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File: Z-8827
Planner: M. Campbell

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: ITALIAN SENIORS PROJECT 1090, 1092, 1096 HAMILTON ROAD PUBLIC PARTICIPATION MEETING ON JANUARY 22, 2018

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Italian Seniors Project relating to the property located at 1090, 1092, and 1096 Hamilton Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January 30, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R8 Special Provision (h- •R8-4() Zone.
- (b) the Site Plan Approval Authority **BE REQUESTED** to consider the following design and engineering issues through the site plan approval process:
 - i) the provision of a 1.8 metre high board-on-board privacy fence along the perimeter of the subject lands shared with adjacent properties;
 - ii) the provision outdoor lighting fixtures within parking areas that will minimize light trespass onto adjacent properties;
 - iii) maximize tree preservation and retention on the subject lands;
 - iv) address concerns raised through the community engagement process about the potential for reflection or amplification of road traffic noise on adjacent properties.
 - v) the provision of the following road traffic noise mitigation measures as per the recommendations of the accepted *Noise Feasibility Study*, prepared by Howe Gastmeier Chapnik ("HGC") Limited, dated August 21, 2017, and the recommendations of City Staff be included in the Site Plan and Development Agreement:
 - a. central air conditioning be required and the location, installation and sound rating of outdoor condensing units be compliant with MOECC Guideline NPC-300;
 - b. building and double glazed window construction be provided meeting the minimum requirements of the Ontario Building Code for adequate sound installation for the building; and
 - c. the inclusion of noise warning clauses in the property and tenancy agreements and offers of purchase and sale stating:
"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and

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the Ministry of the Environment and Climate Change”; and “This unit has been supplied with a central air conditioning system which allows windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the noise criteria of the Municipality and the Ministry of the Environment and Climate Change”.

- d. the following wording be added to the noise warning clauses:
“The City of London assumes no responsibility for noise issues which may arise from existing or increased traffic on Hamilton Road as it relates to interior or exterior living areas within this development. The City of London will not be responsible for constructing any form of noise mitigation for this development.”
- e. the following wording be added to the clauses within the Development Agreement: *“Prior to the issuance of a building permit, the Owner shall have the plans for all dwelling units reviewed and certified by a qualified acoustical engineer licensed in the Province of Ontario, before building permits are issued, to ensure that they incorporate the recommended indoor and outdoor noise control measures outlined in the accepted noise study prepared by HGC Limited and dated August 21, 2017”; and “The Owner’s qualified acoustical consultant and architect shall, upon completion of construction of the accepted noise abatement measures and prior to issuance of occupancy permits, certify the work has been carried out in accordance with the accepted noise study”.*

EXECUTIVE SUMMARY

Summary of Request

To facilitate the redevelopment of the subject lands for an apartment building use with 62 units, the applicant requested a Zoning By-law Amendment to change the zoning of the subject lands to a Residential R8 Special Provision (R8-4(_)) Zone. A special provision to the standard zoning regulations was requested to permit a reduction in the minimum parking space requirement to permit a minimum of 60 parking spaces on-site, and permit a minimum front yard setback of 0.8 metres after the road widening dedication. The proposed development is intended to provide affordable housing; however, Bonus Zoning for increased height or density in return for affordable housing is not requested.

Purpose and Effect of Recommended Action

The purpose and effect of the amendment is to permit the redevelopment of the subject lands for a 3-storey apartment building with 62 units. Planning Staff are recommending approval of a Zoning By-law Amendment to change the zoning of the subject lands from the Residential R1 (R1-6) Zone, which permits single detached dwellings, to a Holding Residential R8 Special Provision (h-_*R8-4(_)) Zone to permit apartment buildings, handicapped person’s apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities. The recommended R8 Zone is intended to regulate development in the form of low-rise apartment buildings. The special provision would permit a minimum parking requirement of 56 spaces and permit a minimum front yard setback of 0.8 metres after the road widening dedication. City Planning Staff are

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**File: Z-8827
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recommending a minimum parking requirement of 56 spaces, which is slightly less required parking than the minimum 60 parking spaces requested by the applicant, to provide the Site Plan Approval Authority with greater flexibility to incorporate landscaped islands where appropriate and reduce the amount of the surface parking area. A holding provision is recommended to ensure the orderly development of land until a sanitary servicing solution has been identified to the satisfaction of the City Engineer. The Site Plan Approval Authority is being requested to consider design and engineering issues through the Site Plan Approval process dealing with matters such as privacy fencing along the perimeter of the subject lands, outdoor lighting fixtures to minimize light trespass onto adjacent properties, tree preservation and retention on the subject lands, and measures to mitigate road traffic noise.

Rationale of Recommended Action

1. The recommended amendment is consistent with the 2014 Provincial Policy Statement which encourages intensification in appropriate locations where it can be accommodated. The PPS also encourages a range and mix of land uses, and directs municipalities to permit all forms of housing required to meet the needs of current and future residents, including affordable housing and special needs requirements.
2. The recommended amendment conforms to the 1989 Official Plan, and will implement the residential intensification policies of the “Low Density Residential” designation that contemplate residential intensification in the form of low-rise apartments up to 75 uph. The recommended amendment will provide for housing choice and a range of housing types encouraged by the Official Plan.
3. The recommended amendment is consistent with the policy direction in The London Plan which contemplates low-rise apartments at this location and provides for residential intensification in the “Neighbourhoods” Place Type where it’s appropriately located and fits with the receiving neighbourhood. The recommended amendment will provide for housing choice and a range of housing types encouraged by The London Plan.
4. The subject site is an appropriate size and configuration to accommodate the proposed use in keeping with most of the standard Residential R8 Zone regulations. The recommended special provision to recognize a reduced front yard depth results from the required road widening dedication along Hamilton Road, and good urban design practice of maintaining the building-line established by existing adjacent buildings.
5. The recommended reduction in the minimum number of required parking spaces is relatively modest given the total number of parking spaces to be provided; on or off-site impacts are not expected to result with any regularity.

ANALYSIS

1.0 Site at a Glance

1.1 Property Description

The subject lands are located on the north side of Hamilton Road between Watmar Avenue to the east and Fairmont Avenue to the west. The subject lands are comprised of three (3) parcels, municipally known as 1090, 1092, and 1096 Hamilton Road, that

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File: Z-8827
Planner: M. Campbell

have a combined total area of 0.85 hectares (2.1 acres). 1090 Hamilton Road is currently occupied by a 1-storey single detached dwelling with a large detached garage. 1092 Hamilton Road is currently vacant, but was formally occupied by a single detached dwelling. 1096 Hamilton Road is currently occupied by a 1-storey commercial building; and the property is known to have been used formerly as a gas station. There are a number of mature trees located along the periphery of these properties.

1.2 Current Planning Information (see more detail in Appendix “E”)

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods with frontage on a Civic Boulevard
- Existing Zoning – Residential R1 (R1-6) Zone

1.3 Site Characteristics

- Current Land Use – Single Detached Dwelling, Vacant (Formerly Single Detached Dwelling), & Commercial Building (Formerly Gas Station)
- Frontage – 54.8 metres (180 feet)
- Depth – 170.0 metres (558 feet)
- Area – 0.846 hectares (2.1 acres)
- Shape – rectangular

1.4 Surrounding Land Uses

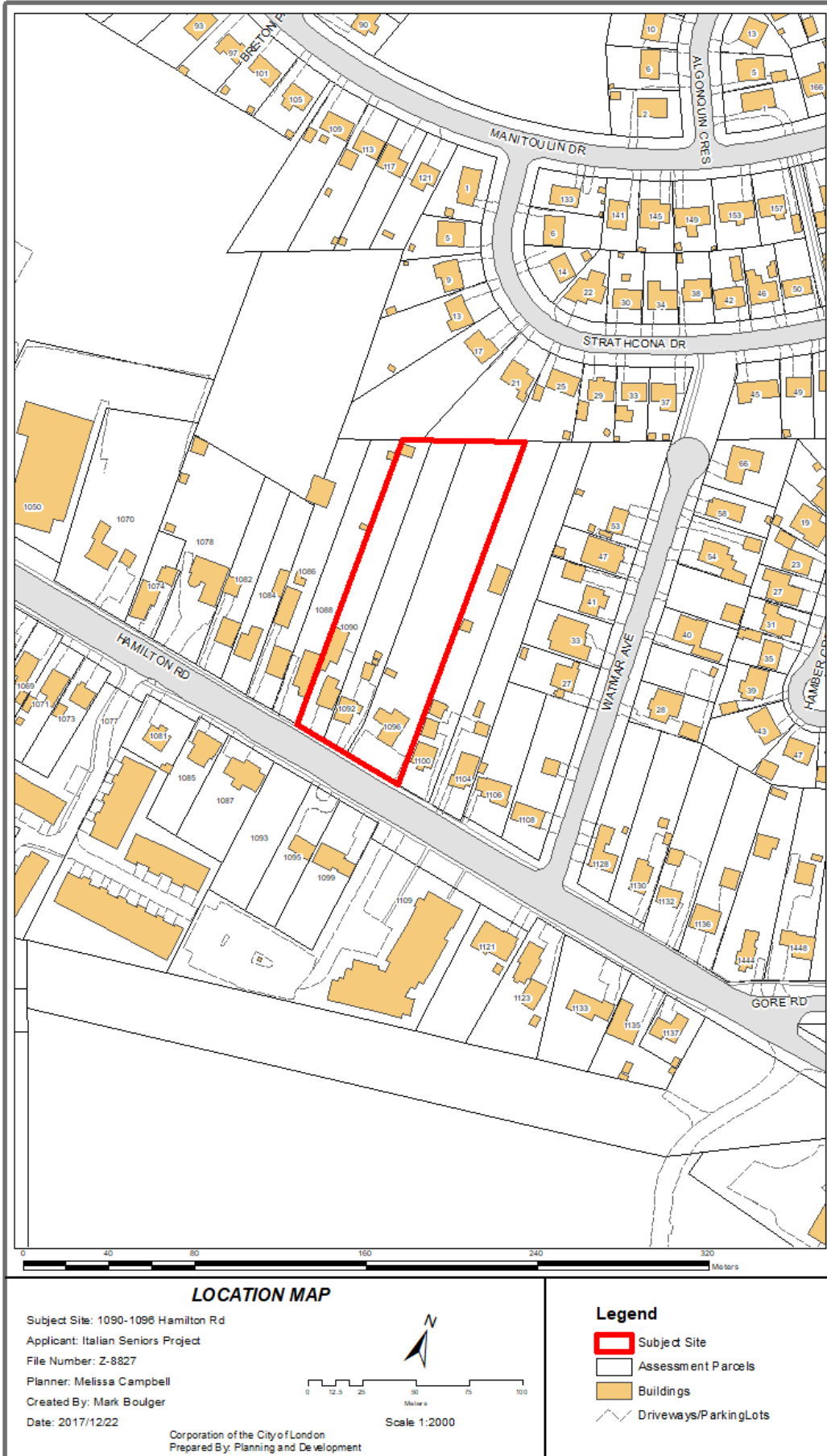
- North – Low Density Residential (Single Detached Dwellings)
- East – Low Density Residential (Single Detached Dwellings), & Commercial
- South – Low Density Residential (Single Detached Dwellings), Medium Density Residential (Cluster Townhouses & Low-Rise Apartment Building), & Open Space
- West – Low Density Residential (Single Detached Dwellings), & Community & Neighbourhood Facilities (Bob Hayward YMCA & Fairmont Public School)



Figure 1: Photo of Subject Lands 1090, 1092, 1096 Hamilton Road (building located at 1092 Hamilton Road, shown in center of photo has since been demolished)

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1.5 Location Map



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2.0 Description of Proposal

2.1 Development Proposal

The proposed redevelopment of the subject lands would involve the demolition or removal of the existing buildings and accessory buildings on the subject lands to allow for the redevelopment of a low-rise apartment building. The proposed apartment building would be 3-stories in height measured from average grade across the length of the proposed building. The subject lands slope from a high point in the south (front of the site) to a low point in the north (rear of the site). When viewed from the front, the proposed building would be 3-stories in height, and when viewed from the rear, the proposed building would be 4-stories in height, as the slope of the land reveals the lower partial basement level. The proposed building is to be positioned close to the street and aligned with the adjacent buildings. The driveway access is proposed along the easterly side of the property with the proposed building “shifted” to the westerly side of property. The on-site parking is proposed in the rear yard.

The proposed low-rise apartment building would contain a total of 62 units, including 8 barrier free units. All units are proposed to have 1-bedroom. The density of the proposed development is 74 units per hectare (“uph”). A total of 60 at grade vehicular parking spaces are proposed (City Planning Staff are recommending a minimum of 56 parking spaces), including 4 barrier free spaces, along with 33 secure, indoor bicycle parking spaces, and 8 outdoor bicycle parking spaces. A total of 3 building entrances are proposed, including an entrance along Hamilton Road to directly access the street, a passenger drop off entrance along the easterly side of the building, and an entrance from the parking area at the rear of the building.

Each unit would have private outdoor amenity space in the form of a balcony and common indoor amenity space would be provided on the lower partial basement level with access to common outdoor amenity space in the form of 2 courtyards, one courtyard on the easterly side of the building and the other on the westerly side of the building (see “lower floor” on p. 8). Existing mature trees along the periphery of the subject lands are proposed to be retained where feasible. Waste storage, bicycle storage, mechanical, and electrical are proposed inside the building on the lower partial basement level.



Figure 2: Rendering, Front and Easterly Façade

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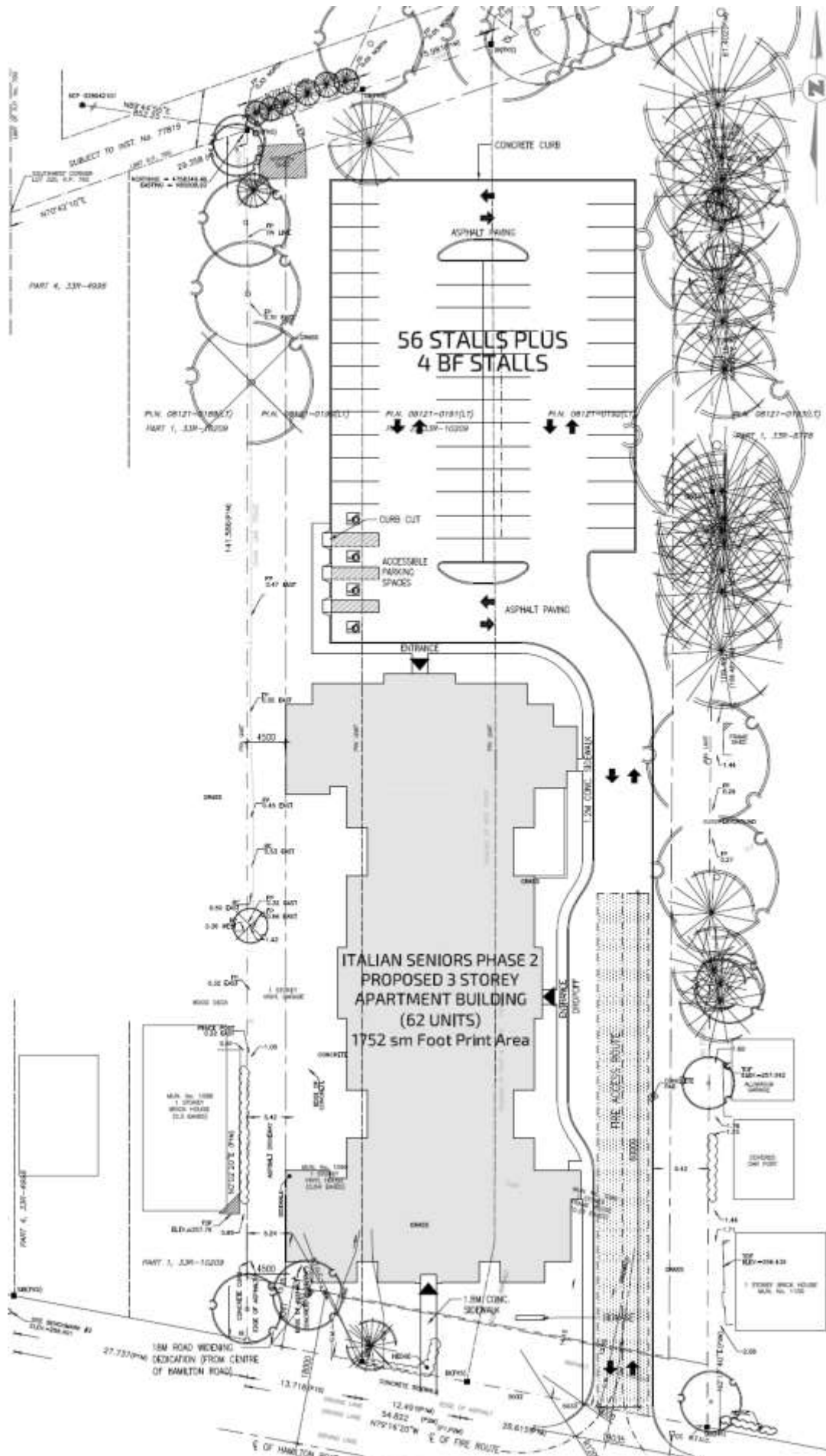


Figure 3: Proposed Site Plan

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Figure 4: Proposed Floor Plans

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3.0 Relevant Background

3.1 Planning History

In 1990, the Hamilton Road Area Study was undertaken to determine the development potential of larger, underutilized single detached residential lots in this area. The study concluded that the properties located at 1073, 1077, 1081 and 1121 Hamilton Road could be rezoned, upon receipt of an application, to permit townhouse uses to a maximum density of 30 uph. This density was considered appropriate at the time to ensure compatibility with existing residential uses in the area.

Provincial policy direction has changed since the Hamilton Road Area Study. The 2014 Provincial Policy Statement more readily provides for, and encourages compact form, redevelopment, and intensification.

In 2007, an application for a Zoning By-law Amendment was approved for 1109 Hamilton Road (formerly part of 1121 Hamilton Road) on the south side of Hamilton Road, opposite the subject lands. The Zoning By-law Amendment applied a Residential R7 Zone to permit the development of a 4-storey, 52 unit seniors lodging home that has since been constructed and is commonly known as Residenza Italia. The 3-storey apartment building proposed for the subject lands is intended as a “sister” building to Residenza Italia, and is proposed by the same applicant.

3.2 Requested Amendment

The applicant has requested a Zoning By-law Amendment to change the zoning that pertains to the subject lands from a Residential R1 (R1-6) Zone, which permits single detached dwellings, to a Residential R8 Special Provision (R8-4(_)) Zone which permits apartment buildings, handicapped person’s apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities. A special provision to the standard zoning regulations was requested to permit a reduction in the minimum parking space requirement to permit a minimum of 60 parking spaces, and permit a minimum front yard setback of 0.8 metres after the road widening dedication. The proposal is intended to provide for affordable housing; however, Bonus Zoning for increased height or density in return for affordable housing is not requested.

3.3 Community Engagement (see more detail in Appendix “B”)

Notice of Application was sent to property owners in the surrounding area on October 11, 2017, and published in the Public Notices and Bidding Opportunities section of The Londoner on October 12, 2017. The Notice of Application advised of the possible amendment to the Zoning By-law to permit the redevelopment of the subject lands for the proposed 3-storey apartment building with 62 units, a reduction in the minimum parking requirement to permit 60 parking spaces and to permit a minimum front yard depth of 0.8 metres after the road widening dedication. A total of 6 separate respondents provided 3-telephone responses and 5-written responses following the Notice of Application.

The applicant hosted a Community Information Meeting on November 22, 2017 at 1109 Hamilton Road (Residenza Italia) to discuss the proposed development. The Community Information Meeting was attended by the applicant and their consultants, City Staff and approximately 13 members of the public based on the sign-in sheet.

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Through community consultation, concerns expressed about the proposed development identified such matters as the height of building, location of building and parking area, fencing, building setback to Hamilton Road and impact on the streetscape, lighting of the parking area and light trespass on adjacent properties, tree protection, road traffic noise possibly reflected/amplified by the proposed development and vehicle noise directly associated with proposed development, traffic generated by the proposed development, drainage of stormwater, the architectural style of the building (“not an ugly building”), impact on quality of life and impact on property values. The concerns that can be appropriately considered through the planning process have been addressed throughout this report. Impact on property value is not a land use planning consideration.

3.4 Policy Context (see more detail in Appendix “D”)

Provincial Policy Statement, 2014 (PPS)

The 2014 Provincial Policy Statement (“PPS”) provides broad policy direction on matters of Provincial interest related to land use planning and development. The PPS does not assign specific land use designations to properties.

The PPS directs growth to settlement areas and encourages a diversity of land uses and densities within settlement areas. The PPS encourages opportunities for intensification and redevelopment and directs planning authorities to identify appropriate locations for intensification and redevelopment where it can be accommodated. The PPS encourages a diversity of housing types and densities, identifies preferred locations for new housing and considers the housing needs of all residents, including the provision of housing which is affordable.

1989 Official Plan

The City of London 1989 Official Plan (“Official Plan”) implements the policy direction of the PPS and contains objectives and policies that guide the use and development of land within the City of London. The Official Plan assigns specific land use designations to lands, and the policies associated with the land use designations provide for a general range of uses, form and intensity which may be permitted.

The subject lands are located within the “Low Density Residential” designation on Schedule “A” – Land Use in the City of London Official Plan. The Low Density Residential designation is intended for low-rise, low-density housing forms. The primary permitted uses include single detached, semi-detached and duplex dwellings. Residential intensification is contemplated in the Low Density Residential designation in the form of low-rise apartment buildings and up to a density of 75 uph.

The Official Plan provides policy direction on broader matters indirectly related to land use. The Official Plan encourages a diversity of housing types and densities to ensure a broad range of housing needs are met and pursues housing opportunities for all residents including the provision of housing which is affordable and the provision of housing to meet special needs requirements of seniors.

The London Plan

The London Plan is the new Official Plan for the City of London and has been adopted by Council and approved by the Ministry with modification, but at the time of writing this report was not yet in force and effect due to appeals to the Ontario Municipal Board. The London Plan establishes a new policy direction for land use planning in London, which emphasizes growing inward and upward.

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The subject lands are located within the “Neighbourhoods” Place Type on Map 1- Place Types in The London Plan, with frontage on a “Civic Boulevard” on Map 3 – Street Classifications in The London Plan. The London Plan contemplates that low-rise apartment buildings and maximum building heights of 4-storeys may be permitted within the Neighbourhoods Place Type where the property has frontage on a Civic Boulevard. Within the Neighbourhoods Place Type residential intensification will be supported where it’s appropriately located and fits with the receiving neighbourhood. The London Plan also encourages a diversity of housing types and densities and pursues housing opportunities for all residents with specific policies to address the prevention of homelessness and affordable housing.

KEY ISSUES AND CONSIDERATIONS

4.0 Key Issues and Considerations

4.1 Use, Intensity and Form

Planning Staff considered the appropriateness and compatibility of the proposed development on the subject lands, and within the receiving neighbourhood, through an analysis of the use, intensity and form of the proposed development.

4.1.1 Use

Provincial Policy Statement, 2014 (PPS)

The PPS directs growth and development to settlement areas and encourages their regeneration (Policy 1.1.3.1). Land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2 b)). The PPS directs that planning authorities consider the housing needs of all residents, including the provision of housing which is affordable and/or provides for special needs for persons with disabilities and for seniors (Policy 1.4.3 a) and b)).

Consistent with the PPS the proposed apartment building use will add to the range of housing options and provide for an alternative housing type within the surrounding area that predominately consists of single-detached dwellings. As an alternative housing type, the proposed apartment building use has the potential to help satisfy a diverse range of housing needs within the community consistent with the PPS. The proposed development is intended to provide for affordable housing.

1989 Official Plan

The subject lands are designated Low Density Residential in the Official Plan which primarily permits low-rise, low density housing forms including detached, semi-detached and duplex dwellings (Policy 3.2.1). The proposed low-rise apartment building use is contemplated in the Low Density Residential designation in the Official Plan as a permitted form of residential intensification (Policy 3.2.3.2). The Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (Policy 3.1.1 ii)).

The proposed apartment building use conforms to the permitted uses in the Low Density Residential designation through the residential intensification policies, and will provide for an alternative housing type within the surrounding neighbourhood, which will

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assist in satisfying a broad range of housing requirements. The surrounding neighbourhood is predominately comprised of single detached dwellings.

The London Plan

The subject lands are located within the Neighbourhoods Place Type with frontage on a Civic Boulevard in The London Plan. The range of uses permitted within the Neighbourhoods Place Type is directly related to the classification of street onto which a property has frontage. The London Plan contemplates a broader range of uses along higher-order streets within the Neighbourhoods Place Type (919_ 2. & 3.). The London Plan promotes a choice of housing types so that a range of housing requirements can be satisfied (497_ 7.). The vision for neighbourhoods includes a diversity of housing choices allowing for affordability and the ability to age in place (916_ 3.).

The proposed low-rise apartment building is among the primary permitted uses contemplated within the Neighbourhoods Place Type with frontage on a Civic Boulevard (Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type). The surrounding area is predominately comprised of single detached dwellings and the proposed apartment building is a different dwelling type and tenure that is potentially more affordable and would support the ability to age in place where downsizing to a different dwelling type would not require a departure from the neighbourhood.

4.1.2 Intensity

Provincial Policy Statement, 2014 (PPS)

As noted above the PPS directs that land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2 b)). Planning authorities are to identify appropriate locations and promote opportunities for intensification and redevelopment where it can be accommodated considering matters such as existing building stock, brownfield sites, and suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

1989 Official Plan

Development within the Low Density Residential designation is intended to have a low rise, low-coverage form that typically results in densities that range to an approximate upper limit of 30 uph (Policy 3.2.2 i)). The Official Plan provides for residential intensification in the Low Density Residential designation up to 75 uph subject to a Planning Impact Analysis (Policy 3.2.3, and Section 3.2.3.2). It is required that residential intensification be compatible and maintain the character of the receiving neighbourhood (Policy 3.2.3, Policy 3.2.3.3 and Policy 3.2.3.4). It is intended that residential intensification meet all Zoning By-law regulations (Policy 3.2.3.8).

The proposed development represents residential intensification of large, underutilized lots that can accommodate higher than existing densities. The proposed apartment building use consisting of 62 units will result in a net residential density of 74 uph which conforms to the residential intensification policies in the Official Plan for lands within the Low Density Residential designation. A Planning Impact Analysis (“PIA”) was undertaken by Planning Staff as is required for all residential intensification proposals to assess the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses. The PIA criteria set out in Official Plan consider such matters as conformity and compliance with City’s policy and regulatory documents, compatibility with surrounding land uses, impacts of traffic generated by the proposal, and retention of desirable vegetation etc. The PIA criteria been addressed throughout this report and are satisfied by the development proposal.

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The subject lands are an appropriate size and configuration to accommodate the proposed development in keeping with most Residential R8 Zone standard regulations. The recommended special provision to recognize a reduced front yard depth results from the required road widening dedication along Hamilton Road, and good urban design practice of maintaining the building-line established by existing adjacent buildings. The requested reduction in the minimum parking requirements is modest compared to the number of parking spaces that are proposed. The requested minimum parking space requirement of 60 parking spaces and the slightly less *recommended* minimum parking space requirement of 56 spaces is discussed in greater detail below. All other zoning regulations are met by the proposed development.

The London Plan

The London Plan places an emphasis on growing “inward and upward” which encourages growth within the existing built-up area. Residential intensification will be supported in a variety of forms including infill development of vacant and underutilized lots and through redevelopment at a higher density than currently exists on developed lands (Policy 80_4. & 6.). A target minimum of 45% for all new residential development will occur within the Built-Area Boundary (Policy 81_). Intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (Policy 83_). In The London Plan, height is utilized as a measure of intensity in the context of the Neighbourhoods Place Type policies. A minimum height of 2-storey and a maximum height 4-storeys is contemplated within the Neighbourhoods Place Type with frontage on a Civic Boulevard (Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type).

The proposed apartment building will assist in achieving the minimum target of 45% of new development occurring within the Built-Area Boundary. The proposed apartment building has a height of 3-storeys measured from average grade across the length of the proposed building. As the subject lands slope from a high point in the south (front of the site) to a low point in the north (rear of the site), the lower basement level is exposed. The 4-storey height at the rear of the building conforms to the maximum permitted height contemplated in The London Plan within the Neighbourhoods Place Type with frontage on a Civic Boulevard.

4.1.3 Form

1989 Official Plan

The vision statement in the Official Plan promotes an urban form with more intensive residential development focused along sections of major transportation corridors, such as Hamilton Road, and in designated nodes to facilitate public transit (Policy 2.2.1 v)). The Low Density Residential designation is intended for low-rise, low-coverage housing forms that that minimizes issues of shadowing, view obstruction and loss of privacy (Policy 3.2.2). The Official Plan recognizes residential intensification as a means of providing for the efficient use of land and achieving a compact urban form (Policy 3.2.3). Within the Low Density Residential designation, infill housing may be in the form of low rise apartments. Infill housing projects are to recognize the scale of adjacent land uses and reflect the character of the area (Policy 3.2.3.2).

The proposed development conforms to the planned low-rise form in the Low Density Residential designation, while optimizing the use of land, resources and public investment in infrastructure and public service facilities. The subject lands are currently large underutilized or vacant lots suited for transit supportive forms of development

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along a higher-order road. The character of the surrounding area is low-rise, low-density residential in nature which the proposed development achieves, although as an alternative housing type to single detached dwellings.

Shadowing

The low-rise form of the proposed building and the use of the standard building setbacks/yard depths intended for low-rise apartment buildings will produce modest and reasonable amounts of shadowing on abutting properties. A Shadow Analysis depicted the impacts of the shadow cast by the proposed building on the adjacent properties in January and June during periodic times of the day at 9am, 12pm, and 3pm. The proposed building has modest shadowing impacts and some interruption on sunlight as is expected in an urban setting. The shadow modelled is only representative of the proposed building and does not include the existing impacts associated with mature trees.

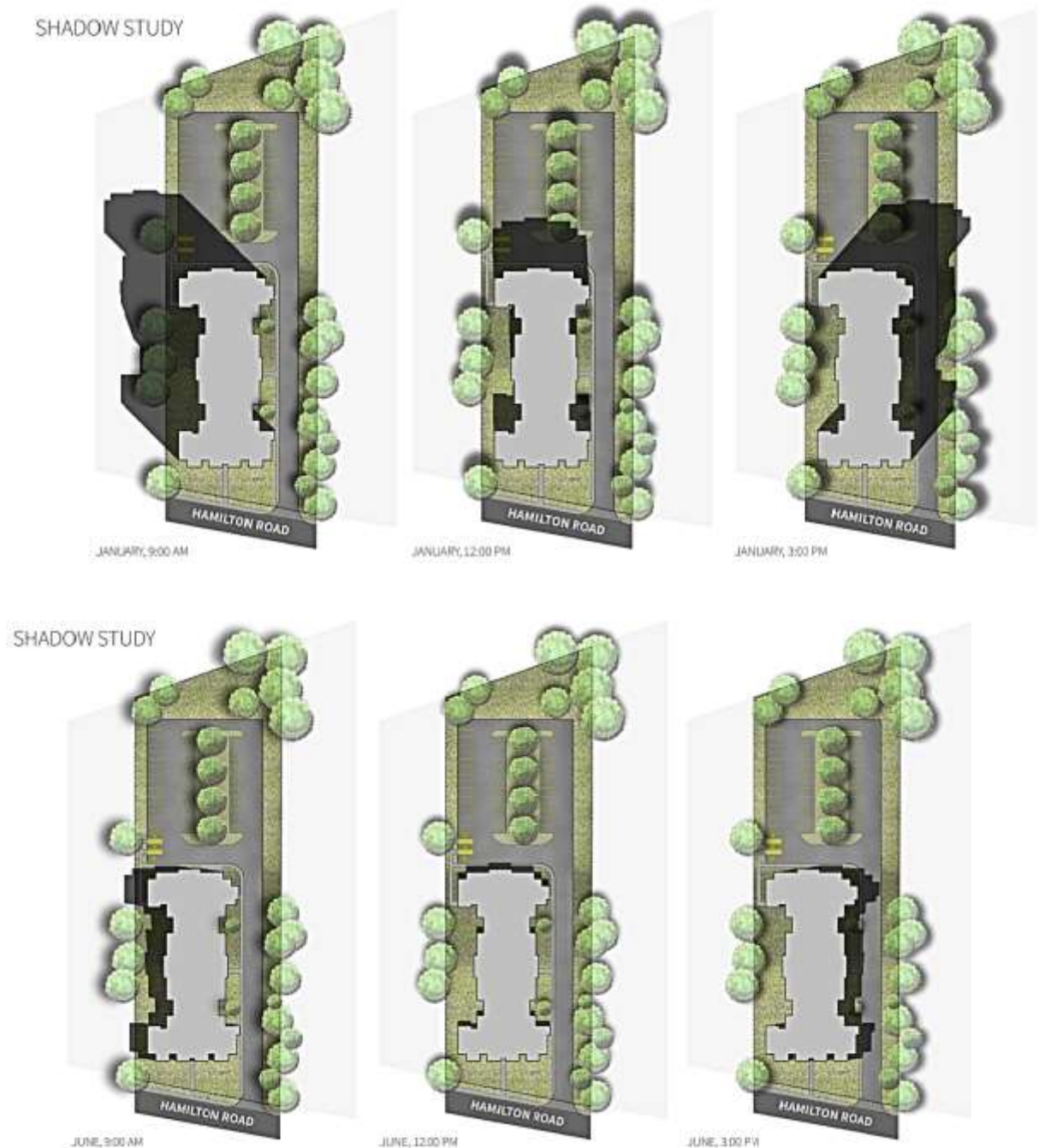


Figure 5: Shadow Study

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Views

View obstruction has not been identified as an issue related to this particular application as the existing buildings adjacent to the subject lands and proposed building are low-rise in form, and there are no known views of significant buildings, landscapes or other landmarks to be obstructed by the proposed development. The subject lands and the surrounding properties also contain several mature trees that would already obstruct views.

Privacy

The proposed building is appropriately setback from the property boundaries as noted above utilizing the standard building setbacks/yard depths intended for low-rise apartment buildings. The current Residential R1 (R1-6) Zone that applies to the subject lands could permit multi-storey dwellings to a maximum height of 10.5 metres as-of-right with the potential to overlook adjacent neighbouring properties. The requested Residential R8 (R8-4) Zone permits a maximum height of 13 metres. The height difference between the current zoning and the requested zoning is roughly an additional storey of height while maintaining a low-rise form consistent with the surrounding area. The placement of the proposed building close to the street-line, aligned with the adjacent buildings fronting on to Hamilton Road, on a relatively deep site will minimize the extent to which the rear-yards of the adjacent properties on either side, and to the rear, are overlooked to minimize the impact on rear yard amenity. Front yard parking would not be supported by the policy direction in The London Plan. With the proposed building positioned close to the street and the parking area proposed in the rear the proposed building will be setback approximately 69 metres from the rear property line and approximately 15 metres from the easterly property line and 4.5 metres from the westerly property line which provides adequate space for landscape buffering and screening. There is equal or greater separation distance proposed between the low-rise apartment building and the adjacent buildings on either side, than currently exists between the existing buildings on-site and the adjacent buildings.

Included in the building setback/yard depth are landscaped buffers. It is intended that where possible the mature trees on the subject lands along the property boundary will be retained to provide privacy screening. A detailed tree preservation plan and landscape plan will be required through the site plan approval process. The City's Site Plan Control By-law would require tree planting at rate of 1 tree per 15 metres within the landscape buffer. Through this report direction has also been provided to the Site Plan Approval Authority to consider privacy fencing along the perimeter of the subject lands and consider tree preservation and retention.

The London Plan

The London Plan supports compact forms of development in planning and managing for growth (Policy 7_, Policy 66_, and Policy 79_). The London Plan encourages transit-oriented development forms (Policy 60. 6.). The urban regeneration policies of The London Plan provide for intensification within urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the receiving neighbourhood (Policy 154_8.). The form requirements that apply to the Neighbourhoods Place Type include consideration of City Design policies related to Site Layout and Buildings.

As is contemplated in The London Plan, the proposed low-rise apartment building is a form of residential intensification that is appropriately located at the periphery of a

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neighbourhood on a property with frontage on a Civic Boulevard (Hamilton Road). Adjacent to existing transit routes along Hamilton Road, the proposed low-rise apartment building is a more intense, compact, transit-supportive form of development than the existing and former single detached dwellings to be replaced. As noted above, the proposed apartment building maintains the low-rise form of the receiving neighbourhood, although it is an alternative low-rise residential form compared to the predominant single detached dwelling form.



Figure 6: Streetscape Rendering

The proposed development conforms to the City-Design form requirements that would apply to the Neighbourhoods Place Type in The London Plan as follows:

- The site layout with the placement of the proposed building close to the street-line will mitigate where possible impacts on adjacent properties such as shadowing, obstruction of views and loss of privacy as discussed above; reinforce the street-line established by adjacent buildings; and establish a sense of enclosure and comfortable pedestrian environment (Policy 253_, Policy 256_, and Policy 259_).
- The site layout will retain and incorporate desirable trees along the perimeter of the subject lands, consistent with the highly vegetated character of the neighbourhood (Policy 237_ and Policy 258_).
- Waste storage will be located within the proposed building to avoid negative visual impacts from the street and on adjacent properties (Policy 266_).
- The front façade is proposed to include direct pedestrian access to Hamilton Road and windows with transparent glazing that supports pedestrian activity, establishes an active frontage and safety along the street-edge (Policy 285 and Policy 291).
- The proposed building provides a low-rise, articulated built form that achieves a scale relationship that is comfortable for pedestrians (Policy 287).
- The 3-storey height of the proposed building achieves a proportioned relationship to the abutting public right-of-way to achieve a sense of street-enclosure; more so than the existing and former 1-storey buildings on the subject lands (Policy 287). Hamilton Road has a right-of-way width of 18 metres (60 feet).
- Changes in materials and the use of datum lines are proposed to visually break-up the massing and reduce the bulk of the building along with the articulation of the built form (Policy 301).

As a more visible and obvious form of residential intensification along a higher-order road, the proposed development was reviewed by the Urban Design Peer Review Panel (UDPRP). The UDPRP was generally supportive of the proposed development and their verbatim comments are appended in Appendix “C”.

4.2 Traffic, Traffic Noise and Parking

Through the community consultation concerns were raised about the likely impact of traffic generated by the proposed development, and the reflection/amplification of road traffic noise by the proposed development. The proposed development requires a

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File: Z-8827
Planner: M. Campbell

reduction in the minimum parking requirement for an apartment building. Planning Staff have considered the above noted traffic related concerns, and whether the requested reduction in the minimum required vehicular parking is appropriate.

Hamilton Road is identified as an Arterial road according the Schedule “C”- Transportation Corridors in the Official Plan, and is identified as Civic Boulevard according to Map 3 – Street Classifications in The London Plan. Arterial roads identified in the Official Plan are intended to move high volumes of traffic at moderate speeds, and are to have controlled or limited property access (Policy 18.2.2 i) (c)). Civic Boulevards are also intended move high volumes of traffic; however The London Plan prioritizes pedestrian, cycling and transit movements on Civic Boulevards, rather than the movement of automobiles or freight (Policy 371_5.)

Identified as a higher-order road in the City’s road network, Hamilton Road is intended to accommodate the intensity of development proposed and the likely traffic to be generated. Transportation Planning and Design reviewed the application and did not express specific concern regarding the traffic to be generated by the proposed development. Improvements to provide safe access to the proposed development in the form a right-turn taper and left turn lane on Hamilton Road were identified to be considered through the site plan approval process. The requirement for a road widening dedication of 18.0 metres from the centerline of Hamilton Road is not a direct result of the proposed development, but rather to secure the ultimate public right-of-way widths identified in the Zoning By-law through dedication as part of planning and development applications. The proposed development will reduce the number of driveway accesses from three (3) existing accesses to one (1) access located along the easterly property line in conformity with the planned intent to limit property access to arterial roads.

Through community consultation concern was expressed that the proposed building may reflect existing and future traffic noise originating from Hamilton Road onto surrounding properties. A Noise Study was prepared by HGC Engineering and submitted as part of the application to evaluate the impact of future traffic sound levels from Hamilton Road at the proposed development as is typically required for new sensitive land uses along high-order roads. The Noise Study did not evaluate the impact of future traffic sound levels from Hamilton Road on existing properties or whether the proposed development would reflect or amplify traffic sound levels for existing properties.

As the intent of this application is to establish land use permission for the proposed use and the form of development is not fixed through this application process; the site plan approval process, which deals with the detailed design of the site, may be the more appropriate process through which to address the potential for reflection or amplification of road traffic noise on adjacent properties.

The Noise Study did identify that future road traffic sound levels will exceed Ministry of the Environment and Climate Change (“MOECC”) guidelines at the proposed building. Future road traffic sound levels do not solely reflect a change in road traffic as a result of the proposed development, but rather future road traffic from all sources. The recommendation of the Noise Study to mitigate the impact of the road traffic noise on the proposed development are typical recommendations when MOECC guidelines are exceeded and include: central air conditioning systems so that windows can remain closed should a resident choose to mitigate the road traffic noise; building and double glazed window construction meeting Ontario Building Code requirements to provide

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File: Z-8827
Planner: M. Campbell

adequate sound insulation; and warning clauses to future residents of the road traffic noise impacts.

Ultimate traffic data was obtained by HGC Engineering from the City of London for the purposes of preparing the Noise Study. The ultimate or future average annual daily traffic data for Hamilton Road predicted 32,400 daytime vehicles and 3,600 nighttime vehicles, and a total of 36,000 vehicles along Hamilton Road proximate to the subject lands. The ultimate or future data predicts significant traffic volumes will continue along Hamilton Road and whereas, the continued use of the subject lands for single detached dwellings represents a particularly sensitive land use, the proposed apartment building use is less sensitive and a more appropriate use of the subject lands.

Whereas the applicant has requested a minimum parking requirement of 60 spaces, City Planning Staff are recommending a minimum parking requirement of 56 spaces which is slightly less required parking to provide the Site Plan Approval Authority with greater flexibility to incorporate landscaped islands where appropriate and reduce the amount of the surface parking area. The requested reduction in the minimum number of required vehicular parking spaces would result in an on-site deficiency of 22 parking spaces. The standard minimum parking requirement for apartment buildings in Parking Standards Area 3 is 1.25 parking space per unit. The proposed development with 62 units would therefore require a minimum of 78 parking spaces; whereas, 56 parking spaces are recommended. The parking rate that would result would be 0.90 spaces per unit. The recommended reduction of 22 parking spaces is relatively modest given the total number of parking spaces to be provided. The requested reduction in on-site parking is supported by the policies in The London Plan that prioritize active transportation movement along Civic Boulevards rather than the movement of private automobiles.

The requested reduction in on-site parking spaces will also be supported by the provision 33 secure, indoor bicycle parking spaces for use by residents and staff, and 8 outdoor bicycle parking spaces for use by guests; whereas, a minimum of 6 bicycle parking spaces are required by the Zoning By-law. The subject lands are located within walking distance of neighbourhood facilities such as the Bob Hayward YMCA and retail and service uses, including a Food Store, at Highbury Avenue and Hamilton Road. The subject lands are located adjacent to existing transit routes along Hamilton Road. Planning Staff do not anticipate on or off-site impacts to result with any regularity from the requested reduction in the minimum number of vehicular parking spaces.

The proposed development is also intended to be developed as affordable housing for seniors, and should that intent be realized the demand for on-site parking would likely be less than the demand for a standard apartment building. The Zoning By-law provides a separate parking rate for Seniors Citizen Apartments of 0.5 spaces per unit which the proposed development could satisfy. In order to not limit potential funding sources for affordable housing the applicant has requested permission for a general apartment building use, rather than an apartment building for a specific population; and with the more general use comes the more onerous minimum parking space requirements than would otherwise be applied with a building for specific populations.

4.3 Sanitary Servicing Solution

Planning Staff are recommending a holding provision for sanitary servicing as part of the recommended Zoning By-law Amendment.

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File: Z-8827
Planner: M. Campbell

The Preliminary Servicing Report and Sanitary Capacity Analysis prepared by R.W Stratford Consulting Inc. proposed that a new private sanitary sewer from the proposed development cross Hamilton Road, and ultimately connect to the existing sanitary trunk sewer located in the parking area to the rear of Residenza Italia through other lands owned by the applicant. The proposed sanitary solution was not supported by City’s Wastewater and Drainage Division (“WADE”) as the proposed private sanitary sewer is a non-standard alignment that bisects Hamilton Road. An extension of a public sanitary sewer in the Hamilton Road right-of-way from Watmar Avenue, possibly through a Local Improvement Area, was recommended by WADE as an alternative sanitary solution.

A holding provision is recommended to ensure the orderly development of the subject lands by ensuring that a sanitary servicing report has been prepared identifying a sanitary service solution to the satisfaction of the City Engineer. No comments were received from Stormwater Management Division or Water regarding the balance of the Preliminary Servicing Report. Through the site plan approval process detailed engineering drawings and servicing reports must be accepted by the City prior to building permits being issued and development occurring.

4.4 Proximity to Pottersburg Pollution Control Plant

The subject lands are located north of the Pottersburg Pollution Control Plant in an area of potential influence according to the MOECC’s D-6 Series Guidelines addressing compatibility between industrial facilities and sensitive land uses.

As part of the Zoning By-law Amendment application for the property located at 1109 Hamilton Road (Residenza Italia), it was recommended by MOECC that a minimum separation distance of 150 metres be provided between the aeration cell at the Pottersburg Pollution Control Plant, as an odour source, and sensitive land uses. As the proposed development on the subject lands is greater than 150 metres from the odour source, and there are intervening sensitive land uses between the odour source and the proposed development, the proposed development on the subject lands satisfies the D-6 Series Guidelines.

CONCLUSION

The recommended amendment is consistent with the 2014 Provincial Policy Statement that encourages a range and mix of land uses and directs municipalities to plan for all forms of housing required to meet the needs of current and future residents, including the provision of housing which is affordable. The recommended amendment conforms to the Official Plan that contemplates residential intensification in the Low Density Residential designation in the form of low-rise apartments and supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied. The recommended amendment conforms to the new policy direction in The London Plan that emphasizes growing “inward and upward” and contemplates residential intensification in Neighbourhoods where it’s appropriately located and fits with the receiving neighbourhood. The recommended amendment and development proposal are not anticipated to cause serious adverse impacts for adjacent land uses, nor the receiving neighbourhood, and represents good land use planning.

Agenda Item # Page #

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File: Z-8827
Planner: M. Campbell

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

December 13, 2017

MC/mc

Y:\Shared\implemen\DEVELOPMENT APPS\2017 Applications 8723 to\8827Z - 1090, 1092, 1096 Hamilton Rd (MJC)\PEC\Z-8827
1090-1906 Hamilton Road PEC Report (Jan 22-18) Rev 2.docx

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File: Z-8827
Planner: M. Campbell

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1090, 1092, and 1096 Hamilton Road.

WHEREAS Italian Seniors Project has applied to rezone an area of land located at 1090, 1092, and 1096 Hamilton Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1090, 1092, and 1096 Hamilton Road, as shown on the attached map comprising part of Key Map No. A108, from a Residential R1 (R1-6) Zone to a Holding Residential R8 Special Provision (h-•R8-4(•)) Zone.
- 2) Section Number 3.8 2) of the Holding (h) Zone is amended by adding the following Holding Provision:
 -) h- Purpose: To ensure the orderly development of the lands the "h-•" symbol shall not be deleted until a sanitary servicing capacity report has been prepared and confirmation that a municipal sanitary sewer outlet is available to service the site to the satisfaction of the City Engineer.
- 3) Section Number 12.4 d) of the Residential R8 Zone is amended by adding the following Special Provision:
 -) R8-4() 1090, 1092, and 1096 Hamilton Road
 - a) Regulations
 - i) Front yard depth (minimum) 0.8 metres (2.6 feet)
 - ii) Parking (minimum) 56 spaces

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

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

PASSED in Open Council on January 30, 2018.

Agenda Item # Page #

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File: Z-8827
Planner: M. Campbell

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - January 30, 2018
Second Reading - January 30, 2018
Third Reading - January 30, 2018

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File: Z-8827
Planner: M. Campbell

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



Zoning as of October 27, 2017

File Number: Z-8827
 Planner: MC
 Date Prepared: 2017/11/02
 Technician: MB
 By-Law No: Z.-1-

SUBJECT SITE

1:2,000

0 10 20 40 60 80 Meters

Geodatabase

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File: Z-8827
Planner: M. Campbell

Appendix “B” - Community Engagement

<p>Public liaison: Notice of Application was sent to property owners in the surrounding area on October 11, 2017, and published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on October 12, 2017.</p> <p>A “Possible Land Use Change” sign was also posted on the site.</p> <p>A total of 6 separate respondents, provided 3-telephone responses and 5-written responses.</p> <p>A Community Information Meeting was hosted by the applicant on November 22, 2017.</p> <p>A total of 13 members of the public signed the sign-in sheet. 3 comment cards were returned.</p>
<p>Nature of Liaison: The purpose and effect of this amendment is to permit a 3-storey apartment building with 62 units. Possible change to Zoning By-law Z.-1 FROM a Residential R1 (R1-6) Zone TO a Residential R8 Special Provision (R8-4(_)) Zone to permit apartment buildings, handicapped person’s apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities. The special provision will recognize a reduction in the parking requirement and permit 60 parking spaces; and permit a minimum front yard depth of 0.8 meters after the road widening dedication.</p>
<p>Responses: The concerns expressed about the proposed development identified such matters as the height of building, location of building and parking area, fencing, building setback to road and impact on streetscape, lighting of parking area and light trespass on adjacent properties, tree protection, road traffic noise possibly reflected by proposed development and vehicle noise directly associated with proposed development, traffic generated by proposed development, drainage of stormwater, the architectural style of the building (“not an ugly building”), impact on quality of life and impact on property values.</p>

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

<u>Telephone</u>	<u>Written</u>
Todd Lunn – 33 Watmar Ave, London ON N5W 1R2	Todd Lunn – 33 Watmar Ave, London ON N5W 1R2
Keith Anstey – 1104 Hamilton Road, London ON N5W 1A6	Alexander Brown – 1087 Hamilton Road , London ON N5W 1A7
Jeannine Wernham – 233 Tweedsmuir Avenue N5W 1L4	Keith Anstey – 1104 Hamilton Road, London ON N5W 1A6
	Jamie Hayhoe
	Sarah

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**File: Z-8827
Planner: M. Campbell**

Public Comments

From: Alex Brown [REDACTED]
Sent: Friday, October 27, 2017 1:17 PM
To: van Holst, Michael <mvanholst@london.ca>
Cc: Campbell, Melissa <mecampbell@london.ca>
Subject: Comments for Z-8827 Zoning Bylaw Amendment

Hello Michael,

My Name is Alexander Brown, and I'm writing in response to Zoning Amendment Z-8827 regarding 1090, 1092, & 1096 Hamilton Road. I live at 1087 Hamilton Road directly across the street from the proposed development. I'd like to provide my comments on the development and request that I be included for any other public documents that relate to this process. I would also like to inquire if there will be any public meetings regarding this proposal.

Tree Preservation:

- According to the City of London City Map the subject properties for this development falls within a Tree Protection Area. After reading through the design brief it seems that no consideration has been taken for this. There are a few sections that note "existing trees will be maintained where feasible". This line is a standard phrase you see in any development application, but given this sites tree protection designation I find this to be inadequate. I'd like to see more done for the tree preservation and protection process with potentially having an environmental assessment done or at least detailed tree retention plan.

Setback

- Although the proposed development has a considerable road widening taken from it, the 0.8m building setback as proposed seems to small. A larger setback of at least 3m would put the proposed building in line with the existing structures (west of property) as well as allow for room to provide additional landscaping to assist with noise mitigation.

Noise

- With the removal of existing trees and vegetation along the edge of the road and replacing it with a brick wall (proposed building) I am concerned about noise mitigation. What vehicular noise that is currently being absorbed by the existing trees will now be reflected off the proposed structure. This will effectively make traffic noise up to 2 times louder when hitting properties directly across the road, including mine. I feel this has potential negatively impact reasonable enjoyment of my property.

Light

- Due to my property's location my back yard is permanently lit at night from the existing Italian Seniors Development located at 1109 Hamilton Road. I'm concerned that lighting on the proposed development will add additional lights to the streetscape beyond the existing streetlights. This would result in my property being fully lit at night from 2 sites owned by the same land owner. I feel this has potential to negatively impact reasonable enjoyment of my property at night.

Traffic

- Hamilton road is an Arterial Road that sees 17,000 cars per day. It can already be difficult to turn in or out of my driveway. I'm concerned that during peak times that I wont be able to turn out of my driveway due to cars waiting to turn onto the site. How will traffic management be handled? Will there be dedicated turn lanes for the site? Peak times is when I'm often coming or going from my residence.

Thank you for reading my comments, I look forward to see how these items will be addressed.

From: Todd [REDACTED]
Sent: Tuesday, October 24, 2017 9:35 AM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Z-8827

Hi Melissa,

I was wondering if the location of seniors building has been submitted and location of lights on the building and parking area. Are topographical maps available for what is there now and what is purposed to be located on these lots?

My back deck faces that direction and right now the view I have is of trees and a very private back yard.

Thanks

Todd Lunn
33 Watmar Ave

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**File: Z-8827
Planner: M. Campbell**

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

From: Keith Anstey [REDACTED]
Sent: Monday, October 30, 2017 3:00 PM
To: Campbell, Melissa <mecampbell@london.ca>
Cc: van Holst, Michael <mvanholst@london.ca>
Subject: Z-8827 - 1090, 1092, 1096 Hamilton Road

Hi Melissa,

Thanks for your help the other day and taking notes on our conversation. I just wanted to add to our conversation.

By allowing the Zoning By-law amendment to permit the redevelopment of the subject lands for a 3-storey apartment building with 62 units will affect the quality of life and property values for those who live in the area. The widening of the road will increase traffic and is a safety concern for the neighbourhood and children who live in the area and that attend Fairmount Public School and Bob Hayward YMCA. The increase in traffic and the 3-storey apartment building with 62 units will also cause a loss of privacy and increase noise in the neighbourhood.

Regards,

Keith Anstey
1104 Hamilton Road

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

From: jamie Hayhoe [REDACTED]
Sent: Tuesday, October 31, 2017 2:11 PM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Land use change Hamilton road

I have some questions regarding the land use change to 1090,1093 and 1096 Hamilton road London Ontario. First of all I would like to ask if anything is being done to address the gas tanks that are under the parking lot area at 1096 Hamilton road. I'm sure you are aware that that location used to be a gas station and the tanks underground were never removed. We know first hand from the previous owners that the tanks were never removed. I'm also very concerned regarding the lack of privacy fence in the plan that I reviewed. There is a road right along side the residence and multiple parking spaces and no privacy fence whatsoever. I am especially concerned because I have four small children and currently no fence between 1100 and 1096 Hamilton road.

Sent using the mail.com mail app

From: Todd [REDACTED]
Sent: Tuesday, November 28, 2017 10:44 AM
To: Campbell, Melissa <mecampbell@london.ca>
Subject: Re: Z-8827

Hi Melissa,

I would like to thank you for talking with me at the open house last week. After seeing the proposed plans and location of the building and parking lot I feel this location is not acceptable for the proposed low rise apartment building. The building is 3 stories from grade but all neighbouring properties to the rear will see 4 stories. The removal of trees and trimming of existing trees will affect all neighbouring properties back yards. The lighting required for the parking lot and lane will affect the dark private back yards will all enjoy. Privacy will also be reduced in the yards as apartments will now face our yards. There will also be increased vehicle noise with the parking lot located at the rear of the building.

During construction there will be addition noise and dust.

A better location would 4 Meadowlily Rd, which is listed on MLS. I am not trying to located this building in someone else's back yard but the setting is closed to what the current building is. Backing onto green space and fewer neighbours to be affected.

Thanks

Todd Lunn
33 Watmar Ave

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File: Z-8827
Planner: M. Campbell

From: [REDACTED]
Sent: November 6, 2017 9:45 AM
To: van Holst, Michael
Subject: Concern for building project near my home.

I wanted to ask about the gas tanks at 1096 Hamilton rd and what is being done with them. Also I am concerned that the plans call for a 400 meter driveway along my property and no requirement for a fence on the part of the builder. And finally I wanted the extra traffic addressed on Hamilton rd.
Thank you, Sarah
Sent using the free mail.com iPhone App

Agency/Departmental Comments

October 17, 2017: Transportation Planning and Design Division

Verbatim comments as per the Transportation Planning and Design Division

- Road widening dedication of 18.0m from centre line required on Hamilton Road.
- Construction of a right turn taper and a left turn lane will be required on Hamilton Road.
- Access details and design will be discussed in greater detail through the site plan process.

October 17, 2017: London Hydro

London Hydro has no objection to this application.

October 30, 2017: Upper Thames River Conservation Authority (“UTRCA”)

The UTRCA has not objections to this application.

October 30, 2017: Wastewater and Drainage Division (“WADE”)

Verbatim comments as per the WADE Division

- There is currently no municipal sanitary sewer fronting the subject lands on Hamilton Road or in close proximity.
- The Applicant’s Engineer must construct a sanitary sewer on the right of way of Hamilton Road so it can benefit others.
- A Local Improvement as set out by the Municipal Act may be one way to extend municipal services.
- With the proposed sanitary servicing solution the sewer is in non-standard alignment and it bisects Hamilton Road; the City r.o.w.
- WADE does not support this solution.

Alternate servicing solutions will be reviewed and WADE is willing to talk w.r.t. them as presented.

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File: Z-8827
Planner: M. Campbell

Appendix “C”: Memo from Urban Design Peer Review Panel



Memo

To: Proponents

- Heather Garret, Senior Planner, Zelinka Priamo Ltd.
- Harry Froussios, Senior Associate, Zelinka Priamo Ltd.
- John Nicholson, Architect, Nicholson Sheffield Architects

City of London Personnel

- Britt O’Hagan, Urban Designer
- Melissa Campbell, Planner II

From: Urban Design Peer Review Panel (UDPRP)

- Adrian Dyer, Architect, Chair
- Jason McIntyre, Architect
- John Nicholson, Architect (Conflict / Presenter)
- Sung Ae Sim, Landscape Architect
- Jordan Kemp, Urban Planner
- Janine Oosterveld, Urban Planner

RE: Zoning By-law Amendment : 1090, 1092, 1096 Hamilton Road – Residential Development Presentation & Review, October 18th, 2017

- Recommend providing increased outdoor amenity space or further development of ground floor patio areas to provide opportunities for outdoor gathering and inclusion of residents into the community.
- Recommend further developing sense of arrival and entry by emphasizing principal entrance in a manner that is different from the remainder of the building entrances.
- The Panel is of the opinion that the overall design, scale and massing of the proposed development is compatible with the surrounding neighbourhood in alignment with London Plan policies (953.2).
- The Panel is supportive of a front setback generally in alignment with the adjacent buildings along Hamilton Road.
- The Panel commends the prioritization of tree protection for the proposed site layout (per Section 11.1.1 ii of the Official Plan).
- While the Panel is generally supportive of a built form and material similar to Residenza Italia across the street, the applicant is encouraged to consider distinctive features or materials to identify this project from the other including a public art feature.
- Strongly recommend adding pedestrian access in the centre of parking lot for seniors’ use. Also, the crossing between the parking and building should be raised and flush to entry walkway.

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- Consider adding pedestrian walkway/trail around the parking lot and amenity area (such as fire pit) in the corner of north east property for day exercise and recreational activities.
- Consider adding outdoor amenity area by indoor amenity area on the west side of the building and connect the pedestrian trail to this amenity area
- Consider adding a canopied rest area (porch for example) with green space at Hamilton Rd.
- All walkway should be minimum 2m wide as per new AODA Standard.
- Introduce private landscaped areas for ground units facing the street to provide a physical barrier and amenity for these units.

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. Subject to the comments and recommendations above, the proposed development represents an appropriate solution for the site.

Sincerely on behalf of the UDPRP,



Adrian Dyer, BArch, ARB (reg), DATD, Chair, City of London Urban Design Peer Review Panel

Appendix “D”: Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of the requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement (PPS) 2014

- 1.1.3.1 – Settlement Areas
- 1.1.3.2 b) – Settlement Areas
- 1.1.3.3 – Settlement Areas
- 1.4.3 a) and b) – Housing
- 2.6.1 – Cultural Heritage and Archaeology
- 6.0 – Definitions

1989 Official Plan

- 2.2.1 v) – Official Plan Vision Statement, Official Plan Vision Statement
- 3.1.1 ii) – Low Density Residential, General Objectives for all Residential Designations
- 3.2.1 – Low Density Residential, Permitted Uses
- 3.2.2 i) – Low Density Residential, Scale of Development
- 3.2.3 – Low Density Residential, Residential Intensification
- 3.2.3.2 – Low Density Residential, Residential Intensification, Density and Form
- 3.2.3.3 – Low Density Residential, Residential Intensification, Neighbourhood Character Statement
- 3.2.3.4 – Low Density Residential, Residential Intensification, Compatibility of Proposed Residential Intensification Development
- 3.2.3.8 – Low Density Residential, Residential Intensification, Zoning
- 3.7.2 (a) through (n) – Planning Impact Analysis, Scope of Planning Impact Analysis
- 18.2.2 i) (c) – Transportation Planning, Transportation Network Corridors

The London Plan

- 7_ – Planning for Change and Our Challenges Ahead, Managing the Costs of Growth
- 60_6 – Direction #6 Place a new emphasis on creating attractive mobility choices.
- 66_ – Planning for Growth and Change
- 79_ – City Structure Plan, Intensification

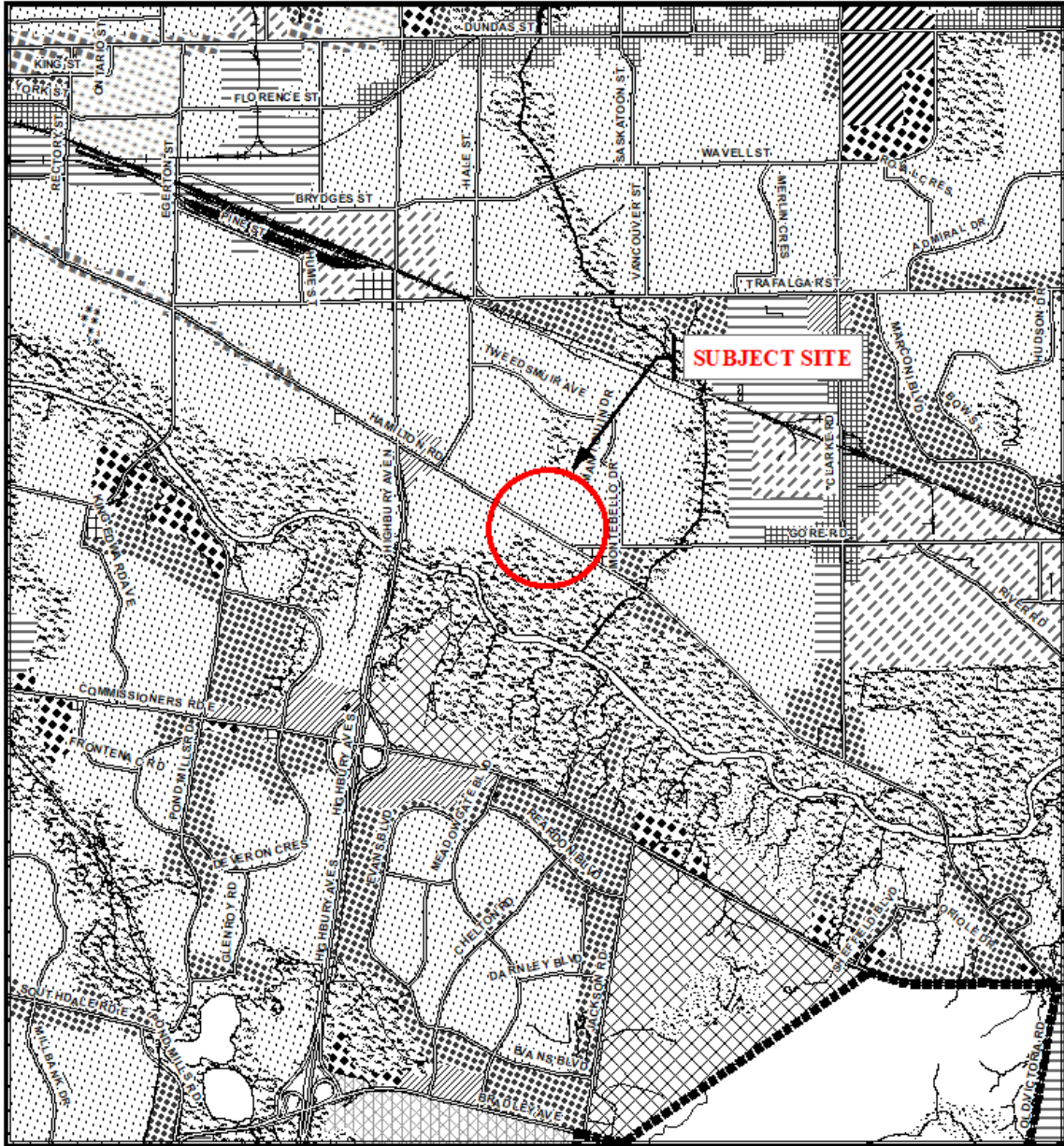
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File: Z-8827
Planner: M. Campbell

- 80_4. & 6. – City Structure Plan, Intensification
- 81_ – City Structure Plan, Intensification
- 83_ – City Structure Plan, Intensification
- 154_8. – Urban Regeneration
- 237_ – City Design, Streetscapes
- 253_ – City Design, Site Layout
- 256_ – City Design, Site Layout
- 258_ – City Design, Site Layout
- 259_ – City Design, Site Layout
- 266_ – City Design, Site Layout
- 285_ – City Design, Buildings
- 287_ – City Design, Buildings
- 291_ – City Design, Buildings
- 301_ – City Design, Buildings, Materials
- 497_7. Homelessness Prevention and Housing, What are we trying to achieve?
- 916_ 3. – Neighbourhoods, Our vision for the Neighbourhoods Place Type
- 919_ 2. & 3. – Neighbourhoods, Approaches for Planning Neighbourhoods- Use, Intensity and Form
- Table 10
- Table 11

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Appendix "E" - Additional Maps

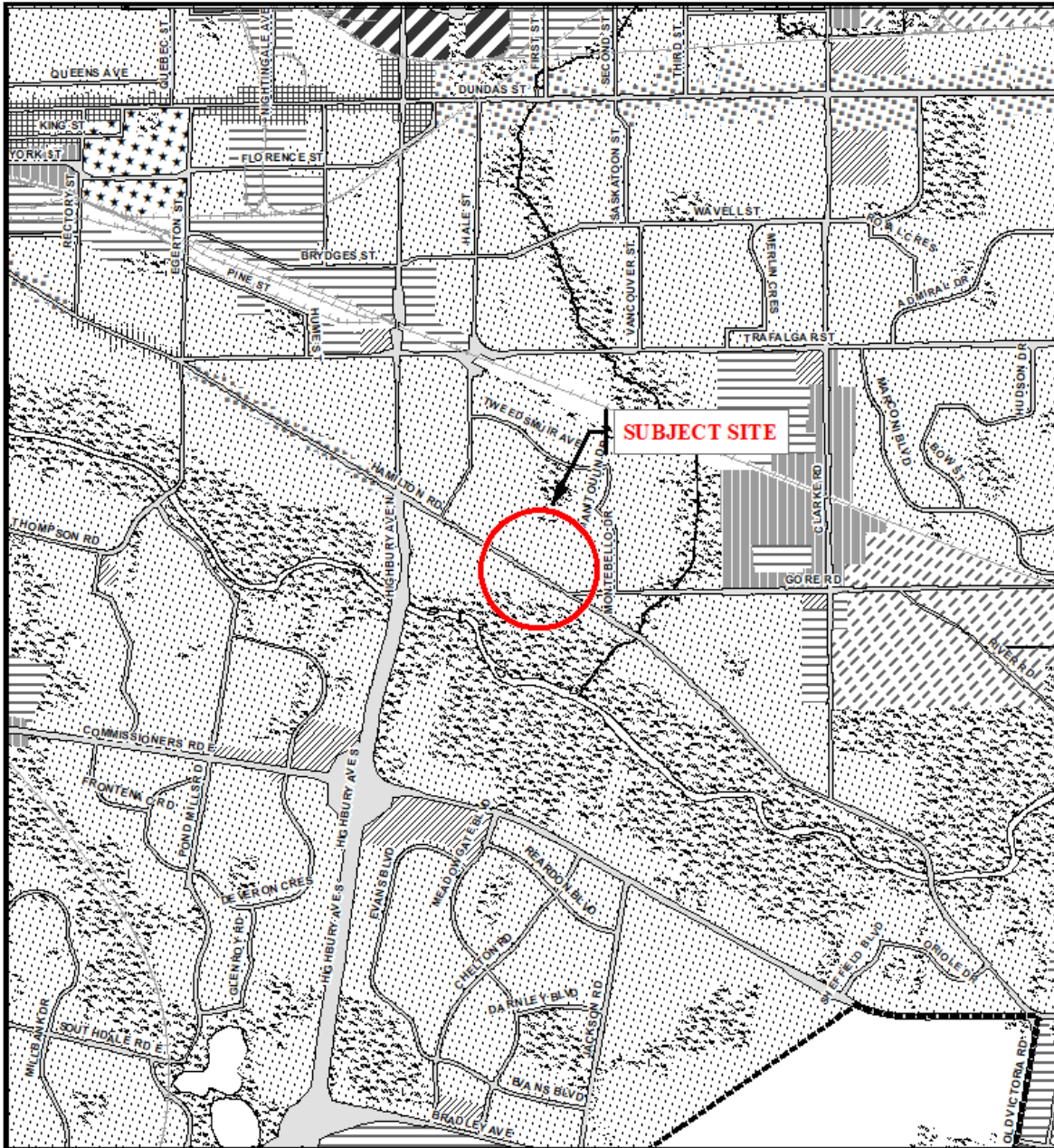


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
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

<p>CITY OF LONDON Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LAND USE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8827</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/11/02</p>
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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 | |

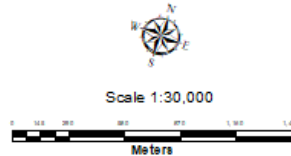
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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 /
Development Services

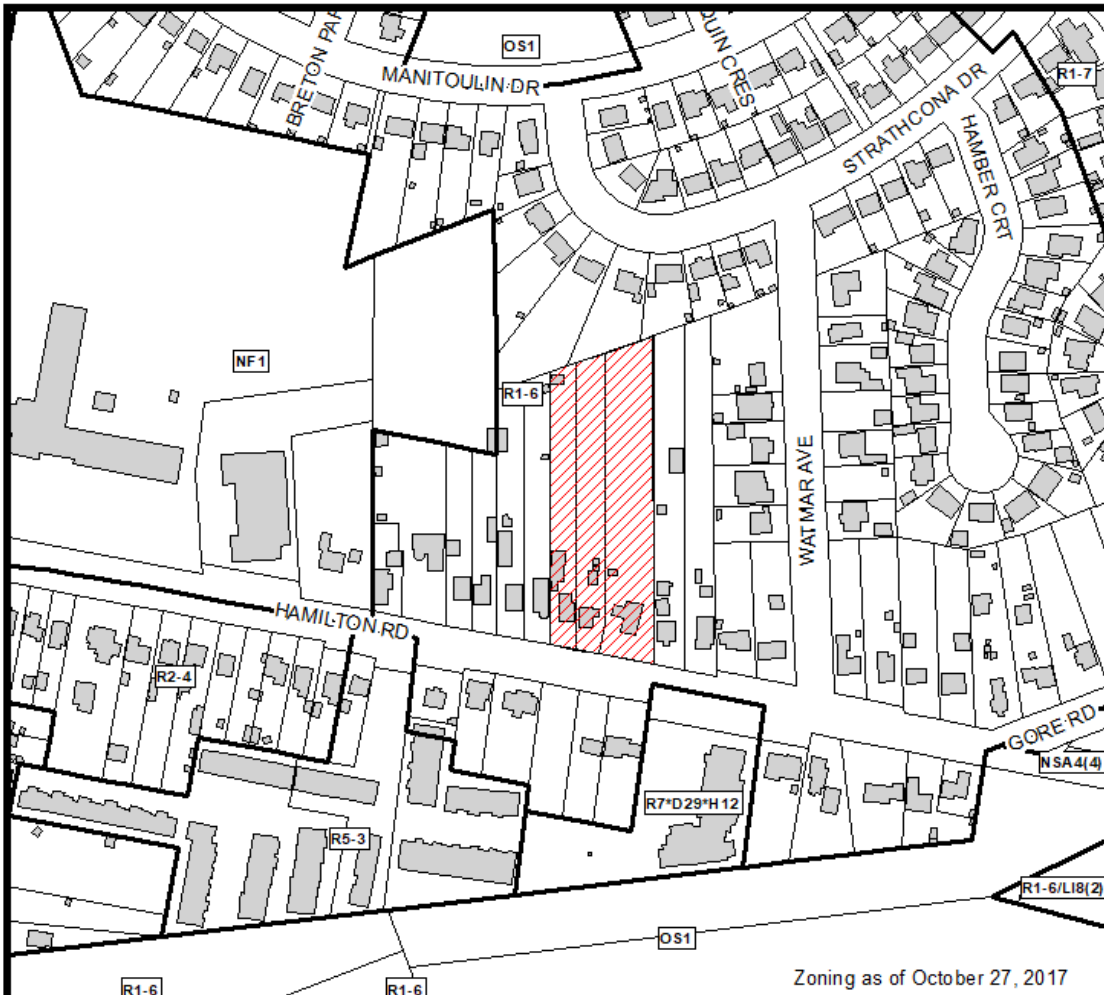
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



File Number: Z-8827
Planner: MC
Technician: MB
Date: November 2, 2017

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Zoning as of October 27, 2017

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6

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

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

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-8827 MC

MAP PREPARED:

2017/11/02 MB

1:3,000

0 15 30 60 90 120
Meters