

--	--

OZ-8711
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: SEASONS RETIREMENT COMMUNITIES 633, 635, 637, 645, 649, 651 & 655 BASE LINE ROAD EAST PUBLIC PARTICIPATION MEETING ON JUNE 19, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Seasons Retirement Communities relating to the properties located at 633, 635, 637, 645, 649, 651, 655 Base Line Road East:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on June 26, 2017 to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation, **TO** a Multi-Family, Medium Density Residential designation; and **TO ADD** a policy to section 10.1.3 – Policies for Specific Areas.
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on June 26, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone, **TO** a Residential R1 Bonus (R1-6*B-__) Zone;

The Bonus Zone shall be implemented through a development agreement to provide for a continuum of care facility with an increased building height of up to eight (8) storeys (38.5m) in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A development that is consistent with the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director, Planning and City Planner;
- ii. A high quality building design, including a coordinated palette of high quality materials to be further refined through the site plan approval process, with a high proportion of brick and glass;
- iii. A significant setback above the two (2) storey podium along Base Line Road East to provide a pedestrian scale that is in keeping with the character of the buildings to the north;
- iv. The provision of active ground floor uses and access to the front terrace located at grade along Base Line Road East;
- v. A building design that breaks up the building horizontally and vertically through articulation, architectural details and an appropriate proportion and rhythm of windows and balconies;
- vi. The provision of one level of underground parking;
- vii. The provision of enhanced universal accessibility of all common open spaces, including exterior landscaped amenities, as well as barrier-free bathrooms in all independent seniors living suites;
- viii. The use of low impact development (LID) features including the bioswale environmentally sensitive stormwater management; and
- ix. Enhanced landscaped open space including an outdoor amenity area on the west portion of the site including enhanced landscaping of the bioswale and native plant palette to provide pollinator species habitat.

--	--

**OZ-8711
Sonia Wise**

- (c) Pursuant to Section 34(17) of the Planning Act, as determined by Municipal Council, no further notice BE GIVEN as the proposed recommendation represents minor changes to the circulated notice.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
--

None

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect is to permit an eight (8) storey mixed senior’s apartment and nursing home with 12 townhouse dwelling units.

RATIONALE

1. The recommended amendment is consistent with, and will serve to implement the policies of the *Provincial Policy Statement, 2014* which encourages infill and intensification and the provision of a range of housing types including housing for special needs accommodation, compact urban form and efficient use of existing infrastructure;
2. The recommended Official Plan amendment is consistent with the policies of the Multi-Family, Medium Density Residential designation which provides for a broader mix of residential choices, and will implement an appropriate medium density development in a compatible form and scale with surrounding land uses, and in accordance with the greater Official Plan policies;
3. The recommended Official Plan Chapter 10 amendment is consistent with the Specific Area Policy consideration for a site specific request for an increased building height;
4. The subject lands are of a suitable size and shape to accommodate the development proposed, and have access to municipal infrastructure, the nearby arterial Wellington Road South, commercial nodes and regional facilities, and public transit facilities;
5. The recommended Bonus Zone provides appropriate regulations to control the use, intensity and form of development, and will allow for a greater building height in return for the provision of such bonusable features that will provide for an enhanced development which uses podium and stepback features to establish a compatible scale and height to the existing development in the area;
6. The subject site and proposed development has unique qualities which make them eligible for greater development potential than generally permitted within the London Plan.

--	--

OZ-8711
Sonia Wise



LOCATION MAP

Subject Site: 633, 635, 637, 645, 649,
651 & 655 Base Line Rd E
Applicant: Seasons Retirement Communities
File Number : OZ-8711

Planner : SW
Created By : MB
Date : 2017/06/02
Scale : 1:2000

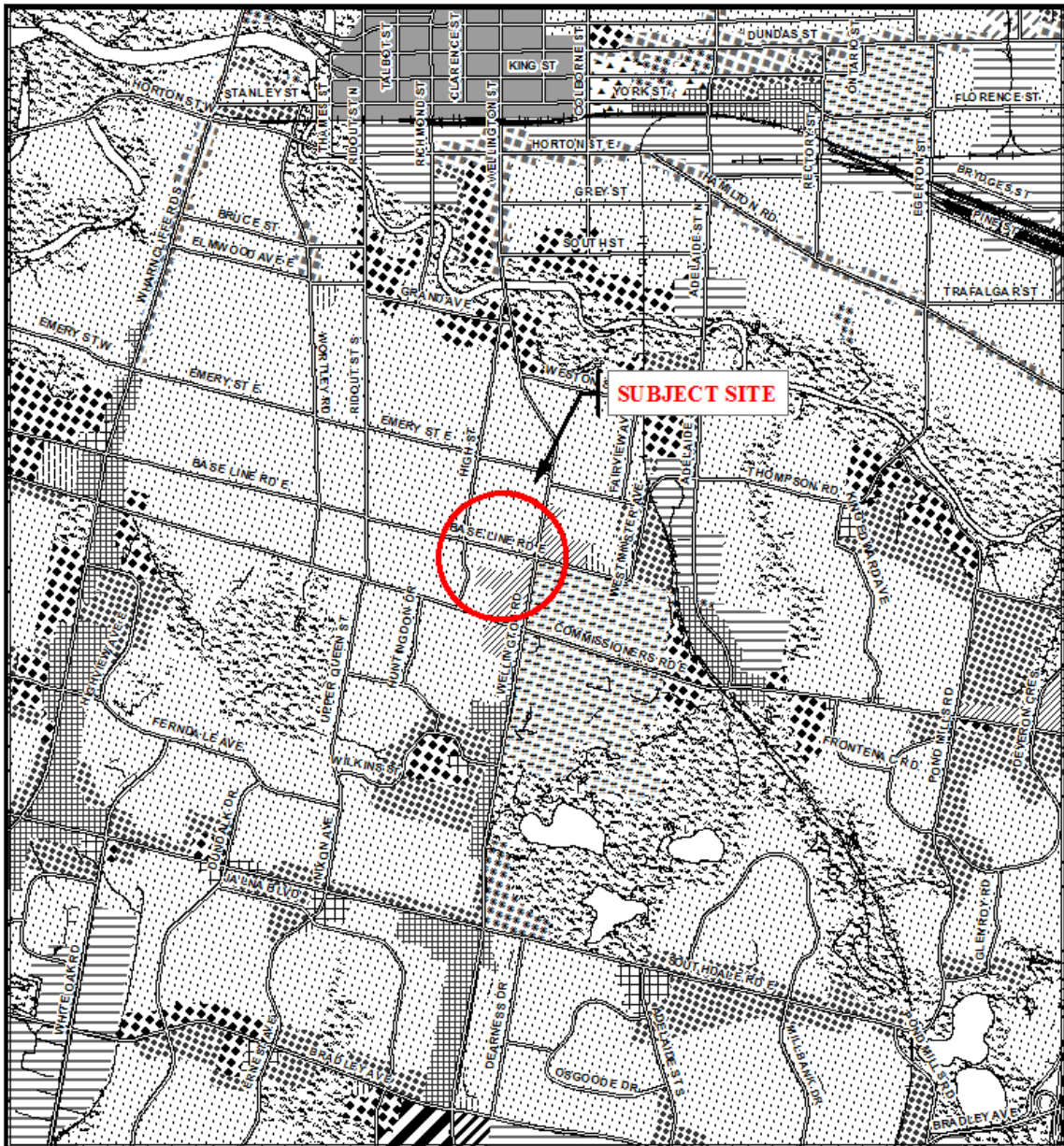
Legend

Subject Site



--	--

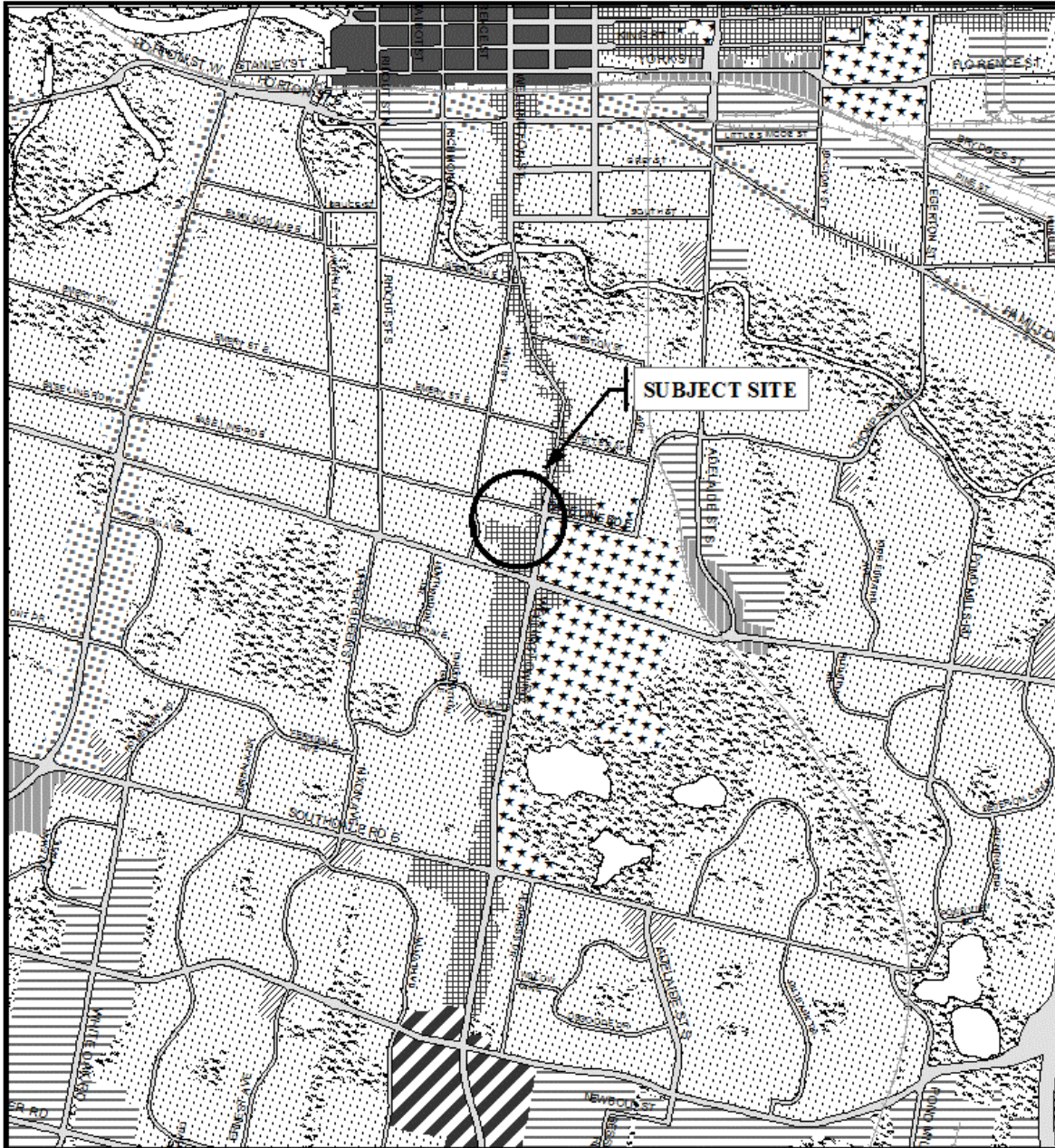
OZ-8711
Sonia Wise



Legend		
<p> Downtown</p> <p> Wonderland Road Community Enterprise Corridor</p> <p> Enclosed Regional Commercial Node</p> <p> New Format Regional Commercial Node</p> <p> Community Commercial Node</p> <p> Neighbourhood Commercial Node</p> <p> Main Street Commercial Corridor</p> <p> Auto-Oriented Commercial Corridor</p> <p> Multi-Family, High Density Residential</p>	<p> Multi-Family, Medium Density Residential</p> <p> Low Density Residential</p> <p> Office Area</p> <p> Office/Residential</p> <p> Regional Facility</p> <p> Community Facility</p> <p> Open Space</p> <p> Urban Reserve - Community Growth</p> <p> Urban Reserve - Industrial Growth</p>	<p> Office Business Park</p> <p> General Industrial</p> <p> Light Industrial</p> <p> Commercial Industrial</p> <p> Transitional Industrial</p> <p> Rural Settlement</p> <p> Environmental Review</p> <p> Agriculture</p> <p> Urban Growth Boundary</p>
<p style="text-align: center;">CITY OF LONDON Department of Planning and Development</p> <p style="text-align: center;">OFFICIAL PLAN SCHEDULE A - LANDUSE -</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: OZ-8711</p> <p>PLANNER: SW</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/06/02</p>

--	--

OZ-8711
Sonia Wise



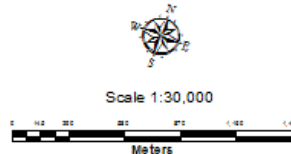
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

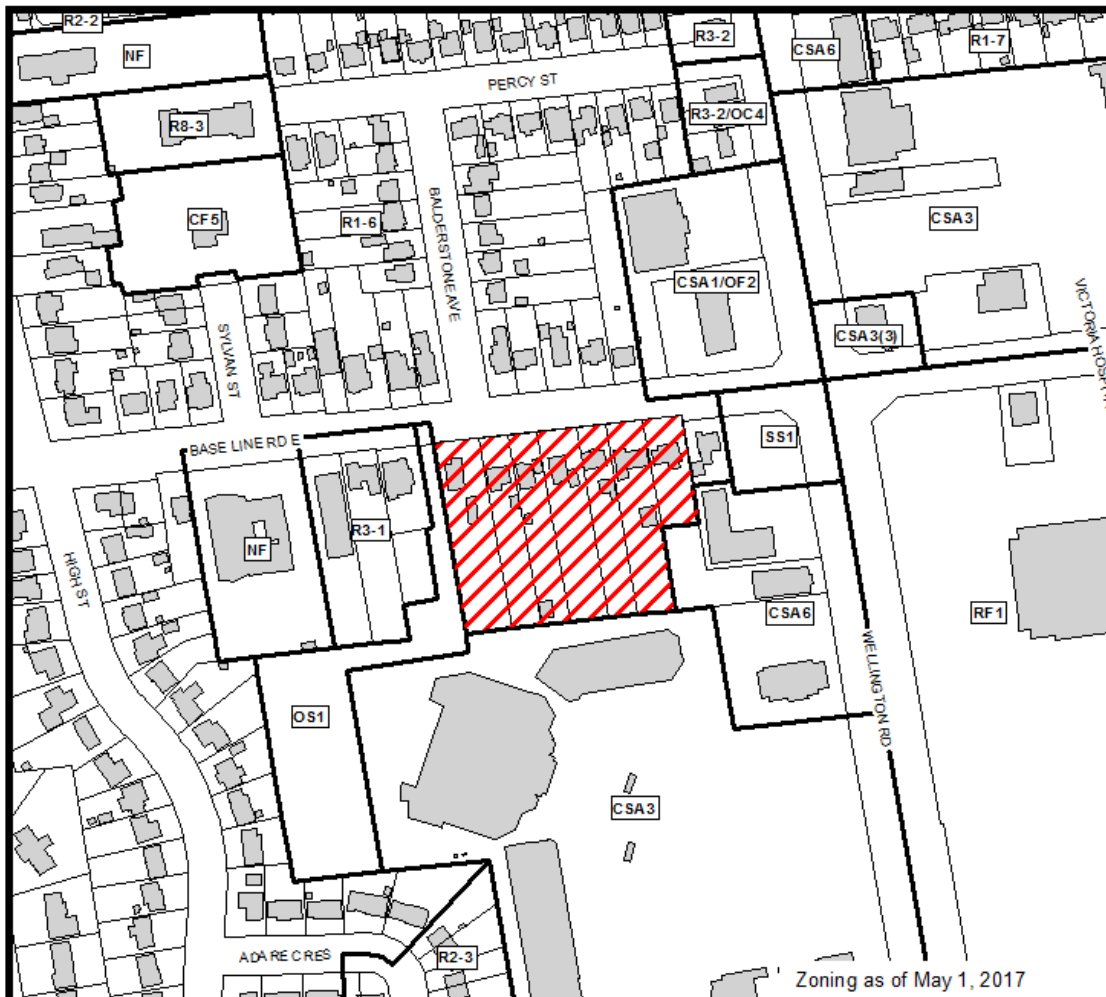
CITY OF LONDON
Planning Services
LONDON PLAN MAP 1
- PLACE TYPES -
PREPARED BY: Planning Services



File Number: OZ-8711
Planner: SW
Technician: MB
Date: June 2, 2017

--	--

OZ-8711
Sonia Wise



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

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 |
|--|---|

<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z-1</p> <p>SCHEDULE A</p>		<p>FILE NO: OZ-8711 SW</p> <p>MAP PREPARED: 2017/06/05 MB</p> <p style="text-align: center;">1:3,000</p> <p style="text-align: center;">0 15 30 60 90 120 Meters</p>
<p>THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS</p>		

--	--

OZ-8711
Sonia Wise

BACKGROUND

Date Application Accepted: November 15, 2016	Agent: Stantec Consulting Ltd.
<p>REQUESTED ACTION (Revised): Change Official Plan land use from a Low Density Residential designation to a Multi-Family, Medium Density Residential designation. Change Zoning By-law Z.-1 from a Residential R1 (R1-6) Zone, which permits single detached dwellings, to a Residential R6 Bonus (R6-5*B-___) Zone, which permits single detached, semi-detached, duplex, triplex, townhouse, stacked townhouse dwellings, and apartment buildings. A bonus zone is requested to permit the senior's continuum of care facility with a height of 8 storeys or 38.5m, a density of 68 units per hectare, and reduced east and west interior side yard setbacks, in return for the provision of such bonusable features as enhanced building design, enhanced landscaping design, universal accessibility and the provision of underground parking.</p> <p>REQUESTED ACTION (Initial): Change Official Plan land use from a Low Density Residential designation to a High Density Residential designation. Change Zoning By-law Z.-1 from Residential R1 (R1-6) Zone which permits single detached dwellings, to a Residential R9 Special Provision (R9-7(____)H50) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum of care facilities. Special provisions are requested to permit: townhouse uses, including reduced east and west interior side yard setbacks of 4m and a reduced rear yard setback of 6m for the townhouse uses; and a reduced front yard setback of 0.8m whereas 10.7m is required, a reduced east interior side yard setback of 12.8m whereas 50m is required, and a maximum building height of 50m.</p>	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Single Detached Dwellings • Frontage – 129.8m • Depth – 100m • Area – 1.212ha • Shape - Irregular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Low Density Residential • South - Commercial • East - Low Density Residential/Commercial/Regional Facility • West - Low Density Residential

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • Low Density Residential
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)
<ul style="list-style-type: none"> • Neighbourhood

--	--

OZ-8711
Sonia Wise

INTENSIFICATION: (identify proposed number of units)	
<ul style="list-style-type: none"> The 82 residential units represent intensification within the Built-area Boundary 	<ul style="list-style-type: none"> The 82 residential units represent intensification within the Primary Transit Area
EXISTING ZONING: (refer to Zoning Map)	
<ul style="list-style-type: none"> Residential R1-6 	

PLANNING HISTORY

The subject lands are comprised of a consolidation of seven separate single detached dwellings built circa 1947-1953.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

June 7, 2017: Middlesex London EMS Authority

Any nursing home is a significant driver for additional ambulance calls, and would be an issue if located in an area of reduced ambulance coverage. This is not the case with this location. The location is well serviced and its proximity to Victoria Hospital actually enhances ambulance availability. As such, EMS has no concerns with the proposal.

May 18, 2017 & December 9, 2016: Transportation Planning and Design

Please find below Transportations comments related to the zoning application for 633, 635, 637, 645, 649, 651, & 655 Base Line Road East.

- Transportation has reviewed and accepted the TIA prepared by LEA for 633, 635, 637, 649, 651, 655 Base Line Road East Z-8711*
- A road widening dedication of 10.75m from centre line is required on Base line Road East*

March 31, 2017: Stormwater Engineering Division

The Stormwater Engineering Division has reviewed Stantec's proposed SWM strategy to support the rezoning application of 633-655 Baseline Road East dated March 10, 2017 (with an additional figure provided on March 16, 2017). We offer the following comments:

Table 1 – Results of Runoff Coefficient of 0.2 Criteria.

The information provided by the consultant in Table 1 and the attached figure demonstrates that the Baseline Road Site can accommodate infiltration and storage volumes to meet the City's design criteria identified on February 7, 2017 (attached).

Table 2 – Results of the Runoff Coefficient of 0.34 Criteria

The consultant will be required to provide a detailed topographic survey (i.e. spot elevations at a greater detail than the 0.5 contours shown) in order to apply the proposed Table 2 infiltration/storage volumes. This can be provided and evaluated at the Site Plan stage.

In conclusion, Stormwater Engineering accepts that adequate SWM servicing can be provided to support the proposed intensification. Please convey to the developer/Owner that we will work with Stantec during the Site Plan stage regarding the implementation of the volumes identified in Table 1 and 2 of the March 10, 2017 Stantec memo.

--	--

**OZ-8711
Sonia Wise**

Initial Comments - December 21, 2016: Stormwater Engineering Division

The Stormwater Engineering Division considers the proposed rezoning to intensify 633-655 Baseline Road East to be premature from a servicing perspective. Therefore, we cannot support this rezoning application until appropriate servicing is available. A summary of the information to support this conclusion is as follows:

• **History of Flooding:** There has been a history of flooding events in this area, most recently in September 2014 and June 2015. From 2011-2015, the City has received over 150 flooding calls in this area. It is the City’s experience that this is a fraction of the actual number of affected properties. The result is that many property owners who made insurance claims are no longer covered for future flood events.

• **Overland Flows:** This area was developed prior to stormwater management. As a result, overland flows are often conveyed through private properties, particularly through corridors where open channels previously existed. Topography dictates that these flows will continue to make their way to low areas where homes often exist.

• **Existing Site Conditions:** The predevelopment conditions of this site include 7 single family homes on large lots without storm sewer connections (or a fronting storm sewer). The existing storm sewer shown as a Municipal Drain is circa 1950’s and is in extremely poor condition and is expected to contribute nominal flows to the existing storm sewer system due to its age and extremely poor condition. It is our understanding that the current stormwater contribution from this site is limited to the existing 5 driveways since 2 of the driveways are reverse grade.

• **Proposed Redevelopment:** The proposed intensification of this site will increase stormwater volume to an already over capacity system. While on site mitigation, through stormwater management, will reduce the peak flows, it will not decrease the volume of stormwater leaving the site. Without a viable outlet, this will increase surface flooding downstream.

• **Planned Works:** The City has undertaken multiple studies and capital improvements to address infrastructure deficiencies in the area. Current work includes:

- o Constructing new storm sewers on Baseline Road East in 2017, however, the downstream outlet is constrained on Wellington Road where a 1350mm storm sewer connects to a 450mm storm sewer.
- o Undertaking the Watson Street Storm Outlet EA is currently underway. Once the recommendations of this EA are implemented, an adequate storm sewer outlet for these lands will be available. The timing of this project is in the 5-10 year horizon.

Based on the above, we have an obligation to protect the property interests of the existing residents in this neighbourhood and recommend deferring the proposed application until an appropriate outlet is available.

As previously stated, the Stormwater Engineering Division considers this application premature until such point that municipal infrastructure in the area is upgraded to support greater stormwater flows or a schedule for the works is confirmed.

March 16, 2017: Wastewater and Drainage Engineering

WADE has reviewed the attached submission and is satisfied with the field verification and analysis performed.

We have no further comment relating to sanitary for the rezoning of this site.

Initial Comments – December 21, 2016: Wastewater and Drainage Engineering

--	--

OZ-8711
Sonia Wise

*The proposed intensification will increase the peak sanitary flows from this site on downstream sewers that experience sewer surcharging with a number of properties experiencing basement flooding during heavy storm events. As part of a complete application to amend the zone the applicant will be required to have his consulting engineer demonstrate **no negative impact** on the downstream system under dry weather and wet weather conditions.*

History of Basement Flooding

This area has been subject to sewer surcharging and basement flooding during heavy storm events.

Existing Site Conditions

The proposed site(s) presently has 7 single family homes. It is believed that the existing homes may have weeping tile connections directly connected to the sanitary sewer system.

Proposed Redevelopment

The development is proposing a 184 unit building with 12 townhouse units. This is a considerable intensification.

Planned Works

Planned is a Capital Works Infrastructure Renewal project (2017) that includes the portion of Baseline Road East fronting the subject lands. This project will not increase the capacity of downstream sewers which presently experience sewer surcharging. At this time, the City has no immediate plans to initiate capital works or programs to offset flows in downstream sewers which this site(s) is tributary.

Future works on Wellington Road associated with the tentative Rapid Transit timing may provide an opportunity to explore capacity improvements to the area.

WADE Recommendation

A sanitary drainage assessment report was submitted for the rezoning application of this site. This report does not adequately address the possible mitigating measures which would allow the zoning amendment and subsequent development to proceed.

The proposed intensification will increase the peak sanitary flows from this site and increase surcharging in the existing sewers. In the report the applicant is to provide mitigating measures which would allow the zoning amendment and subsequent development to proceed. The applicant is required to demonstrate no negative impact from this development, including wet weather flows, in the sanitary sewers.

Based on the above and assessment submitted to date, WADE does not support the rezoning of this site. We remain open to discussions with the applicant on exploring mitigating measures that would result in no negative impact of the proposed development on the downstream sewer system.

February 2, 2017: Urban Design Division

Urban Design has reviewed the above noted documents and provide the following comments consistent with the Official Plan and applicable by-laws and guidelines:

- 1. This application has been reviewed by the Urban Design Peer Review Panel (UDPRP), and their recommendations have been incorporated into the following comments.*
- 2. The applicant is commended for proposing a street-oriented development, located close to existing commercial amenities and future rapid transit.*
- 3. The 10 storey building does not provide an appropriate transition to the established low-rise residential neighbourhood to the west.*
- 4. The front yard setback shown in line with the established street line is appropriate. This setback area should be used for front porches or courtyards associated with residential units, or small common seating areas associated with indoor program or building entrance.*

--	--

OZ-8711
Sonia Wise

5. *The setback of the building above the second storey is appropriate to maintain a pedestrian scale, and increase sunlight penetration into the streetscape. This may be used for rooftop amenity area.*
6. *Consider integrating the townhouse units into the base building along Baseline Road in order to provide a residential façade that is in keeping with the character of the buildings across the streets. Any residential units on the ground floor should be slightly raised for privacy and include pedestrian scaled amenities such as canopies, lighting, courtyards, and/or front porches.*
7. *Improve the legibility of the ground floor by emphasizing the main pedestrian entrance(s) on the north façade with a larger canopy and a higher proportion of glazing.*
8. *Include a large landscaped buffer for any units in the rear, adjacent to the back of the commercial plaza.*
9. *Provide a pedestrian scale rhythm across the building façade by incorporating articulation, detail and/or material changes every 8m to 12m (approximate width of building facades in the neighbourhood).*
10. *Break up the building horizontally and vertically through articulation, a coordinated palette of high quality materials, architectural details and an appropriate proportion and rhythm of windows.*

December 21, 2016: Urban Design Peer Review Panel

Building and Site Design

1. *The 10 storey building setback from Baseline Road property line should be increased. The tower block building is currently situated too close to the street, which is not in keeping with adjacent existing development nor best practices with pedestrian comfort in mind. Recommended is a more generous setback from the street.*
 2. *Enhanced pedestrian access on Baseline road is encouraged. Currently there is no sense of arrival to the building on the North Elevation of the 10 storey mass. Recommend providing forecourt amenity space to encourage activity adjacent to the street.*
 3. *The Proponent needs to consider the development within the neighbourhood context. The development is currently inward looking, disregarding the benefits and amenities of the neighbourhood within which it sits. Encourage strengthening the presence of senior residents within the community through the use of outdoor amenity space and building massing. Suggest revisiting 10 storey street wall massing to provide step-backs and create secure, outdoor amenity spaces on the 2nd or 3rd floor of the North façade*
 4. *Landscape design should ensure a continuous pedestrian sidewalk and cross walk at vehicular entries via special paving or raised concrete paving to be flush with sidewalks.*
 5. *Western amenity area with gazebo and arbor could be switched with vehicular entry and parking lot, so there is easier access from building without having to cross driveway or parking lot to enjoy leisurely walk or rest.*
 6. *Landscape design to provide a green/visual buffer for townhouse privacy between main building patio and one storey townhouse.*
 7. *A buffer/screen is recommended at the south property boundary as the backyards of townhouses are exposed to back of commercial zone. Relocating two townhouses to west or embedding main building as part of ground and second floor of the main building seem more appropriate from zoning point and Base Line Road streetscape point.*
 8. *The architectural language between the low rise and the high rise could be more consistent, in this case there is no relationship and they do not feel part of the overall development.*
 9. *The building height in comparison to the surrounding context is out of scale. It was noted that a previous scheme with a maximum of 6 storeys was initially provided with some variation in scale, form and function that appeared a much more successful building massing for this site.*
 10. *The active street frontage would benefit with the independent residential along the street frontage to keep within the neighborhood context and perhaps form part of the larger building taking advantage of terracing with the main building further setback from the street.*
 11. *The building is a symmetrical classical design with an imposing central architectural feature, however there is no resulting entrance articulation at the street level of any note that would otherwise be expected. This suggests that the planning and accepted rules of the style selected for the building are not in unison. As noted in the meeting ‘a hotel without a front door’.*
- This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process and in this*

--	--

**OZ-8711
Sonia Wise**

instance the proposed development based upon the review by the panel recommends reducing the density and the re-distribution of massing and street frontage setback.

December 12, 2016: Upper Thames River Conservation Authority

- *No Objection*

December 1, 2016: Urban Forestry

- *There are City trees involved.*
- *Tree Protection for the City owned tree assets must be consistent with what is outlined in Section 12, Tree Planting and Protection Guideline, in the Design Specifications & Requirements Manual available on the City of London web site.*
- *If there is a proposal to removal any City trees, those trees must be indicated on the landscape plans so urban forestry can assess them. If the consensual removal is allowed, it will proceed as per the Boulevard tree protection By-law and include all fees listed there in.*
- *Submit a Tree Assessment and Protection Report done identifying trees on site and any neighbouring trees within 3m of the property line. Indicate which trees will be retained, and which trees will be removed as well as any other steps that may need to be taken before, during, and after construction, for example root pruning, fertilization, etc. Any tree protection should be shown on the landscape plans and include the species and dbh of the tree and the dimensions of the tree protection.*
- *The Tree preservation report for the City tree must be done by an ISA Certified Arborist or equivalent. The tree preservation report should be done prior to demolition of any buildings and tree protection should be in place during demolition.*
- *It is recommended to try and protect as many of the mature trees on site as possible and tree protection should be indicated around those trees as well.*
- *We request that the developer register all trees being planted with the Million tree website or seek to register them on their behalf. It is a free service that only takes a few minutes and can be found at www.milliontrees.ca. There would be recognition for the developer on this site and they would be contributing to the Million tree challenge of which the City of London is a partner in along with ReForest London.*

November 30, 2016: Fire Inspector and Investigator (Comments via Site Plan Consultation)

The above noted site plan has been reviewed, by the London Fire Department, with the following comments;

- *FOR THE LARGER BUILDING, Please ensure that provisions for firefighting have been provided to comply with 3.2.5.1-3.2.5.7 of the Ontario Building Code.*
- *Also, please ensure that if the fire access route, required in section 3.2.5, is to be situated above an underground parking structure, that the parking structure is constructed meeting the requirements of Part 4 of the OBC. If you have any further questions or concerns, please feel free to contact me at your convenience.*
- *AND, FOR THE SINGLE STOREY TOWNHOMES; please ensure that a sufficient water supply for fire-fighting has been provided, as per 9.10.20.3 of the Ontario Building Code.*

--	--

OZ-8711
Sonia Wise

PUBLIC LIAISON:	On November 30, 2016, Notice of Application was sent to 63 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on December 1, 2016. A "Possible Land Use Change" sign was also posted on the site.	14 replies were received
<p>Nature of Liaison: Possible change Official Plan land use a Low Density Residential designation to a High Density Residential designation.</p> <p>Possible change Zoning By-law Z.-1 from Residential R1 (R1-6) Zone which permits single detached dwellings, to a Residential R9 Special Provision (R9-7()*H50) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum of care facilities. Special provisions are requested to permit: townhouse uses, including reduced east and west interior side yard setbacks of 4m and a reduced rear yard setback of 6m for the townhouse uses; and a reduced front yard setback of 0.8m whereas 10.7m is required, a reduced east interior side yard setback of 12.8m whereas 50m is required, and a maximum building height of 50m.</p>		
<p>Responses: 1) concern building design is too high (x5) 2) building is located too close to road (x3), 3) building should be lower similar to Season's developments in other cities (x1), 4) not opposed to retirement home, but building is too high (x1), 5) building height should not exceed London Plan height (x1), 6) concern for increased vehicular and pedestrian traffic (x5), 7) affects ability to make lefts on Base Line Rd E (x2), 8) east driveway should be rights out only (x1), 9) crosswalk at High St and Base Line Rd E (x1), 10) Drivers will avoid main streets and increase cut through traffic (x1), 11) Sanitary and storm sewers subject to frequent surcharging (x1), 12) building will exacerbate existing issues (x1), 13) developer should pay to connect and increase capacity of sewers (x1), 14) negative impact on resale value (x1), 15) proposal will create significant change to the neighbourhood (x2), 16) concern with overshadowing (x1), 17) more detail is required (x1)</p>		

PUBLIC LIAISON:	On May 5, 2017, Notice of <u>Revised</u> Application was sent to 77 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 May 11, 2017. A "Possible Land Use Change" sign was also posted on the site.	5 additional replies were received
<p>Nature of Liaison: Possible change Official Plan land use from a Low Density Residential designation to a Multi-Family, Medium Density Residential designation. Change Zoning By-law Z.-1 from a Residential R1 (R1-6) Zone, which permits single detached dwellings, to a Residential R6 Bonus (R6-5*B-) Zone, which permits single detached, semi-detached, duplex, triplex, townhouse, stacked townhouse dwellings, and apartment buildings. A bonus zone is requested to permit the senior's continuum of care facility with a height of 8 storeys or 38.5m, a density of 68 units per hectare, and reduced east and west interior side yard setbacks, in return for the provision of such bonusable features as enhanced building design, enhanced landscaping design, universal accessibility and the provision of underground parking.</p>		

--	--

OZ-8711
Sonia Wise

Responses: 1) concern building design is too high (x4) 2) building is located too close to road (x1), 3) building height should not exceed London Plan height (x1), 4) concern for increased traffic in an already congested location (x4), 5) affects turning movements on Base Line Rd E (x4), 6) east driveway should connect to right turn land only (x1), 7) bonuses not reasonable for enhanced building design, landscaping or underground parking (x1) 8) out of character with area, incompatible with streetscape (x2) 9) too dense (x2), 10) concern for reduced privacy (x2), 11) concern for noise of building (x1) 12) negative impact on property values (x1), 13) proposal will create significant change to the neighbourhood (x2), 14) concern for lighting (x1) 15) inadequate side yard setback and buffering (x1), 16) garbage storage location and odour (x1), 17) concern for the targeted undesirable demographic (x1), 18) concern for precedence setting (x1),

Public Information Meeting – May, 2017

An informal public information meeting was held by the applicant May 31, 2017, at the Best Western – Lamplighter Inn to discuss the details of the proposed development with the broader community. City staff, the applicant and approximately 10-12 members of the public were in attendance.

ANALYSIS

Subject Site

The subject site is located on the south side of Base Line Road East, west of Wellington Road South, and east of High Street. The site is comprised of 7 separate lots with a total frontage of 130m, and a lot area of approximately 1.2ha. The 7 sites were previously used for single detached dwellings and have been amalgamated for the proposed development, which will require the demolition of the existing structures. The buildings on site are not listed as heritage properties and are not located within a heritage conservation district.



Figure 1: Aerial View of Subject Site

--	--

OZ-8711
Sonia Wise

Surrounding Context

The site is located within an established low density residential area which has a mix of residential forms with a high proportion of single detached dwellings. There is an existing residential fourplex and place of worship located to the west of the site, and a residential duplex and commercial corridor located to the east. Additional community commercial node uses are located to the south of the site, and to the northeast and southeast along the Wellington Road South commercial corridor. The London Health Sciences – Victoria Hospital is located on the southeast corner of the intersection of Wellington Road South, which is a regional facility. The neighbourhood to the north is largely comprised of single detached dwellings, with some existing low-rise apartment buildings.

Proposal

The proposal is for an eight (8) storey continuum-of-care facility with a range of independent and assisted senior’s residences. The proposed building has a two (2) storey podium oriented towards Base Line Road East with an eight (8) storey tower portion set 10m above the podium. There are a variety of accessory facilities such as a cafeteria, entertainment rooms, and personal service establishments that are available for the residents. The supporting services act in an ancillary manner to the main use and are not publicly accessible. There are 12 townhouse dwellings located at the rear/south of the property which are geared towards active and independent seniors that have access to the facilities in the main building. Primary two-way vehicle access is provided to the west of the site with a one-way exit access located to the east. Underground parking will provide the parking requirements for the facility with the exception of approximately 34 surface parking spaces associated with visitor parking and the townhouse units.



Figure 2: Conceptual Rendering – North Façade

Provincial Policy Statement 2014

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 (1.1.1 b) PPS). The proposed residential uses are appropriate for the site, provide a form of special needs housing for older persons, broaden the range of local housing options, and facilitate ageing in place options. The PPS directs planning authorities to provide for

--	--

OZ-8711
Sonia Wise

an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements, including special needs requirements (1.4.3.b) 1). The proposed continuum of care facility provides special needs housing for older persons including those with mobility requirements and support functions required for daily living, with some floors dedicated to memory care.

Settlement areas are the focus for growth and development, as their vitality is critical to the long-term economic prosperity of communities (1.1.3 PPS). The proposal represents an efficient re-use of existing sites within a built-up area, with convenient access to nearby services and amenities. Land use within settlement areas shall be based on densities which efficiently use land and resources, and are appropriate for the infrastructure and public service facilities which are planned or available and support active transportation (1.1.3.2.a) & 1.4.3.d)). The proposal appropriately re-purposes the existing site and efficiently utilizes existing public service facilities (Victoria Hospital) within a walkable neighbourhood, and supports public transit and active transportation options for residents, employees and visitors.

Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where they can be accommodated with respect to existing building stock, and the availability of infrastructure and public service facilities (1.1.3.3). The proposal has full access to municipal services including water, sanitary and stormwater infrastructure, as well supporting public service facilities.

Minimum targets for intensification and redevelopment within built-up areas shall be established by planning authorities, which is achieved by the site's location within the Built-Area Boundary wherein a target of 45% has been established for all new residential development, and within the Primary Transit Area which has a target of 75% of all new intensification (1.1.3.5).

Section 2.6 Cultural Heritage and Archaeology of the PPS requires conservation of cultural heritage and archaeological resources or areas of archaeological potential prior to site alteration or development is permitted. The site has been identified as an area having potential archaeological resources, and an assessment has been completed and accepted which demonstrates there is no archaeological significance for the site.

Official Plan

Strategic Plan

Chapter 2 of the Official Plan contains the underlying vision, strategic priorities, principles, assumptions and strategies that provide the basis for the rest of the policies of the Official Plan. One strategic objective for managed and balanced growth is to plan for and manage growth for the long term economic, environmental and social benefit of the community (2.1.3.vii). A variety of planning principles promote the compatibility among land uses, encourage compact urban form, enhance the character of residential areas, direct redevelopment and intensification to locations where existing land uses are not adversely affected, and to promote attractive, functional and accessible buildings which are sensitive to the scale and character of surrounding uses, which the proposed development seeks to achieve (2.3.1).

Residential Designations

The residential land use designations contained within Chapter 3 of the Official Plan provide for housing and other land uses that are integral to and supportive of the residential environment. The various low, medium and high density residential designations are differentiated according to function, permitted uses, location criteria, density and scale of development. Residential land uses provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types.

Infill residential development is encouraged and promoted in residential areas where existing land

--	--

**OZ-8711
Sonia Wise**

uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities (3.1.1 vi). The proposed development has access to full municipal services, and makes efficient use of the site within an existing developed area.

Location

The Multi-family, Medium Density Residential designation is directed to preferred locations such as lands predominantly composed of existing or planned medium density residential development; lands in close proximity to Shopping Areas, Commercial Districts, designated Open Space areas or Regional Facilities; lands adjacent to a Multi-Family, High Density Residential designation; and lands abutting arterial, primary collector or secondary collector street (3.3.2).

The subject site is located directly north of lands designated as a Community Commercial Node (Riocan Centre), which provides a range of commercial, retail, entertainment and shopping uses. Additional Community Commercial Node uses are also available on the northeast (Westminster Centre) and northwest (financial, convenience and medical/dental uses) quadrants of the Base Line Road East and Wellington Road South intersection. On the east side of Wellington Road South is the Regional Facility Victoria Hospital, with the Open Space Westminster Ponds located further southeast. The site is located along the secondary collector Base Line Road East, and well connected to transit services, as well as having proximate distance to services along Wellington Road South, which will have an enhanced role through the London Plan Rapid Transit Corridor place type. The site is well located to contemplate Multi-Family, Medium Density Residential Uses.

Use

The proposed Multi-Family, Medium Density Residential designation primarily permits multiple-attached dwellings, such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged (3.3.1). The Multi-Family, Medium Density Residential designation may serve as a suitable transition between Low Density Residential and other more intense forms of land use, and it may also provide for greater variety and choice in housing at locations that have desirable attributes but may not be appropriate for higher density, high-rise forms of housing (3.3).

The proposed continuum of care facility is in keeping with the intended uses in the Multi-Family, Medium Density Residential designation which provides specialized senior's accommodation with a range of care and facilities. A portion of the development is intended for a nursing home use which is desirable to support residential facilities that meet the housing needs of persons requiring specialized care (12.1 iv). The type of development also supports the ability to age in place where downsizing to a different type of dwelling unit would not require a departure from the neighbourhood.

Intensity

Height

Development within the Multi-family, Medium Density Residential designation will generally not exceed four (4) storeys; however in some instances, height may be permitted to exceed this limit, if determined to be appropriate through a compatibility report and bonus zoning (3.3.3. i). There is a request for a bonus zone, as well as a site specific special policy requested to allow for an increase to eight (8) storeys on this site, which is based on the following considerations as per Chapter 10 of the Official Plan:

10.1.1 i) The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding area.

--	--

OZ-8711
Sonia Wise

The proposed increase in height is site specific and an appropriate form which includes a two (2) storey podium to integrate and provide a compatible interface with the surrounding neighbourhood. The increase in height is specific to this proposal which has been designed to mitigate impacts through building siting and design, and does not allow the contemplation of alternative eight (8) storey forms or uses which could occur under an alternative land use designation. This site has the benefit of being bordered on two sides by commercial uses to assist with the transition to the interior of the neighbourhood, which may not be characteristic of sites with other land use designations.

10.1.1 ii) The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.

The London Plan has identified the subject site as a Neighbourhood Place Type which retains a low-rise form and would not contemplate heights up to eight (8) storeys in this location. The specific development proposal for the subject site is considered to be appropriate given the site context and reduced intensity associated with the senior's continuum of care use, though if the development did not proceed, the anticipated Neighbourhood place type would still be appropriate and desirable.

The eight (8) storey form directly abuts commercial uses to the southeast and south and is set atop a two (2) storey podium which is the portion that addresses the street, steps the building down to the north, and provides a more sensitive transition for the property directly east. The eight (8) storey form will be the highest in this location on the west side of Wellington Road South, though will be similar to, or eventually provide a transition from the intended intensities of the Wellington Road Rapid Transit Corridor which may be up to eight (8) storeys in height through type 1 bonusing, or up to 12 storeys through type 2 bonusing. The request is also for a bonus zone to implement the proposed form and increase in height in return for such facilities, services and matters identified in the Bonusing section of this report.

Density

In the Medium Density Residential designation, some exceptions to the density limits may be considered through a site specific zoning by-law amendment, including applications for bonusing under the provisions of 19.4.4 of the Official Plan (3.3.3. ii), and for senior's citizen housing. Developments which are qualified to exceed the density of 75 units per hectare shall be limited to the height limitations. The subject site is providing a mix of senior's apartment and nursing home facilities which has a bed/unit equivalent for the purpose of calculating density. There are 120 beds proposed for the nursing home component which is equivalent to 40 residential units for the purpose of calculating density, which is based on a 3 bed = 1 unit ratio. There are 30 senior's apartment units contained within the main building, and an additional 12 townhouse units at the south of the site equal a total of 82 residential units. The density for the proposal is 68 units per hectare which is below the maximum of 75 units per hectare, in conformity with the policies of the Official Plan.

Form

The proposed development represents residential intensification which is encouraged where the potential for land use compatibility problems from the inappropriate mix of low, medium and high density housing is minimized (3.1.1 vii). The proposed development has regard to the surrounding neighbourhood which includes more sensitive uses to the north, northeast, and west of the site.

The Official Plan encourages the development of well-designed and visually attractive forms of multi-family, medium density housing (3.1.3 ii). The building has a positive interface with the street by the use of a two (2) storey podium and providing active ground floor uses which are accessory to the facility. The bulk of the eight (8) storey tower is set 10m back from the podium, and further back from the street which enhances the pedestrian environment and decreases shadowing impacts. There is a distinction between the podium base, the middle tower portion and the articulated two (2) storey penthouse portion, which breaks up the massing of the building.

--	--



Figure 3: Conceptual Site Plan

The proposed development features a mix of building materials and colours to add visual interest and break up massing. The building addresses Base Line Road East and activates the street with active ground floor uses and a ground floor terrace along the north of the building. There is a prominent pedestrian access gateway feature located in the centre of the building, which provides convenient pedestrian access and acts as a focal point.

A two-way access driveway is located to the west of the property which leads to some surface parking spaces, as well as the majority of underground parking accessed by a ramp in the rear. Some surface parking spaces are provided in line with the building at the west as well as those serving the individual townhouse units. An additional driveway is proposed to the east to provide rights out access only, and act as a fire route to Base Line Road East.

This proposed development, was reviewed by the Urban Design Peer Review Panel (UDPRP), which is an independent body of industry professional volunteers including architects and landscape architects that provide impartial input into proposed building design. The UDPRP noted the initial design was too close to the property boundary, too high for the location and lacked the articulation required to break up the horizontal massing. The applicant has taken the comments into consideration and modified the building from the initial design to the revised eight (8) storey proposal.

Shadow and Sunlight

The design and positioning of a new building should have regard for the impact of the proposed development on year-round sunlight on adjacent properties and streets (11.1.1 ix). A Shadow Analysis depicted the impacts of the shadow cast by the proposed building on the adjacent properties during periodic times of the year including November 21, March 21 and July 21, during various times of the day including 9am, 12pm and 4pm. The proposed building will cast shadows on the street and nearby properties most in the November 21 modelled time, with reduced impacts during the March and July projections.

--	--

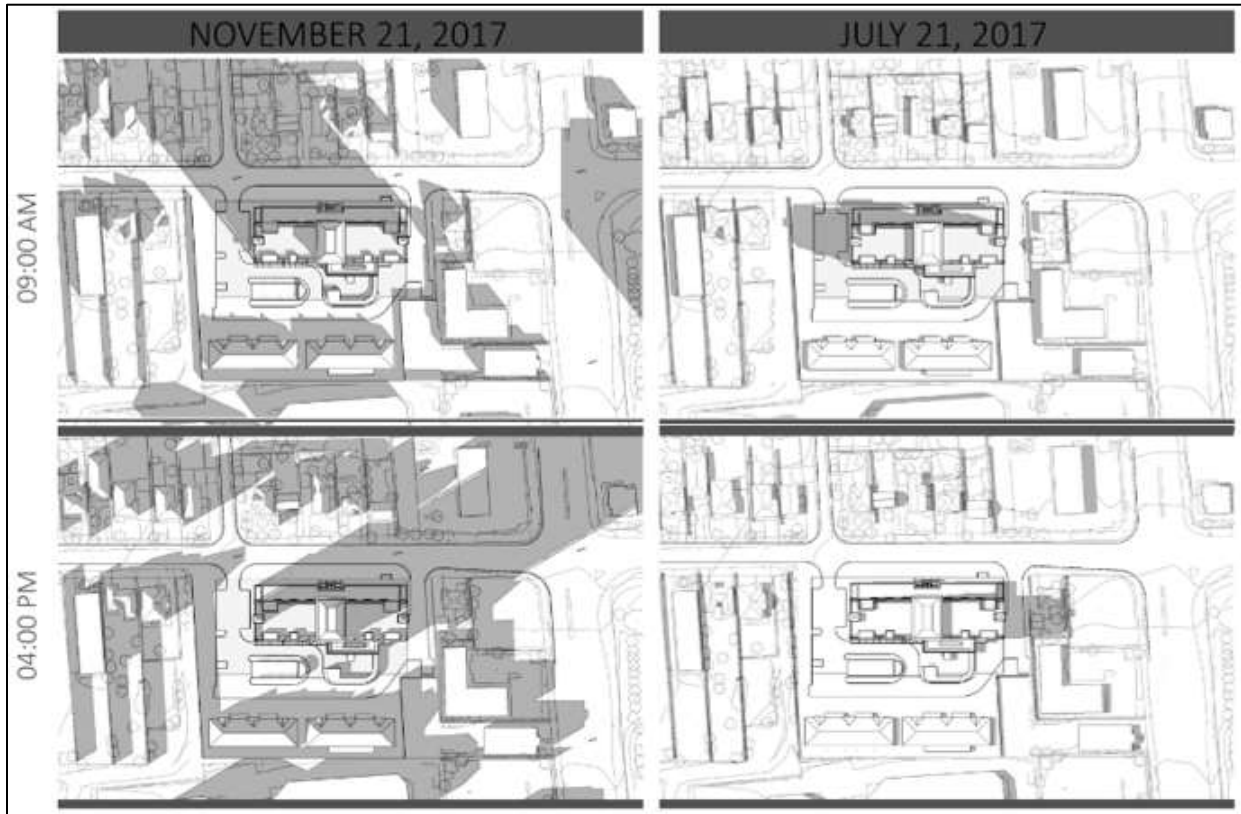


Figure 4: Shadow Analysis – November 21 & July 21 9AM & 4PM

Landscaped Open Space

There is a provision of 37% landscaped open space on site, with landscaping proposed along the perimeter of the site, including enhanced landscaping of the bioswale to the west of the property. This feature will be functional with regards to stormwater management of the property, and also provides an opportunity for enhanced landscaped open space. The intention is for the provision of a pergola and connection to an internal walking route within the site, as well as the planting of native flowering species that attract pollinators such as bees and butterflies.

Setbacks

The townhouse setbacks for the east and west boundaries are determined by the presence of windows on the sides which require greater distance to maintain privacy of neighbours. In the case of the subject site, the townhouses are located at the rear of the property with commercial uses to the east, and open space associated with the stormwater management for the community commercial node to the west. There are no abutting residential uses in this location of the site and the proposed 4m setback from the building to property boundary is appropriate. Similarly, the townhouses back onto the community commercial node to the south, and the proposed 6m rear yard setback is appropriate for the townhouse use.

The tower portion will have a proposed 6.7m front yard setback to the two (2) storey podium, and then an additional 10m setback from the podium, resulting in a front yard depth of 16.7m from the eight (8) storey portion of the tower to the street. The east boundary is proposing a 13.5m side yard setback to provide the eastern access driveway as well as space for planting and buffering for the property at the east. The use to the east of the site represents one of the more sensitive interfaces with the proposed development. The two (2) storey podium is the abutting form for the front half of the building of 657 Base Line Road East, with the eight (8) storey tower located in line with the middle of the building.

--	--

OZ-8711
Sonia Wise

Character & Compatibility

The expansion of residential development is directed to areas with appropriate services and site conditions, and which can be integrated with established land use patterns (3.1.1 v). The proposal represents a higher development form than what is currently existing in the area, though will not have adverse impacts on other existing land uses as mitigated through the building design, landscaping and setbacks. The subject site is a suitable shape and size to accommodate the proposed continuum of care development and provide for adequate buffering measures to protect any nearby low density residential uses. The two (2) storey podium provides an appropriate interface to the nearby low rise residential neighbourhood, and is further enhanced with stone cladding which is reminiscent of building materials in the neighbourhood. The site is of suitable shape and size to accommodate the higher form of housing and provide for adequate buffering measures to protect nearby low density residential uses.

The development of infill in residential areas is encouraged where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities (3.1.1 v). There is an existing residential duplex located directly to the east, as well as additional single detached dwellings located north of the site across Base Line Road East. The single detached dwellings located to the north have an additional separation distance of approximately 20m from the site, as the road (Base Line Road East) acts as a buffer. The duplex to the east will be buffered from the proposal by fencing, landscaping and setbacks, and upon future development, there may be opportunity to consolidate with other parcels located along the Rapid Transit Corridor to gain additional lot depth and create a larger, and possibly more functional development parcel.

Servicing/Infrastructure

The availability of adequate municipal services is required to accommodate proposed multi-family, medium density development (3.3.2 ii). The subject site is located within an area which has experienced negative impacts from rain and storm events due to the limitations of the existing capacity of the infrastructure. There have been documented localized flooding events in the area within the past two years, requiring greater emphasis on ensuring servicing is available for any development in the area.

In order to ensure that there will be no exacerbation of the existing issues, sanitary and stormwater servicing strategies were required upfront for this proposed development. The use of innovative and environmentally sustainable design features such as Low Impact Development (LID) and the use of infiltration trenches to the east under the driveway, and the bioretention trench or bioswale long the west portion of the property will assist in improving the local condition and managing flows. The strategies for stormwater and sanitary servicing have been accepted by the City's Environmental and Engineering Services Department, and will be further refined during the future site plan approval process.

Traffic & Transportation

Transportation

The subject site has direct access to the Secondary Collector Base Line Road East, and is within convenient access to the arterial Wellington Road South. Two accesses are proposed, the primary west access as an extension of Balderstone Avenue and another access along the northeast limit of the site. The western access has a two way driveway proposed which will act as the main entrance and exit, and the east access is proposed as rights-out only for a secondary exit out of the site.

Traffic to and from the site should not have a significant impact on stable, low density residential areas (3.3.2 iv). A Transportation Impact Assessment was required for the proposed development which was reviewed and accepted by the City's transportation division. The assessment identified that overall, under existing traffic conditions, the Base Line Road East and

--	--

OZ-8711
Sonia Wise

Wellington Road South intersection operated at an acceptable level of service, with the exception of the westbound left-turn movement during the weekday PM peak hour (TIA p28). The continuum of care use is anticipated to generate 42 trips (20 inbound and 22 outbound) during the AM peak hour, and 66 trips (32 inbound and 34 outbound) during the PM peak hour. The study also identified adequate width available (3m) for a left turn lane along Base Line Road East into the property. Additionally, there was attention given to the optimization of signal timing at the intersection which will be further considered by the City's transportation division and the effect on the rest of the Transportation Network.

Parking

Surface parking is proposed at the south and west of the site, with underground parking provided at the rear of the eight (8) storey building. The continuum of care facility requires parking as per the individual use; with the nursing home use at a rate of 1 space per 3 beds or 40 spaces, and the senior's apartment uses at rate of 0.5 spaces per unit or 15 spaces. The townhouses require the provision of 1.5 spaces per unit or 18 spaces. The total number of parking spaces required is 73 and there are 128 spaces proposed. There are four (4) bicycle parking spaces required, and three (3) accessible parking spaces minimum, which are both provided.

Public Transit

There are existing transit services on Base Line Road East, as well as additional services on Wellington Road South. There are two transit routes (6) and (24) directly along Base Line Road East, with the (6) providing access north to the university, and (24) providing to the west of the city at Talbot Village, Colonel Talbot Road and Southdale. Another two routes are available from Wellington Road South (13) and (90), with the (13) providing access to the northeast of the city at Adelaide Street North and Fanshawe Park Road East, and south to White Oaks Mall, and the (90) providing access to Masonville Mall, the Downtown and White Oaks Mall. The subject site is well connected with a variety of public transit options, and has proximate distance to the intersection of Base Line Road East and Wellington Road South which is identified as a future rapid transit station.

London Plan

The London Plan acknowledges the changing demographic and composition of the City as the "Baby Boom" generation enters into retirement, where 1-in-5 Londoners (20%) were aged 55+ in 1996, which rose to 1-in-4 by 2011, and is forecast to be 1-in-3 by 2035 (8). A mix of housing types is needed within neighbourhoods to ensure they are complete and support ageing in place (59. 5) The investment and provision of adequate housing for all Londoners to meet everyone's needs is identified to provide prosperity (21 & 55. 13). The proposed development specifically caters to seniors and provides housing for an older demographic.

Subject to the City Structure and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will support the increase of housing in areas where infrastructure, transit and other public services are available and accessible (506). Additionally, residential facilities will be supported at appropriate locations that meet the housing needs of persons requiring specialized care, which is relevant as the site has convenient access to the care and facilities located at the Regional Facility (hospital) (514).

The subject site is within the Neighbourhood Place Type located along a Neighbourhood Connector (Base Line Road East) which allows for the consideration of various low rise dwelling forms including single detached, semi-detached, duplex, converted dwellings, townhouses and small-scale community facilities up to three (3) storeys. The proposed development has an increased height of eight (8) storeys which is greater than the permission in the Neighbourhood Place Type, though the proposal is considered to be appropriate given the site design and surrounding context during this transition period between the current Official Plan and the London Plan.

--	--

Zoning

The recommended zoning is for a site specific Bonus zone which maintains the underlying R1-6 zone in order to specifically implement the specific development of the subject site proposed in the evaluation of this application, and maintain the Residential R1 zone in the event there is an alternative development proposed. The use of the R6-5 zone was considered as a benchmark in determining the reasonableness of the details of the proposed buildings and zoning regulations.

Bonusing

The bonus zone will provide for a development that provides certain facilities, services and matters that are not generally obtainable through the planning application process. The request is for an increase in building height to eight (8) storeys (38.5m) in return for the provision of the following:

- i. A development that is consistent with the site plan and elevations attached as Appendix “1”, with minor revisions at the discretion of the Managing Director, Planning and City Planner;
- ii. A high quality building design, including a coordinated palette of high quality materials to be further refined through the site plan approval process, with a high proportion of brick and glass;
- iii. A significant stepback above the two (2) storey podium along Base Line Road East to provide a pedestrian scale that is in keeping with the character of the buildings to the north;
- iv. The provision of active ground floor uses and access to the front terrace located at grade along Base Line Road East;
- v. A building design that breaks up the building horizontally and vertically through articulation, architectural details and an appropriate proportion and rhythm of windows and balconies;
- vi. The provision of one level of underground parking;
- vii. The provision of enhanced universal accessibility of all common open spaces, including exterior landscaped amenities, as well as barrier-free bathrooms in all independent seniors living suites ;
- viii. The use of low impact development (LID) features including the bioswale environmentally sensitive stormwater management; and
- ix. Enhanced landscaped open space including an outdoor amenity area on the west portion of the site including enhanced landscaping of the bioswale and native plant palate to provide pollinator species habitat.

CONCLUSION

The proposed development will broaden the mix of residential uses and specifically cater to accommodating housing targeted for seniors which will also support aging in place. The proposed infill development is well-suited for the intended development of a medium-density building form considering its physical size and shape, as well as its location near commercial uses, regional facilities, and nearby public transit services. The proposed increase in building height to eight (8) storeys is appropriate for the proposed continuum of care use on a site-specific basis. The subject site and proposed development have unique qualities and compatible context which allows the consideration of an increased building height as transition occurs from the current Official Plan to the London Plan.

Agenda Item # Page #

--	--

OZ-8711
Sonia Wise

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

09/06/2017

SW

"Attach." or "encl." (where applicable)

\\FILE2\users-z\pdpl\Shared\implemen\DEVELOPMENT APPS\2016 Applications 8573 to\8711OZ - 633-655 Base Line Rd E (SW)\PEC Report\OZ-8711 PEC Report - Approval v6.docx

--	--

OZ-8711
Sonia Wise

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

<u>Telephone</u>	<u>Written</u>
Denis Dimitrakopos 206 Commissioners Road East, London ON N6C 2T1	Daniel Cardoso 657 Base Line Rd E London ON N6B 1N2
Stephen Bodrug 421 High Street London ON N6C 4L6	Maria Cidalia 657 Base Line Rd E London ON N6B 1N2
Johanne Leveille 345 Balderstone Ave London ON N6C 4M3	Stephen Bodrug 421 High Street London ON N6C 4L6
Don Sturgeon	Johanne Leveille 345 Balderstone Ave London ON N6C 4M3
Mario Circelli	Carol King & Jeff Hawell 651 Percy Street London ON N6C 2L8
	Brian & Leanne Nagle 644 Base Line Road East London ON N6C 2R4
	Stephen Mawdsley 8 Kingsford Cres London ON N6C 4E3
	Will Rounds 44 Kingsford Cr London ON N6C 4E3
	Matt Campbell, Zelinka Priamo Ltd. 318 Wellington Road London ON N6C 4P4
	Holly Lemme 100 Milverton Drive, Suite 700, Mississauga, Ontario, Canada L5R 4H1
	Michelle & Ryan Currie 657 Percy Street London ON N6C 2L8
	Vicky Belair 618 Base Line Rd East, London ON N6C 2R3

--	--

OZ-8711
Sonia Wise

Insert written responses received

From: VICKY BELAIR [REDACTED]
Sent: Tuesday, May 30, 2017 10:13 AM
To: Wise, Sonia <swise@london.ca>
Subject: OZ-8711

Good Morning Ms. Wise,

Can you please advise me when the Public Meeting regarding the possible rezoning will be held. I received the initial letter regarding this plan in December and it stated that there would be a public meeting that we could attend to discuss our concerns. Recently I received a letter regarding reviewing the plans for this amendment on May 31st. This seems to be a drop in session, more to see what is or already has been approved. I hope that this is not the case.

As home owners directly affected by this decision we are very concerned about the impact on our property value, as well as the impact on the traffic that is currently being handled on Base Line. During rush hour...hours the traffic on Base Line is frequently backed up both east and west bumper to bumper. Making it very difficult for residents to access their own property. Often you cannot even turn on to Base Line off of Wellington because the traffic is tied up I'm many cases all the way to Ridout Street. This 2 lane street cannot handled more traffic than it already does and building this huge complex will definitely create more traffic.

I am also concerned about who will be occupying these residences. Is it truly only a Seniors Retirement or will it be the same as the previous Seniors apartments that are now geared to income an frequently house undesirable individuals.

We will be attending the meeting tomorrow and I sure hope that we don't find out that this project is already approved.

Thanks,

Vicky and Mike Belair

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

From: Johanne Leveille [mailto:[REDACTED]]
Sent: Friday, May 26, 2017 3:47 PM
To: Wise, Sonia <swise@london.ca>
Subject: OZ-8711

Good Afternoon Sonia,

I am writing in regards to the proposed Zoning Change in my neighbourhood pertaining to the Seasons Retirement Community.

I still am opposed to the changes and the project.

My concerns are as follows:

1). I do not agree with the proposed amendment to the setback from the road for the beginning of the proposed project. I think it should be in accordance with what is currently allowed in the neighbourhood;

2) I am also concerned if city Council allows for a multilevel building or multipurpose unit in the neighbourhood it will drastically change the way the neighbourhood currently is. The vibe, the character of the entire neighbourhood would be drastically changed;

3) I am also concerned with the increase in traffic that will ultimately occur in the area. It is getting exceedingly difficult to exit my street at times due to the current volume of traffic as it is;

--	--

OZ-8711
Sonia Wise

4) I am concerned if this project goes ahead it will "open the door " to other such buildings/properties in our area; and

5) The size of this project, in particular the apartment building, is much too large for the neighbourhood. Despite reassurances that have been given by the company; it will still be a mammoth and "in our face" structure. This project belongs in a much larger neighbourhood not amongst single residential homes;

If the Seasons Retirement community is wanting to come to London I am sure there are better sites on which to build.

Thank you for letting me voice my concerns.

Kind regards,

Johanne Leveille
 345 Balderstone Avenue.

From: Maria Cidalia [mailto:]
Sent: Thursday, May 25, 2017 10:43 PM
To: Wise, Sonia <swise@london.ca>
Cc:
Subject: OZ-8711- Seasons Retirement Communities

Hello Ms. Wise,

My name is Maria Cardoso, and my husband, Daniel and I are two of the shareholders of the corporation, 1748893 Ontario Inc, that owns 657 Baseline Rd E.

Our property directly abuts the proposed Seasons Retirement Communities project on the east side.

We have reviewed the notice to amend the official plan and zoning as well as the proposed plans and have summarized our comments regarding how this proposed project will negatively impact our property at 657 Baseline Rd E below:

1. Traffic

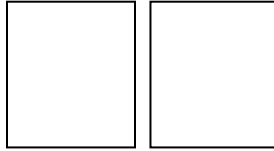
An 8 storey seniors apartment and nursing home with an additional 12 townhouses is too intense and will mean a significant increase in vehicular traffic on Baseline Rd East, and especially for cars wanting to get in and out of our residential property. This will become a major issue especially at peak traffic times (e.g morning and after work) and negatively impact our two storey residential property.

2. Noise

Again, with an 8 storey building and 12 townhouses there will be additional noise from vehicular traffic, deliveries, visitors, etc....All of which impede with the reasonable enjoyment of our property. A greater side yard set back, buffers and better scale transition should be required at the very least. This is supposed to be a low density neighborhood according to the City's own Official Plan document. This also runs contrary to the intent of the London Plan, so I can not see how city staff can endorse this application in any way. Planning rules and development expectations need to be applied consistently across the board.

3. Lighting

The lighting required to illuminate the parking lot of the proposed project will cause disturbing brightness at all hours of the day, but more so in the evening. The excess lighting will flood to our property and will cause unwanted glare and brightness. Again, this will have a detrimental impact on our property.



OZ-8711
Sonia Wise

4. Location of Garbage

From the proposed conceptual site plan submitted with the notice, it appears that the location of the garbage bins will be located in the corner that abuts with our property. This will cause issues with unpleasant odours, as well as attract additional rodents (e.g mice, rats, raccoons, etc...) This is obviously a negative impact to our property creating land use conflict and should not be permitted.

5. Too little of a sideyard setback

From the conceptual site plan submitted with the notice, it appears that the setback between the proposed project and our property is minimal, especially when compared to the setback on the west side of the property. With such a small setback all of the issues already mentioned will be magnified. Alternatively, if this proposal is given a green light, can we have zoning to permit a 4-plex, or a high-rise as well for that matter?

6. Inappropriate height

The height of an 8 storey building is inappropriate and not proportional when compared to height of the single family homes abutting the proposed project, especially given the policy intent of the both the current Official Plan as well as The London Plan. It will make our property and all of the other low rise residential dwellings appear dwarfed and is not in fitting the rhythm of the street-scape or character on the existing neighborhood. This is not good planning!

7. Too dense

This project is much too dense for what is supposed to be a low density residential neighbourhood. The increase in population density from the residents of the the 8 storeys and the additional 12 townhomes will have a negative impact on every aspect of this neighborhood. Moreover, there will be even more density from the employees who work at the nursing home and visitors to residents and detract from the residential of the area.

In conclusion, this stretch of Baseline Rd East has always been a quiet, pleasant and residential community, and this proposed development will undermine that existing condition.

Please note our **strong objection** to this application in its current format.

Regards,

Maria C. Cardoso and Daniel Cardoso
 657 Baseline Rd East

From: Stephen Mawdsley [mailto:]

Sent: Sunday, May 14, 2017 7:30 PM

To: Horne, Sharon <shorne@London.ca>

Cc: Wise, Sonia <swise@london.ca>; Turner, Stephen <sturner@london.ca>

Subject: Re: OZ-8711 - Notice of Revised Application - 633,635,637, 645, 649 , 651 and 655 Baseline Road E (Ward 11)

Sonia

In reviewing the current application, I note that this still exceeds the requirements of the new London Plan as I noted in my comments on the previous proposal.

I am very supportive of development on this site but do not see anything in this proposal that warrants bonuses beyond the london plan.

Underground parking is a developer choice to increase units (and presumably profit).

Landscaping as shown is the standard expected of most projects - again no bonus should be granted.

Architectural - while this appears to be a more articulated and considered elevation than very the low bar of many residential submissions, I am not sure that that warrants bonuses in floors and areas.

Regarding the reduced setbacks for the townhouses, this occurs near the rear of the property and as long as the immediate neighbours have no concerns, this seems reasonable.

--	--

OZ-8711
Sonia Wise

The right out only is better but I still think that it should only open to the right turn lane -but that should be verified with traffic engineering study.

It seems to me that considering the very well reviewed and painstaking process to get the London Plan in place, this development should not exceed the density or heights that the Plan proposes. That said, I do think this development deserves the maximum permitted (6 stories). I trust my understanding of the new London Plan is correct. It would be very helpful to the general public if a chart was included that showed the LP requirements, the proposed requirements and justifications for any variances.

I trust this makes my concerns clear. If you have any questions, please contact me.

Regards.

Stephen Mawdsley Architect
a+LiNK Architecture

From: Jeff Hawel [mailto: hat any further information (e.g. public meetings, etc....) be sent to me via email to this email ██████████]

Sent: Monday, May 08, 2017 3:43 PM

To: Horne, Sharon <shorne@London.ca>

Cc: Wise, Sonia <swise@london.ca>; Turner, Stephen <sturner@london.ca>; Carol King < hat any further information (e.g. public meetings, etc....) be sent to me via email to this email ██████████ >

Subject: Re: OZ-8711 - Notice of Revised Application - 633,635,637, 645, 649 , 651 and 655 Baseline Road E (Ward 11)

Thanks very much for the update about the upcoming meeting.

Carol and I remain out of town but will be moving back into our house in the fall. We will be unable to be present at the meeting but would appreciate our concerns being represented.

I have forwarded below our previous e-mail.
Thanks again for your support.

Jeff and Carol

Dear Stephen Turner,

My name is Jeff Hawel and I live at 651 Percy Street with my wife Carol King. We are contacting you as our Ward 11 Councillor to pass on our concerns about OZ-8711, the proposed zoning by-law amendment to permit construction of a 10-storey senior's apartment and nursing home, as well as 12 townhouse dwelling units near our home. Our concerns are twofold:

1. We are worried that the construction of a high-occupancy seniors residence so close to our intersection will greatly influence traffic flow. Baseline and Wellington is already incredibly congested due to its proximity to the hospital and the addition of a large residence across the street will only exacerbate this. It is already near impossible to turn left during daytime hours to exit our street.
2. The main appeal of our house when we purchased it 5-years ago was the very private, tree-lined backyard. This 10-storey building will stand much taller than the trees in our backyard and will allow multiple floors of the building to peer down into our backyard, affecting not only our sight line but our privacy. Not only will this affect our quality of life, but will no doubt be detrimental to our property value should we sell our house in the future.

In summary, we are strongly opposed to the re-zoning proposal in OZ-8711. We would very much appreciate your support and representation at the council meeting, as we are both out of town currently for work and will be unable to attend in person.

If possible, we would also like to be notified about the adoption or refusal of the amendment to the zoning by-law.

Thank you for your help.
Please let me know if there is anything further we can do.

--	--

OZ-8711
Sonia Wise

Dr. Jeff Hawel and Dr. Carol King

From: michelle Fedyk [mailto: [REDACTED]]
Sent: Wednesday, January 04, 2017 6:34 PM
To: Wise, Sonia <swise@london.ca>
Cc: Turner, Stephen <sturner@london.ca>
Subject: OZ-8711 PROPOSAL

Good evening. I emailing you in regards to a notice of application to amend the official plan and zoning by-law in my neighborhood to accommodate a Retirement Community (reference **OZ-8711**). I realize that this email will find you slightly past the recommended deadline, but as you know, December is a busy month.

After reading the proposal we received in the mail, we thought it necessary to send you an email with our concerns for the proposal. The proposed area is quite large which concerns us immensely. We live around the corner on Percy St. which is already quite a small residential area. With numerous businesses in the area and the adjacent hospital, our little residential nook is already quite busy with traffic and street parking which is very rarely monitored. There is already an apartment building at the end of our street that also brings more traffic to the area. Our backyard backs onto the Medcen Medical Building that takes away from our backyard privacy and causes much light pollution. Additionally our close proximity to Wellington Rd also creates a lot of noise pollution. With all of these factors already interfering with our small "residential" area I hope you can see the cause for concern with the proposed rezoning and how it would create significant change to our neighborhood. If this rezoning is approved and the planned development completed, the residential neighborhood surrounding the property will witness a dramatic increase in traffic in an already congested area, which will lead to a risk of more accidents, injuries, and worst case scenario, fatalities. We are a young family who has resided in this area for over 11 years and have taken pride in seeing our street attract new, younger home owners who are taking real pride in fixing up and maintaining these older homes. It would be a real shame to see these families have to relocate (as I am sure many will, ourselves included) if this proposal is approved.

We hope you will take our concerns seriously with regards to this issue. We will look forward to be notified to matters pertaining to this application as it moves forward.

Sincerely,

Ryan and Michelle Currie
 657 Percy St.

-----Original Message-----
From: Will Rounds [mailto: [REDACTED]]
Sent: Wednesday, December 21, 2016 4:08 PM
To: Wise, Sonia <swise@london.ca>; Turner, Stephen <sturner@london.ca>
Subject: OZ-8711

Dear Ms. Wise and Mr. Turner,

I have two concerns with respect to the above development application.

I'm a resident of the neighbourhood and it is my opinion that the proposed building is too big.

Both the sanitary and the storm sewer that serve my house are frequently subject to surcharging during storms. Adding a ten story building to the neighbourhood will surely make things worse. I don't know if the sewers from the proposed building directly connect to the overcapacity sewers than run down Kingsford Crescent, McKeon Ave, and Connington Street. But, it is not hard to imagine that a building of this size could not improve the situation.

--	--

OZ-8711
Sonia Wise

Traffic on Baseline road at the proposed development location is already quite busy. With the hospital across the street, there is already a large volume of cars trying to avoid the intersection of Wellington and Commissioners. It is currently difficult to get in and out of the TD plaza across the street on Baseline as it is. One can only imagine how congested, and possibly dangerous the street would become with the additional traffic from a ten story retirement home.

The already busy four way stop at the corner of High St and Baseline Rd does get used quite a bit by children as they walk to and from school. Currently there is no crossing guard, but I could see one becoming necessary with the increases volume of traffic from the proposed development.

I can see the intersection of High and Baseline becoming so busy with cars and backed up, that drivers would go down smaller residential streets trying to avoid the long line ups of cars. Our street doesn't have sidewalks. And, when people zip through our street to get to Baseline Rd or Commissioners Rd, it puts my kids lives at risk when they're out riding their bikes or walking to a friend's house. This is already an issue, and it would be exacerbated by the increased traffic from the proposed development. Traffic calming measures would have to be considered.

I'm not totally opposed to the idea of a retirement home in the neighbourhood, but I think ten stories is too high. And if the proposed development does connect to the storm and sanitary sewers, the developers should be forced to pay to increase the capacity of the sewers.

Thanks for your time,

Will Rounds
 44 Kingsford Cr.
 London ON N6C4E3

From: Stephen Mawdsley [<mailto:>]
Sent: Tuesday, December 20, 2016 8:31 AM
To: Wise, Sonia <swise@london.ca>
Subject: OZ-8711 Revised Comment

Sonia

I pass by the subject property daily and live a few blocks away at 8 Kingsford Cres. I am submitting the following comments on behalf of both myself and SK Wong who owns 430 High St. All the following comments are prefaced by the expectation of the new London Plan being in force very soon.

Baseline is a *neighbourhood connector* and is currently a stressed road with traffic issues - especially at morning and evening rush.

The proposed east entrance will cause significant traffic issues and should be a right out only, directly into the right turn lane on Baseline eastbound. Traffic exiting from the TD bank plaza already causes significant traffic issues in this same general vicinity.

While the subject property is also close to Wellington Rd, a *Rapid Transit Blvd*, it is not within the *rapid transit boulevard* designated area so the height permitted should be per the neighbourhood matrix in Tables 10-12. If we read the tables correctly, since this property is not on a corner, and even if considered in Central London, only 4-6 bonus floors would be permitted (total 6-8).

--	--

OZ-8711
Sonia Wise

1. We would hope that any proposed building would not exceed the heights proposed in the London Plan. (All new developments need to be consistent with the plan).
2. The east driveway should be right turn only.
3. While the concept of mixed use lower level has some merit, the street will not support that level of intensity for a long time.
4. The 0m setback needs to be reconsidered in light of the prevailing street setbacks and perhaps be only half the current setback to act as a transitional building (from the corner) as the street is still primarily suburban residential. This would also allow room for restaurant patios.
5. The "artist's" rendering is very deceptive and inaccurate on what the character of the street will be like in both the short or long run. I would suggest a more realistic rendition be requested.

We are supportive of the intensification and proposed use, but this is contingent on the above noted comments being adequately addressed. Most importantly we hope that the proposed development conforms to the new London Plan.

Please call if you have any questions

Regards,

Stephen J. Mawdsley,
Principal Architect + Partner
B. Arch, MTS, OAA, RA(mich), LEED AP BD + C, GGP

From: Brian Nagle [mailto:████████████████████]
Sent: Monday, December 19, 2016 9:50 PM
To: Wise, Sonia <swise@london.ca>; Turner, Stephen <sturner@london.ca>
Subject: OZ-8711

Hello Sonia,

Our names are Brian and Leanne Nagle. We live at 644 Base Line Rd. E. London ON.

This e mail is in response to the recent letter we received, regarding the future plans across the street from our dwelling.

As you can imagine there are a few pressing concerns that we are interested in resolving.

Concerns such as:

- the size of the building
- traffic increase both foot and vehicular
- thus resulting in less privacy, home security(very well documented)

We look forward to future communications regarding this matter.

Please send the mentioned letter regarding the public meeting to our address, 644 Base Line RD E London ON N6C 2R4. Also, please email confirmation regarding ALL future correspondence to this email.

Thank You Kindly
B & L Nagle

From: Stephen Bodrug [mailto:████████████████████]
Sent: Thursday, December 15, 2016 7:08 AM
To: Wise, Sonia <swise@london.ca>
Subject: RE: Land use change on Baseline

--	--

OZ-8711
Sonia Wise

Hi Sonia,

Thank you for your prompt responses.

My main concern is the likely increase in traffic in the area. I am a resident on High Street in-between Baseline and Commissioners, and although there are 3 speed humps on that stretch of road, there is still a big lack of respect for traffic laws in this area. In the last year I've had at least a dozen vehicles speed around me on High Street, one of which nearly took out the drivers side of my car while I was signaling to turn into my driveway. This is a huge safety concern for me, as I had my 1 year old and pregnant wife in the car. Other residents in the area can also attest to the same kind of traffic issues. So as you can see, I don't want more traffic in the area, especially since the city doesn't have a handle on the current traffic problem.

I have noticed that problems like this have been addressed the old North area, and perhaps some of those solutions could be applied here. I'd like know first that traffic volume has been considered and how it will be addressed before a development like this is agreed upon. I would also like to say that I would like to be a big part of the solution to support the city in its development.

Regards,

Stephen Bodrug

From: Daniel B [mailto:]
Sent: Tuesday, November 29, 2016 2:32 PM
To: Wise, Sonia <swise@london.ca>
Subject: File# OZ-8711 -Seasons Retirement Communities

Dear Ms. Wise,

I am the owner of 657 Baseline Rd East in London Ontario and I am contacting you in regards to Planning File # OZ 8711, Season's Retirement Community Proposal.

As the owner of the abutting property to this proposed building, I object to the change in zoning in this residential area and the building of this retirement home. The large building being proposed will cast a shadow on my property and backyard which I do not want and will impede in the reasonable enjoyment of my property.

There will also be considerably more vehicular traffic on Base Line Rd East caused by the intensification of residential and commercial use to this stretch of road.

As the owner of this property for over 30 years, the proposed development is much too intense relative to the immediate surroundings and does not match the look and feel of this neighbourhood.

I look forward to hearing from you confirming receipt of my objections to this proposed project and request that any further information (e.g. public meetings, etc....) be sent to me via email to this email [redacted]

Regards,

Daniel Cardoso

--	--

OZ-8711
Sonia Wise

Bibliography of Information and Materials
OZ-8711

Request for Approval:

City of London Combined Official Plan/Zoning By-law Amendment Application Form, completed by Alex Brown, October 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*, 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.

Exp Services Inc.. *Environmental Site Assessment – Phase 1*, June, 2016.

Stantec. *Planning Justification Report*, October 2016.

Stantec. *Planning Justification Report – Second Submission*, April 2016.

Stantec. *Preliminary Servicing Analysis*, October, 2016.

Exp Services Inc.. *Preliminary Geotechnical Investigation*, June, 2016.

Stantec. *Archaeological Assessment – Stage 1-2*, October, 2016.

Stantec. *Stormwater Servicing*, October, 2016. (Updated March 10, 2017)

Stantec. *Wet Weather Sanitary Flows*, March 9, 2017

Stantec. *Urban Design Brief*, December, 2016.

LEA Consulting Ltd. *Transportation Impact Assessment*, April, 2017.

Correspondence: (all located in City of London File No. OZ-8711 unless otherwise stated)

City of London -

Chambers, S., & McIntosh, C., City of London Stormwater Engineering Division. Various e-mails with S. Wise. December 12, 2016 to March 30, 2017.

Giesen, A. City of London Transportation Planning and Design Division. Various e-mails with S. Wise. December 9, 2016 to May 18, 2017.

Gonyou, K. City of London Urban Regeneration. Email to S. Wise. November 16, 2016.

Hodgins, K. City of London Urban Forestry. Email to S. Wise. December 12, 2016.

Ramsey, J. & Lambert, B., City of London Development Services - Engineering Division. Various e-mails with S. Wise. January 1, to March 22, 2017.

Moore, B. & Veittiaho, E., City of London Wastewater and Drainage Engineering Division. Various e-mails with S. Wise. December 21 to May 24, 2017.

Departments and Agencies -

Crieghton C., UTRCA. Various e-mails to S. Wise. December 12, 2016 – May 10, 2017.

--	--

OZ-8711
Sonia Wise

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 633, 635, 637, 645, 649, 651, 655 Base Line Road East.

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 June 26, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2017
Second Reading - June 26, 2017
Third Reading - June 26, 2017

--	--

**OZ-8711
Sonia Wise**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Low Density Residential to Multi-family, Medium Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.
2. To add a policy in Section 10.1.3 of the Official Plan for the City of London to permit an increased height of eight (8) storeys, (38.5m) maximum.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 633, 635, 637, 645, 649, 651, 655 Base Line Road East in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the *Provincial Policy Statement, 2014*, and the criteria for Policies for Specific Areas, and the Multi-Family, Medium Density Residential policies of the Official Plan.

The recommended amendment will facilitate a continuum of care facility which is compatible with the existing surrounding land uses. The proposed mix of independent and assisted senior's facilities is an appropriate range of uses for this location and the increase in height of eight (8) storeys.

D. THE AMENDMENT

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

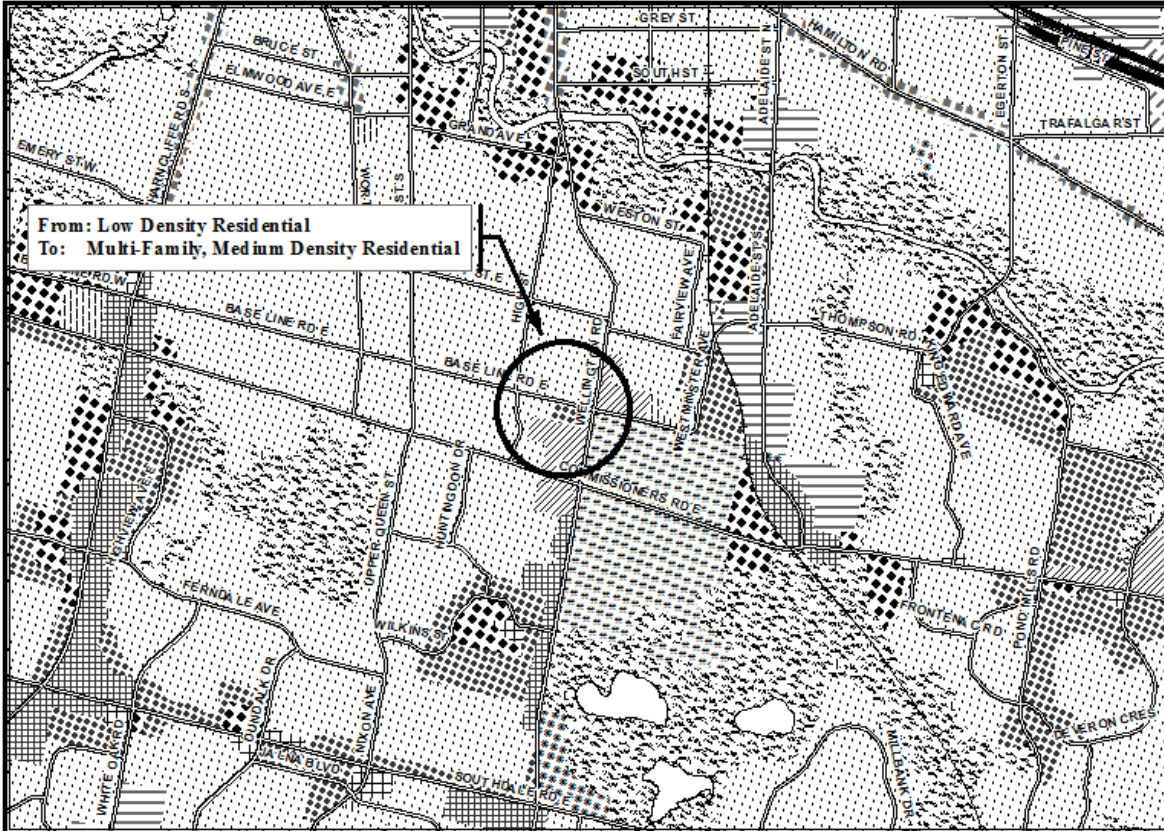
1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 633, 635, 637, 645, 649, 651, 655 Base Line Road East in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Multi-Family, Medium Density Residential
2. Section 10 – Policies for Specific Areas of the Official Plan for the City of London is amended by amended by adding the following:

In the Multi-Family, Medium Density Residential designation at 633, 635, 637, 645, 649, 651, 655 Base Line Road East the proposed continuum of care facility may have an increased building height of eight (8) storeys, (38.5m), as implemented through a bonus zone.

--	--

OZ-8711
Sonia Wise

AMENDMENT NO:



Legend

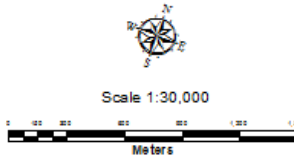
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community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

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

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8711

PLANNER: SW

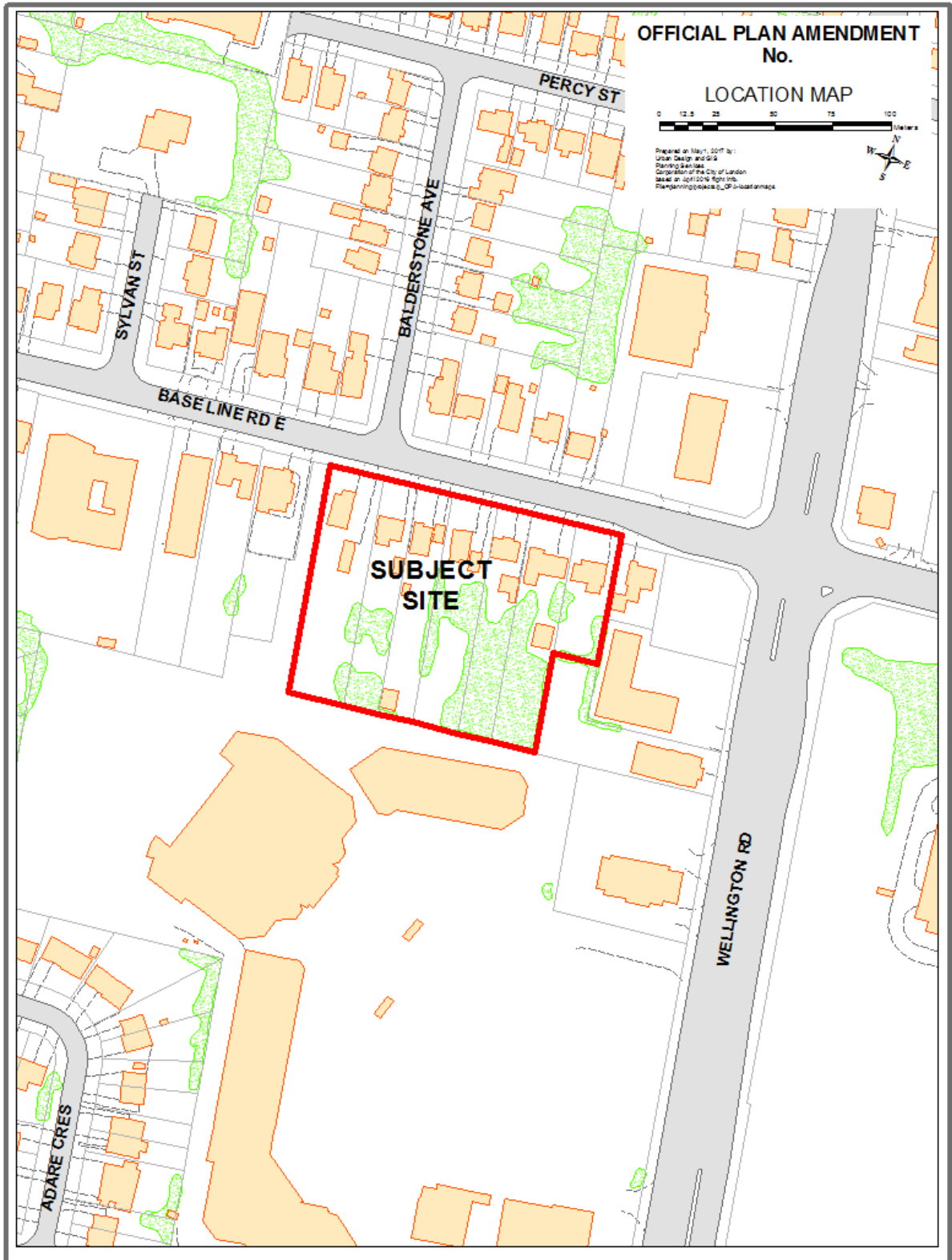
TECHNICIAN: MB

DATE: 2017/06/02

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consolid\amendments\oz-8310\mxd\scheduleA_b&w_8x11_with_SWAP.mxd

--	--

OZ-8711
Sonia Wise



--	--

**OZ-8711
Sonia Wise**

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 633, 635, 637, 645, 649, 651, 655 Baseline Road East.

WHEREAS Seasons Retirement Communities has applied to rezone an area of land located at 633, 635, 637, 645, 649, 651, 655 Base Line Road East, 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 633, 635, 637, 645, 649, 651, 655 Base Line Road East, as shown on the attached map comprising part of Key Map No. A107, from a Residential R1 (R1-6) Zone to a Residential R1 Bonus (R1-6*B-()) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

4.3.4() B() 633, 635, 637, 645, 649, 651, 655 Base Line Road East

The Bonus Zone shall be implemented through a development agreement to provide for a continuum of care facility and 12 townhouse units with an increased building height of eight (8) storeys in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:

- i. A development that is consistent with the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director, Planning and City Planner;
- ii. A high quality building design, including a coordinated palette of high quality materials to be further refined through the site plan approval process, with a high proportion of brick and glass;
- iii. A significant stepback above the two (2) storey podium along Base Line Road East to provide a pedestrian scale that is in keeping with the character of the buildings to the north;
- iv. The provision of active ground floor uses and access to the front terrace located at grade along Base Line Road East;
- v. A building design that breaks up the building horizontally and vertically through articulation, architectural details and an appropriate proportion and rhythm of windows and balconies;
- vi. The provision of one level of underground parking;
- vii. The provision of enhanced universal accessibility of all common open spaces, including exterior landscaped amenities, as well as barrier-free bathrooms in all independent seniors living suites ;
- viii. The use of low impact development (LID) features including the bioswale environmentally sensitive stormwater management; and
- ix. Enhanced landscaped open space including an outdoor amenity area on the west portion of the site including enhanced landscaping of the bioswale and native plant palate to provide pollinator species habitat.

--	--

**OZ-8711
Sonia Wise**

The following regulations apply within the bonus zone:

a) Permitted Uses:

Continuum-of-Care Facility
Cluster Townhouse Dwellings

b) Regulations:

i)	Lot Area (Minimum)	12,120m ²	(130,459 sq ft)
ii)	Lot Frontage (Minimum)	129m	(423 ft.)
iii)	Front Yard Depth (Minimum)	6.7m	(21 ft.)
	Landscaped Open Space (Minimum)	37%	
iv)	Lot Coverage (Maximum)	36%	
v)	Density (Maximum)	68 Units Per Hectare	

Regulations - Continuum of Care Facility:

i)	Height (Maximum)	38.5m	(126 ft.)
ii)	East Interior Side Yard (Minimum)	13.5m	(42 ft.)
iii)	West Interior Side Yard (Minimum)	32m	(104 ft.)
iv)	Rear Yard Depth (Minimum)	22m	(72 ft.)

Regulations – Cluster Townhouse:

v)	Height (Maximum)	12m	(39 ft.)
vi)	East Interior Side Yard (Minimum)	4m	(13 ft.)
vii)	West Interior Side Yard (Minimum)	4m	(13 ft.)
viii)	Rear Yard Depth (Minimum)	6m	(19 ft.)

c) Special Definitions applying exclusively to this zone:

i) "SENIOR CITIZEN APARTMENT BUILDING" means an apartment building designed for the accommodation of the elderly.

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.

Agenda Item # Page #

--	--

OZ-8711
Sonia Wise

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 June 26, 2017.

Matt Brown
Mayor

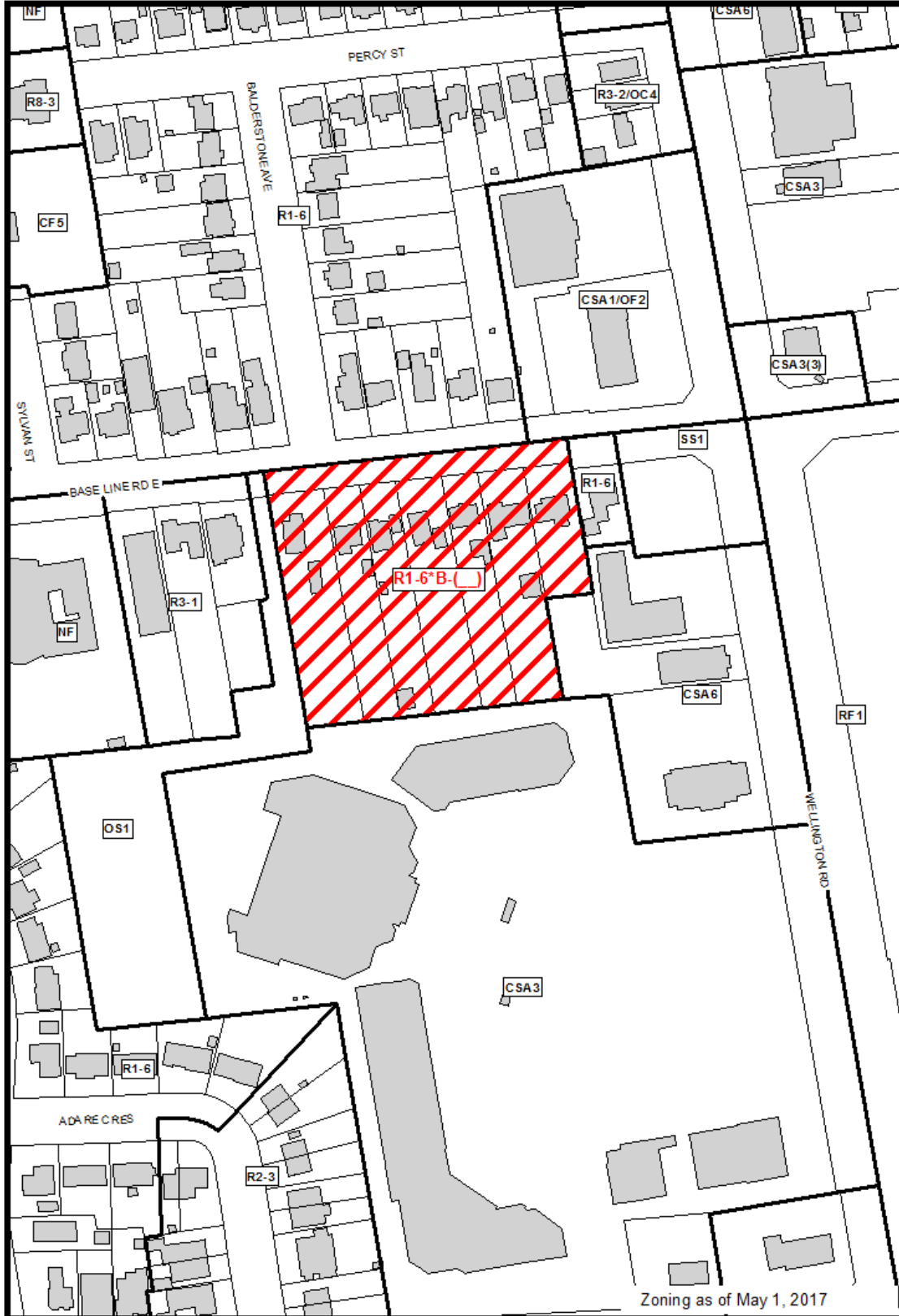
Catharine Saunders
City Clerk


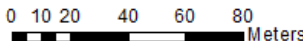

First Reading - June 26, 2017
Second Reading - June 26, 2017
Third Reading - June 26, 2017

Empty boxes for Agenda Item # and Page #

OZ-8711
Sonia Wise

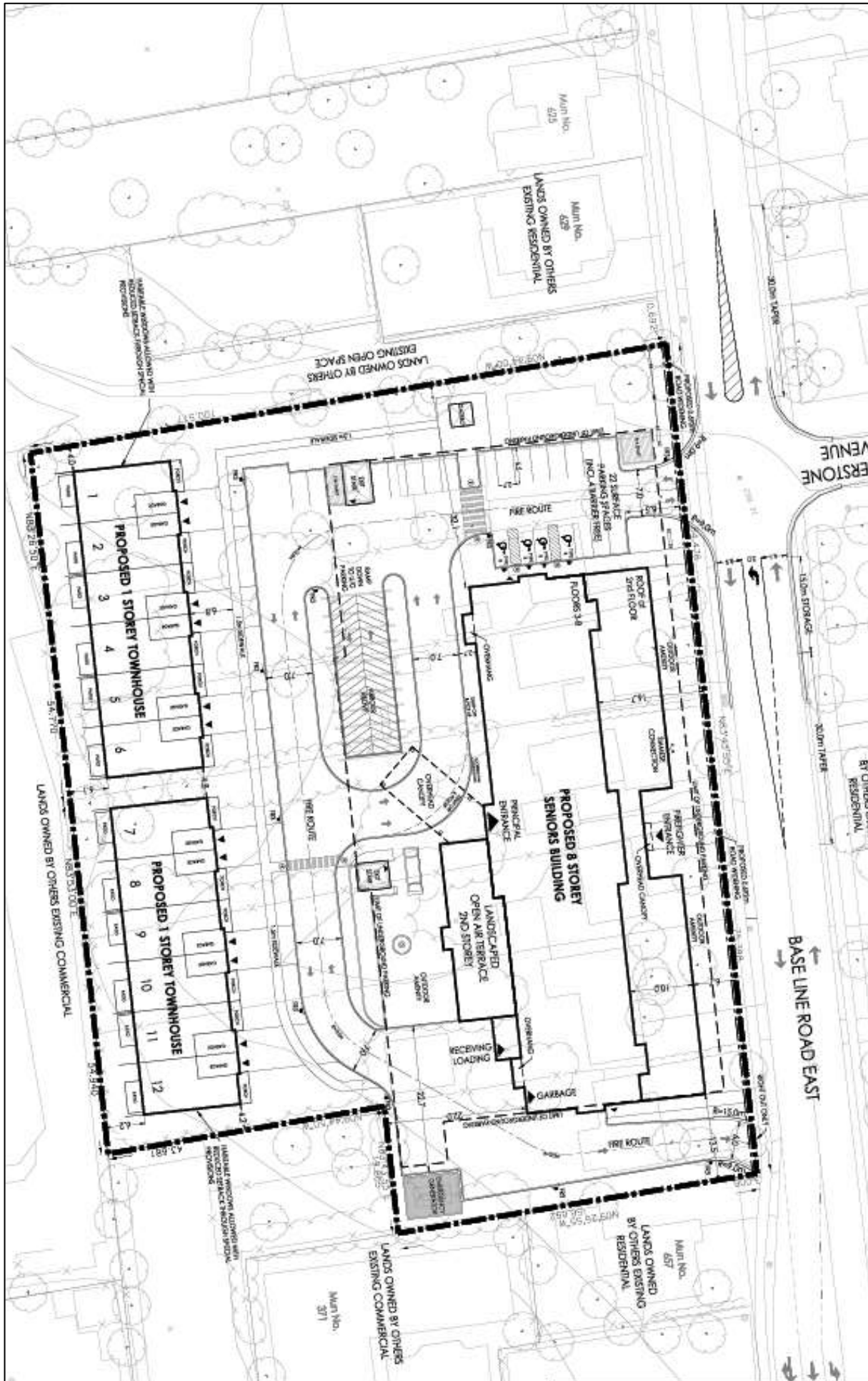
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



<p>File Number: OZ-8711 Planner: SW Date Prepared: 2017/06/02 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:2,000</p> <p> Meters</p> <p></p>
---	--

--	--

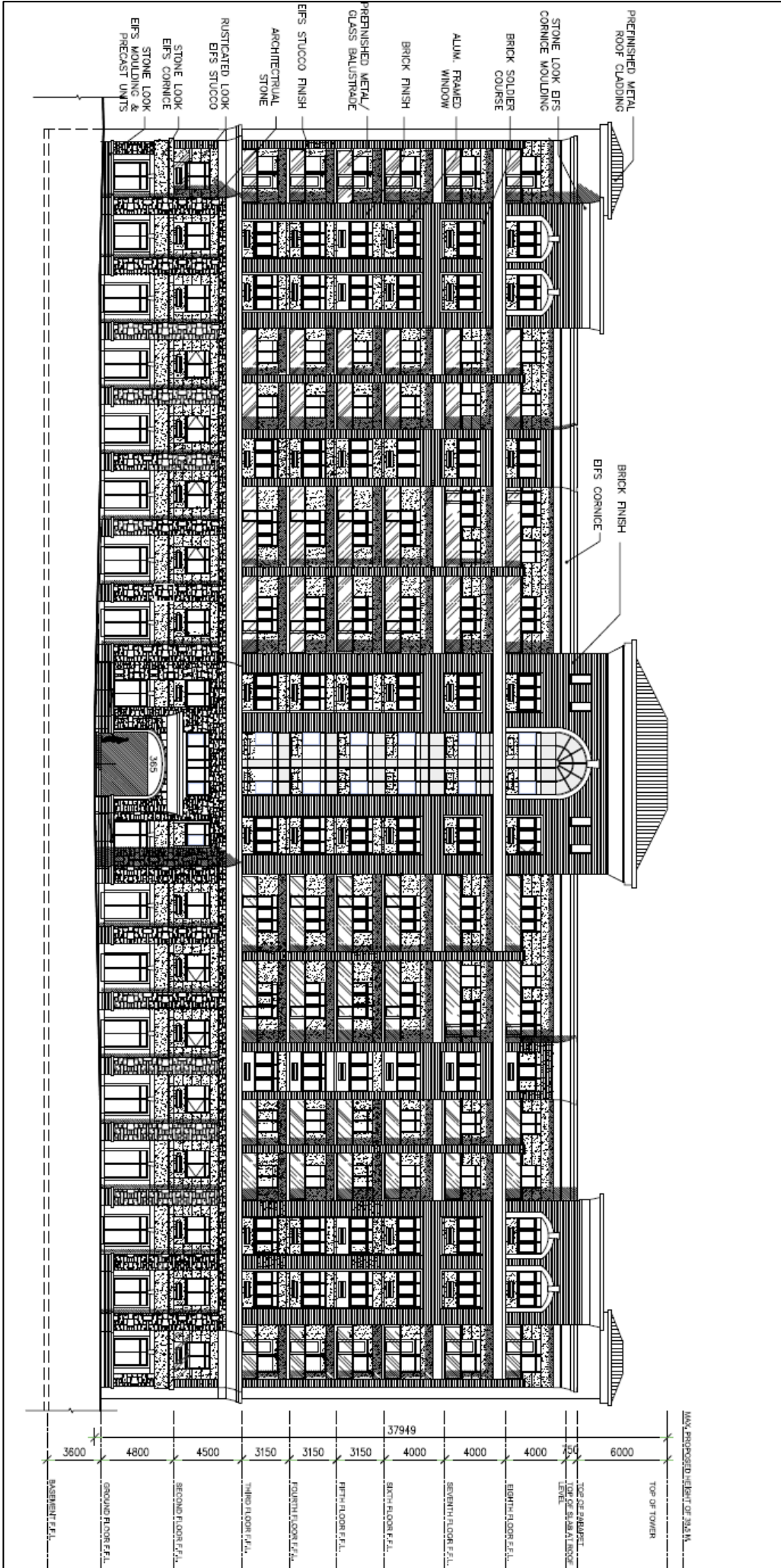
OZ-8711
Sonia Wise



--	--

OZ-8711
Sonia Wise

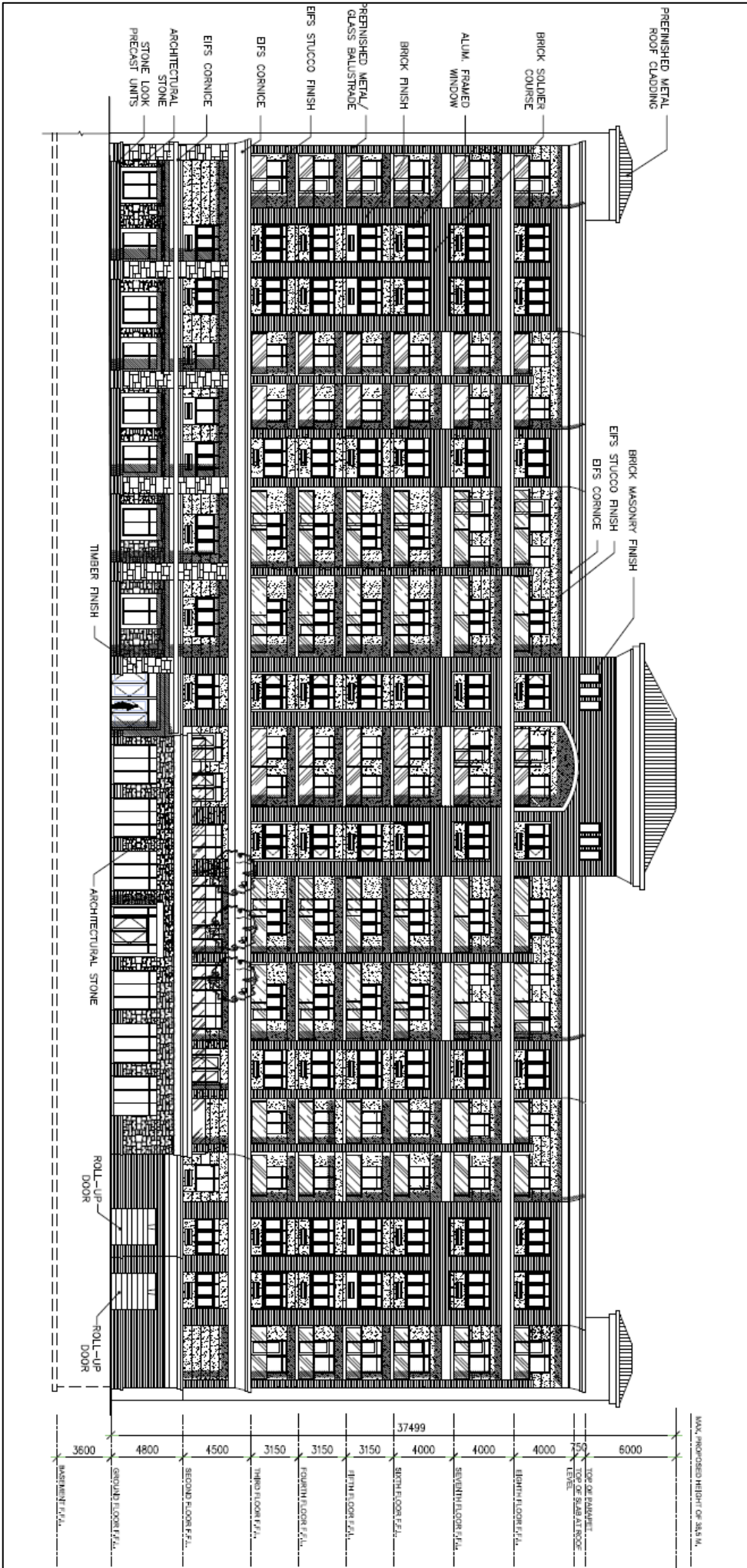
North Elevation



--	--

OZ-8711
Sonia Wise

South Elevation



--	--

OZ-8711
Sonia Wise

