale of the proposed complex.

The developer has recently submitted a second proposal for the site that reduces the number of stories of the structure from eighteen to thirteen, marginally increases the setback and adds a few trees. However, it still far exceeds what the current By-law permits and what is appropriate for the neighbourhood. This second proposal possibly reflects what the developer ultimately wished to achieve as a compromise subsequent to his initial proposal.

The development is not compatible with the neighbourhood.

The proposal is to erect a high rise tower and townhouses that would be completely incompatible with the surrounding neighbourhood. To the northwest, it would be directly across the street from Springbank Park and the Civic Gardens. It would loom over a landscape the city promotes as a complex "surrounded by gardens with walkways, arbours, ponds, and acres of green space." Even if the developer agrees not to clear a few of the mature trees and to plant some mature replacement trees on his property, this large scale development will in no way be complimentary to one of London's major tourist attractions.

The proposed development would also be an unsightly anomaly in a well established, low rise community. Immediately to the west on Springbank Drive, there are two six storey residential buildings. These structures have generous setbacks with ample green spaces and, most importantly, are situated discretely below the mature tree line. In addition, there is a cluster of four storey apartment buildings on the southeast corner of Springbank Drive and Wonderland Road and a modestly scaled two storey commercial building on the northeast corner.

The only structure within view, which would be comparable to the proposed tower, is a fourteen floor apartment building further north on Wonderland Road. However, unlike the proposed project, which would occupy an extremely limited amount of space, the building is well set back from the street in its own park-like setting. It is also bordered on two sides by Woodland Cemetery, the inhabitants of which are not in a position to be concerned about the impact of a high rise building.

The proposed complex would be similar in scale to the recently erected apartment building on Reservoir Hill which is a prime example of how a structure can despoil the cityscape. Referred to unaffectionately by locals as "Prison on the Hill", the latter is a concrete bunker painted a

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**File: Z-8374
Planner: Mike Davis**

yellowish-brownish colour that defies polite description. It is an eyesore on the previously wooded hill whether viewed from Springbank Park or Springbank Drive and even at a distance when travelling south on Hyde Park Road across the river. It is only necessary to travel in any direction toward the intersection of Springbank Drive and Wonderland Road to realize what an aberration the proposed tower on that corner would inflict on the park like environment.

The artist's rendition of the original complex proposed for 598–608 Springbank Drive, which was presented at a public meeting hosted by the developer last summer, was fundamentally misleading. It provided a neighbourhood view of a tower rising in the mists of the distance. One needs only to view the existing six storey buildings at 620 Springbank Drive from a similar perspective to comprehend the reality of how intrusive a building more than twice the height would be.

The development would create greater traffic problems and increase the risk of accidents.

The proposed high density residences would exacerbate an already serious problem of traffic congestion on Springbank Drive and Wonderland Road. They would be immediately adjacent to an intersection that has often been cited as one of the top ten locations for accidents in the city. Furthermore, faced with an even greater volume of traffic, drivers would attempt to avoid the inevitable backups by using and causing congestion and safety hazards on neighbourhood streets bordered by homes in which many families with young children reside.

Other significant developments nearing completion or in the planning stages will exert further stress on traffic flow in the vicinity. Among them are;

- the recently constructed apartment building further west at 940 Springbank Drive on Reservoir Hill,
- a proposed medical building in close proximity to the corner of Springbank and Wonderland at 447 Old Wonderland Road,
- the new Wonderland exit of the 401, and
- large commercial complexes both further north and south on Wonderland Road.

Installation of additional traffic signals to control the increased flow of vehicles in the immediate area is not feasible because they would be too near existing lights.

If high density residences are approved for 598-608 Springbank Drive, it is probable the developer and the community will petition the city for immediate and costly upgrades to both Springbank Drive and Wonderland Road as well as to the intersection. These already have a very limited capacity for expansion. Essentially, it would result in the city being liable for rectifying a problem created by the developer.

The traffic impact assessment associated with the project is not credible. The consultant's explanation of his study at the developer's public meeting was unintelligible both in terms of the methodology employed and its conclusions.

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**File: Z-8374
Planner: Mike Davis**

The approach to proposing amendments to zoning By-laws often undermines due diligence by city officials and citizen participation.

The By-law amendment process appears to be flawed. Developers sometime initiate it with a cavalier attitude of "let's see what we can get away with". Their underlying motive is likely to be that, even if the first excessive proposal fails, they will still succeed in securing a slightly less excessive settlement when the process has been concluded.

In the case of the 598–608 Springbank project, the developer is requesting an increase in height greater than a hundred percent and a reduction of setbacks by several hundred percent than allowed by the current By-law. Clearly, this type of proposal is inflated. A more reasonable request would be for consideration of variances of 5%, 10% or perhaps even 20%.

Neighbourhood residents are forced into a laborious, reactionary mode to such inflated proposals. I applaud the efforts of community groups, such as condominium corporations, to influence both the developer and city officials to reduce the magnitude of damage the development would cause to the neighbourhood. When faced with having to oppose these projects, local groups may believe they are left with little recourse other than to agree to concessions that are marginally less offensive than the original proposal. These agreements between developers and groups, acting with neither the mandate nor the authority to negotiate, should not be construed by actual decision makers as being in any way a form of blanket endorsement of the project by the community. In the end, these "back door" agreements tend to benefit only the developers.

There are no compelling "public interest" arguments to support setting aside the provisions of the current By-law in favour of the proposal.

Zoning By-laws are intended to respect and protect the character of the communities for which they are devised. Unfortunately, there appears to be an attitude by developers, and even by some officials, that By-laws are merely guidelines which can easily be set aside. This has lead to skepticism on the part of citizens who suspect that land speculators and developers will ultimately get what they want.

The proposal process is further complicated by perplexing "bonusing" provisions which can magically transform the same high density tower into a significantly less dense, lower building. Bonuses seem to be awarded for angling a massive structure differently, rendering a parking lot less ugly or planting a few trees to replace those that have been removed. In other words, they are awarded for what should be basic architectural requirements in the first place. As a result, there appear to be no real incentives for developers to construct buildings that are architecturally distinctive. I am sympathetic with a headline which appeared in *The London Free Press* on September 25, 2014 referring to bonusing in a similar situation. It stated "Even the mayor [Joni Baechler] doesn't understand how the building qualifies as medium-density."

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**File: Z-8374
Planner: Mike Davis**

Recommending or approving a development that fails to adhere to the current By-law without a compelling "in the public interest" argument is unfair. It denies citizens of affected communities the protection to which they are entitled.

The developer may cite the laudable policy objective of "intensification" as justification for the 598-608 Springbank Drive project. The site is currently comprised of four plots of land originally occupied by or intended for single family homes. Therefore, it is reasonable to argue that intensification could still be achieved by constructing a more modest multi-family structure comparable in height to its six storey neighbours or townhouses similar to those that the developer currently proposes to cram in at the base of the apartment tower.

The developer may claim that construction of the complex will create jobs. However, the difference in the number of jobs required to construct either a large or a more modest development is minimal. These jobs are also for a finite period of time and the short term benefit will by no means compensate for the permanent harm done to the low rise neighbourhood and the park-like cityscape. If the developer truly wishes to create jobs, he should speculate on land and construct high rise buildings in areas zoned for high density buildings.

A city may be defined as a community of communities. Elected officials and municipal public servants have a responsibility to consider all proposals in the context of what best serves the public interest. They do so by developing plans and By-laws commensurate with the needs the community. If By-laws can be so easily overturned, then what purpose do they serve? The financial interests of developers and their proclivity for requesting massive variances to zoning By-laws should never be permitted to override the public interest.

In the case of the proposal for 598–608 Springbank Drive, what is the greater public interest in erecting such an over scaled complex on such a small parcel of land in a neighbourhood surrounded by a major public park and low rise residences? The developer promises to employ "urban design enhancement" and construct a landmark building. However, the pictorial representations of the proposed tower illustrate a very mundane, "cookie cutter" design. Unfortunately, London already has more than its share of uninteresting, look-alike apartment and condominium buildings.

The proposal for 598–608 Springbank Drive provides elected city councillors with an opportunity to demonstrate their commitment to sustaining the quality of life within established London neighbourhoods and to encourage developers to respect the character of the neighbourhoods in which they wish to build.

It is positive to note that there have been cases where responsible developers and city officials have responded to the concerns of citizens. Subsequent to public consultation, a six storey apartment building has been proposed in the Woodfield district for a plot of land approximately the same size as the Springbank parcel. In addition, the former Sherwood Forest school property has been purchased by the city for conversion into multi-family dwellings. It is commendable that associated zoning will reflect input from the neighbourhood and will be

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File: Z-8374
Planner: Mike Davis

strictly enforced. Finally, it is encouraging that city officials are supportive of the efforts of a downtown restaurateur to rejuvenate the Dundas Street property formally occupied by the Honest Lawyer and transform it into a combination of commercial space and public housing.

Simply stated, the proposed complex is too tall and too big for the location. In this context, I urge you to respect and enforce the current zoning By-law in any decision making process regarding the York Development Group MAI Inc. proposal for 598-608 Springbank Drive.

Ross Hodgins
July 15, 2015

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**File: Z-8374
Planner: Mike Davis**

Davis, Michael W.

From: Tomazincic, Michael
Sent: Thursday, July 30, 2015 9:01 AM
To: Davis, Michael W.
Subject: FW: File Z-8374, Springbank and Wonderland Re-Zoning

FYI...For your file...

From: Dave Mitchell [REDACTED]
Sent: July 30, 2015 8:59 AM
To: [REDACTED]
Cc: Dave Mitchell
Subject: File Z-8374, Springbank and Wonderland Re-Zoning

I sometimes wonder what the city planning department is thinking. When buying a house, some of us actually look at what will be built around the area prior to buying a home. If I move in, and what is in the plan has been built, I have no problem. I am aware of the situation. However, going from a six floor medical building to a 13 floor apartment, I am now having a problem.

Even if it was a medical centre, I would be still concerned about the flow of traffic.

With only one major road in west London going north/south, (Wonderland Rd.) this road is congested north and south at the best of times. With the new 401 access that will be opening soon, the 60 garbage trucks that will be traveling this road, with the addition of more super stores on Wonderland South and additional retail activity at Oxford and Wonderland, it will be only getting worse.

During the evening rush hour, there is a lot of traffic that enters Rosecliffe Terrace from Wonderland, then turns right onto Quinella Drive, rush down to and make a right on Springbank. Many not even stopping at the four way stop on Rosecliffe and Quinella.

The Star reported in February 2014 that the average home in Canada own 1.5 cars. If the new apartment has 101 apartments with an average of 1.5 cars, that will increase the traffic at Springbank and Wonderland corner by 150 autos.

A study done by Stats Canada in 1969 suggested that 69% of the population are working and the trend is that more seniors are continuing to work to make ends meet. A Stats Canada study in January 2014 states that only 11% of commuters took public transit. This leads me back to the amount of traffic generated by the proposed apartment building. For rounding off purposes, this would mean that during rush hour, there would be 91 cars trying to get in or out of the proposed complex.

In the morning, Springbank is backed up at Wonderland. Like most people, if they are working they are heading downtown so going south on Wonderland will not help them out much. In the evening it will increase the traffic even more in the Rosecliffe area.

Wonderland Road was not designed to be a major road going north and south, and the traffic is only getting worse, and Springbank is now a major road going downtown.

I suggest that this plan should not go through.

Dave Mitchell

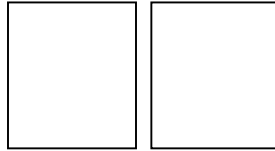
Agenda Item # Page #

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File: Z-8374
Planner: Mike Davis

27 Rosecliffe Cres.
London, On N6K 3X5





File: Z-8374
Planner: Mike Davis

Davis, Michael W.

From: Tomazincic, Michael
Sent: Thursday, August 13, 2015 11:57 AM
To: Davis, Michael W.
Subject: Fwd: Z-8374 598-608 Springbank Drive, London, ON

For your file...

Begin forwarded message:

From: Al [REDACTED]
Date: August 13, 2015 at 11:40:52 AM EDT
To: [REDACTED]
Subject: Z-8374 598-608 Springbank Drive, London, ON

To:

City of London,
Planning Department
Attention: Michael Tomazincic

Re: Z-8374-Revise notice of application to amend the zoning by-law-598-608 Springbank Drive

My residence is 22-40 Quinella Drive, directly adjacent to this development. While I am satisfied the developer has made changes to modify both the height and green space of this proposed development there are two issues perhaps not directly under the control of the developer that need to be addressed.

- 1) The intersection of Springbank & Wonderland needs to be redesigned and expanded to handle both present and future traffic flows. The Springbank route is becoming busier each day as Byron and the area beyond Bryron expand. The left turn lane on east bound Springbank is now ridiculous with maximum three cars turned before the advance expires.

The exit onto Springbank from this new development will be difficult at best and necessitate residents changing lanes to either go straight on Springbank or somehow attempting to turn left at the corner, crossing at least two lanes in a very short distance.

What traffic flow implications for this intersection are there with Wonderland now being extended with a new entrance to the 401?

This intersection now 'chokes down' to one lane shortly after the corner for West bound Springbank traffic and will be a disaster with the new development if the intersection is not expanded.

Local resident will see a very dramatic increase in traffic flowing down Quinella and then turning left or right to avoid the main intersection turns at Wonderland & Springbank

IF THIS PROJECT IS APPROVED THE INTERSECTION MUST BE GIVEN PRIORITY STATUS WITH RESIDENTS BEING ASSURED WITHIN A PROMISED SHORT TIME FRAME INTERSECTION WILL BE COMPLETELY EXPANDED WITH NECESSARY ADDITIONAL LANES ETC.

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File: Z-8374
Planner: Mike Davis

- 2) The revised plan still indicates one house adjacent to the development property remaining in place to be sandwiched between two apartment buildings. This land could help with repositioning exit ramps further from the corner. I understand that negotiations are two way and it is up to the Developer and the house owner to arrive at a fair settlement and perhaps this is just not possible. It is only my intension to point out that this one remaining house property should be a part of the development.

Thanks for your consideration.

Al Hutcheson
22-40 Quinella Drive
London, ON
N6K 4K9



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**File: Z-8374
Planner: Mike Davis**

-----Original Message-----

From: Tomazincic, Michael
Sent: Tuesday, August 04, 2015 8:20 AM
To: Davis, Michael W.
Cc: Debbert, Barb
Subject: FW: Z-8374 York Developments: Springbank and Wonderland

FYI...

-----Original Message-----

From: Mary Read [REDACTED]
Sent: Wednesday, July 29, 2015 9:20 AM
To: Tomazincic, Michael
Cc: Turner, Stephen; Ridley, Virginia; Anna Hopkins
Subject: Z-8374 York Developments: Springbank and Wonderland

Dear Michael,

Thank you for the revised notice of application (Z-8374) regarding the York Development Group 13 storey apartment and the opportunity to respond to it. I have three primary concerns which I will detail below:

1. Even at the newly proposed 13 storeys, the building will tower uncomfortably over the single family homes and one-storey condominiums that back onto the property and is double the height of the apartment building to the west of it. This proposed building, a tall, needle-like structure, will be in stark contrast to the tone and character of the neighbourhood.

The building's siting midway up the hill that rises from the river is a contributing factor. Although the apartment tower on the old Jones property (on Wonderland just north of Springbank Drive) is a comparable height, it sits lower in the river valley and is much less of an intrusion on the streetscape -- not to mention that its nearest neighbours are in Woodland Cemetery and they're not going to put up a fuss about anything. The 10-storey buildings on Berkshire Drive are also sited downhill enough that they do not loom over the area the way this one will. Those buildings' immediate neighbours are tenants of three-storey apartments and Berkshire Village townhouses, so at the very least there is a slightly better flow of scale. This property's position means that the entire hillside neighbourhood, ascending all the way to Commissioner's Road, will have a clear view of the tower and that the tower residents will have a clear view of them.

2. The screen of mature trees that fill the sides and backs of the three properties will be lost and further reduce the tree count in a neighbourhood already suffering from major canopy degradation.

3. Another concern is the absence of the fourth and adjacent residential property from the development package. It's my understanding its exclusion is due to a failure on the developer's part to come to a fair settlement with its owner. The three properties in the proposal have been meagrely maintained as rental properties for many years as their owner(s) waited for development offers (although I'm guessing that York has been landlord for a great deal of that time). The fourth property's owners are long time residents and retirees who clearly take great pride in ownership and who have viewed this as their permanent and final home. To replace this home, which is seated on a very deep, well-treed lot and immediately across from the park and river walks, is going to cost this family a great deal more than the developer has been willing to offer.

The home is already cast in shadow for part of the day by the 6-storey building to the west -- under this

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**File: Z-8374
Planner: Mike Davis**

proposal, its owners won't see daylight for the remainder of it either. The owners will also suffer from heavy construction immediately outside their windows and a total loss of privacy and quality of life. The plan shows no accommodation for a buffer zone along that property line, since the developer will need every available foot to allow for access and parking. The owners will overlook a parking lot where there is presently a full screen of trees.

Surely the city doesn't think that it's acceptable for a single storey home to be stranded between apartment buildings the way this one will? Its exclusion from the proposal cannot possibly constitute good planning and I am at a loss to see why acquiring the fourth property is not a condition of plan approval. Particularly because this breakdown in negotiations affects more than just the homeowner -- it will have an impact on the safe flow of traffic to and from the property.

As you know, it's one of the most congested intersections in the city and will become even more so as Byron continues to grow. This shortening of the development's possible boundaries means traffic must exit and enter within a few short metres of the light. Including the fourth property will add badly needed distance from the light for residents who will use the Springbank entrance due to restricted turns at the Wonderland access. The light already backs up regularly and there are going to be safety issues arising when vehicles exiting the property have to cross through two lanes of standing traffic (plus a turning lane!) to reach the northbound turning lane. It will be even worse when turning westbound vehicles have to compete with the northbound turning lane traffic waiting to make a left onto Wonderland. This also begs the question as to how opposing turning lanes are going to be resolved in such a tight space, given the lines of traffic that regularly sit at that light.

Finally, I am loathe to see a precedent set that will see even more oversize towers rising up along the Springbank corridor, forever changing the tone and character of the neighbourhoods along it. Despite the traffic flowing past and through it, the entire area is primarily composed of well-kept single family homes with a smattering of condominiums, townhouses and comparatively small apartment buildings. The city must take into account not only the roadway on which this high rise development is proposed, but the neighbourhood that will sit literally in its shadow.

Thank you very much for your consideration.

Mary Read
Old Wonderland & Area Community Association (OWACA)

440 Old Wonderland Road
London, Ontario N6K 3R2



Mary Read DesignStudio
440 Old Wonderland Rd. London, Ontario N6K 3R2



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**File: Z-8374
Planner: Mike Davis**

**Bibliography of Information and Materials
Z-8374**

Request for Approval:

City of London Zoning By-law Amendment Application form, completed by Carol Weibe, MHBC Planning Ltd., May 12, 2014.

Reference Documents:

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

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

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

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

MHBC Planning Ltd. *Planning Justification Report*, May 2014.

MHBC Planning Ltd. *Urban Design Brief*, May 2014.

Paradigm Transportation Solutions Ltd. *Traffic Assessment*, May 2014.

AGM Ltd. *Preliminary Servicing Report*, April 16, 2014.

ABA Architects Inc. *Site Concept Plan*, May 2014.

MHBC Planning Ltd. *Planning Justification Report Addendum*, May 2015.

AGM Ltd. *Revised Site Servicing Summary*, April 23, 2015.

Paradigm Transportation Solutions Ltd. *Springbank Drive TIS Addendum*, May 11, 2015.

Correspondence: (all located in City of London File No. Z-8374 unless otherwise stated)

City of London -

Abushehada I., City of London Environmental and Engineering Services Department. Memo to B. Debbert. August 7, 2014..

Ries S., Urban Design Peer Review Panel. Memo to B. Debbert. July 23, 2014.

Elmadhoon M., City of London Transportation Planning and Design. E-mail to M. Tomazincic. July 27, 2015.

Moore R., City of London Wasterwater and Drainage Engineering. August 7, 2015.

O'Hagan B., City of London Urban Design. August 4, 2015.

Departments and Agencies -

Creighton C., UTRCA. Letter to B. Debbert. July 17, 2014.

Crieghton C., UTRCA. Letter to M. Tomazincic. July 29, 2015.

Other:

Site visit August 26, 2015 and photographs of the same date.

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**File: Z-8374
Planner: Mike Davis**

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 598, 600, 604 & 608 Springbank Drive.

WHEREAS York Development Group MAI Inc. has applied to rezone an area of land located at 598, 600, 604 & 608 Springbank Drive, 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 598, 600, 604 & 608 Springbank Drive, as shown on the attached map comprising part of Key Map No. A106, from a Residential R5/Residential R7/Residential R9/Restricted Office (R5-6/R7•D150•H16/R9-7•H16/RO2) Zone to a Holding Residential R9 Special Provision (h-5•h()•R9-7()•H44) Zone.

2) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

- | | | |
|----|---------|---|
| _) | R9-7() | 598, 600, 604 & 608 Springbank Drive |
| | a) | Regulations: |
| | i) | Height 44m (13-storeys)
(Max.) |
| | ii) | Front Yard Depth 1.1m (3.6 ft.)
(Max.) |
| | iii) | Exterior Yard Depth 3.8m (12.5 ft.)
(Max.) |

3) Section Number 3.8 of the Holding "h" Zones to By-law No. Z.-1 is amended by adding the following new holding provision:

- | | | |
|----|------|--|
| _) | h() | Purpose: The removal of the h() shall not occur until such time as the Owner, through the site plan process, enters into a development agreement with the City of London which includes the provision for a future joint access with the property to the west, municipally known as 614 Springbank Drive, and the joint rights-of-way are registered on title to the satisfaction of the City Engineer. |
|----|------|--|

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

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

Agenda Item # Page #

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File: Z-8374
Planner: Mike Davis

PASSED in Open Council on October 13th, 2015.

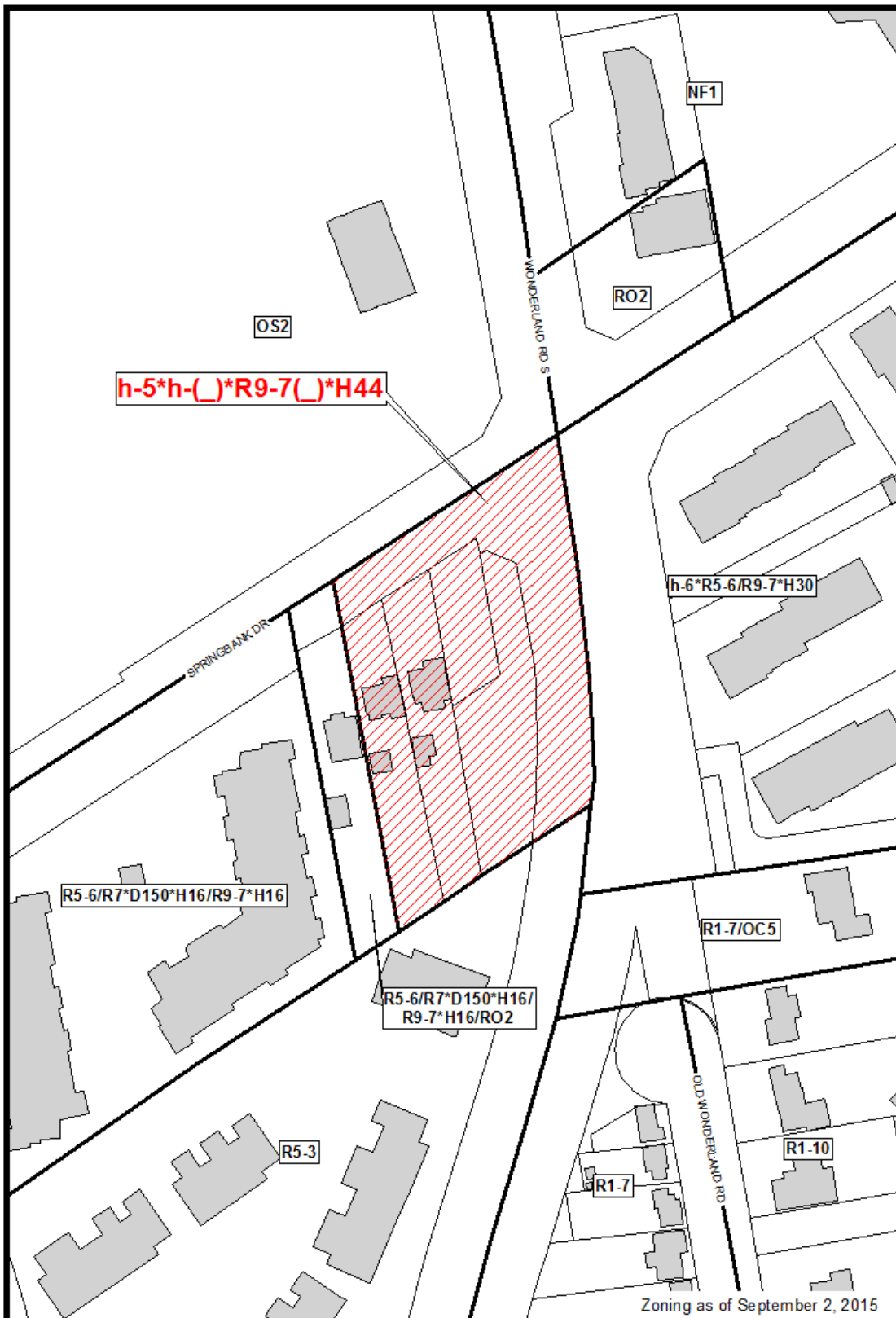
Matt Brown
Mayor

Catharine Saunders
City Clerk


First Reading – October 13th, 2015
Second Reading – October 13th, 2015
Third Reading – October 13th, 2015

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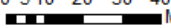
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-8374
 Planner: MD
 Date Prepared: 2015/09/08
 Technician: TT
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,500


0 5 10 20 30 40 Meters 



Geoconbase

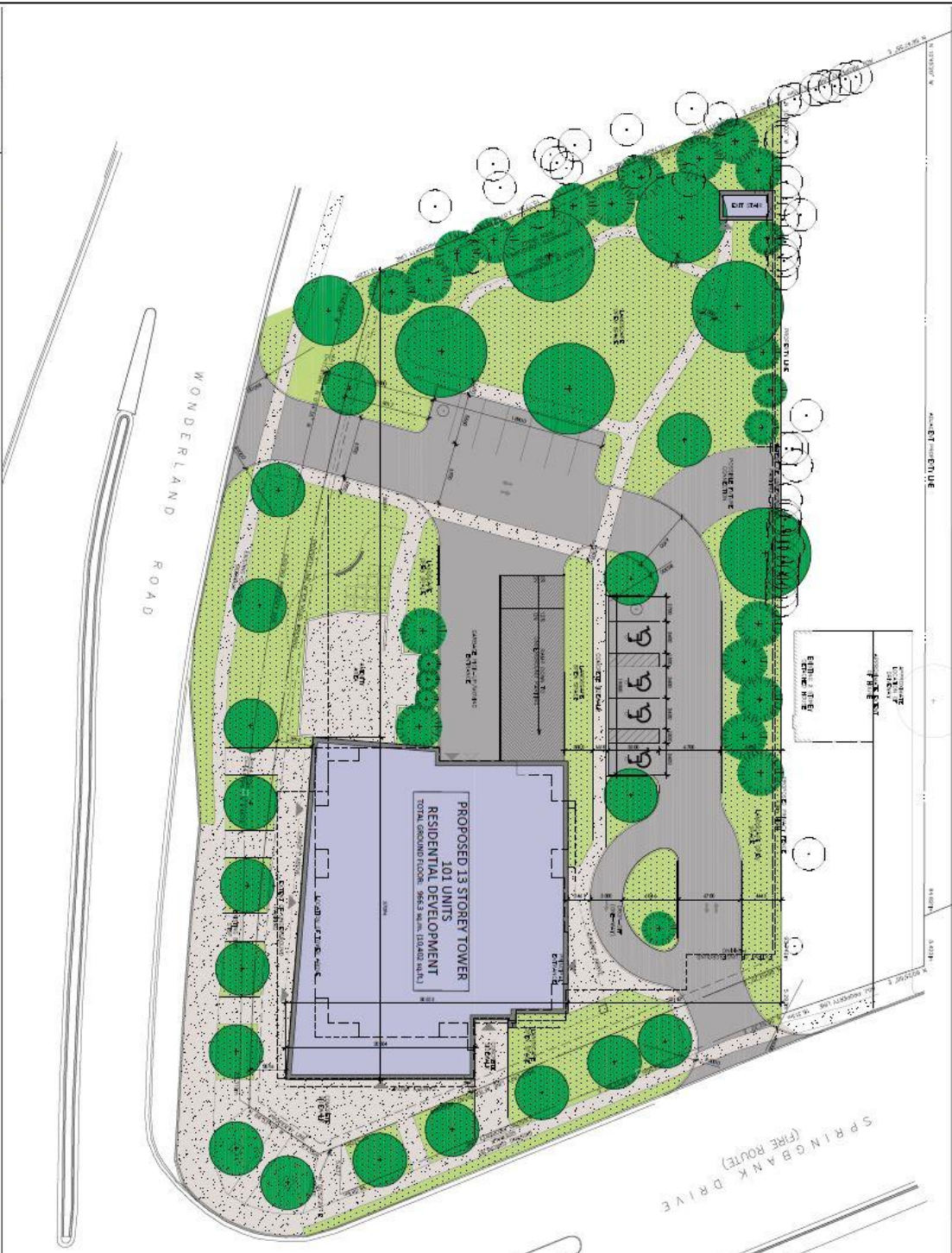
Appendix "B"

Site Plan:



SITE PLAN

A1.6



**PROPOSED 13 STOREY TOWER
RESIDENTIAL DEVELOPMENT**
TOTAL GROUND FLOOR: 5663 S.M. (13400 S.F.)

PROJECT NORTH

SITE DATA - 408 SPRINGBANK			
Address	408 Springbank	Parcel	2205
Site Area	4512.91 S.M.	Proposed	169
Site Area (Excl. of Easement)	4481.34 S.M.	Proposed	169
Site Area (Excl. of Easement & Wetland)	4461.83 S.M.	Proposed	169
Lot Area (Excl. of Easement & Wetland)	4461.83 S.M.	Proposed	169
Lot Area (Excl. of Easement, Wetland, & Road)	4461.83 S.M.	Proposed	169
Lot Area (Excl. of Easement, Wetland, Road, & Highway)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, & Highway)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, & Utility)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, Utility, & Filling)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, & Stormwater)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, Stormwater, & Filling)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, Stormwater, Filling, & Filling)	4461.83 S.M.	Proposed	169
Site Area (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, Stormwater, Filling, & Filling)	4461.83 S.M.	Proposed	169

BUILDING DATA			
Building Name	Proposed 13 Storey Tower Residential Development	Proposed	13
Number of Floors	13	Proposed	13
Number of Units	169	Proposed	169
Number of Units per Floor	13	Proposed	13
Number of Units per Floor (Excl. of Easement)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, & Highway)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, Highway, & Utility)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, Highway, Utility, & Filling)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, & Filling)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, Stormwater, & Filling)	13	Proposed	13
Number of Units per Floor (Excl. of Easement, Wetland, Road, Highway, Utility, Filling, Stormwater, Filling, & Filling)	13	Proposed	13

SITE UTILITIES			
Water	4.000 S.M.	Proposed	4.000
Sanitary Sewer	4.000 S.M.	Proposed	4.000
Stormwater	4.000 S.M.	Proposed	4.000
Gas	4.000 S.M.	Proposed	4.000
Electricity	4.000 S.M.	Proposed	4.000
Telephone	4.000 S.M.	Proposed	4.000
Cable TV	4.000 S.M.	Proposed	4.000
Other	4.000 S.M.	Proposed	4.000

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File: Z-8374
Planner: Mike Davis

Rendering:



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File: Z-8374
Planner: Mike Davis

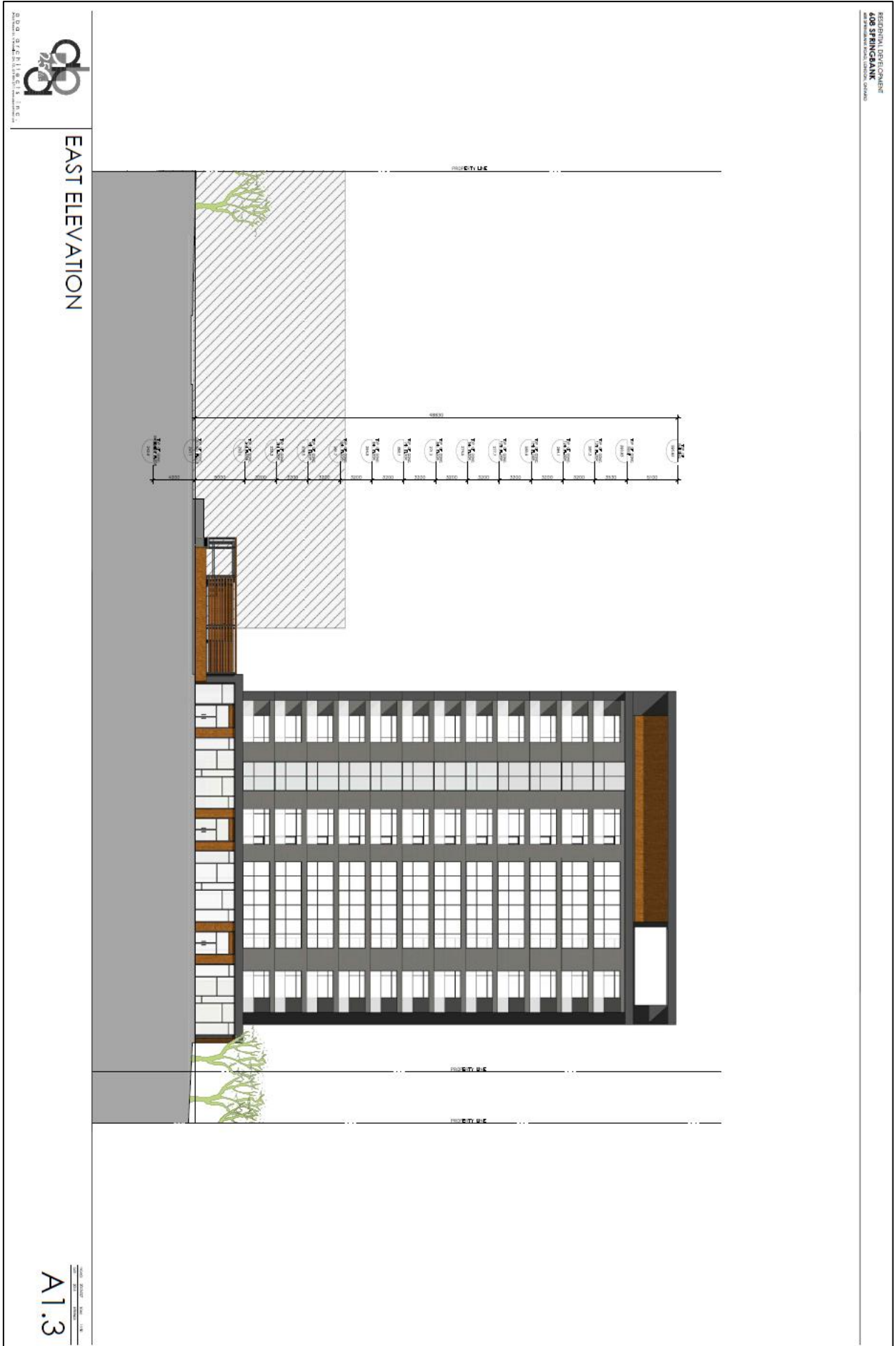
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File: Z-8374
Planner: Mike Davis

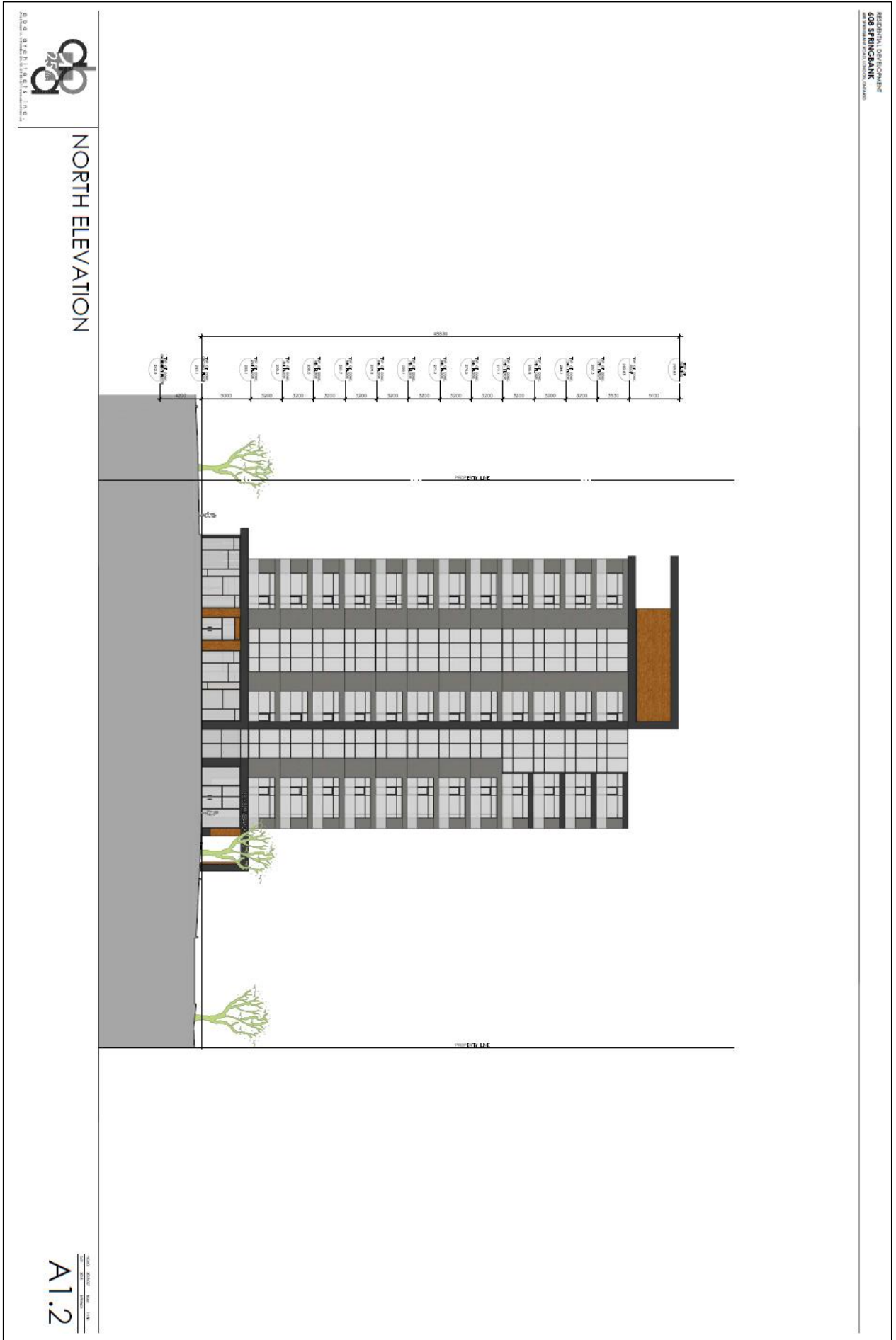
East Elevation:



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File: Z-8374
Planner: Mike Davis

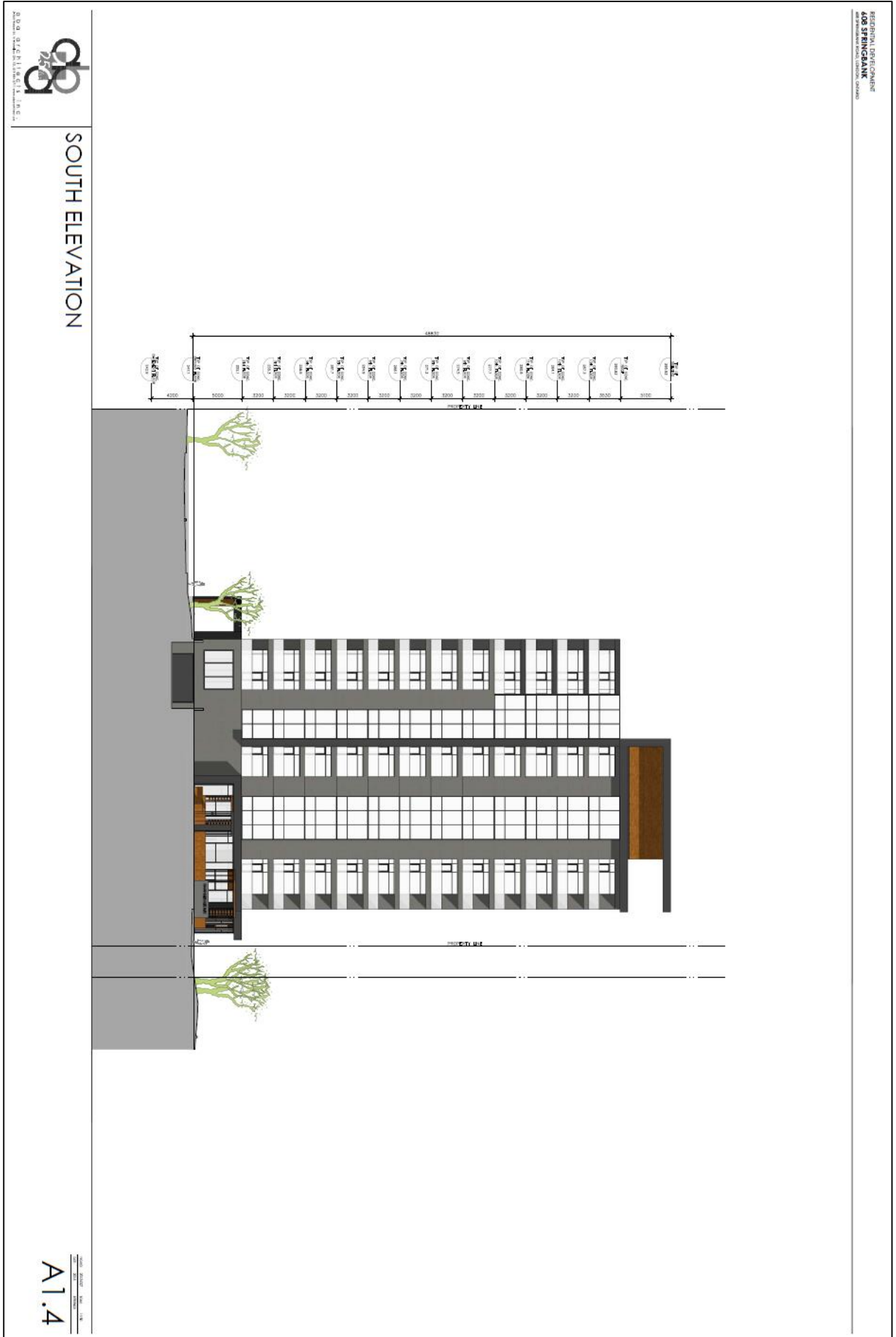
North Elevation:



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File: Z-8374
Planner: Mike Davis

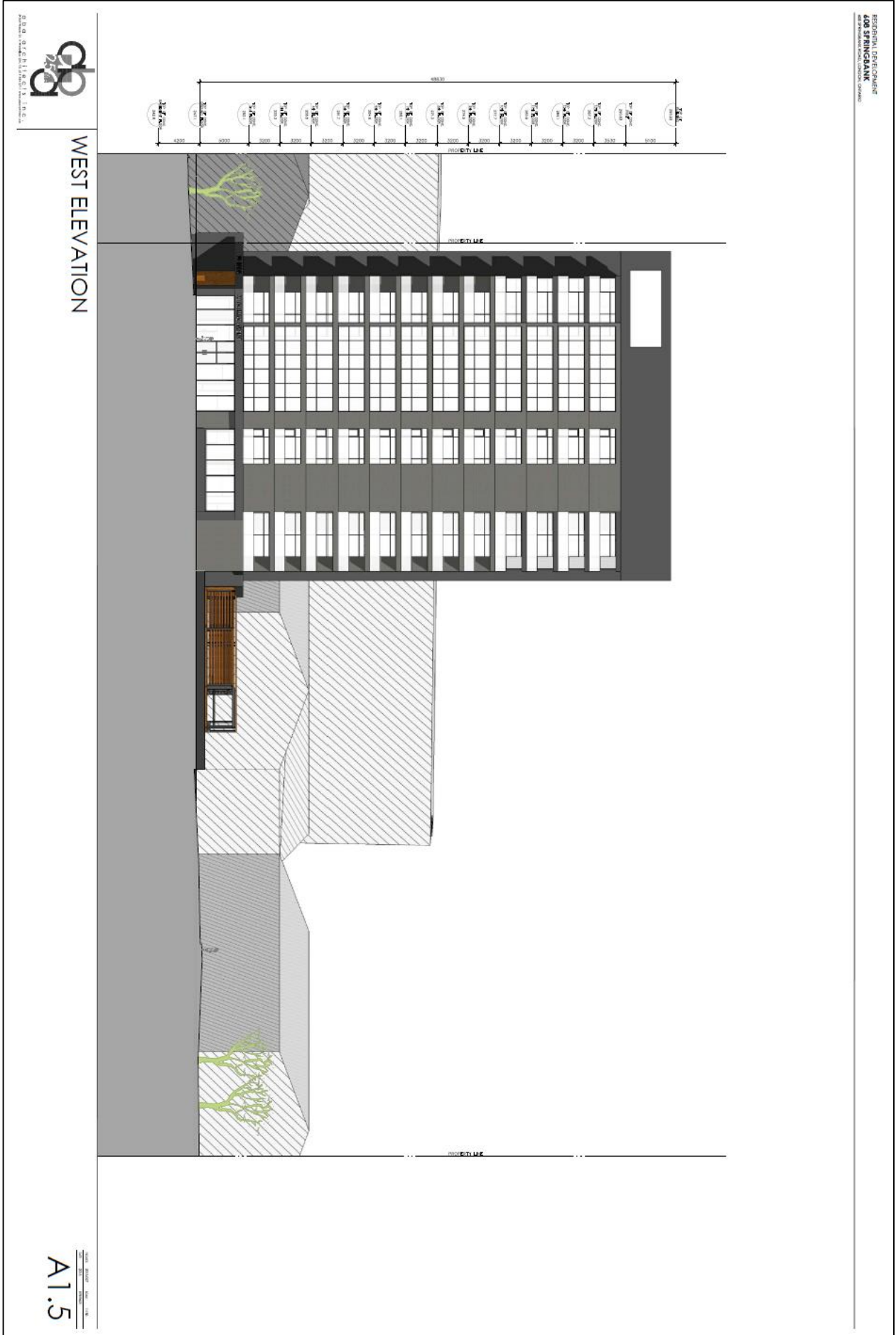
South Elevation:



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File: Z-8374
Planner: Mike Davis

West Elevation:



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File: Z-8374
 Planner: Mike Davis

Site Cross-Section (Springbank Drive):

