

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee  
**From:** G. Kotsifas P. Eng.,  
Managing Director, Development & Compliance Services and  
Chief Building Official  
**Subject:** Sifton Properties Limited  
1395 Riverbend Road  
Application for Zoning By-law Amendment  
**Public Participation Meeting on: February 19, 2019**

## Recommendation

That, on the recommendation of the Senior Planner, Development Services, based on the application by Sifton Properties Limited, relating to lands located at 1395 Riverbend Road, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on March 5, 2019 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan), to change the zoning of the subject lands **FROM** a Holding Residential R5/R6/R7/R8 Special Provision (h•h-206•R5-6(10)/R6-5(42)/R7•D75•H18/R8-4(29)) Zone and a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone **TO** a Holding Residential R6/R7 Special Provision (h•h-206•R6-5(42)/R7( )•D115•H30) Zone with a special provision to permit a seniors apartment building with a maximum 115 units and a retirement lodge with a maximum 150 beds; front and exterior side yard depth to main building (minimum) of 3.0 metres; front and exterior side yard depth to the sight triangle (minimum) of 0.8 metres; lot coverage (maximum) of 40%; and required parking (minimum) of 123 spaces.

## Executive Summary

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended actions is to amend the Zoning By-law to permit the development of a seven to eight storey senior's apartment building and retirement residence on the easterly portion of the site, and to permit the development of future townhouses on the westerly portion of the site.

### Rationale of Recommended Action

1. The recommended Zoning By-law Amendment is consistent with the Provincial Policy Statement.
2. The recommended zoning special provisions are appropriate, and conform with The London Plan, the (1989) Official Plan, and the Riverbend West Five Specific Area Policies.
3. The proposal is found to be compatible in terms of form, scale, and intensity within the context of existing and planned future development for this area.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The site consists of vacant lands within a recently registered plan of subdivision (part of Block 1 Plan 33M-743). The site is currently being used as a construction staging area, and was previously cultivated for field crops. The topography is relatively flat with a slight downward slope from south to north. There are no natural heritage features, vegetation or tree cover within the site. Both Riverbend Road and Shore Road are classified as Neighbourhood Connectors in The London Plan. Shore Road is classified as Secondary Collector in the 1980 Official Plan. Riverbend Road is classified as a Primary Collector south of Shore Road, and a Secondary Collector north of Shore Road.

#### 1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods
- Official Plan Designation – Multi-family, Medium Density Residential
- Existing Zoning – Holding Residential R5/R6/R7/R8 Special Provision (h•h-206•R5-6(10)/R6-5(42)/R7•D75•H18/R8-4(29)) Zone and Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone

#### 1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 57 metres
- Depth – 220 metres
- Area – 1.45 hectares overall area (portion of site for seniors/retirement residence - 0.814 hectares)
- Shape – regular

#### 1.4 Surrounding Land Uses

- North – Elementary school, neighbourhood park and single detached residential dwellings
- East – townhouses and stacked townhouses
- South – vacant lands for future development
- West – vacant lands for future development









 Proposed Seniors Apartment and Retirement Residence



1.5 Location Map



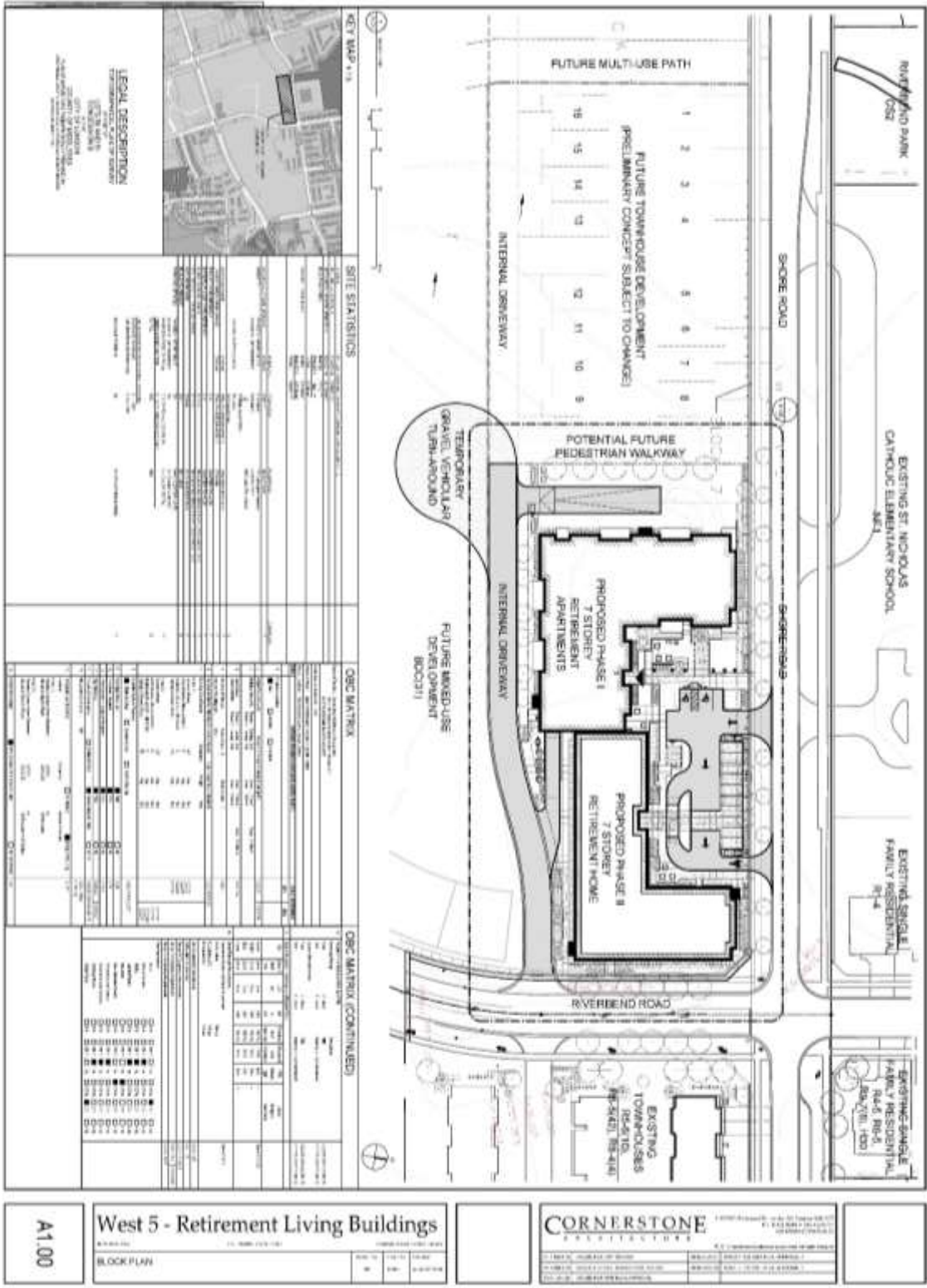
Location Map		Legend	
Subject Property:	1395 Riverbend Road		Subject Property
Applicant:	SIFTON PROPERTIES LIMITED		Parks
File Number:	Z-8924		Assessment Parcels
Created By:	Larry Mottram		Buildings
Date:	10/1/2018		Address Numbers
Scale:	1:4000		
Corporation of the City of London			

2.0 Description of Proposal

2.1 Development Proposal

This is a proposed two-phase development consisting of a seniors' apartment building (west wing) to be constructed as Phase 1 and a retirement residence (east wing) to be constructed as Phase 2. The two wings will be physically connected as one upon completion. Phase 1 is proposed to accommodate 115 retirement apartments plus common lounge and dining space. Phase 2 is proposed to accommodate a total of 150 beds plus a common lounge and separate activity, therapy, administrative, and dining spaces. The building will consist of a seven storey residential wings and a partial eighth floor accommodating the main dining rooms for both buildings. It will feature a single slope, cantilevered roof to optimize roof top solar energy production. Parking is proposed underground with access from Riverbend Road via a common access driveway. Visitor parking is also provided on-site with access from Shore Road. The remainder of the site to the west is anticipated to be developed for future townhouses, as illustrated on the Concept Plan below.

2.2 Concept Block Plan

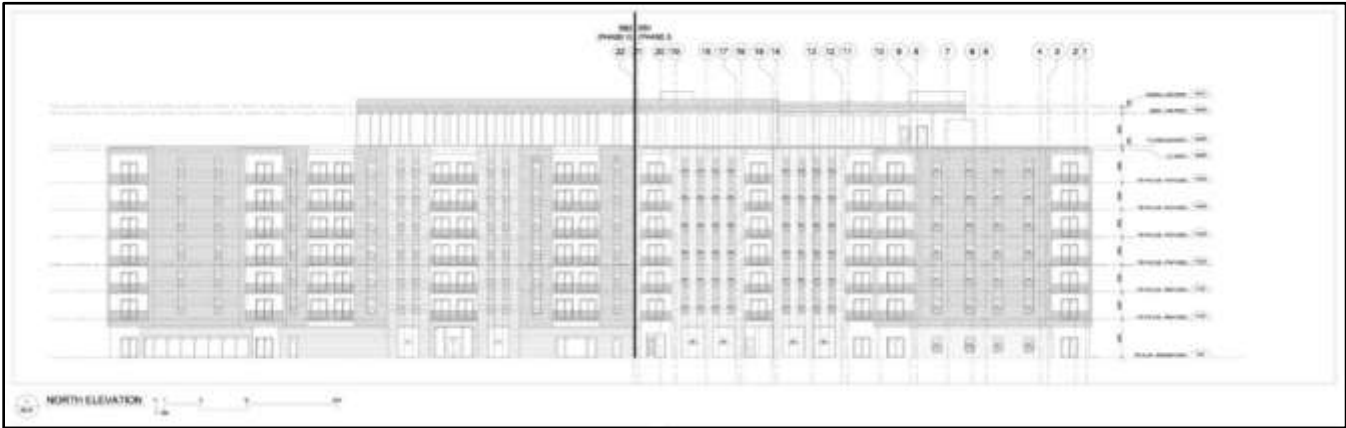




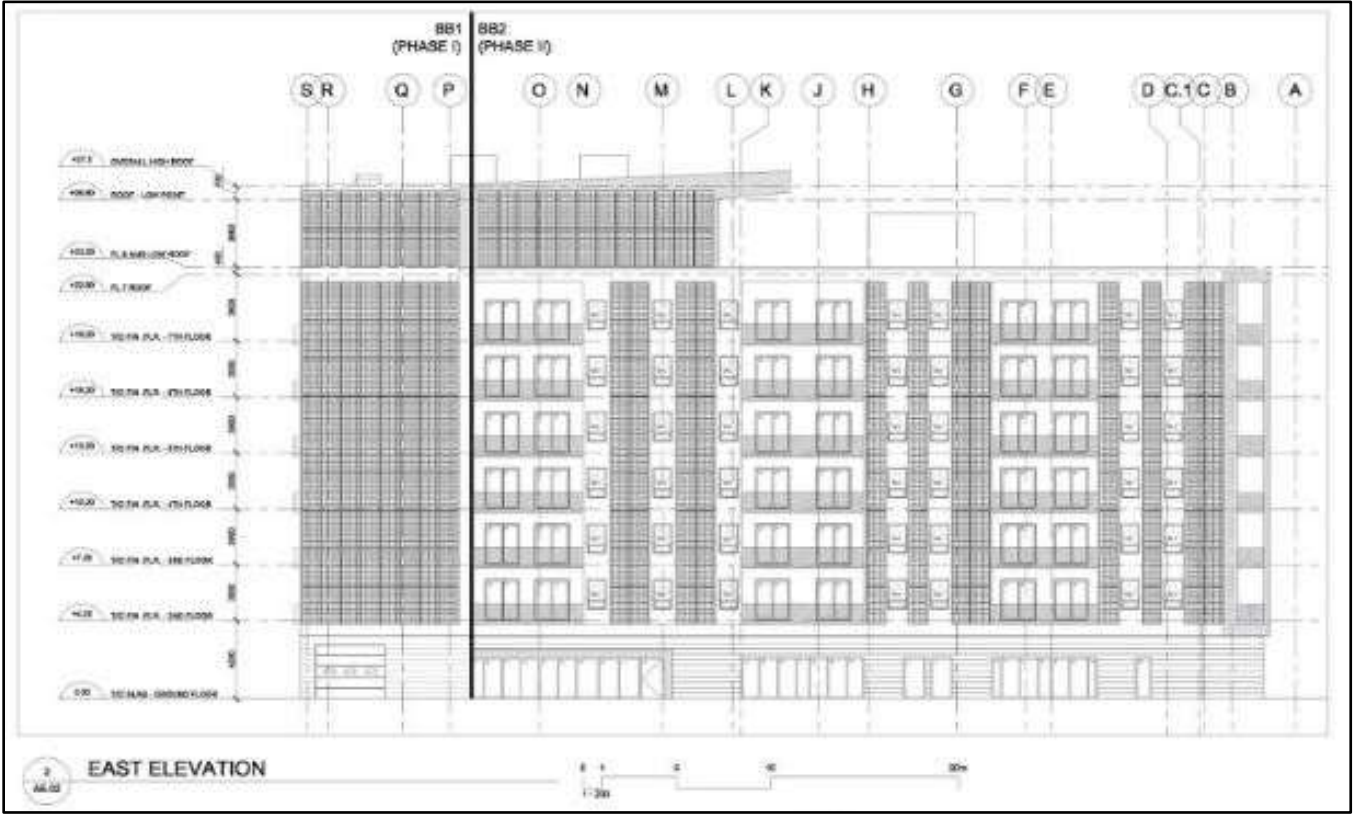




Aerial perspective looking south-east towards the Shore Road frontage.



North building elevation along Shore Road.



East building elevation along Riverbend Road.

## 3.0 Relevant Background

### 3.1 Planning History

On October 29, 2018, the Planning and Environment Committee held a public participation meeting to consider an application by Sifton Properties Limited for amendments to the Zoning By-law to permit development of a seniors' apartment building and retirement residence in two phases. Phase 1 was proposed to accommodate 98 retirement apartment units. Phase 2 was proposed to accommodate 100 retirement home suites having a total of 124 beds. The buildings would be physically connected upon completion, and consist of six storey residential wings and a partial seventh floor accommodating the main dining rooms for both buildings.

At the public participation meeting representatives from Sifton Properties Limited requested the application be referred back to allow them to submit a revised application to increase the number of seniors' apartment units and retirement home beds.

At its meeting held on November 6, 2018, Municipal Council resolved:

*That, the application by Sifton Properties Limited, relating to the lands located at 1395 Riverbend Road BE REFERRED to the Civic Administration to work with the applicant to increase the density of units to the senior's apartments and the retirement suites;*

*it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-D09) (3.5/16/PEC)*

(A copy of the Municipal Council resolution is found in **Appendix D**)

### 3.2 Requested Amendment

The revised application request is to change the zoning of the lands by removing the Residential R5 Special Provision (R5-6(10)) and Residential R8 Special Provision (R8-4(29)) Zones; maintaining the existing Residential R6 (R6-5(42) Zone; and rezoning to a Residential R7 Special Provision (R7( ) \*D115\*H30) Zone to permit a seniors apartment building with a maximum 115 units and a retirement lodge with a maximum 150 beds, together with a special provision for a front and exterior side yard depth to the main building (minimum) of 3.0 metres, a front and exterior side yard depth to the sight triangle (minimum) of 0.8 metres, a lot coverage (maximum) of 40%, and required parking (minimum) of 120 spaces.

### 3.3 Community Engagement (see more detail in Appendix B)

No comments/concerns were received from the community in response to the notice of revised application, and there were no significant departmental/agency comments. Responses from the public to the previous notice of application were summarized in the staff report to Planning and Environment Committee on October 29, 2018. The main concerns were related to increase in traffic on Shore Road, building height, and loss of privacy.

### 3.4 Policy Context (see more detail in Appendix C)

#### Provincial Policy Statement, 2014

The proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at, 1. Building Strong Healthy Communities, 2. Wise Use and Management of Resources, and 3. Protecting Public Health and Safety. The PPS contains strong policies regarding the importance of promoting efficient development and land use patterns, as well as accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents (Sections 1.1 and 1.4). Section 1.1.1 specifically references residential uses and housing to meet the needs of older persons. The policies for Settlement Areas require that new

development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). Policies for Transportation promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Section 1.6.7.4). Planning Authorities shall also support energy conservation and efficiency through land use and development patterns which, among other matters, promotes design and orientation which maximizes opportunities for the use of renewable and alternative energy systems (Section 1.8.1).

**The London Plan**

The subject lands are located within the Neighbourhoods Place Type in The London Plan, and are situated at the intersection of two Neighbourhood Connector streets. The range of primary permitted uses include single detached, semi-detached, duplex, triplex, townhouses, secondary suites, home occupations, group homes, and small-scale community facilities. Secondary permitted uses include stacked townhouses, fourplexes, low-rise apartments, and mixed-use buildings. The lands are also located within the Riverbend West Five Lands Specific Area Policies which were carried over from the 1989 Official Plan, and are considered in more detail in Appendix ‘C’. Consideration has also been given to the policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types is found at Appendix ‘D’.

**1989 Official Plan**

These lands are designated as Multi-family, Medium Density Residential under Section 3.3 in the Official Plan, which permits multiple attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; and small-scale nursing homes, rest homes, and homes for the aged, as the main uses. The lands are also within the West Five Specific Area Policies in Section 10.1.3.

Planning Justification Report and an Urban Design Brief for the West Five Retirement Living Buildings were prepared and submitted by Sifton Properties Limited and their consultants, including a concept site plan, building floor plans and elevations, colour renderings, shadow studies, massing model and areal perspective views showing the proposed development within the context of the neighbourhood.

**4.0 Key Issues and Considerations**

**4.1 Issue and Consideration # 1 – Impact of proposed building height, shadowing, and loss of privacy.**

The Master Plan Concept prepared for the West Five Community has always shown retirement uses for the subject site consisting of two ‘L’ shape buildings, including one 5 storey building on the easterly side of the site, forming a street wall along Riverbend Road and Shore Road, opposite a 6 storey building on the westerly side of the site. As detailed site design and building plans emerged, the general configuration was revised so that the two buildings could be connected physically. The ‘U’ shape configuration of the building does not create a continuous street wall along Shore Road. However, staff agree with the applicant’s justification report that it does respect the existing elementary school and single family homes to the north by setting the main building mass back, helping to minimize visual intrusion and shadowing.

As noted in the Urban Design Brief, the intent is to provide a consistent street frontage along Shore Road that is bracketed by the end wings of the two buildings and landscaped to create a buffer between the parking and public sidewalk through drought tolerant landscaping and low masonry garden walls to match the building. Tree planting will be required at a rate of 1 per 15 metres along all interior property lines and 1 per 12 metres along all street property lines, in addition to boulevard street tree plantings. The enhanced



landscaped buffer will help lessen the visual impact as well as provide screening for adjacent properties to the north.

The east and west wings are to be 7 storeys in height, with a partial 8<sup>th</sup> floor incorporating the common dining room over the southerly back half of the building. Revised shadow studies were prepared to illustrate the effects of shadowing at different times of the day during different seasons, as well as to compare the difference in shadow cast by a 7-8 storey versus the 6-7 storey building as originally proposed. The model demonstrates there will be very little change in the shadow cast on surrounding residential and school properties for most of the year under either scenario. The illustrations indicate the only substantial shadow cast on the properties north of Shore Road would be experienced during the Winter Solstice - December 21<sup>st</sup>.

The Our Strategy, City Building and Design, Neighbourhood Place Type, and Our Tools policies in The London Plan, as well as the West Five Specific Area Policies, have been reviewed and consideration given to how the proposal contributes to achieving those policy objectives. This proposal is found to represent a compatible fit in terms of form, scale, and intensity within the context of existing and planned future development for this area.

#### **4.2 Issue and Consideration # 2 – Traffic congestion on Shore Road.**

Shore Road and Riverbend Road, north of Shore Road, are classified as Neighbourhood Connectors carrying on average 2,000 and 500 vehicle trips per day average annual daily traffic (AADT), respectively. The proposed development is not expected to contribute significantly to traffic volumes on either road. The responses received from the community indicates that traffic congestion in this area is heavy, particularly during school drop-off and pick-up times. Vehicular access to the site is proposed from both Shore Road and Riverbend Road. The site plan indicates the proposed west access on Shore Road will be aligned with the elementary school parking lot access to the north. The west access will also be designed to be inbound only, and meet access requirements for the fire route. The east access is designed to be outbound only and be wide enough to accommodate one-way traffic flow. Access to the building's underground parking garage, loading and receiving ramp, and garbage/recycling collection facilities will be provided by a common internal driveway from Riverbend Road.

More information and detail is available in Appendix C and D of this report.

5.0 Conclusion

The recommended amendments to the Zoning By-law are considered appropriate, are consistent with the Provincial Policy Statement, and conform to The London Plan, the West Five Specific Area Policies, and the 1989 Official Plan. The applicant’s proposal will permit a mid-rise, seniors’ apartment building and retirement residence that is appropriate for this location, and compatible with the surrounding land use pattern.

Recommended by:	<div>Larry Mottram, MCIP, RPP Senior Planner, Development Services</div>
Reviewed by:	<div>Lou Pompili, MPA, RPP Manager, Development Planning (Subdivisions)</div>
Concurred in by:	<div>Paul Yeoman, RPP, PLE Director, Development Services</div>
Submitted by:	<div>George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official</div>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

February 8, 2019  
GK\PY\LP\LM\lm

CC: Matt Feldberg, Manager, Development Services (Subdivisions)

Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2019

By-law No. Z.-1-19\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1395  
Riverbend Road.

WHEREAS Sifton Properties Limited has applied to rezone an area of land  
located at 1395 Riverbend 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 1395 Riverbend Road, as shown on the attached map, from a  
Holding Residential R5/R6/R7/R8 Special Provision (h•h-206•R5-6(10)/R6-  
5(42)/R7•D75•H18/R8-4(29)) Zone and a Holding Residential R5/R6 Special  
Provision (h•h-206•R5-3(18)/R6-5(42)) Zone to a Holding Residential R6/R7 Special  
Provision (h•h-206•R6-5(42)/R7(\_))•D115•H30) Zone.
- 2) Section Number 11.4 of the Residential R7 Zone is amended by adding the following  
Special Provision:

R7( )

- a) Permitted Uses
  - i) Seniors apartment building – maximum 115 units
  - ii) Retirement lodge – maximum 150 beds
- b) Regulations
  - i) Front and Exterior Side Yard Depth to Main Building (Minimum) 3.0 metres
  - ii) Front and Exterior Side Yard Depth to Sight Triangle (Minimum) 0.8 metres
  - iii) Lot Coverage (Maximum) 40%
  - iv) Parking (Minimum) 123 spaces



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. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

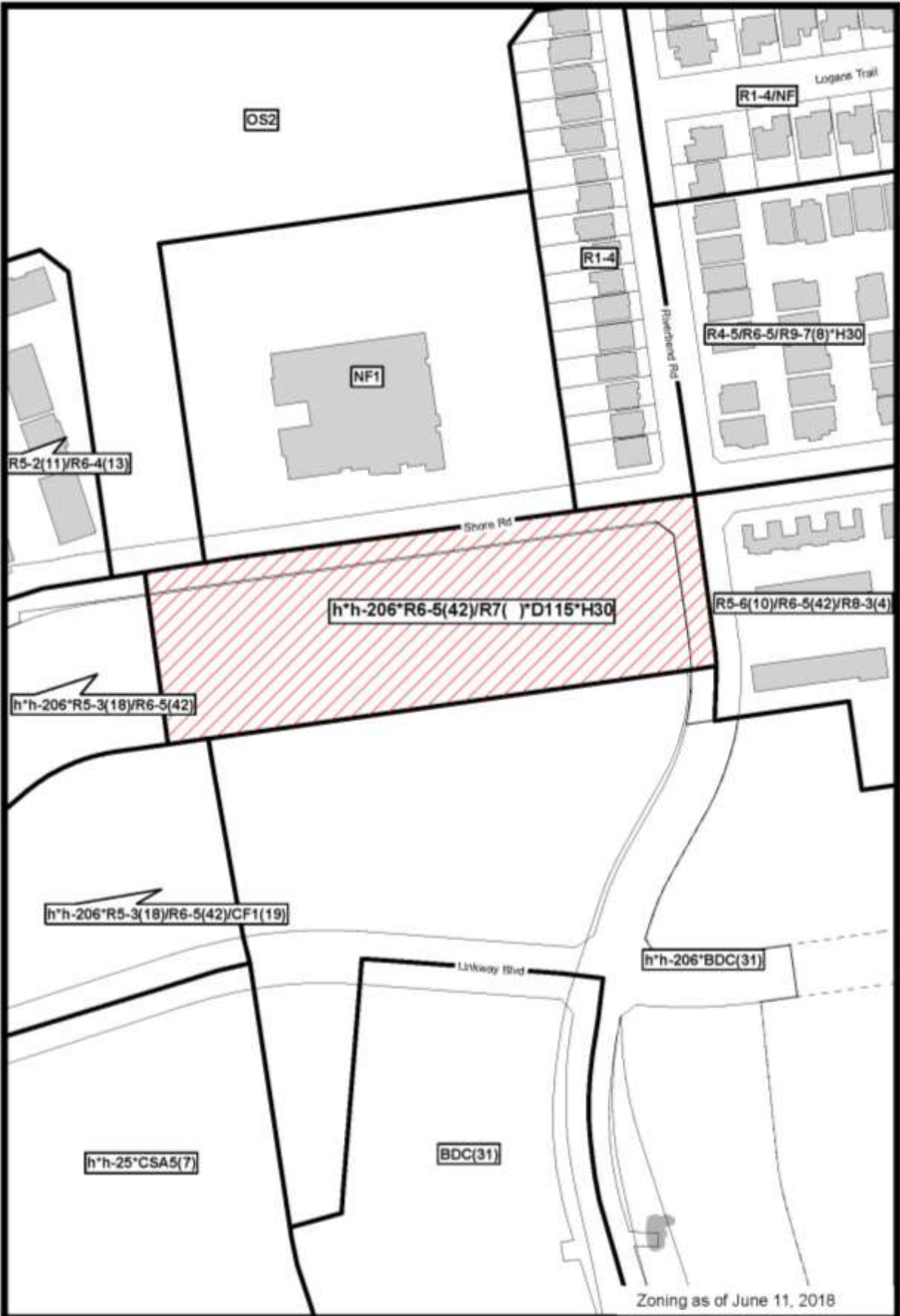
PASSED in Open Council on March 5, 2019.

Ed Holder  
Mayor


Catharine Saunders  
City Clerk

First Reading – March 5, 2019  
Second Reading – March 5, 2019  
Third Reading – March 5, 2019

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



File Number: Z-8924  
Planner: LM  
Date Prepared: 2019/01/31  
Technician: rc  
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



## Appendix B

### Community Engagement

**Public liaison:** On December 17, 2018, Notice of Revised Application was sent to 129 property owners in the surrounding area. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 3, 2019. A “Planning Application” sign was also posted on the site.

**Nature of Liaison:** The purpose and effect of this application is to allow development of a seven (7) to eight (8) storey senior’s apartment building and retirement residence on the easterly portion of the site, and development of future townhouses on the westerly portion of the site. Possible Amendment to Zoning By-law Z.-1 to change the zoning of the lands to remove the Residential R5 Special Provision (R5-6(10)) and Residential R8 Special Provision (R8-4(29)) Zones; maintain the existing Residential R6 (R6-5(42) Zone; and, rezone to a Residential R7 Special Provision (R7( )\*D115\*H30) Zone to permit a seniors apartment building – maximum 115 units and retirement lodge – maximum 150 beds, together with a special provision for a front and exterior side yard depth to main building (minimum) of 3.0 metres, a front and exterior side yard depth to sight triangle (minimum) of 0.8 metres, lot coverage (maximum) of 40%, and required parking (minimum) of 120 spaces.

**Responses:** No replies were received.

### Agency/Departmental Comments

Upper Thames River Conservation Authority:

*The subject lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objection to this application.*

## Appendix C – Policy Context

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

### Provincial Policy Statement, 2014

The proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at 1. Building Strong Healthy Communities, 2. Wise Use and Management of Resources, and 3. Protecting Public Health and Safety. The PPS contains strong policies regarding the importance of promoting efficient development and land use patterns, as well as accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents (Sections 1.1 and 1.4). Section 1.1.1 specifically references residential uses and housing to meet the needs of older persons. The proposed development will promote efficient land use by adding to the range of housing choices and providing for a higher intensity development specifically geared to senior’s residential accommodation. The site is in close proximity to public parks and open space, as well as a range of future mixed-use/commercial facilities and services. It promotes an efficient and cost effective development and land use pattern, and will not cause environmental or public health and safety concerns.

The policies for Settlement Areas require that new development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). The subject lands are located within the City’s Urban Growth Boundary, and are part of a planned mixed-use community development known as West Five. The site is immediately



adjacent existing built-up areas to the north, lands currently under development to the east, and designated and zoned future development lands to the south and west. The proposed development will utilize full municipal services which are currently available at the property boundary.

Policies for Transportation promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Section 1.6.7.4). The proposed development is in close proximity to future mixed use/commercial development to minimize the length and number of vehicle trips, as well as close to anticipated future public transit routes.

Long term economic prosperity is supported by encouraging a sense of place and promoting well-designed built form and cultural planning (Section 1.7.1(d)). An Urban Design Brief was prepared and submitted for this development to ensure a well-designed built form consistent with the West Five Urban Design Guidelines. A sense of place will be provided through well designed building form, landscape buffers, and amenity areas.

Planning Authorities shall also support energy conservation and efficiency through land use and development patterns which, among other matters, promotes design and orientation which maximizes opportunities for the use of renewable and alternative energy systems (Section 1.8.1). Investment in energy conservation and the use of renewable and alternative energy systems, in particular solar-powered electricity technology to be integrated into the building design, is being promoted as a central objective of this development.

There are no identified concerns for protection of natural heritage features or functions, agricultural, mineral aggregates, or cultural heritage and archaeological resources. The proposed development is outside of any natural hazards and there are no known human-made hazards. Therefore, Development Services staff are satisfied that the recommended Zoning By-law Amendment is found to be consistent with the Provincial Policy Statement.

## **The London Plan**

### **Our Strategy**

#### ***Key Direction #4 – Become one of the greenest cities in Canada***

- 8. Promote green development standards such as LEED Neighbourhood Development and LEED Building Design and Construction standards.*
- 13. Conserve water and energy and deliver these resources in a sustainable and affordable fashion.*

#### ***Key Direction #5 – Build a mixed-use compact city***

- 5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*
- 6. Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.*

#### ***Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone***

- 1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.*
- 2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.*

*3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*

*4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.*

These strategic directions are generally reflected in the Riverbend West Five Specific Area Policies that were adopted by Municipal Council in 2015 as an amendment to the 1989 Official Plan, and carried over into Place Type Policies of The London Plan in Section 884.

## **City Building and Design Policies**

***198\_ All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.***

The future planned vision for this area is articulated in the Riverbend West Five Lands Specific Area Policies. These policies were adopted in the 1989 Official Plan and have been carried over into The London Plan. The vision for the West Five Community is as follows:

*886\_ The West Five community will consist of a mixture of uses - office, retail, residential and public spaces. It is to be a model of “smart” community design incorporating significant energy saving and renewable initiatives, to promote a healthy and sustainable lifestyle. Its success will be achieved by establishing unique architecture, aesthetically pleasing public spaces and vistas, and identifiable landmarks and focal points.*

A Planning Justification Report and Urban Design Brief accompanying the application have been reviewed. Staff generally agree with the finding that overall the proposed development contributes to the mix of uses, by being specifically targeted to senior citizens. It incorporates significant sustainability features, with a strong focus placed on unique architecture and attractive outdoor spaces for residents and visitors.

***252\_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.***

The immediate context includes St. Nicholas Catholic Elementary School to the north, existing single family residential to the northeast, existing West Five townhouses to the east, future residential to the west, and future West Five mixed use retail and high density residential to the south. The site spatial analysis prepared as part of the Urban Design Brief identified the intersection of Riverbend and Shore Road as a prominent location with the proposed retirement living buildings standing as a focal point at the northern edge of the West Five Community. Bordered by residential lots and in close proximity to St. Nicholas Catholic Elementary School, it is important for the proposed development to complement its residential context and transition to the higher density development at Riverbend Road and Linkway Boulevard.

***253\_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.***

The Shore Road frontage is bracketed by the building's east and west wings. This frames the entrance courtyard which includes a continuous landscaped street wall including drought tolerant planting and garden walls to highlight the vehicular and pedestrian entrances to the site. It also helps transition from the scale of the proposed high density development to the south to the existing St. Nicholas Catholic Elementary School and the single family residential developments to the north. The Urban Design Brief addressed the transition in building height to adjacent buildings and neighbourhood. A 45 degree

angular transition plane will be maintained from the school property on the north side of Shore Road to the proposed new development.

***256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.***

As outlined in the Planning Justification Report and Urban Design Brief, the stated intentions for the building design is to create a 'U' shaped building which optimizes south-facing wall and roof exposure for BIPV (Building Integrated Photovoltaics) while creating a shared landscaped forecourt, which achieves the following:

- Provide clear wayfinding to the Apartment and Retirement Home entrances;
- Provide a safe, accessible and efficient integration of vehicular and pedestrian circulation with clear connections to the public sidewalk;
- Alignment of the vehicular and Fire Route entrance along Shore Road with the vehicular access of St. Nicholas Catholic Elementary School;
- Provide a vehicle lay-by on the south side of the parking lot for convenient drop-off and pick-up at the Retirement Home;
- Limit the amount of on-grade parking to provide landscaped seating areas that are integrated into and accessible from the sidewalks;
- Provide a consistent street frontage along Shore Road that is bracketed by the end wings of the two buildings and landscaped to create a buffer between the parking and public sidewalk through drought tolerant landscaping and low masonry landscape walls to match the building; and,
- Incorporate building signage into the landscape buffer/street frontage adjacent to the main vehicular and pedestrian site entrance.

While this configuration does not create a continuous "street wall" along Shore Road, it does respect the existing elementary school and single family homes to the north by setting the main building mass back and minimizing shadows. The Landscape Plan indicates the street edge along Shore Road will be softened by a substantial landscaped buffer incorporating a variety of deciduous and coniferous plantings (Sugar Hackberry, Dwarf Japanese Yew, Hick's Yew, Smooth Rose, Autumn Joy Sedum and other drought tolerant plantings) as well as 1375 mm (4.5 ft.) high garden walls with 1524 mm (5.0 ft.) high piers to match the building. The 'U' shape building also maximizes the solar potential of the south elevation, contributing to West Five's goal of net zero energy use.

***259\_ \* Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.***

The zoning request for a minimum front and exterior side yard depth to the main building of 3.0 metres is consistent with the zone setbacks regulations that are currently in place. When the original zoning was approved for West Five by Council, consideration was given to reduced front and exterior yards based on the West Five Urban Design Guidelines, and City of London Placemaking Guidelines which suggest a minimum of 3.0 metres and maximum of 4.5 metres building setback. The goal is to ensure streets are well framed by buildings that front the street encouraging a stronger relationship between the public and private realm.

***269\_ Buildings should be sited to minimize the visual exposure of parking areas to the street.***

Underground parking will serve residents and staff, with a limited number of surface parking spaces provided for visitors at the entrance. Access to underground parking, receiving area, and garbage/recycling collection will be off of the south internal driveway to keep these operations separate from the main vehicular and pedestrian activity located in the forecourt.



**294\_ \* *In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.***

The proposed Retirement Living Buildings will be designed to meet West Five's sustainable design principles for achieving a net zero smart community. The Planning Justification Report and Urban Design Brief identify numerous sustainability features being incorporated into the buildings, including:

- Building integrated photovoltaic cells;
- High efficient exterior envelope, and high SRI roof membrane;
- Lower window to wall ratio;
- High performance glazing;
- Air source variable refrigerant heating/cooling system;
- Energy recovery ventilation equipment;
- Energy star appliances;
- Heat recovery for use in the building from kitchen area;
- Low maintenance and drought tolerant native vegetation plantings;
- Occupancy sensors; and,
- Excellent southerly and westerly exposure for solar energy capture.

**290\_ \* *Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.***

The east wing (Retirement Residence Building) to be constructed in Phase 2 will be designed with a strong orientation and massing to the corner, with architectural fenestration eliminating the appearance of blank side walls. The Urban Design Brief further notes that the building will be positioned along Riverbend Road to permit the ground floor common spaces to face Riverbend Road and Shore Road. An access point to the building is provided through the café space which is located at the southeast corner of the building. The Activity/Games Room is located at the northeast corner of the building.

**301\_ \* *A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.***

The elevation plans illustrate how fenestration patterns have been incorporated into the building facades to eliminate blank walls. Simple and durable building materials are proposed, including such materials as brick, architectural concrete block, aluminum composite panel, photovoltaic panels, wood-look metal siding, and aluminum curtain wall system and fibreglass windows.

*\* Policies subject to LPAT Appeal PL170100 - August 27, 2018*

## **Neighbourhood Place Type**

The subject site is within the Neighbourhoods Place Type in *The London Plan*, as well as identified on Map 7 within with the Riverbend West Five Lands Specific Policy Area. (Map subject to LPAT Appeal PL170100)

## **“Riverbend West Five Lands” Specific Policies**

**885\_ *In the Shopping Area and Neighbourhoods Place Types and the High Density Residential Overlay (from 1989 Official Plan), the following policies apply to the “West Five” lands bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road.***

### ***Vision***

**886\_ *The West Five community will consist of a mixture of uses - office, retail, residential and public spaces. It is to be a model of “smart” community design incorporating significant energy saving and renewable initiatives, to promote a***

*healthy and sustainable lifestyle. Its success will be achieved by establishing unique architecture, aesthetically pleasing public spaces and vistas, and identifiable landmarks and focal points.*

Staff generally agree that overall the proposed development contributes to the stated community vision for the West Five area.

**Built Form**

*887\_ West Five will be compact in form, and contain a mix of low-, mid- and high-rise development. There will be transition of building height and mass with the tallest buildings located at the intersection of Oxford Street and Kains Road, and centred on Riverbend Road and The Linkway, gradually transitioning to lower heights to the north. The vision for West Five contemplates a variety of building typologies, including townhouses, apartments, several commercial formats, office buildings and multi-storey mixed use buildings. The scale and orientation of these built form typologies around a modified grid road network reflects a logical and traditional neighbourhood design pattern. Buildings will generally be oriented to the street to create a vibrant pedestrian-oriented atmosphere that supports transit services. Minimum and maximum setbacks, building heights and other regulations may be implemented in the Zoning By-law to achieve the desired built form.*

The proposed retirement and seniors apartment building represents a compact, mid-rise form. It will provide transition between the existing school and residential uses to the north of Shore Road and other mixed use buildings to the south which include a 10 storey mixed use building (apartment and commercial) currently under development south of Linkway Boulevard and anticipated buildings that would be of similar height and profile between it and the proposed seniors building. The building is oriented to the street with active uses on the ground floor along Riverbend Road, with the east and west wings oriented to Shore Road, with a landscaped courtyard and outdoor amenity area integrated with the driveway/drop-off area.

**Density**

*888\_ The overall residential density of the entire West Five area will not exceed an approximate density of 65 units per hectare, or a total of 2,000 residential units maximum. The appropriate density of individual developments within the area may be further defined in the Zoning By-law.*

An updated breakdown of the number of units was provided with the revised application indicating that the overall residential density of West Five to date, based on approved site plans, combined with the density of the retirement/seniors building is approximately 58 units per hectare (total of 440 units over an area of 7.57 hectares), and is well within the anticipated overall density of West Five. This represents a slight increase in density compared to the 55 units per hectare (total of 414 units over an area of 7.57 hectares) in the original application.

**Scale and Form of Commercial Uses**

*889\_ The total retail gross floor area permitted in the West Five Special Policy Area will be 30,000 square metres. Gross floor area permitted for retail uses does not include office uses, commercial recreation establishments, institutions or day care centres. In addition, a maximum of 9,500 square metres of office space will be permitted. Office uses will be encouraged to locate on the upper storeys of buildings or in purpose built office buildings, while retail and service-oriented uses will be encouraged on the ground floor of multi-storey buildings or in livework forms and oriented to the street to create a pedestrian-oriented environment in a “main street” format.*

*890\_ Larger retail formats will have a campus-oriented form to accommodate required parking; however, these larger stores will be designed to integrate with the “main street” areas and minimize visual impact of large open parking areas and will offer strong pedestrian connections.*

This component addresses the office and retail commercial uses and is not applicable to the subject application.

***Sustainability***

*891\_ West Five is intended to be a showcase of sustainable design and development. The goal is to achieve net zero annual energy usage to the extent feasible through various design considerations. West Five may be developed with alternative/renewable energy solutions such as solar energy, district energy/heating, energy storage systems and other technologies that are or may become available over the span of its development through public and private sector partnerships. Ecologically efficient transportation systems will be integrated where feasible, including electric vehicles and charging facilities. Other sustainability initiatives, including low impact development alternatives for stormwater management such as rainwater capture and reuse for irrigation, bioswales, permeable pavement, etc. may also be encouraged and supported. The City will encourage and facilitate opportunities for partnerships, incentives and funding opportunities that assist in implementing sustainability initiatives, and may consider alternative development standards for streets, utilities and infrastructure.*

The proposed building will incorporate a number of alternative energy and sustainability features, such as solar panel arrays mounted on the roof top and exterior of the building. A list of other features previously mentioned are expected to be incorporated into the building and site design towards the goal of net zero energy consumption.

***Urban Design***

*892\_ West Five will be developed with a high standard of urban design and architectural design. Creativity and individual architectural expression will be encouraged. The City of London Placemaking Guidelines and the Urban Design Guidelines for the River Bend West Five Lands, prepared in accordance with the City Design policies of this Plan, will be used to provide guidance regarding building design, orientation, massing, height, public streets, public spaces, sustainable design, landscaping, and other related design matters.*

*893\_ An emphasis will be placed on achieving an attractive and functional public realm that supports a diverse and vibrant community. The streets, sidewalks and buildings will be designed to collectively create comfortable, cohesive and vibrant public spaces. Private streets within the development will also adhere to the design principles with respect to creating pedestrian friendly, cohesive, comfortable and vibrant spaces. Continuity of the public and private space network within the West Five area and to the broader community will be a priority.*

The proposed Phase 1 and 2 buildings will have a high standard of design, in general accordance with the Urban Design Guidelines for West Five. The Urban Design Brief has addressed the Design Guidelines and architectural goals for the retirement living component of the West Five community. The Master Plan Concept for West Five, included in the Urban Design Guidelines, identifies building heights of 5 to 6 storeys for this block. The proposed building is 7 storeys, with a partial 8<sup>th</sup> floor penthouse incorporating the common dining room across the southerly portion of the building. It serves to provide additional architectural interest, excellent views to the surrounding area and reduces the building footprint, allowing for increased landscaping and amenity area for residents.

***Street Network***

*894\_ Riverbend Road and The Linkway will serve as “main streets” and have a strong street-related built edge, wide sidewalks and other design features to support its role. Street design shall maximize on-street parking opportunities. Off street parking requirements in the Zoning By-law may be reduced if supported by a parking study to recognize the pedestrian oriented, mixed use nature of the development and the shared parking strategy along with the on street parking supply. Alternative street design standards which minimize right-of-way widths will be considered.*

The proposed building provides a strong street-related built edge along Riverbend Road. The majority of parking is provided underground (53 spaces in Phase 1, 65 spaces in Phase 2, plus 4 accessible underground parking spaces). Reduced parking standards have been requested in the ZBA to reflect the nature of the use and the developer's experience with parking requirements in other retirement and seniors apartment facilities.

### **Mixed Use**

*895\_ The central portion of West Five bounded by Logans Run, Oxford Street West, a line drawn approximately 100 metres south of Shore Road, and a line drawn approximately 200 metres east of Westdel Bourne, represents the "Mixed Use" area. This area provides for a mix of housing and compatible commercial and office uses that support a vibrant, compact, walkable and mixed use neighbourhood. Housing is permitted in live-work form, as well as in mid to high rise apartment form. Buildings may be built as single purpose (e.g. residential apartments or office buildings). Mixed use buildings are encouraged; with commercial uses along the ground floor with residential units or office space located in upper floors. A variety of community-scale, neighbourhood based and convenience-based commercial and personal service uses are permitted. They are intended to accommodate the needs of the surrounding residential neighbourhoods located within convenient walking and/or driving distance. High quality urban design is an important consideration for the successful integration of different uses and is implemented through the urban design policies of the Official Plan, the Site Plan Control By-law, the City of London Placemaking Guidelines, and the West Five Urban Design Guidelines.*

*896\_ The primary permitted uses shall include low, mid- and high-rise apartment buildings and a broad range of retail, service, office, institutional and community facilities, recreation, entertainment and related activities. Both mixed use and single use buildings shall be permitted. Buildings may be purpose built or designed for future adaptability of use to respond to changing market conditions.*

*897\_ Net density within the Mixed Use area will not exceed 100 units per hectare, on an overall basis for the Mixed Use area. Building heights will typically range from two to twelve storeys. Buildings exceeding twelve storeys may be permitted through bonusing at key locations such as gateways and focal points so long as they meet the intent of these policies and associated Urban Design Guidelines.*

This site is north of and immediately adjacent to the designated Mixed Use area.

### **Our Tools**

#### *Evaluation Criteria for Planning and Development Applications*

*1578\_ 6.\* Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:*

- a. Traffic and access management.*
- b. Noise.*
- c. Parking on streets or adjacent properties.*
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
- e. Lighting.*
- f. Garbage generated by the use.*
- g. Loss of privacy.*
- h. Shadowing.*
- i. Visual impact.*
- j. Loss of views.*
- k. Loss of trees and canopy cover.*
- l. Impact on cultural heritage resources.*
- m. Impact on natural heritage features and areas.*
- n. Impact on natural resources.*



*The above list is not exhaustive.*

- Shore Road and Riverbend Road, north of Shore Road, are classified as Neighbourhood Connectors carrying on average 2000 and 500 vehicle trips per day, respectively. The proposed development is not expected to contribute significantly to traffic volumes on either road. The site plan approval process will ensure safe vehicular access is achieved.
- All required parking will be provided on-site. Underground parking will serve residents and staff, with a limited number of surface parking spaces provided for visitors at the entrance.
- The proposed development is not expected to generate excessive noise and emissions.
- On-site exterior lighting can be managed and mitigated so as not to overcast on adjacent properties.
- Garbage/recycling storage and collection facilities will be off of the south internal driveway to keep these operations separate from the main forecourt area that faces the residential neighbourhood to the north.
- As noted above, the 'U' shape configuration of the building does not create a continuous street wall along Shore Road. However, staff would agree that it does respect the existing elementary school and single family homes to the north by setting the main building mass back, helping to minimize visual intrusion and shadowing. As noted in the Urban Design Brief, the intent is to provide a consistent street frontage along Shore Road that is bracketed by the end wings of the two buildings and landscaped to create a buffer between the parking and public sidewalk through drought tolerant landscaping and low masonry garden walls to match the building. Tree planting will be required at a rate of 1 per 15 metres along all interior property lines and 1 per 12 metres along all street property lines, in addition to boulevard street tree plantings. The enhanced landscaped buffer will help lessen the visual impact as well as provide low level screening.
- Revised shadow studies were prepared to illustrate the effects of shadowing at different times of the day during different seasons, as well as to compare the difference in shadow cast by a 7-8 storey versus the 6-7 storey building as originally proposed. The model demonstrates there will be very little change in the shadow cast on surrounding residential and school properties for most of the year. The illustrations indicate the only substantial shadow cast on the properties north of Shore Road would be experienced during the Winter Solstice - December 21<sup>st</sup>.
- There are no significant natural view corridors or vistas.
- There are no trees or natural heritage features on site, and no concerns for cultural heritage or natural resources.

*1578\_7.\* The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

Many of the items listed above such as street wall, height, massing, placement of building,

architectural design, and setbacks have been covered in the previous sections. Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and conformity with the Key Directions, City Building and Design, and Place Type policies, and the Riverbend West Five Specific Area Policies.

*\* Policies subject to LPAT Appeal PL170100 - August 27, 2018*

### **1989 Official Plan**

These lands are designated as Multi-family, Medium Density Residential under Section 3.3 in the Official Plan, which permits multiple attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; and small-scale nursing homes, rest homes, and homes for the aged, as the main uses. The Official Plan was amended in December 2015 to incorporate the West Five Specific Area Policies found under Section 10.1.3. These policies and the West Five Urban Design Guidelines are the current and relevant documents to guiding future development within the West Five lands, and have been reviewed in the previous section.

### **Z.-1 Zoning By-law**

The zoning for this site is currently Holding Residential R5/R6/R7/R8 Special Provision (h•h-206•R5-6(10)/R6-5(42)/R7•D75•H18/R8-4(29)) Zone. This zone variation permits a range of residential uses, including cluster housing in the form of single detached, semi-detached, duplex, triplex, and fourplex dwellings. Townhouses and stacked townhouses are permitted up to a maximum density of 50 units per hectare with a special provision for a maximum lot coverage of 50%, maximum height of 15 metres, and minimum front and exterior side yard depth to main building of 3.0 metres. The a zoning also permits apartment buildings, senior citizens apartment buildings, retirement lodges, nursing homes, continuum-of-care facilities, and emergency care establishments up to a maximum density of 75 units per hectare and maximum height of 18 metres (approx. 6 storeys). A narrow sliver of land along the westerly limit of the subject site is zoned Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone. Holding (h and h-206) Provisions have been put in place in order to ensure that the owner/developer enters into a Development Agreement with the City, and to ensure that the West Five Urban Design Guidelines are implemented at the Site Plan Approval stage.

The applicant's zoning request is to remove the Residential R5 Special Provision (R5-6(10)) and Residential R8 Special Provision (R8-4(29)) Zones; maintain the existing Residential R6 (R6-5(42) Zone; and rezone to a Residential R7 Special Provision (R7( )•D115•H30) Zone to permit a seniors apartment building – maximum 115 units and retirement lodge – maximum 150 beds, together with a special provision for a front and exterior side yard depth to main building (minimum) of 3.0 metres, a front and exterior side yard depth to sight triangle (minimum) of 0.8 metres, lot coverage (maximum) of 40%, and required parking (minimum) of 120 spaces.

### **Density**

The original Block Plan prepared for the West Five Community has always shown retirement living buildings on the subject site with the expectation of approximately 200 retirement units and approximately 17 to 20 townhouse units on the lands immediately to its west. However, as the proposed development will consist of a seniors apartment building integrated with the retirement home, the 3 beds to 1 unit equivalency ratio as set out in Zoning By-law Z.-1 cannot be used for the seniors apartment as these units will have full kitchens. Consequently, the density of the site would be calculated as follows:

Seniors apartment – 115 units

Retirement residence – 150 beds = 50 units (based on the 3:1 equivalency ratio)

Future townhouses – 20 (approximately)

Total density for the overall site – 185 units/1.45 ha = **128 units/ha**

While this is an increase from the currently approved density, it should be considered primarily a technical amendment due to the inability to use the 3:1 equivalency factor,

even though the proposed use is consistent with the original intended use for the site. Therefore, it is recommended that proposed densities in terms of the allocation of units and beds be clearly stated in the special provision zone.

The major difference between the two phases, as described in the Planning Justification Report, is that Seniors Apartment Building (Phase 1) caters to more independent individuals who are provided with dining and emergency call services, whereas individuals in the Retirement Residence (Phase 2) are less independent and receive a range of care services in addition to dining. Consequently, the suites in Phase 1 are larger with less common space provided, and in Phase 2 the suites are smaller and there is much more common space. The suites in Phase 1 would include normal kitchens whereas suites in Phase 2 would have kitchenettes only. Residents in Phase 1 would, however, have full access to all the common areas in both phases as part of creating a 'continuum of care' setting that encourages social interaction among all residents.

## **Height**

The additional height requirement requested (maximum 30 metres) is required primarily to accommodate ground floor ceiling heights of 4.5 metres and the eighth floor dining pavilion with its cantilevered, single slope roof. The original concept plans for West Five, included in the Urban Design Guidelines, identifies building heights of 5 to 6 storeys for this block. The revised building height of 7 storeys, with a partial 8<sup>th</sup> floor incorporating the common dining room over the southerly portion of the building provides additional architectural interest, excellent views to the surrounding area and reduces the building footprint, allowing for increased landscaping and amenity area for residents.

## **Setback**

The zoning request for a minimum front and exterior side yard depth to the main building of 3.0 metres is consistent with the zone setback regulations that are currently in place. A 6.0 m x 6.0 m sight triangle at southwest corner of Riverbend Road and Shore Road was established through the subdivision plan. The request for a 0.8 metre building setback is appropriate and will provide for some relief in order to maintain a right-angle corner for the building, and will not result in an encroachment into the sight triangle.

## **Coverage**

The maximum lot coverage under the Residential R7 zone is 35 percent and the requested increase to 40 percent would be consistent with what is currently permitted for the site under the Residential R8 Special Provision (R8-4(29)) Zone.

## **Parking**

The Zoning By-law amendment includes a special provision for reduced parking requirements for the retirement residence / senior's apartment building. According to the current Zoning Bylaw, parking must be provided at a ratio of 1.25 parking spaces per unit for the seniors' apartment and 1 space per 3 beds for the retirement residence. In addition, visitor parking must also be provided. Total parking requirements according to the Zoning By-law have been determined to be 194 spaces. However, based on the proposed site plan concept, 135 parking spaces are proposed (13 surface and 122 underground parking spaces).

The Planning Justification Report provided a parking needs analysis and justification for the reduction based Sifton's experience with a number of existing retirement residences and seniors apartment buildings which they own. Siftions also commissioned a study for a similar retirement facility in Mississauga undertaken by Paradigm Transportation Solutions in late 2017. The following is a synopsis of the detailed analysis provided in the Planning Justification Report Section 3.4 - Parking Requirements.

Data was collected for three retirement and seniors facilities in London, one in Waterloo, and one in Mississauga. Based on the number of units, unit occupancy, number of parking spaces provided, and number of parking spaces actually used by residents, the parking

space usage ratio ranges from 1 per 1.7 units to 1 per 18.6 units. From these observations, it was concluded that parking spaces provided significantly exceeds the actual parking demand / usage for both retirement homes and seniors apartments.

Siftons also commissioned a study for a similar retirement facility in Mississauga undertaken by Paradigm Transportation Solutions in late 2017. In that study, data was collected from the Richmond Woods Retirement Village at 200 North Centre Road as it was a similar type of development and was considered a suitable proxy for analysis. The Richmond Woods site consists of 102 senior’s independent living units and 130 retirement dwelling units, which is similar to the proposed West Five development. Parking utilization surveys were conducted for four days over two weeks. Hourly parking demand and utilization percentages were observed for the four days of data collection. The weekday parking demand observed for the four days suggests the following parking rates:

- Resident parking demand – 0.32 spaces per unit;
- Visitor parking demand – 0.06 spaces per unit; and
- Employee parking demand – 0.08 spaces per unit.

Based on that information, the number of parking spaces required for the proposed West Five retirement residence and senior’s apartment site with a combined 265 units would be as follows:

Residents	85
Visitors	16
Employees	<u>22</u>
Total:	123 spaces

The current Zoning By-law requirement is 194 spaces for the completed development. The proposed site plan provides a total of 135 parking spaces, which is well in excess of what would be required based on parking demand studies of similar facilities. While this will be a privately owned and operated residential facility, it was pointed out for comparison purposes that the standard parking rate in the Zoning By-law for senior citizens apartment buildings owned and operated by non-profit, public housing or charitable institutions is 0.5 spaces per unit for this area of the city. Based on the parking justification provided for this application, Staff are prepared to support the special zone provision for required parking (minimum) of 123 spaces.

**Holding Provisions**

It is recommended that the holding (h and h-206) provisions that are currently in place be maintained until Site Plan Approval and a Development Agreement has been entered into.



## Appendix D – Relevant Background

### Municipal Council Resolution November 6, 2018



P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

November 7, 2018

M. Zunti  
Sifton Properties Limited  
Suite 300, 1295 Riverbend Road  
London, ON N6K 0G2

I hereby certify that the Municipal Council, at its meeting held on November 6, 2018 resolved:

That, the application by Sifton Properties Limited, relating to the lands located at 1395 Riverbend Road BE REFERRED to the Civic Administration to work with the applicant to increase the density of units to the senior's apartments and the retirement suites;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-D09) (3.5/16/PEC)

C. Saunders  
City Clerk  
/lm

- cc. G. Kotsifas, Managing Director, Developments and Compliance Services and Chief Building Official  
P. Yeoman, Director, Development Services  
M. Feldberg, Manager III, Development Finance  
L. Pompili, Manager, Development Planning  
L. Mottram, Senior Planner  
J. Minor, Documentation Services Representative  
External cc List in the City Clerk's Office



PUBLIC PARTICIPATION MEETING COMMENTS

5 PUBLIC PARTICIPATION MEETING – Application – 1395 Riverbend Road (Z-8924)

Mr. P. Yeoman, Director, Development Services - clarifying the recommendation that is before the Planning and Environment Committee, Ms. M. Zunti and the representatives from Sifton Properties Limited are going to be requesting a referral of this application at this time, there have been some challenges in details that have been provided related to this application late last week, she will speak to that but the recommendation will be coming back to the Committee along these lines with the changes that will be before the Committee.

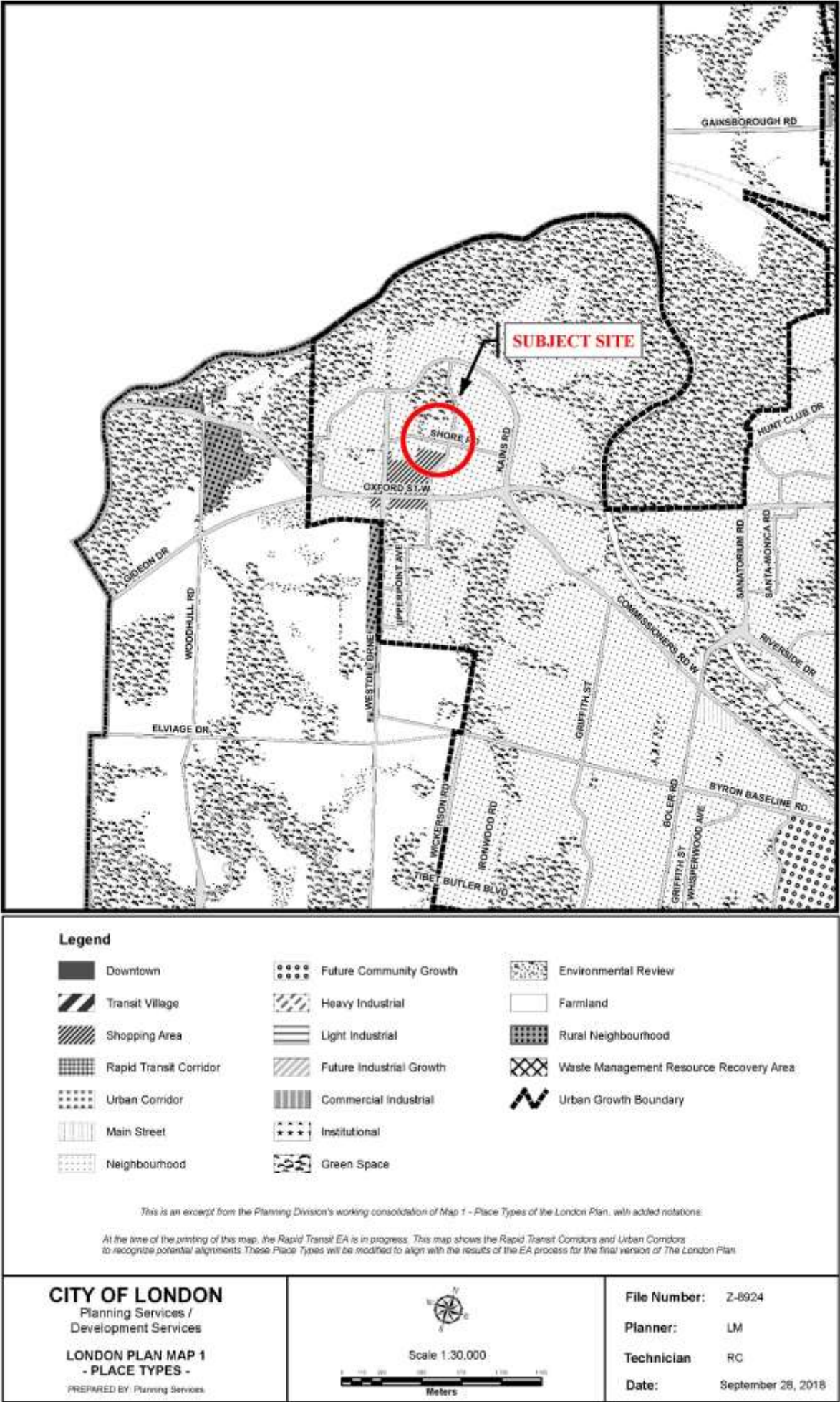
M. Zunti, Sifton Properties Limited – thanking staff for processing this application quite quickly, they really appreciate that; ironically, they are going to be requesting a deferral on this decision because something came to light about a week to ten days ago that they are going to be submitting a revision to the application; talking about that in a little more detail after their architect makes a presentation; advising that they held an informal public meeting with people in the neighbourhood on August 21, 2018, prior to this meeting because they wanted to get comments and concerns and as noted in Mr. L. Mottram, Senior Planner's, report, the primary issue that came up was the issue of the traffic on Shore Road, which they do not believe that they will be contributing to in any major amount; asking Mr. Richard Hammond from Cornerstone Architecture to provide the Committee with a brief overview of the proposed development and then she is going to speak to what they are going to look at in terms of changes so the Committee is aware of that but they still want to have the meeting proceed and then they can respond to any comments or concerns on this application; presuming there will be a second public meeting that will be required as part of their revisions that will be coming in; advising that they have recently been made aware that with new construction techniques, it would be possible to add some additional units to both the seniors apartment and the retirement suites so they will be revising the application to increase the number of units for both of those units and that will require a change to the density that is associated with the R-7; advising that they will not be requesting a change to any of the other special provisions, the height and the setbacks will all remain the same but because of how they are doing the construction and how the floors work and so on, they are actually going to be able to get another floor in there because the number of units would increase by approximately seventeen units for the apartment building and approximately twenty retirement suites; noting that she is not an architect so she cannot explain it; indicating that they will be coming back with a revised application just to change the density but not to change anything else in the proposed Zoning By-law.

R. Hammond, Cornerstone Architecture – highlighting a couple of things to show the Planning and Environment Committee how they arrived at the current proposal; advising that they started with the overall Master Plan for West 5 that shows these two "L" shaped buildings here in this location and as they began the design process, they realized that that configuration was quite constraining for this type of use, it limits the amount of open space and also, because of the building mass along Shore Road has a significant impact on the street space so looking at all those factors together, they developed the "U" shaped plan that you have seen to accommodate the residential units in Phase 1 as apartments, Phase 2 as retirement homes so that they have more separation from one another; also, to open up more amenity space on the main floor and permit drop off on the site rather than on the street that would have been necessary under the original scheme; advising that, to do that, they have moved the dining room up to the top floor; noting that has a number of advantages including adding a little bit of interest to the profile of the building, making a lovely place for dining, the view should be great from there, you should be able to see the River to the



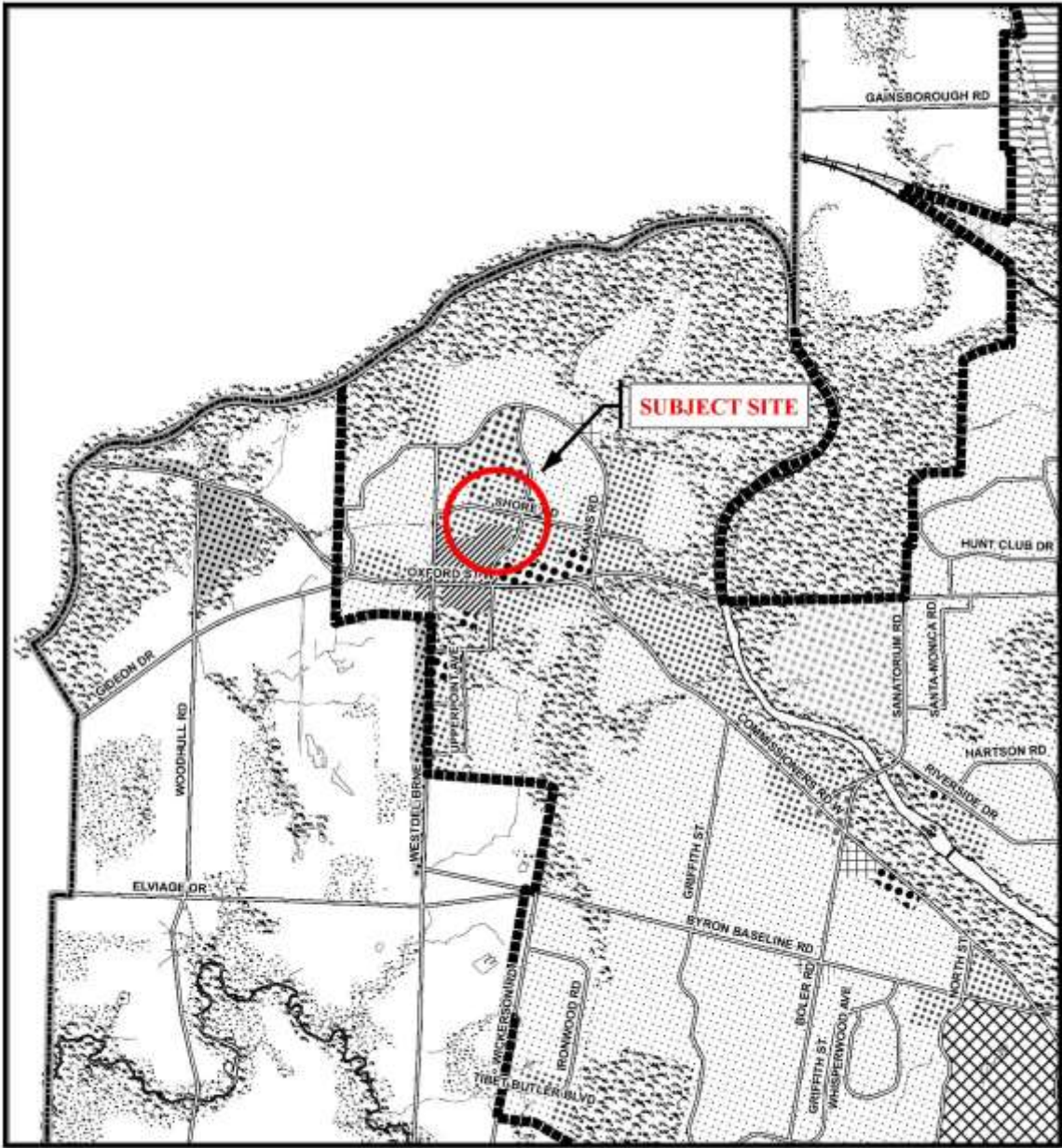
north and allow more circulation and amenity space at grade on the site; showing a 3-D model of the view looking from Shore Road, you can see the drop off area in front, the six storey wings on the side and you can just see the seventh storey dining room on the roof so they think that really adds some interest to the building and makes for better quality residential units on the first few floors and the dining space on the top floor; showing a view from Shore Road, showing the building set back as opposed to the original idea which would be set out all the way along to the street; showing some quick images from the shadow study; noting they compared the footprint from the original proposed configuration and the shadows that it would cast to the proposed design and the overall outline of the shadows are very similar but the shadows are lessened along the center of the site simply because that mass of the building, that higher proportion is back further; hoping that provides a little context. (See attached presentation.)

The London Plan Map Excerpt





1989 Official Plan Map Excerpt



**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

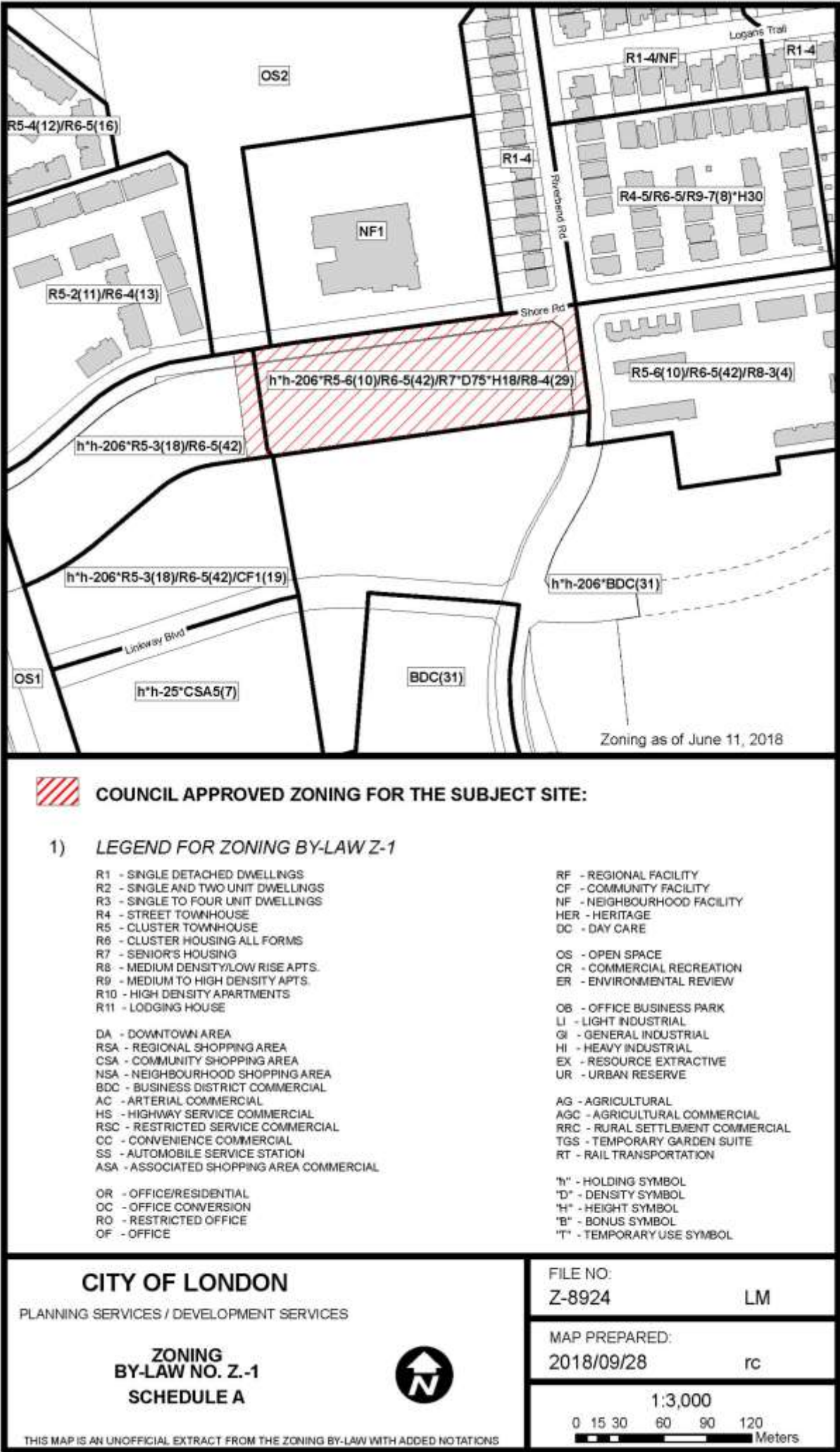
**CITY OF LONDON**  
Planning Services /  
Development Services  
OFFICIAL PLAN SCHEDULE A  
- LANDUSE -  
PREPARED BY: Graphics and Information Services

Scale 1:30,000  
Meters

FILE NUMBER: Z-8924  
PLANNER: LM  
TECHNICIAN: RC  
DATE: 2018/09/28



Zoning By-law Map Excerpt



**Additional Reports**

**October 29, 2018** - Planning and Environment Committee – Application by Sifton Properties Limited for approval of a Zoning By-law Amendment for lands located at 1395 Riverbend Road to permit development of a senior's apartment building and retirement residence. (Agenda Item #3.5)

**November 30, 2015** – Planning and Environment Committee – Application by Sifton Properties Limited for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments for the lands located at 1080 Westdel Bourne and bounded by Oxford Street West, Westdel Bourne, Shore Road and Kains Road. (Agenda Item #7)