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File: OZ-8606
Planner: Mike Corby

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: JOHANNA BIERENS 3260 SINGLETON AVENUE PUBLIC PARTICIPATION MEETING ON JULY 18, 2016

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Johanna Bierens relating to the property located at 3260 Singleton Avenue.

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 26, 2016 to amend the Official Plan to change section 3.5.17 (Bostwick East Area) by **DELETING** the third paragraph of the policy;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 26, 2016 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-6(6)/R6-5(30)/R7(15)*D75*H13/R8-4(16)) Zone, **TO** a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-7()/R6-5()/R7()*D75*H13/R8-4()).
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provide a landscape treatment along Southdale Road West that allows for views into the site while screening drive aisles and parking areas.
 - ii) Where drive aisles extend into the Southdale Road West setback, integrate them with the east-west walkway and landscape treatment.
 - iii) Ensure the most direct routes are provided for walkways through the site and across drive aisles.
 - iv) Incorporate an additional north-south walkway on the east portion of the site in order to provide convenient access to Southdale Road West for residents.
 - v) Increase the number of windows and ensure they are appropriately aligned on side facades that are facing the public streets.
 - vi) Provide two access points to the subject site. One access point located on Springmeadow Road opposite the existing access point to the east and one on Singleton Road;

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Bostwick East Area Plan – December 2005

39T-08508/Z-7621 – Report to Planning Committee meeting on a subdivision application from Sifton Properties Limited - September 14, 2009

Z-7850 – Report to Planning Committee requesting the implementation of conditions of draft

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approval through the use of holding provision. The holding provisions require the owners to demonstrate that there will be adequate sanitary forcemain & pumping capacity, and transportation infrastructure capacity to accommodate full development build-out on the subject lands - June 8, 2011

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the requested Official Plan amendment and Zoning By-law amendment is to delete the reference in Official Plan Policy 3.5.17 (Bostwick East Area) which restricts the height of development to two-storeys for the area within 60 metres of Southdale Road West and amend the existing special provisions in the Zoning By-law which implements the two-storey restriction. The application also requested a new special provision to allow the proposed dwelling units to be located closer to Springmeadow Road and seeks a change in zone variations from R5-6 to R5-7 to permit a small increase in density on the site.

RATIONALE

1. The recommended amendment is consistent with the polices of the Provincial Policy Statement (2014).
2. The recommended zone is consistent with the City of London Multi-Family, Medium Density Residential policies of the Official Plan.
3. The increase in height will facilitate a desirable form of development on the subject site.
4. The recommendation meets the Design Objectives outlined in the Bostwick East Area Plan.

BACKGROUND

Date Application Accepted: April 4, 2016	Agent: Sifton Properties Ltd. (Maureen Zunti)
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REQUESTED ACTION:

Change Official Plan land use designation by deleting the relevant portion of Section 3.5.17.

“For the “Multi-family, Medium Density Residential” designated lands along the south side of Southdale Road W comprising 149, 153 and 187 Southdale Road W between Andover Drive and Notre Dame Drive, for lands within 60 metres from Southdale Road W the maximum dwelling height will be 2 storeys. Development on the balance of these lands shall be stepped in height from the 2 storey dwellings up to a maximum of 4 storeys. Consideration will be given to design criteria in the Bostwick East Area Plan for “Multi-family, Medium Density Residential” designated lands along the south side of Southdale Road W to address building form and massing, suitable scale stepping of height from adjacent existing single detached dwellings, and encourage reasonable visible sight lines to the Holy Trinity Greek Orthodox Church, prior to draft plan of subdivision approval and site plan approval.”

Change Zoning By-law Z.-1 from a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-6(6)/R6-5(30)/R7(15)*D75*H13/R8-4(16)) Zone to a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-7(_)/R6-5(_)/R7(_)*D75*H13/R8-4(_)) Zone to remove the height restriction for the area within 60 metres of Southdale Road. The zoning amendment may also permit the proposed dwelling units to be located 2.5 metres and garages 5.5 metres away from Springmeadow Road where the Zoning By-law requires 6 metres. The requested rezoning seeks to change the existing R5-6 zone to a R5-7 zone to increase the permitted density from 50uph to 60uph.

SITE CHARACTERISTICS:

- **Current Land Use** - Vacant
- **Frontage** – 41.4 metres (feet)
- **Depth** – Varies (approx. 122.4m – 162m)
- **Area** – 3.22 ha
- **Shape** – Irregular

SURROUNDING LAND USES:

- **North** - Low and Medium Density Residential
- **South** - Low Density Residential
- **East** - Neighbourhood Facility “Place of Worship”
- **West** - Medium Density Residential

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)

- MFMDR

EXISTING ZONING: (refer to Zoning Map)

- h-54*h-71*h-100*h-105*h-136*R5-6(6)/R6-5(30)/R7(15)*D75*H13/R8-4(16)

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Planner: Mike Corby




LOCATION MAP

Subject Site: 3260 Singleton Ave
Applicant: Johanna Bierens
File Number : Z-8606

Planner : MC
Created By : MB
Date : 2016/05/30
Scale : 1:2000

Legend

 Subject Site

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



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PLANNING HISTORY

The subject site was part of the Bostwick East Area Plan completed in 2005. The area plan received Council approval in 2006 and finalized by the OMB in 2007. Through this area plan a specific policy was put in place restricting the building height to two storeys 60metres of Southdale Road West in response to the public’s concern on the north side of Southdale Road W. The subject site was officially created through a plan of subdivision which received final approval on November 25, 2011.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

WADE – April 27, 2016

WADE has no objection to the proposed rezoning application requesting a change in height provided the holding provision dealing with the interim densities remains in place.

If the intent behind raising the building height of the townhomes is to accommodate stacked townhouse or increases the density or population beyond the accepted interim limits (30 units/Ha) it is not consistent with the allowable and is not supported.

The density and servicing for the subject lands is to be consistent with the accepted servicing plans as set out for Block 59 / Plan 33M-636 and as outlined in a recent pre-consultation for site plan. The total allowable number of units for Block 59 is 99 units with a total population of 238 people.

Phasing is to be clarified during the Site Plan stage and shall not exceed a maximum of 99 typical medium density units.

Transportation – April 19, 2016

A Transportation Impact Assessment (TIA) will be required as the development will exceed the 263 units of the holding provision "H-136" requiring a TIA. The consultant should scope the study prior to undertaking.

Parks Planning – May 24, 2016

Parkland Dedication is owing and will be collected at the time of site plan in the form of CIL. The applicant will have to submit an appraisal at the time of site plan for the value of the land.

Urban Design – June 10, 2016

Urban design staff have reviewed the submitted materials for the application at the above mentioned property and provide the following comments:

- Urban design staff are supportive of an increased height for the buildings close to Southdale Road West. Given the required Union Gas setback, an increase in height will help to enclose the public realm adjacent to Southdale Rd W and create a more comfortable pedestrian environment.
- Matters regarding the building elevations, landscaping, amenity areas and onsite pedestrian circulation will be addressed through the Site Plan review process. The Site Plan Approval authority is requested to consider the following:
 - o Ensure the most direct routes are provided for walkways through the site and across drive aisles.
 - o Incorporate an additional north-south walkway on the east portion of the site in order to provide convenient access to Southdale Road West for residents.
 - o Provide a landscape treatment along Southdale Road West that allows for views into the site while screening drive aisles and parking areas.

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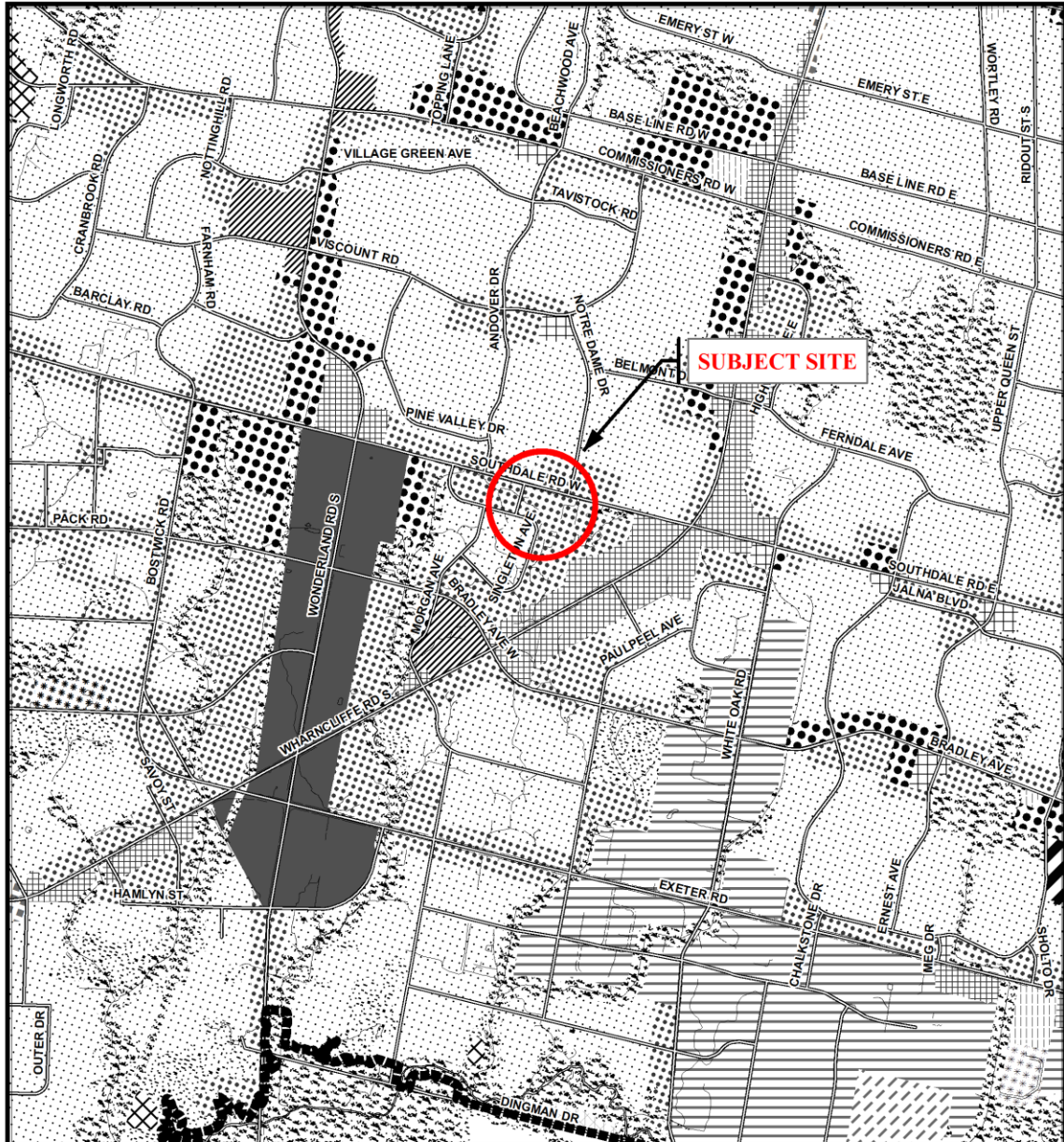
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- Where drive aisles extend into the Southdale Road West setback, integrate them with the east-west walkway and landscape treatment.
- Increase the number of windows and ensure they are appropriately aligned on side facades that are facing the public streets.

PUBLIC LIAISON:	<p>On April 13th, 2016, Notice of Application was sent to 89 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on April 14th, 2016. A “Possible Land Use Change” sign was also posted on the site.</p> <p>On May 3rd, 2016, a Revised Notice of Application was sent to 89 property owners in the surrounding area. Revised Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on May 5th, 2016.</p>	<p>7 email replies were received and 3 phone calls.</p>
<p>Nature of Liaison: The purpose and effect of the requested Official Plan amendment and Zoning By-law amendment is to delete the reference in Official Plan Policy 3.5.17 (Bostwick East Area) which restricts the height of development to two-storeys for the area within 60 metres of Southdale Road and amend the existing special provisions in the Zoning By-law which implements the two-storey restriction. The proposed application also requested a new special provision to allow the proposed dwelling units to be located closer to Springmeadow Road. The application is also seeking a change in zone variations (R5-6 to R5-7) to permit a small increase in density on the site.</p> <p>Change Official Plan land use designation by deleting the relevant portion of Section 3.5.17.</p> <p><i>“For the “Multi-family, Medium Density Residential” designated lands along the south side of Southdale Road W comprising 149, 153 and 187 Southdale Road W between Andover Drive and Notre Dame Drive, for lands within 60 metres from Southdale Road W the maximum dwelling height will be 2 storeys. Development on the balance of these lands shall be stepped in height from the 2 storey dwellings up to a maximum of 4 storeys. Consideration will be given to design criteria in the Bostwick East Area Plan for “Multi-family, Medium Density Residential” designated lands along the south side of Southdale Road W to address building form and massing, suitable scale stepping of height from adjacent existing single detached dwellings, and encourage reasonable visible sight lines to the Holy Trinity Greek Orthodox Church, prior to draft plan of subdivision approval and site plan approval.”</i></p> <p>Change Zoning By-law Z.-1 from a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-6(6)/R6-5(30)/R7(15)*D75*H13/R8-4(16)) Zone to a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-7()/R6-5()/R7(15)*D75*H13/R8-4(16)) Zone to remove the height restriction for the area within 60 metres of Southdale Road. The zoning amendment may also permit the proposed dwelling units to be located 2.5 metres and garages 5.5 metres away from Springmeadow Road where the Zoning By-law requires 6 metres. The requested rezoning seeks to change the existing R5-6 zone to a R5-7 zone to increase the permitted density from 50 uph to 60 uph.</p>		
<p>Responses:</p> <ul style="list-style-type: none"> - Concerned about the potential impacts created by the increase in height. - One access point off of Singleton Ave for the whole development is not sufficient. - Where will on site work equipment be stored? Worried it will end up on Singleton Ave. - Increased traffic and lack of signal lights at Springmeadow Road and Southdale Road create safety concerns. 		

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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 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</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 310 620 930 1240 1550</p> <p>Meters</p>	<p>FILE NUMBER: Z-8606</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2016/05/30</p>

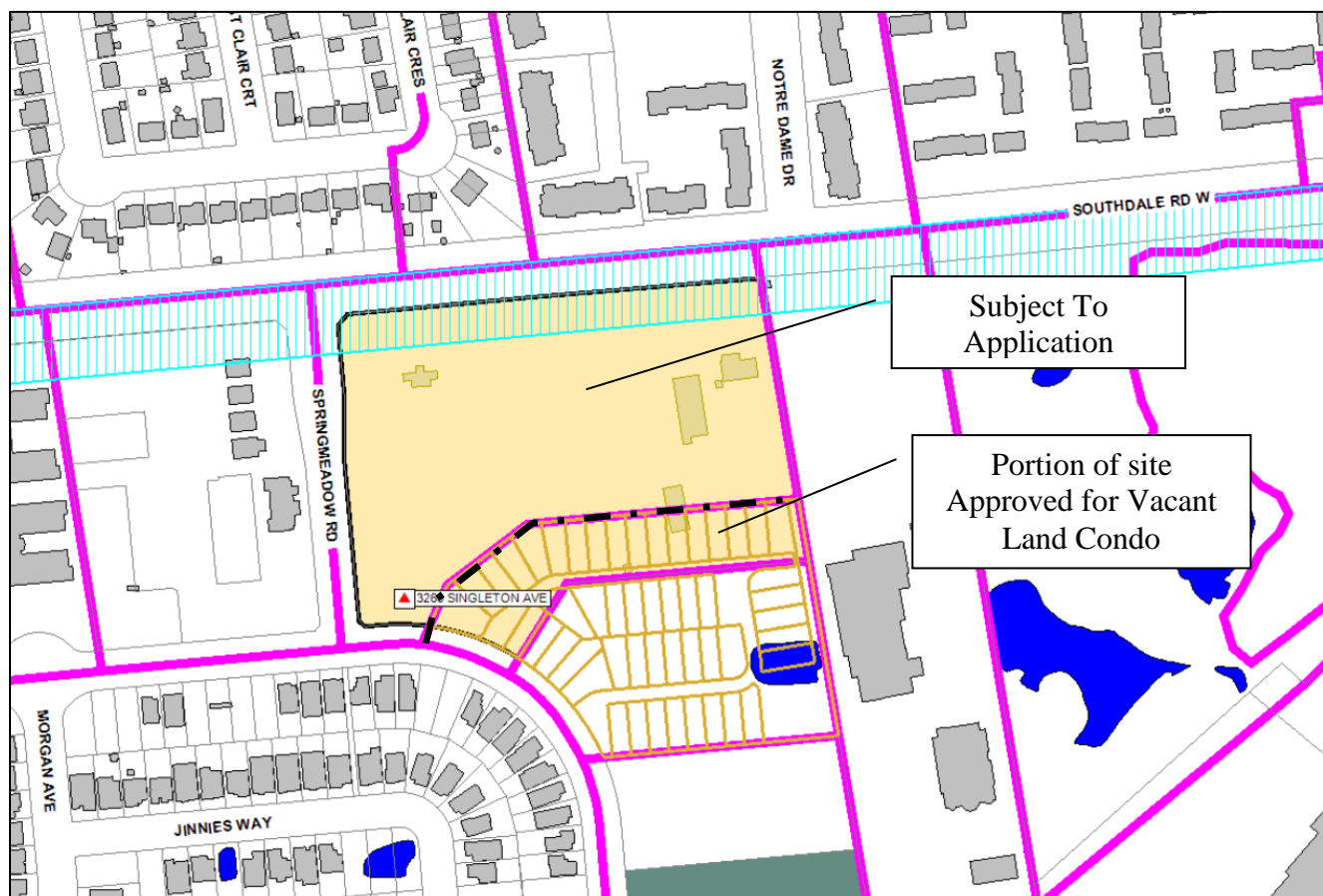
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ANALYSIS

Subject Site:

The subject property, known municipally as 3260 Singleton Road or Block 59 in Plan of Subdivision 33M-636 has an area of approximately 3.22 hectares (7.96 acres) and a frontage of 41 metres along Singleton Ave. The subject site also fronts onto Springmeadow Road (approx. 162m) and Southdale Road (approx. 227m) due to its location at the entrance to the subdivision. The site is located just east of a large commercial node which supports the existing and future residential developments in the area. The block has already been zoned and designated for medium density residential uses through the plan of subdivision implementing the Bostwick East Area Plan.

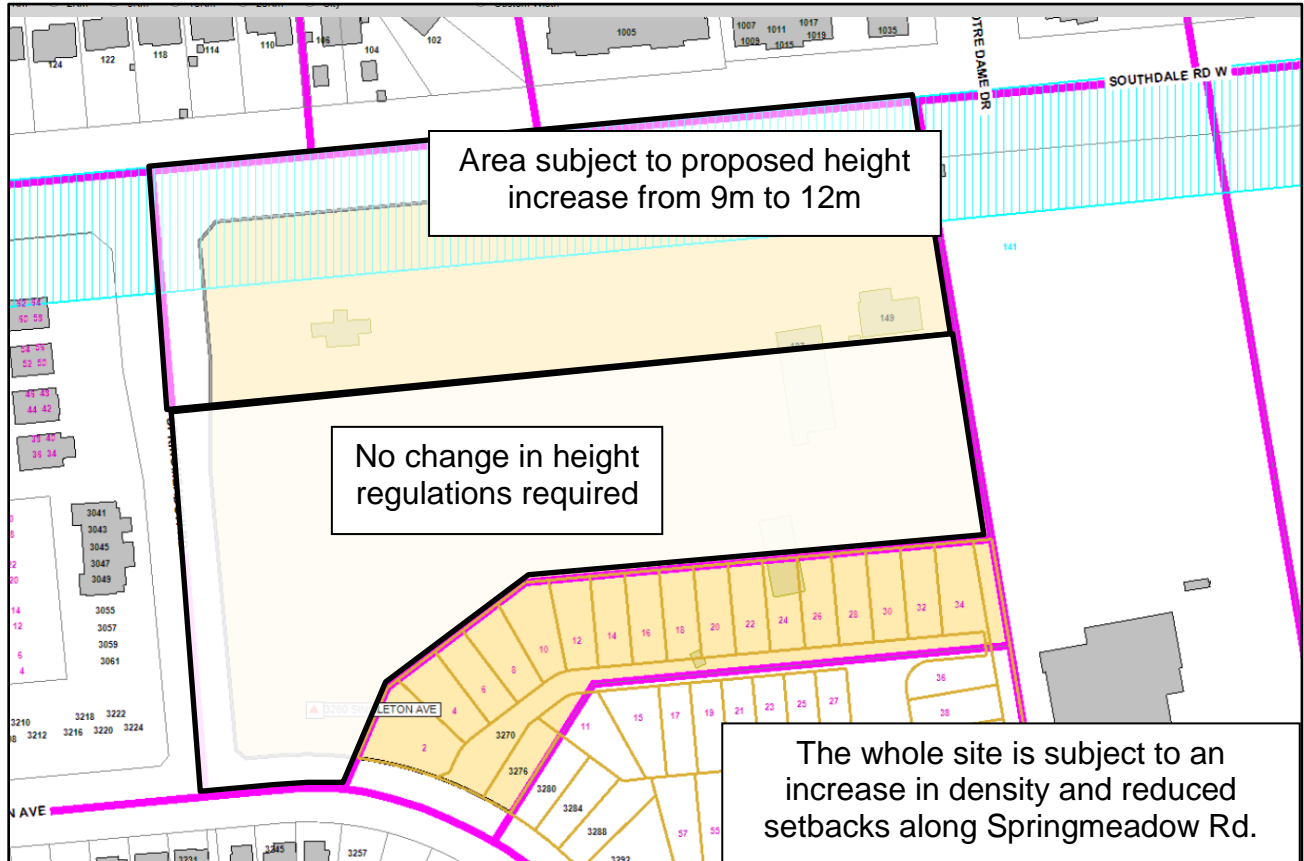


Nature of Application

The purpose of the application is to permit a phased 3-storey townhouse development over the subject site. The development will total 164 units with a combined density of 50.6uph (94 units for Phase 1 and 70 units for Phase 2). The application is for an Official Plan amendment and Zoning By-law amendment to delete the reference in Official Plan Policy 3.5.17 (Bostwick East Area) which restricts the height of development to two-storeys for the area within 60 metres of Southdale Road and amend the existing special provisions in the Zoning By-law which implements the 2-storey restriction. The application is also seeking a change in zone variations from R5-6 to R5-7 to permit a small increase in density on the site from 50uph to 60uph in order to allow the phased development to occur. A special provision to allow the proposed dwelling units to be located closer to Springmeadow Road is also required.

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PPS:

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS also encourages settlement areas (*1.1.3 Settlement Areas*) to be the main focus of growth and development and directs municipalities to provide for appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (*1.4 Housing*).

This proposed application ensures that the goals of the PPS 2014 are being achieved by developing lands already identified for medium density residential uses within the settlement area. The proposal maintains the existing land use pattern which was defined through an area plan back in 2005 through the Bostwick East Area Plan (OMB approved 2007) and implemented through a plan of subdivision ensuring that no additional land consumption or servicing costs are required. The existing designation and zoning on the subject site provide the ability to develop a mix of housing types and densities to meet the current and future residential demands. The proposal will contribute to achieving these demands by developing a permitted use in a form currently not existing in the area thereby contributing to the mix of housing types and densities in the area. With recent development and servicing provided to the surrounding area the subject site has access to adequate servicing and is on a planned functional lot which will reduce inappropriate land consumption and servicing costs elsewhere in the City. The proposed development will be required to go through the site plan approval process which will address any public health and safety concerns and ensure that accessibility for persons with disabilities and older persons is available. The proposed use also supports active transportation as the subject site is located on and in proximity to several bus routes and is within proximity to the Enterprise Corridor which provides a wide range of commercial uses. The surrounding

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community provides the necessary public services and facilities to accommodate increases in residential density.

The amendment also achieves the goal of Section 1.7 *Long-Term Economic Prosperity* in the PPS which supports opportunities for economic development and community investment-readiness. The amendment increases the residential population in the neighbourhood supporting businesses in the nearby Enterprise Corridor and the long term prosperity of the area. The development also enhances the vitality of Southdale Road by creating a sense of place through a well landscaped frontage and providing a well-designed built form to create a positive interface along a main arterial road as well as internally amongst the abutting low density residential developments.

Use:

The Official Plan provides a wide range of Permitted Uses [3.3.1] within the Multi-Family, Medium Density Residential designation. The main uses are residential in nature ranging from single-detached dwellings up to low-rise apartments along with rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. The proposed application is for a mix of row and cluster townhomes which are permitted through the existing Official Plan designation and zoning on the site.

Intensity:

Inherent within the Multi-Family, Medium Density Residential designation and the wide range of permitted uses is the ability to provide alternative levels of intensity through potential developments. Section 3.3.3. Scale of Development outlines how the Multi-Family, Medium Density Residential should provide *“a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development”*. The subject site was originally designated MFMDR in order to provide this transition identified in the Official Plan from the arterial road (Southdale Road West) to the low density subdivision south of this development. This higher level of intensity permitted provides a sound, noise and visual barrier that is compatible with the abutting low density forms of development and the arterial road.

The medium density policies also limit densities to 75uph unless the applicant is seeking bonusing. In this case the subject site currently permits 50uph however the applicant is seeking to increase the density to 60uph in conformity with the Official Plan. The request is required because the development will be constructed in phases, where Phase 1 reaches 56uph (thereby requiring the increase in density). Phase 2 is only at 46uph which results in a total density of 51uph which is a minor change to the existing permissions of 50uph. The overall impacts of this change is 4 additional units than what was already permitted.

The request to remove the height restriction on the subject site will increase the intensity of the permitted uses on the site as taller narrower units can be created. The narrower built form allows the applicant to place more units on the site. This increase in intensity however is considered appropriate as higher intensity uses are encouraged to located along arterial roads and close to larger commercial nodes. The proposed height is also in keeping with scale of development requirements of a typical MFMDR development.

Form:

Section 3.3.3. Scale of Development not only regulates density but also the form of potential medium density developments. As mentioned it anticipates low-rise developments and specifies that *“Normally height limitations will not exceed four storeys.”* The height can be exceeded through the bonusing process if appropriate. The Official Plan recognizes that developments proposed within the MFMDR designation will be subject to the height limitations provided in the Zoning By-law and should be sensitive to the surrounding neighbourhood. The requested 3-storeys of height is currently permitted on the south half of the subject site interior

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to the neighbourhood directly across from existing single detached dwellings. This interaction between built forms is in closer proximity than the properties located on the north side of Southdale Road where the two storey height restriction was put in place. The southern portion of the site in the interior of the neighbourhood is a more sensitive interface between built forms (in relation to this development) given their close proximity and is considered appropriate through the area plan and plan of subdivision processes and remains appropriate today. This is in contrast to lands on the northern portion of the site in the exterior of the neighbourhood that have a two story height limit although they are separated by lands to the north by a 34m road allowance and a gas pipeline easement of 20m.

The subject site is zoned in a manner which restricts building height within 60m of Southdale Road West to 2-storeys. Development on the balance of these lands is zoned to permit up to a maximum of 4-storeys. This height restriction of 2-storeys was put in place through the Bostwick East Area Plan [3.5.17.] and adopted into the Official Plan. The reduction in height was in response to the concerns raised by property owners on the north side of Southdale Road W based on the potential impacts three storeys would have on their view when looking south. The Bostwick East Area Plan was undertaken in 2005 and at that time Southdale Road was a narrower single lane road with no noise walls on the north side. Today there is a new noise wall on the north side of Southdale Road, 4 lanes of traffic, and the required 20 metre setback from the right-of-way due to a gas easement along Southdale Road W. Under today's planning practices the tallest and most dense forms of development are encouraged to locate on arterial roads and in many instances development is encouraged to be as close to the road as possible. This development is constrained by a gas easement setting the development further back than normal. With this setback the closest building on the north side of Southdale Road W will be approximately 74metres (242.78ft) away from the proposed buildings. Not only is there a large setback between buildings but extensive landscaping will be used along Southdale Road helping to create a visual barrier between properties to mitigate potential impacts. Directly to the north of the subject site there is currently a 3-storey walkup located directly east of single detached dwellings and is zoned R8-2 which permits a height of 13m where the current application is requesting 12m. An increase in 3m of height is not anticipated to have additional impacts on the lands to the north given the large setback. The applicant has provided a more than adequate resolution to the concerns of the public by providing landscaping along the Southdale Road W creating a visual buffer for those living to the north.

Design:

The Bostwick East Area Plan also provides design guidelines which “*encourage street-oriented development, discourage noise attenuation walls along arterial roads, promote a community focal point and encourage a high standard of design compatibility of medium density residential uses adjacent to existing residential lands on the north side of Southdale Road W, and between residential and institutional uses. New development and re-development should be designed and approved consistent with these design guidelines in the Bostwick East Area Plan.*” To implement this guideline Staff are recommending that additional landscaping be provided in combination with the increase in height to help enclose the public realm adjacent to Southdale Road W and create a more comfortable pedestrian environment. The development has also eliminated the need for noise walls and provides a design and built form which achieves a measure of compatibility with the lands to the north and south.

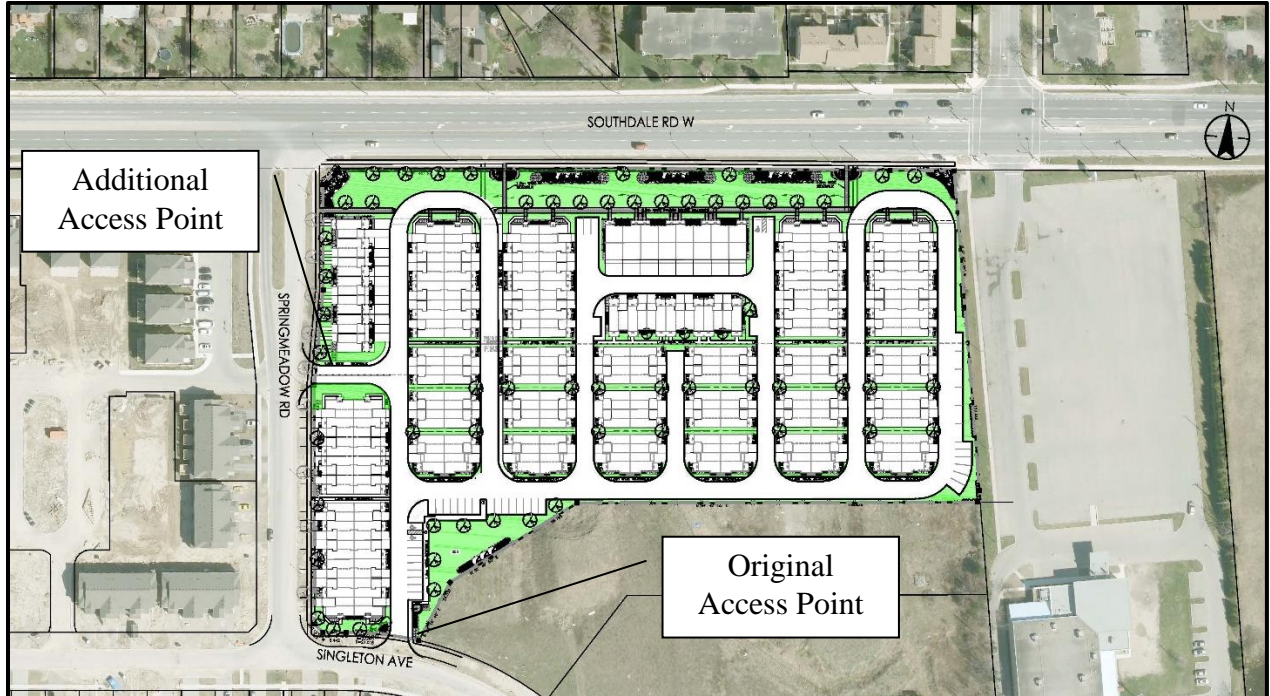
Public Consultation Concerns:

Through the consultation process another major area of concern was the access points to the proposed development. The proposed development originally provided one access point at the south edge of the property on Singleton Ave. Several concerns were raised about the number of units proposed in the development and the potential impacts that one access point could have in such close proximity to Springmeadow Road and Singleton Road intersection and the future Vacant Land Condo directly south which has two access points. The applicant was made aware of this concern and addressed it by creating an additional access point on Springmeadow Road directly across from the access point on the west side of the road. This access point will

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provide relief to the original access point by helping reduce traffic flows onto Singleton Ave.



Zoning:

As was noted in the Official Plan analysis the application requests a modest increase in permitted density on the subject site. This requires a zone change from the existing R5-6 zone which permits 50uph to the R5-7 zone which permits 60uph. The proposed zone change will permit no additional uses or provisions besides the increase density. Though the application is for an increase in 10uph the proposed development, once fully developed, will total 51uph, which is a difference of 4 units had the site been developed at the existing 50uph. Due to the nature of how the development will be constructed in two separate phases the increase in density is required in order to accommodate Phase 1 which will develop at a density of 56uph. Phase 2 will develop at 45.5uph which will offset the increased density of Phase 1.

The application has also requested special provisions for setbacks along Springmeadow Road to allow the proposed townhomes to be located closer to the road. Staff feel this is appropriate from a design standpoint as the closer setback creates a safer and more comfortable pedestrian experience. It is also more functional as the smaller setback allows the garages and parking to be provided in the back of townhomes (located in the NW corner of the site) while orientating the front of the buildings so they address Springmeadow Road.

Along with the removal of the Official Plan policy which restricts height to 2-storeys a change in the existing zoning regulations are required as they currently implement that restriction by limiting the maximum height to 8metres. The new By-law will remove any reference to a maximum height requirement within 60metres of Southdale Road W and allow the standard zoning regulations to regulate the height restrictions. The proposed form of development under the R5-7 zone is restricted to a height limit of 12m.

Other issues:

Through the consultation process construction traffic was a concern raised by the public. The City has limited options in controlling how those working on a development enter the site. The applicant however has heard the public's concern and offered to provide a construction access point from Springmeadow Road to reduce internal subdivision traffic and create a temporary road on the subject site that the builders will use as parking.

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Another concern was on-street parking not only by tradesman but also by the public who are parking overnight in the area. Parking infractions would fall under By-law Enforcement if they are parking overnight or in areas identified as no parking zones. In this instance there are no, "No Parking" signs located on Springmeadow Road or Singleton Ave so daytime parking is permitted. Transportation Staff have been aware of the public's concern. Measures are being undertaken to initiate a review for the potential need for no parking signs in the area. However this issue should not delay the proposed application as this is an existing concern in the area and not a reflection of this application.

Traffic safety was another concern raised by the public, specifically the requirement for traffic lights at Springmeadow Road and Southdale Road. The public have identified that turning left from Springmeadow Road is dangerous and that traffic lights are required. Once Phase 2 of this development is submitted for Site Plan Approval a TIA will be required and part of a complete submission. Through this TIA a determination will be made by City Staff if traffic lights are required at Springmeadow Road and Southdale Road.

CONCLUSION

Staff's recommendation is consistent with the policies of the Provincial Policy Statement (2014) and with the City of London Multi-Family, Medium Density Residential policies of the Official Plan. The recommended increase in height will facilitate a desirable form of development on the subject site and implement the Design Objectives outlined in the Bostwick East Area Plan.

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

June 9, 2016
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Responses to Public Liaison Letter and Publication in “Living in the City”

<u>Telephone</u>	<u>Written</u>
Paul Burrows 130 St. Clair Cres	Holy Trinity Greek Orthodox Community 131 Southdale Road W
Rick Reynolds 3251 Singleton Ave	Paul Burrows 130 St. Clair Cres
Derek Speller 3225 Singleton Ave	Angela Lockyer 126 St. Clair Cres
	John & Barbara Stromberg 102 St. Clair Cres
	Pamela McCinnes 30-166 Southdale Rd W
	Colleen Butler 3245 Singleton Ave
	Lisa Hoffman 104 St. Clair Cres

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**Bibliography of Information and Materials
OZ-8606**

Request for Approval:

City of London Official Plan and Zoning By-law Amendment Application Form, completed by Sifton Properties Ltd on behalf of Johanna Bierens, March 28, 2016

Reference Documents:

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

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

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

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

Sifton Properties Ltd. *Planning Rationale Report*, March 29, 2016.

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Correspondence: (all located in City of London File No. OZ-8606. unless otherwise stated)

City of London -

Page B., City of London Parks Planning and Design. E-mail to M. Corby. May 24, 2016.

Moore B., City of London Wastewater and Drainage Engineering. E-mail to M. Corby. April 27, 2016.

Giesen A., City of London Transportation Engineering. AMANDA comments inputted, April 19, 2016.

Departments and Agencies -

Creighton C., UTRCA. Letter to M. Corby. May 3, 2016.

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File: OZ-8606
Planner: Mike Corby

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2016

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 3260 Singleton Avenue.

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

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

PASSED in Open Council on July 26, 2016.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – July 26, 2016
Second Reading – July 26, 2016
Third Reading – July 26, 2016

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File: OZ-8606
Planner: Mike Corby

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to delete a paragraph of policy 3.5.17 of the Official Plan for the City of London to permit an increase in height on the subject site from 2-storeys to 3-storeys for the area within 60 metres of Southdale Road.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3260 Singleton Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the policies of the Provincial Policy Statement (2014) and the general Official Plan criteria related to the intentions of Multi-Family, Medium Density Residential designation. The recommended zone is consistent with the intent of the Southwest Area Plan and Bostwick East Area Plan.

The amendment to the Official Plan will facilitate a desirable development of the subject site providing an appropriate height and intensity that will establish a positive interface between the R.O.W and development and create a buffer for the internal neighbourhood from the arterial road.

D. THE AMENDMENT

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

1. Section 3.5.17 – Bostwick East Area Plan of the Official Plan for the City of London is amended by deleting the third paragraph of the policy.

Two empty rectangular boxes for agenda item and page numbers.

File: OZ-8606
Planner: Mike Corby

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2016

By-law No. Z.-1-16_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3260 Singleton Avenue.

WHEREAS Johanna Bierens has applied to rezone an area of land located at 3260 Singleton Avenue, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3260 Singleton Avenue, as shown on the attached map comprising part of Key Map No. A.111, from a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-6(6)/R6-5(30)/R7(15)*D75*H13/R8-4(16)) Zone to a Holding Residential R5/R6/R7/R8 Special Provision (h-54*h-71*h-100*h-105*h-136*R5-7(_)/R6-5(_)/R7(_)*D75*H13/R8-4(_)) Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by adding the following Special Provision:
 -) R5-7 ()
 - a) Regulations:
 - i) Dwelling Setback 20 metres (66 feet)
From High Pressure Pipeline
(Minimum)
 - ii) Main Dwelling Setback 2.5 metres (9.8 feet)
From Springmeadow Road
(Minimum)
 - iii) Garage Setback From 5.5 metres (18.0 feet)
Springmeadow Road
(Minimum)
- 3) Section Number 10.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:
 -) R6-5 ()
 - a) Regulations:
 - iv) Dwelling Setback 20 metres (66 feet)
From High Pressure Pipeline
(Minimum)
 - v) Main Dwelling Setback 2.5 metres (9.8 feet)
To Springmeadow Road
(Minimum)
 - vi) Garage Setback From 5.5 metres (18.0 feet)
Springmeadow Road

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**File: OZ-8606
Planner: Mike Corby**

(Minimum)

4) Section Number 11.4 of the Residential R7 (R7) Zone is amended by adding the following Special Provision:

) R7 ()

a) Regulations:

vii) Dwelling Setback 20 metres (66 feet)
From High Pressure Pipeline
(Minimum)

5) Section Number 12.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:

) R8-4 ()

a) Regulations:

viii) Dwelling Setback 20 metres (66 feet)
From High Pressure Pipeline
(Minimum)

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

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

PASSED in Open Council on July 26, 2016

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - July 26, 2016
Second Reading - July 26, 2016
Third Reading - July 26, 2016

