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File: OZ-8088
Planner: B. Debbert

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: WOODFIELD DEVELOPMENTS INC. 390 PRINCESS AVENUE PUBLIC PARTICIPATION MEETING ON NOVEMBER 5, 2012

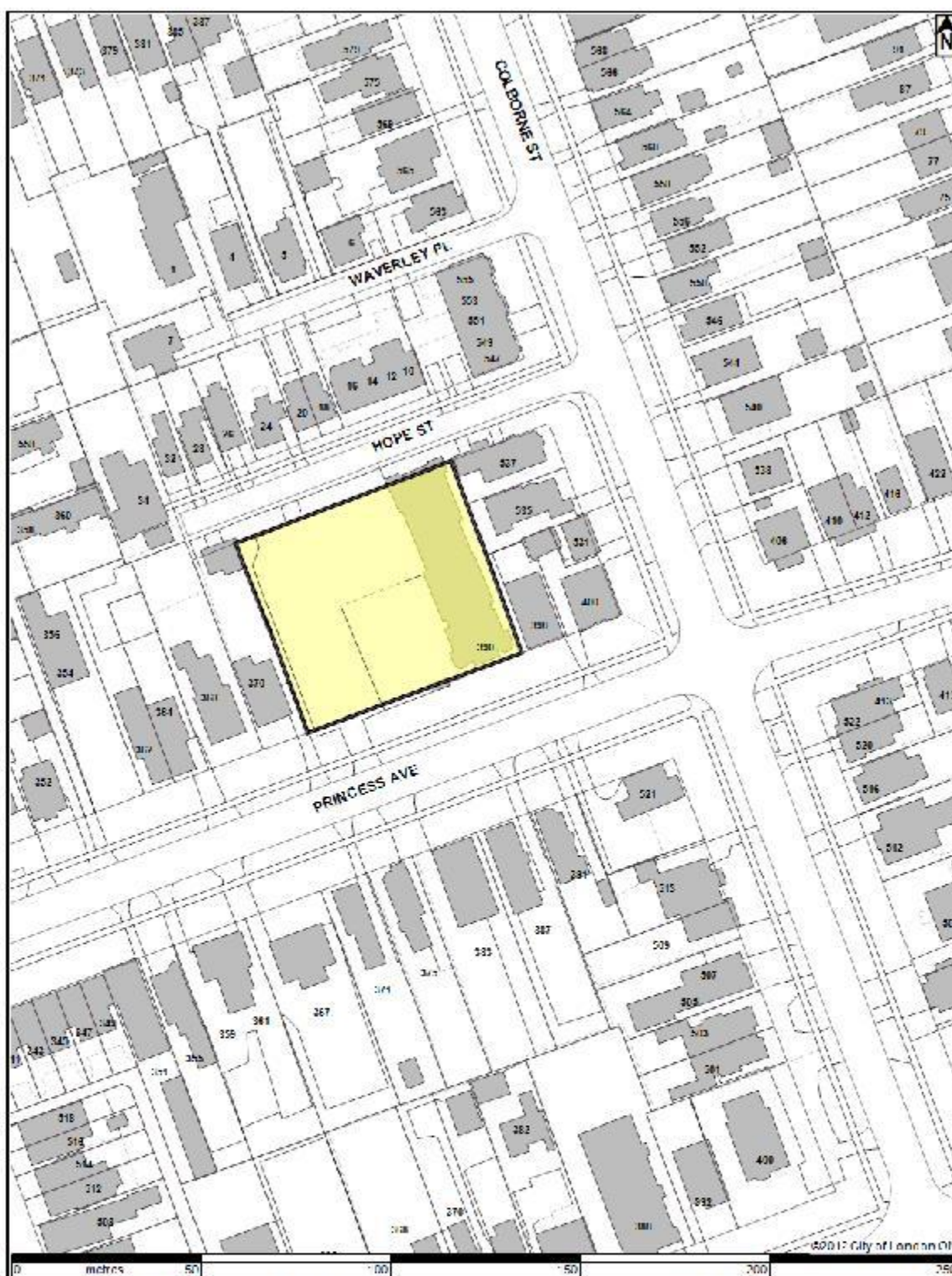
RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Woodfield Developments Inc. relating to the property located at 390 Princess Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 20, 2012 to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation, **TO** a Multi-family, High Density Residential designation;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 20, 2012 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R8 (R8-4) Zone which permits apartment buildings, handicapped persons apartment buildings, Lodging House Class 2, stacked townhousing, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities at a maximum density of 75 units per hectare, **TO** a Residential R8 Special Provision Bonus (R8-4()•H15•B-) Zone to permit the above listed uses, the existing apartment building in its current location, and, subject to compliance with the Bonus provisions, an additional 33 unit apartment building with a maximum height of 15 metres, a minimum front yard setback of 6.7 metres, a minimum west interior side yard of 5.5 metres, a minimum rear yard depth of 5.0 metres, a parking rate for the site of 0.6 spaces per unit, and a maximum overall site density of 256 units per hectare;
- (c) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Residential R8 (R8-4) Zone which permits apartment buildings, handicapped persons apartment buildings, Lodging House Class 2, stacked townhousing, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities at a maximum density of 75 units per hectare, **TO** a Residential R10 Special Provision Bonus (R10-4()•H15•B-) Zone to permit apartment buildings, Lodging House Class 2, senior citizens apartment buildings and continuum-of-care facilities at a maximum height of 15 metres and a maximum density of 300 units per hectare, **BE REFUSED** for the following reasons:
 - i) The R10-4 Zone permits a density which exceeds the density requested for the proposed development;
 - ii) A suitable approach to ensuring that the proposed development meets appropriate criteria for the West Woodfield neighbourhood is to maintain the current zone category and allow development at the requested density of 256 units per hectare through the application of a Bonus Zone.

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<p style="text-align: center;">LOCATION MAP</p> <p>Subject Site: 390 Princess Ave Applicant: Woodfield Developments Inc. File Number: OZ-8088 Planner: Barb Debbert Created By: Barb Debbert Date: 2012-08-14 Scale: 1:1200</p> <p style="text-align: right;">Corporation of the City of London Prepared By: Planning, Environmental</p>	<p style="text-align: center;">LEGEND</p> <ul style="list-style-type: none"> Subject Site Parks Assessment Parcels Buildings Address Numbers
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PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended Official Plan and Zoning By-law Amendments is to retain the existing 5 storey, 53 unit senior citizens apartment building, and to construct a new 4 storey, 33 unit apartment building on the site.

RATIONALE

The recommended Official Plan and Zoning By-law amendments to permit the retention of the existing 5 storey, 53 unit senior citizens apartment building, and to construct a new 4 storey, 33 unit apartment building on the site is appropriate and suitable for the development of the subject lands for the following reasons:

1. The Provincial Policy Statement encourages infill and intensification as it promotes a range of housing types, compact urban form and uses existing infrastructure. The subject site is suited to infill and intensification given its size and frontage, and the location and orientation of the existing building on the site;
2. The criteria of the Official Plan for a Multi-family, High Density Residential designation with respect to location, compatibility, servicing, traffic, and access to facilities are met.
3. The site is recognized in the West Woodfield Heritage Conservation District Plan as providing a unique opportunity for infill development.
4. The recommended bonus provision will ensure that higher intensity development can occur only if the specific development proposal is constructed in accordance with the illustrations included as Schedule "A" to the recommended By-law amendment. No additional development on the property will be permitted unless the provisions of the Bonus Zone are met.

BACKGROUND

Date Application Accepted: August 9, 2012	Agent: Zelinka Priamo Ltd.
REQUESTED ACTION:	
Change the Official Plan land use designation from "Low Density Residential" to "Multi-family, High Density Residential".	
Change Zoning By-law Z.-1 from a Residential R8 (R8-4) Zone which permits apartment buildings, handicapped persons apartment buildings, Lodging House Class 2, stacked townhousing, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities at a maximum density of 75 units per hectare, to a Residential R10 Special Provision Bonus (R10-4()•H15•B()) Zone to permit apartment buildings, Lodging House Class 2, senior citizens apartment buildings and continuum-of-care facilities at a maximum height of 15 metres and a maximum density of 300 units per hectare. The requested bonus provision would result in a density not greater than 256 units per hectare, in recognition of specific design considerations, the promotion of transit usage and supporting the maintenance, protection and conservation of the West Woodfield Heritage Conservation District. Special provisions would recognize the location and height of the existing apartment building, provide for reduced front yard, rear yard, and west interior side yard setbacks for the	

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proposed new building, and a reduced parking rate of 0.6 parking spaces per unit to serve both the existing and new building.

- SITE CHARACTERISTICS:**
- **Current Land Use** – 53 unit senior’s apartment building
 - **Frontage** – 60.25 metres (197.7 feet)
 - **Depth** – 55.57 metres (182.3 feet)
 - **Area** – 0.3359 ha. (0.83 acres)
 - **Shape** - rectangular

- SURROUNDING LAND USES:**
- **North** - single detached, converted and townhouse dwellings and low rise apartments
 - **South** - single detached and converted dwellings and low rise apartments, and office conversion
 - **East** - single detached dwellings and low-rise apartment, variety store
 - **West** - single detached, converted and townhouse dwellings, office conversions

- OFFICIAL PLAN DESIGNATION:** (refer to Official Plan Map)
- Low Density Residential
- EXISTING ZONING:** (refer to Zoning Map)
- Residential R8 (R8-4)

PLANNING HISTORY

The existing apartment building on the site was constructed in approximately 1936 and had, at that time, 64 small apartment units. Between 2010 and 2012, the building underwent extensive renovations that included many interior upgrades and reduced the number of units to 53. The building is now occupied as affordable housing for seniors.

This property lies within the West Woodfield Heritage Conservation District, for which the plan and guidelines were approved by Council in August, 2008.

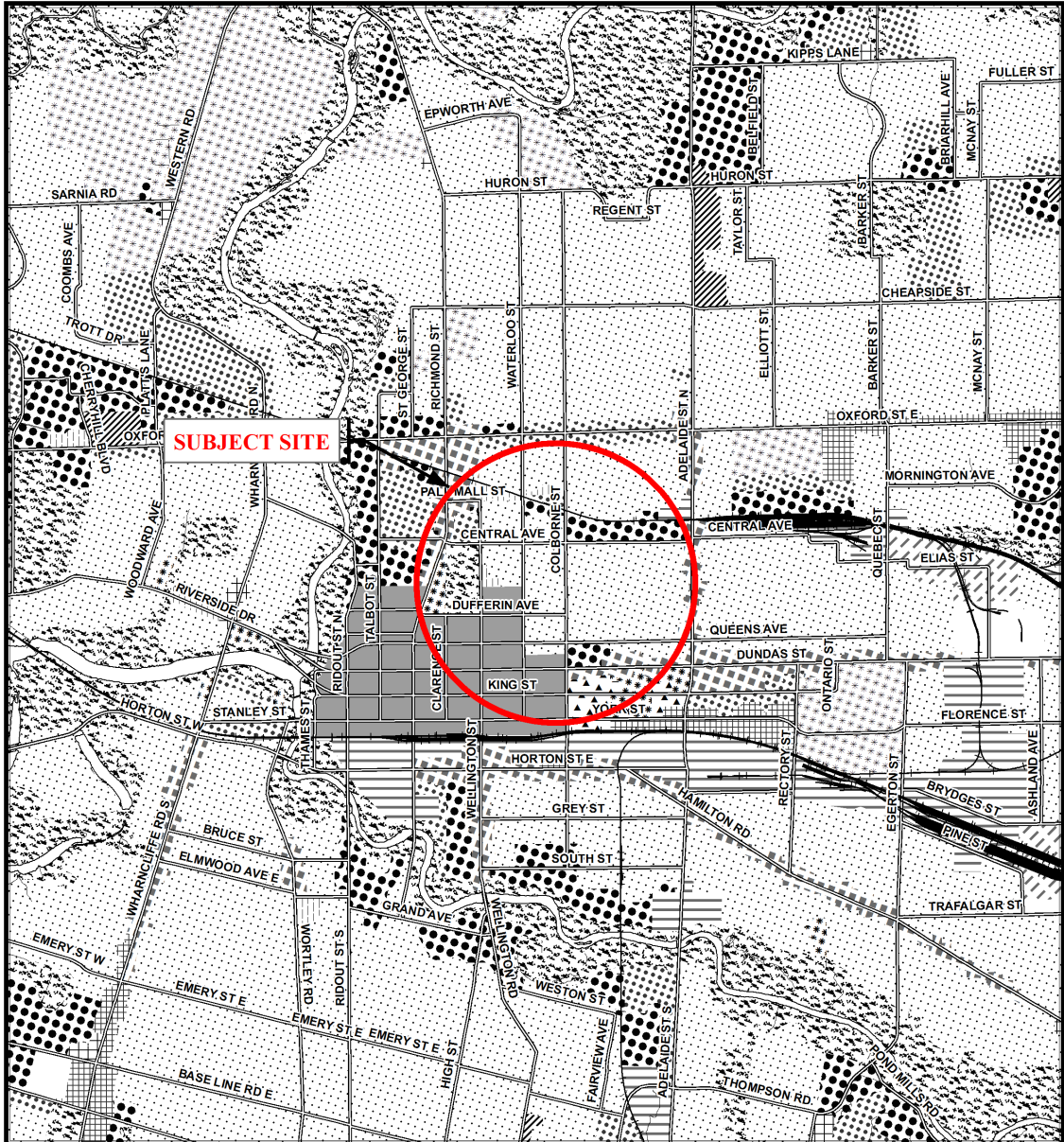
SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Engineering

- *The recommended municipal sanitary outlet is the 200 mm diameter sanitary sewer on Hope Street.*
- *Water servicing for the proposed apartment building is to come from the 200 mm watermain on Princess Avenue. The applicants engineer must ensure that fire and*

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Legend

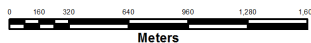
- | | |
|--|-----------------------------------|
| Downtown | Office Business Park |
| Enclosed Regional Commercial Node | General Industrial |
| New Format Regional Commercial Node | Light Industrial |
| Community Commercial Node | Regional Facility |
| Neighbourhood Commercial Node | Community Facility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

CITY OF LONDON
Department of
Planning and Development
OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: OZ-8088

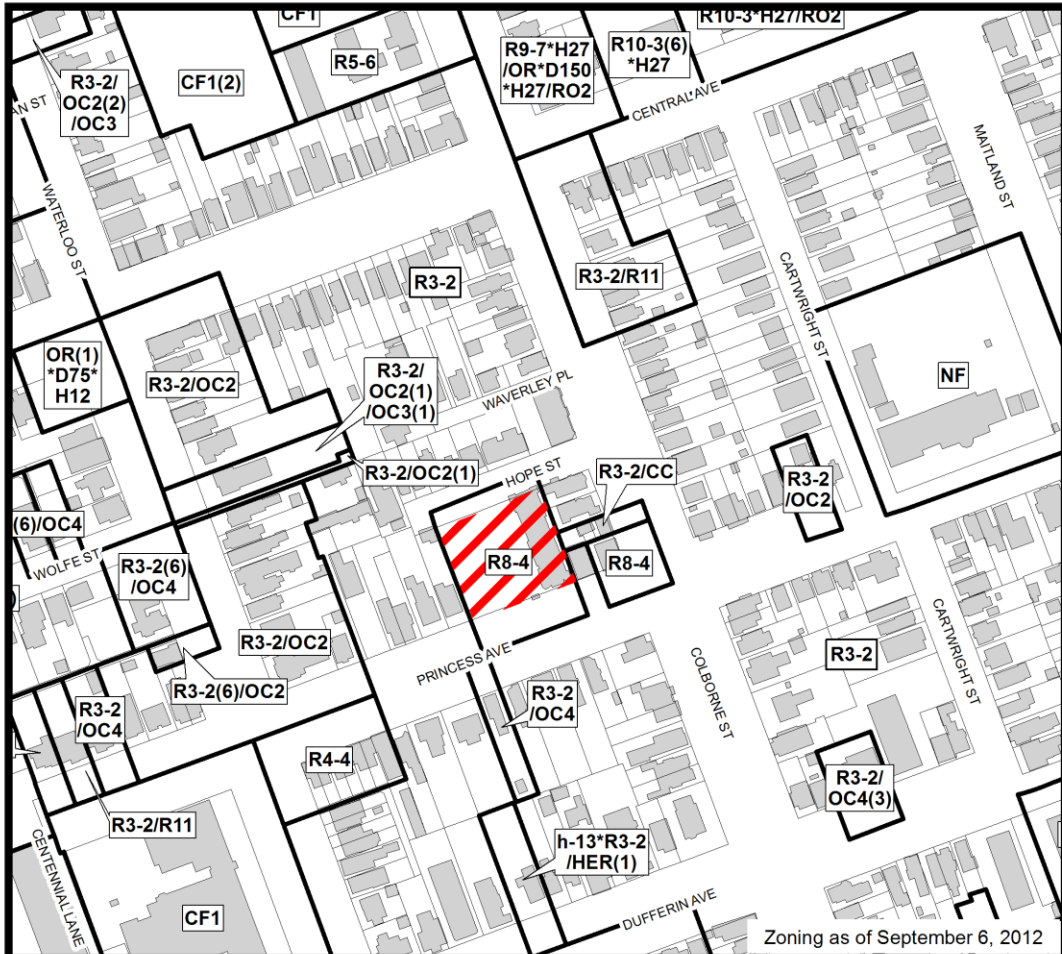
PLANNER: BD

TECHNICIAN: CK

DATE: 2012/10/15

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Zoning as of September 6, 2012



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R8-4

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

- 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
- 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

2) **ANNEXED AREA APPEALED AREAS**



CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z-1
SCHEDULE A



FILE NO:
OZ-8088 BD

MAP PREPARED:
2012/10/15 CK

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

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

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domestic flows are adequate for the proposed development. Presently, the existing apartment building on the subject lands uses a 100 mm water service from the 150 mm watermain on Hope Street. The applicants engineer should review the adequacy of this service for fire and domestic flows as it appears undersized. The 200 mm watermain on Princess Avenue would supply more flow. Should the applicant use the watermain on Princess Avenue, another water hydrant will be required.

- *The subject lands are located in the Thames River Central Area Watershed. The Developer shall be required to apply the proper SWM practices to ensure that the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.*
- *The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012, The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.*
- *According to drawing 11859 the design C value for the subject lands is -.70 for a future 525mm storm sewer on Princess Ave. The owner may be required to upgrade the fronting storm sewer to provide an adequate outlet for the subject site.*
- *The Transportation Planning & Design Division has no comments including the request to reduce the number of on-site parking spaces.*

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.

Urban Design Peer Review Panel

1. *The panel commends the applicant on recognising the importance of the existing building on the site, and the attempt to produce a new development which is sensitive to the architectural style and massing of that building. Some further refinements and suggestions are provided below which are intended to help advance the design of the new project.*
2. *The use of shared outdoor amenity space should be further explored to ensure a cohesive landscaping plan through the use of appropriate landscaping, benches and terraces, among other things, which can accommodate residents.*
3. *The applicant proposes replacing the Hope Street vehicular access with a pedestrian one, and maintaining the Princess Avenue access. From the streetscape perspective, the closing of the Princess Avenue driveway, in favour of keeping the Hope Street access open to vehicles, may provide a better opportunity for a terrace thereby linking the two buildings along Princess Avenue.*
4. *The project needs to ensure that it properly engages the public realm at grade level. This can be accomplished with complementary landscaping.*
5. *As currently proposed, there is no opportunity for pedestrians to move through the site other than through the parking lot since the parking lot located between the buildings appears to take up the entire space. The applicant should explore moving the proposed building farther west to allow for a defined pedestrian pathway between the buildings. Part of this realignment would allow defining the location of barrier-free parking spaces. Permeable paving options should be considered.*
6. *The architectural details need to be refined. The applicant can take cues from the existing building regarding the use of pilasters, banding and materials. Enhanced articulation of the elevations may limit the need for pilasters, but where pilasters will be used, there is a need*

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for more depth to avoid creating a flat plane along the building. The pilasters should extend down to the ground in the location of the garage entrance.

- 7. *The use of quoining is not entirely appropriate as proposed since it is not on the existing building. Where quoining is to be used in an effort to complement the existing building, reference should be made to the architecture of the surrounding area where the colour can be made more consistent throughout the building. Liberal use of materials and colour leads to a “striping” effect on the building which is not desirable.*
- 8. *The use of brick should be extended upwards on the elevation facing Princess Avenue, similar to the existing building.*
- 9. *The rear elevation of the building, facing Hope Street, needs further refinement due to the multitude of doors at-grade. Consideration to consolidating openings would allow for a vestibule from which access can be granted to the bicycle locker, stairwell and common room.*

We trust the foregoing is helpful. Please note that the Panel will require this project to be submitted at the time of site plan application for the purpose of further assessing landscaping and parking layout, among other matters.

Upper Thames River Conservation Authority

The subject property is not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.

The subject property is located in an area with Highly Vulnerable Aquifers. At this time, certain activities on this property may be considered Moderate or Low Threats to drinking water.

Provincial Policy Statement (PPS, 2005):

Section 2.2.1 states that:

“Planning authorities shall protect, improve or restore the quality and quantity of water by: d) implementing necessary restrictions on development and site alteration to:

- 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
- 2. *protect, improve or restore vulnerable surface and ground water features, and their hydrological functions”*

Section 2.2.2 states that:

“Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored”.

Municipalities must be consistent with the Provincial Policy Statement when making decisions on land use planning and development.

The UTRCA has no objections to this application. Our comments are provided for the information of the municipality.

Bell Canada

An easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.

Please be advised that Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.

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PUBLIC LIAISON:	On August 17, 2012, Notice of Application was sent to 110 property owners in the surrounding area. Notice of Application was also published in the <i>Living in the City</i> section of the <i>London Free Press</i> on August 20, 2012. A "Possible Land Use Change" sign was also posted on the site.	7 replies were received
Nature of Liaison:		
<p>Change the Official Plan land use designation from "Low Density Residential" to "Multi-family, High Density Residential".</p> <p>Change Zoning By-law Z.-1 from a Residential R8 (R8-4) Zone which permits apartment buildings, handicapped persons apartment buildings, Lodging House Class 2, stacked townhousing, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities at a maximum density of 75 units per hectare, to a Residential R10 Special Provision Bonus (R10-4()•H15•B-) Zone to permit apartment buildings, Lodging House Class 2, senior citizens apartment buildings and continuum-of-care facilities at a maximum height of 15 metres and a maximum density of 300 units per hectare. The requested bonus provision would result in a density not greater than 256 units per hectare, in recognition of specific design considerations, the promotion of transit usage and supporting the maintenance, protection and conservation of the West Woodfield Heritage Conservation District. Special provisions would recognize the location and height of the existing apartment building, provide for reduced front yard, rear yard, and west interior side yard setbacks for the proposed new building, and a reduced parking rate of 0.6 parking spaces per unit to serve both the existing and new building.</p>		
Responses:		
<p>Two respondents were in support of the application and one sought additional information on the application.</p> <p>One respondent was opposed to the application as it would result in noise issues, loss of natural light and privacy, and a reduction in property value.</p> <p>Three respondents were generally supportive but had the following comments or concerns:</p> <ul style="list-style-type: none"> - The proposal may be too intensive/too big of a change for the neighbourhood. - The requested parking reduction does not take into account visitors and guests of the residents of the building and is contrary to commitments made by the owners to current tenants of 390 Princess Avenue. The parking demand may change depending on whether the new building is also approved as affordable housing. - The reduced front and rear yard setbacks are not consistent with the ambiance of the neighbourhood. - Nothing else on the street represents intensification. - Access to sunlight will be reduced. - Dust during construction is unhealthy. - Currently there is a lot of high speed cut-through traffic through the parking lot from Hope Street to Princess Avenue. - The development should reflect the heritage character of the existing neighbourhood. - Loss of existing trees on the lot. - Based on the work done at 390 Princess, anticipate that the building will be attractive and well built. - Suggest that architecturally the central portion of the building be projected closer to 		

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the street, also facilitating a double door system inside the building to reduce wind, mud and heat loss.

- Suggest small balconies.
- Suggest garbage disposal facilities be inside the building and easily accessible by seniors.

ANALYSIS

Subject Lands

The subject lands are located on the north side of Princess Avenue, between Waterloo Street and Colborne Street, and just outside the Downtown core. The rear property line abuts Hope Street, a dead-end street that terminates mid-way between Colborne and Waterloo Streets. The property is rectangular in shape with an area of 0.34 ha, a lot frontage of 60.25 metres and a depth of 55.57 metres. The existing building at 390 Princess Avenue is heritage designated under Part V of the *Ontario Heritage Act* within the West Woodfield Heritage Conservation District. Princess Avenue is a local road which terminates at Centennial Hall. Colborne Street is a Primary Collector road with average daily traffic volumes of 10,000 vehicles per day. Waterloo Street is a Secondary Collector road with average daily traffic volumes of 9,500 vehicles per day.



Nature of the Application

The applicant proposes to retain the existing 53 unit, 5 storey apartment building for seniors on the easterly portion of the property, and to construct a 33 unit, 4 storey apartment building on the westerly portion of the existing parking lot, for a total of 86 units on the entire site. The main floor consists of the lobby with ground level access, 17 indoor parking spaces, one residential

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unit, a common room and a mechanical room and bike storage. The 2nd through 4th storeys will include 12, 10 and 9 residential units respectively. All of the units but one are proposed to be in a one bedroom format. The building is stepped back at from Hope Street at the 2nd and 3rd storeys to provide a transition in height from Princess Avenue to Hope Street. Terraces with common access for the building residents are provided on the roofs where the stepping back occurs.

The new building will have a minimum front yard setback along Princess Avenue of 6.7 metres, a minimum west interior side yard of 5.5 metres, a minimum rear yard setback along Hope Street of 5.0 metres, and maximum height of 15 metres. In addition to the 17 indoor parking spaces, 35 surface parking spaces are provided between the two buildings, for a total of 52 parking spaces.

The exterior design of the building borrows and builds upon the architectural features of the existing building at 390 Princess Avenue.

Provincial Policy Statement

The Provincial Policy Statement, 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides some direction on this matter.

The PPS promotes and directs efficient land use and development patterns. The proposed development is consistent with Section 1.0 Building Strong Communities, 2.0 Wise Use and Management of Resources, and Section 3.0 Protecting Public Health and Safety as it:

- Provides for intensification, promoting efficient development and land use patterns;
- Efficiently utilizes existing infrastructure;
- Provides for a housing form that may be affordable to low and moderate income households,
- Provides for the utilization of the existing public transit systems;
- Conserves the heritage attributes of the existing built heritage resource; and,
- Promotes a healthy community.

Official Plan Policies

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies of the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

3.2 – Low Density Residential Policies

The subject site is currently designated Low Density Residential in the Official Plan. The primary permitted uses in the areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of the Plan and provided they do not exceed the maximum permitted density for the Low Density Residential designation.

3.2.2. – Scale of Development

These policies indicate that development shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre). The policies further state that densities in established low density residential areas, such as the Central London District, where dwelling conversions, existing apartment buildings, infill development, and the conversion of non-residential buildings have occurred or may be permitted, may exceed 30 units per hectare.

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3.2.3 – Residential Intensification

The Residential Intensification policies permit residential intensification through an amendment to the Zoning By-law, subject to a series of policies and a Planning Impact Analysis. Residential Intensification will be considered in a range up to 75 units per hectare, and may be in the form of single detached, semi-detached and attached dwellings, cluster housing and low-rise apartments.

The policies require that for residential intensification projects proposed on lands requiring an Official Plan amendment to a more intensive residential land use designation, or projects requesting bonus zoning pursuant to policy 19.4.4 shall be required to prepare a Neighbourhood Character Statement, comprised of an inventory of the urban design characteristics of the structures and the natural environment within a neighbourhood. The physical environment of the neighbourhood composed of its lots, buildings, streetscapes, topography, street patterns and natural environment are some of the elements that collectively determine much of the character of a neighbourhood and its streetscape.

The policies also require the preparation of a Statement of Compatibility that clearly demonstrates that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, massing and architectural treatments.

The Neighbourhood Character Statement and the Statement of Compatibility prepared by Zelinka Priamo, dated August 7, 2012 summarize and conclude:

- *The proposed intensification of the subject lands is constant with Section 4.3 of the West Woodfield Heritage Conservation District Plan as it is an infill development where a new building can be constructed without the demolition of existing structure.*
- *The proposed 4-storey apartment building respects and is compatible with the heritage character of the West Woodfield area, through attention to height, built form, setback, massing, material and other architectural elements.*
- *Design guidelines provided in Section 8 of the Conservation District Plan were reviewed to ensure the proposed 4-storey apartment building is compatible with the adjacent architectural environment.*
- *Section 8.2.7.1 of the Conservation District Plan relates to site/area specific design guidelines for the Hope Street and Waverly Place Enclave within the West Woodfield Heritage Conservation District Plan. This section makes reference to the large vacant lot adjacent to 390 Princess Avenue as a potential development site that would have significant impact on the character of this small enclave when it is redeveloped. The stepped design of the building is sympathetic to the Hope streetscape.*
- *The proposed infill development conserves the quality of the unique area as the proposed 4-storey apartment building maintains a strong relationship to the streets. The streetscape is preserved as lane-scale, and the proposal makes use of the existing widths of pavement and existing layout of sidewalks and existing boulevards and tree planting layout. The north elevation of the proposed 4-storey apartment building is a maximum of a 2½ storey in height facing Hope Street.*
- *The proposal is compatible with the neighbourhood character and image and the Site Design is both functional and in harmony with the streetscapes.*
- *The subject lands provide an opportunity to fill an apparent gap in a way that will improve the existing streetscape and provide a greatly improved view in the form of a new building, compatible with the existing buildings and the neighbourhood.*

City staff have evaluated these documents in the neighbourhood context and agree that the proposed apartment building is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood. The proposed apartment building appropriately reflects the existing historic apartment building at 390 Princess Avenue and has a massing and scale that are compatible with the variety of residential built forms both on Princess Avenue and Hope Street. A significant component of the consideration of the appropriateness of this infill development relates to the siting and orientation of the building on the lot, its relationship to the street, and the design of the building itself. Therefore, it is important that the City make use of

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the tools such as bonus zoning, which are available to it to ensure that the final product implements the intended vision. The design approach to the proposed exterior finishes on the building is to borrow features and finishes from 390 Princess Avenue without creating a mirror image of the existing building that would dilute the visual significance of the historic structure on the street. Some minor modifications to the proposal are discussed in the Urban Design discussion in this report.

Residential intensification will only be permitted where adequate infrastructure, including off-street parking and buffering, community facilities, transportation infrastructure including transit service, and municipal services, exist to support the proposed development. The proposed development incorporates a combination of indoor and surface parking opportunities with a total of 55 parking spaces which are considered sufficient to accommodate the parking demands for this site. The development is within a reasonable walking distance (approx. 400 metres) of Victoria Park and also close to the service, recreational and entertainment opportunities in the Downtown. Public transportation opportunities are provided by the Route 1, Kipps Lane bus which operates on Colborne Street providing service on Richmond Street and the Huron/Adelaide area to the north, and to Wellington Road and the Baseline/Thompson Road area to the south, as well as to both St. Joseph's and Victoria Hospitals. The applicant will be required to ensure that adequate services are available to service the site as part of the site plan approval process. A Preliminary Servicing Feasibility Report was prepared by EngPlus Engineers, Landscape Architects & Building Designers on July 12, 2012. In their opinion, there are no major concerns with the ability to provide servicing for this site. They identified that the construction of a new storm sewer on Hope Street and on-site quantity control may be required.

The policies encourage residential intensification projects to preserve and upgrade buildings considered by Council to be of cultural heritage value or interest. Where these buildings are designated and incorporated into a project, the density of the residential intensification development may be increased through bonusing provisions provided they meet all other criteria for intensification. The existing building at 390 Princess Avenue has been preserved and has been significantly upgraded both internally and externally through the efforts of the applicant. The building is also protected through designation under Part V of the *Ontario Heritage Act* given its location within the West Woodfield Heritage Conservation District. While the owner's efforts in preserving the existing building are recognized and appreciated, the bonusing criteria related to the incorporation of a compatible building onto the same site as 390 Princess Avenue should not be the only consideration for the provision of additional density on the site since the existing building is already protected, preserved and upgraded.

3.4 – Multi-family, High Density Residential

The proposed apartment building would result in a total density for the site of 256 units per hectare, well in excess of the maximum 75 uph permitted for intensification within the Low Density Residential designation. For this reason, the application includes a request for the property to be designated as Multi-family, High Density Residential.

The primary permitted uses in this designation shall include low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing homes; rest homes; homes for the aged; and rooming and boarding houses. Zoning on individual sites would not normally allow for the full range of permitted uses.

3.4.2 – Location

One of the preferred locations for the Multi-family, High Density Residential designation includes areas near the periphery of the Downtown that are appropriate for redevelopment and which abut or have easy access to an arterial or primary collector road. Criteria to be considered in establishing a new Multi-family, High Density Residential designation include:

- Compatibility, taking into account surrounding land uses in terms of height, scale and setback and the potential adverse impact on the amenities and character of the surrounding area;
- Adequate municipal services can be provided to meet the needs of potential

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- development;
- Traffic to and from the location should not have a significant impact on stable low density residential areas;
 - The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses; and,
 - Public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance.

3.4.3 – Scale of Development

Within the Central London Area, net residential densities will normally be less than 250 units per hectare, excluding provisions for bonusing.

Council may allow an increase in the density of development above that permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. The owner will be required to enter into an agreement with the City, which will be registered against the title to the land.

Section 19.4.4 of the Official Plan outlines more specific criteria for the consideration of density bonusing. The facilities, services or matters that would be provided in return for additional density should be reasonable and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. The height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. It is to be used to support the City's urban design principles and may include one or more of several objectives. Among others, these objectives include:

- To support the provision of the development of affordable housing;
- To support the provision of underground parking;
- To support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London, in consideration for their designation under the *Ontario Heritage Act*;
- To support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste water recycling and use of public transit; and,
- To support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.

From the perspective of the Official Plan policies, a suitable infill development could be zoned to permit up to 250 residential units per hectare within the Central London Area. The requested density is 256 units per hectare. The difference between the two densities on this site is the equivalent of 1 additional residential unit.

The applicants have consistently expressed the desire to utilize the proposed building for affordable housing for adults including seniors, similar to the occupancy of the existing apartment building on the site. The interior space is proposed to consist of a combination of small one and two bedroom units that are appropriate for the intended occupants. The building design incorporates main floor indoor parking to meet a portion of the parking demand, resulting in the ability to provide a design that minimizes outdoor surface parking, provides for a suitable built street edge along both Princess Avenue and Hope Street, and still supports an attractive and appropriate façade treatment. As previously noted, the proposal is supportive of the West Woodfield Heritage Conservation District Plan and while this should not be the only consideration for bonus provisions contributes to the desirability of the project within the heritage context. The submitted Urban Design Brief indicates that the applicants are committed

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to pursuing energy conservation as a cost control measure. It is anticipated that sustainable design features such as light-coloured, non-heat absorbing roofing finishes, water efficient landscaping, efficient building systems, storage and collection areas for recycling, and increased natural ventilation effectiveness will be considered in the final design. The building has been designed so that the building entrances are at grade to facilitate access for people who have mobility challenges. The applicant has indicated that all accessibility requirements will be met in the final design.

3.5.4 Woodfield Neighbourhood

The subject site is within an area of the City, identified as the Woodfield Neighbourhood, where specific policy objectives apply. The Woodfield Neighbourhood special policies generally seek to maintain the Woodfield Neighbourhood as a low density residential area. These policies indicate that the low density residential neighbourhood within the area bounded by Wellington Street, Pall Mall Street, Waterloo Street and Princess Avenue shall only provide for infill and intensification where such development is clearly compatible with the character, scale and intensity of the low density residential neighbourhood in this area. Area specific zoning regulations such as, but not limited to, maximum floor area ratio, maximum dwelling size and on-site parking limitations may be applied to ensure that future development meets this objective.

West Woodfield Heritage Conservation District Plan

In August 2008, following an inventory and assessment of architectural and streetscape characteristics and a comprehensive public consultation process, Council approved the West Woodfield Heritage Conservation District Plan as authorized by the *Ontario Heritage Act* and Section 13.3 of the Official Plan. The Conservation District is irregular in shape and primarily bounded by Richmond Street, Dufferin and Queens Avenues, Pall Mall Street and Central Avenue and the west limit of the East Woodfield Heritage Conservation District. 390 Princess Avenue is located close to the centre of this Conservation District.

Section 4.3 sets out policies for new development, as follows:

- a) new buildings shall respect and be compatible with the heritage character of the West Woodfield area, through attention to height, built form, setback, massing, material and other architectural elements.
- b) Design Guidelines provided in Section 8 of the District Plan will also be used to review and evaluate proposals for new buildings to ensure that new development is compatible with the adjacent context.
- c) In cases where the new building is replacing a high rise, the height should be restricted to match the existing building plus or minus one floor.
- d) Where zoning permits higher buildings, studies on shading, loss of view, increased traffic, noise and parking congestion should be conducted and measures taken to mitigate the potential effects.

The design guidelines in Section 8 of the District Plan address various points to ensure that new buildings are designed to be compatible with the heritage characteristics of the West Woodfield Neighbourhood to help retain the overall visual context of the area. Section 8.2.7.1 specifically addresses the Hope Street and Waverly Place Enclave. The rear property line of 390 Princess Avenue abuts Hope Street, so that the design of the back of the building is almost as important as the front. These enclaves are characterized by much smaller properties and generally smaller houses than the rest of the District, aligned on streets that are more the scale of lanes in other areas.

The guidelines for this area recognize that the existing parking lot at 390 Princess Street is a potential development site that would have a significant impact on the character of this small enclave when it is redeveloped, and recommends the following:

- Any infill development or site redevelopment in the Hope Street and Waverly Place enclave should maintain a strong relationship to the street.
- Streetscape should be preserved as lane-scale, using existing widths of pavement and existing layout of sidewalks and existing boulevards and tree planting layout.

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- City of London should consider a special provision zone that would require new development on the south side of Hope Street to present a maximum 2½ storey height onto the street, and be set back from the street property line to a 45 degree plane.
- Any redevelopment should respect the existing appearance resulting from the small lot sizes.

The Urban Design Brief submitted with the application addressed the West Woodfield Heritage Conservation District Plan, concluding that the proposed 4 storey apartment building respects and is compatible with the heritage character of the area, that the design guidelines were used to ensure that the new building is compatible with the adjacent setting, and that the proposed infill conserves the quality of the unique Hope Street enclave.

11.1 – Urban Design

The Urban Design policies apply to all development proposals but are especially important where density bonusing is proposed. These policies and principles relate to the visual character, aesthetics, and compatibility of land use, and to the qualitative aspects of development. Design principles relate to a variety of subjects. Those which are particular to this development include open views, high design standards, architectural continuity, pedestrian traffic areas, access to sunlight, landscaping, building positioning, enhanced accessibility standards, parking and loading, privacy and recreational facilities.

The applicant submitted an Urban Design Brief (*Urban Design Brief – 390 Princess Avenue – Woodfield Developments*, Zelinka Priamo Ltd., July 2012) with the application which provides a response to the applicable urban design principles of the Official Plan. Following discussions with City Urban Design staff, the applicants submitted modified elevations of the proposed building which relocated the main pedestrian entrance to the front of the building, clarified the intent to utilize roof components as outdoor terraces for the residents of the building, and provided minor adjustments to the façade design.

Key design elements of the site and the revised building elevations which are supportive of the Urban Design policies include:

Site

- Building is perpendicular to the street reducing potential shadow impacts on neighbouring buildings and properties, providing an appropriate rhythm to the streetscape and allowing views and pedestrian access through the site between Hope Street and Princess Avenue.
- Setbacks from both Princess Avenue and Hope Street which are consistent with adjacent buildings.
- Maintenance of existing trees where possible.
- Landscaping to enhance the appearance of the building setbacks and yard areas, and to screen parking, loading and service facilities from adjacent properties and the public realm.

Building

- The four storey height of the building stepping down to two storeys at Hope Street is compatible with the more substantial buildings on Princess Avenue and consistent with the West Woodfield Heritage Conservation District Plan design guidelines for the development of land adjacent to the Hope Street Enclave.
- The use of similar design and cladding materials as the existing building on the site, including brick, pilasters, flat arches topped with keystone details, and quoin corners to complement the existing building and is appropriate for its location within the West Woodfield Heritage Conservation District.
- The provision of the pedestrian entrance on Princess Avenue in the centre of the front face of the building to emphasize its importance and create a pedestrian oriented environment.
- A ground floor that engages the public realm and includes transparent glazing of doors and windows or in the case of the parking garage, open metalwork.

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- The use of cornice lines where the building steps back, where the materials and/or colours change between the third and fourth storeys, and at the roofline to break up the massing of the building and provide appropriate finishing elements.
- Providing architectural interest on all four sides of the building.
- Size, shape, proportion, number and placement of windows and doors that reflect the building pattern and style of 390 Princess Avenue;
- Use of materials and colours that represent and are used in a manner that represent the texture and palette of 390 Princess Avenue;
- Provision of the residents' common areas and amenities in the main level of the building to support visual and physical interaction with the public streetscape.
- Placement of a portion of the parking within the apartment building and away from public view.
- Waste handling, composting and recycling facilities incorporated within the building.

The Urban Design Peer Review Panel reviewed the revised proposal and commended the applicant on recognising the importance of the existing building on the site, and the attempt to produce a new development which is sensitive to the architectural style and massing of that building. The Panel suggested further refinements intended to help advance the design of the new project. The UDPRP's detailed comments are reproduced in the Agency Comments section of this report and are, where appropriate to the broader circumstances of the site, supported by staff and reflected below as items that are to be included at the site plan stage. Input provided by the City's Urban Designer, and considerations in response to concerns raised by members of the public regarding privacy and traffic that cuts through the site, are also included below:

The design of the site is to include:

1. A landscaped forecourt in front of the building between the front (south) façade and Princess Avenue. The landscaped area is encouraged to be co-ordinated with existing and/or future trees within the City boulevard in front of the building. Benches and other furniture to accommodate residents of the building are recommended to be provided within this space.
2. The closure of the Hope Street vehicular access while allowing for access to pedestrians only.
3. The paving of all or a portion of the parking area between Hope Street and Princess Avenue with materials other than asphalt to encourage the sense of a shared space. This area shall not be defined by curb and channel methods.
4. The provision of landscaping in front of the parking area adjacent to Hope Street and Princess Avenue to screen it and improve its appearance on the streetscape.
5. Green building design elements such as low maintenance plantings and permeable paving.
6. Redesign of the parking area to provide safe access to the wheelchair access ramp that does not require a person to maneuver within the parking lot drive aisle.
7. Maintain existing trees where possible.
8. Provide privacy plantings along the west property boundary.

Built form is to include:

1. More depth to the proposed pilasters to increase variation in the wall plane, and extension of pilasters located at the garage entrance to the ground.
2. Colour of the quoin corners to be consistent with the brick colour of the rest of the building to avoid the striping effect.
3. The extension of the red brick to the top of the building in the central section of the front façade of the building.

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Proposed Building Renderings

Front and West Side



Back and East (parking lot) Side



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4. Investigation of a contrast treatment for the top level of the building other than stucco.
5. The elimination of the contrast band at the first storey level.
6. The improvement of the Hope Street façade to eliminate multiple doors at grade. One door that leads into a vestibule from which access can be granted to the bicycle locker, stairwell and common room is recommended.

Is the redesignation of these lands to Multi-family, High Density Residential designation appropriate?

A number of matters are taken into account in the consideration of the appropriateness of applying a Multi-family, High Density Residential designation to an area or property, including the Provincial Policy Statement (PPS), Official Plan criteria, and any special circumstances that apply to a particular site.

The proposed infill development through land use redesignation is supportive of the PPS by providing for intensification; promoting efficient development and land use patterns; efficiently utilizing existing infrastructure; providing for a housing form that may be affordable to low and moderate income households; providing for the utilization of the existing public transit systems; and conserving the heritage attributes of the area.

The Official Plan criteria for the location of Multi-family, High Density Residential designations are met as follows:

Location

- The subject property is near the periphery of the Downtown and has easy access to both Colborne Street (a primary collector road) and Waterloo Street (a secondary collector road).

Compatibility

- The Neighbourhood Character Statement and the Statement of Compatibility prepared by Zelinka Priamo evaluated the proposal taking into account surrounding land uses in terms of height, scale and setback, the potential adverse impact on the amenities and character of the surrounding area and other matters, and demonstrating that a development within the Multi-family, High Density Residential policies can be achieved which is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood.

Servicing

- A Preliminary Servicing Feasibility Report was prepared by EngPlus Engineers, Landscape Architects & Building Designers on July 12, 2012. In their opinion, there are no major concerns with the ability to provide servicing for this site. They identified that the construction of a new storm sewer on Hope Street and on-site quantity control may be required.

Traffic

- While Princess Avenue is a local road, it carries a significant amount of “through” traffic as it is part of the broader grid network providing access to the Downtown and surrounding areas. In addition, the area is characterized by a mix of land uses including residential uses, some of which represent residential intensification albeit at a smaller scale, and office and commercial uses which all generate local traffic. It is not anticipated that traffic to and from the location will have a significant impact on the area.

Adequacy of the site to accommodate the use

- The site has been demonstrated to be of a suitable shape and size to accommodate high density housing as shown in this proposal, and to provide for adequate buffering measures to protect the adjacent lower density residential uses.

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Access to facilities

- The development is within a reasonable walking distance (approx. 400 metres) of Victoria Park and also close to the recreational, entertainment and shopping opportunities in the Downtown. Public transportation opportunities are provided by the Route 1, Kipps Lane bus which provides service to two hospitals and the grocery store at Richmond and Oxford Street.

It is further noted that the Woodfield Heritage Conservation District Plan specifically recognizes this property as having infill/intensification potential, noting that opportunities for such development within the District without the loss of existing building stock are few. While designating lands in the middle of a low density area for high density residential uses is somewhat unusual, it is appropriate in this instance and will not be precedent setting.

How does the Zoning By-law apply to this property?

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. This is achieved by applying various zones to all lands within the City of London which identify a list of permitted uses and regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal. It is important to note that all three criteria of use, intensity and form must be considered and deemed to be appropriate prior to the approval of any development proposal.

The property is currently zoned Residential R8 (R8-4), which permits apartment buildings, handicapped persons apartment buildings, Lodging House Class 2, stacked townhousing, senior citizens apartment buildings, emergency care establishments and continuum-of-care facilities at a maximum density of 75 units per hectare. The existing building on the site, which is deemed to conform to the Zoning By-law by virtue of its age, has a residential density of 156 units per hectare. As the site already exceeds the permitted density, no additional development is permitted unless the Official Plan and Zoning By-law are amended. The existing setbacks of the building from the front, rear and east interior side yards are also deemed to have been constructed in compliance with the regulations of the Zoning By-law. It is possible and appropriate to recognize the existing density and built form and location through a special provision to the Zoning By-law.

The applicant has requested a Residential R10 (R10-4) Zone which would permit apartment buildings, Lodging House Class 2, senior citizens apartment buildings, handicapped persons apartment buildings and continuum-of-care facilities at a maximum density of 300 units per hectare as-of-right (ie. without bonusing). It would not be appropriate to consider the R10-4 Zone as the permitted density would exceed what is normally considered to be the maximum density within the Central London Area of 250 units per hectare, would not provide the benefits to the City associated with density bonusing, and a design illustrating a 300 units per hectare development has not been provided.

The provision of open space has been of recent interest for this property. The existing Residential R8 (R8-4) Zone requires a minimum landscaped open space area of 30%. By definition, landscaped open space *“means the open space which is used for the growth and maintenance of grass, flowers, shrubbery and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure.”* The proposed plan provides for 33.9% landscaped open space, exceeding the minimum requirement.

How Can a Bonus Zone Contribute to an Appropriate Development for this Property?

While it is recognized that intensification is appropriate for this site in accordance with the recommended High Density Residential designation, it is recommended that the Residential R8 (R8-4) Zone be maintained as a base zone for the property. A bonus provision can then be applied to allow for the specific development proposal submitted with this application. The

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Bonus Zone will ensure that that the development as shown and with appropriate refinements, is entrenched within an agreement with the City so that all of the elements to be provided by the bonus zone are agreed upon and must be implemented if development proceeds. Any changes to the proposal would require an amendment to the bonus zone and therefore would be subject to a public process (Zoning By-law amendment) and re-evaluation of whether the proposed changes are appropriate.

Retaining the base zone of R8-4 ensures that no development will occur beyond what already exists on the site unless it is in accordance with the Bonus Zone and that the critical linkage between intensification and good urban design is made, so that the “fit” of the residential infill project as proposed is achieved.

This is an established and historic neighbourhood and any application for intensification and infill needs to bring elements of the neighbourhood into the design at an appropriate scale and in an appropriate form, incorporating appropriate mitigation and buffering.

Bonus Zoning to permit a maximum density of 256 units per hectare is recommended in return for the following:

- Enhanced urban design features;
- A built form (apartment building) and unit size (primarily 1 bedroom) that promotes the likelihood of the provision of affordable housing;
- The provision of 17 parking spaces within the building;
- The use of sustainable design features such as light-coloured, non-heat absorbing roofing finishes, water efficient landscaping, efficient building systems, storage and collection areas for recycling, and increased natural ventilation effectiveness; and
- The provision of main entry access at grade for universal accessibility.

The development shall be in accordance with the site concept and modified elevations provided by the applicant and further modified below, and shall specifically incorporate the following:

Site

- Building is perpendicular to the street reducing potential shadow impacts on neighbouring buildings and properties, providing an appropriate rhythm to the streetscape and allowing views and pedestrian access through the site between Hope Street and Princess Avenue.
- Setbacks from both Princess Avenue and Hope Street which are consistent with adjacent buildings.
- Maintenance of existing trees where possible.
- Landscaping to enhance the appearance of the building setbacks and yard areas, and to screen parking, loading and service facilities from adjacent properties and the public realm.
- A landscaped forecourt in front of the building between the front (south) façade and Princess Avenue. The landscaped area is encouraged to be co-ordinated with existing and/or future trees within the City boulevard in front of the building. Benches and other furniture to accommodate residents of the building are recommended to be provided within this space. (modified)
- The closure of the Hope Street vehicular access while allowing for access to pedestrians only. (modified)
- The paving of all or a portion of the parking area between Hope Street and Princess Avenue with materials other than asphalt to encourage the sense of a shared space. This area shall not be defined by curb and channel methods. (modified)
- The provision of landscaping in front of the parking area adjacent to Hope Street and Princess Avenue to screen it and improve its appearance on the streetscape. (modified)
- Green building design elements such as low maintenance plantings and permeable paving. (modified)
- Redesign of the parking area to provide safe access to the wheelchair access ramp that does not require a person to maneuver within the parking lot drive aisle. (modified)

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- Maintain existing trees where possible.(modified)
- Provide privacy plantings along the west property boundary.(modified)

Building

- The four storey height of the building stepping down to two storeys at Hope Street is compatible with the more substantial buildings on Princess Avenue and consistent with the West Woodfield Heritage Conservation District design guidelines for the development of land adjacent to the Hope Street Enclave.
- The use of similar design and cladding materials as the existing building on the site, including brick, pilasters, flat arches topped with keystone details, and quoin corners to complement the existing building is appropriate for its location within the West Woodfield Heritage Conservation District.
- The provision of the pedestrian entrance on Princess Avenue in the centre of the front face of the building to emphasize its importance and create a pedestrian oriented environment.
- A ground floor that engages the public realm and includes transparent glazing of doors and windows or in the case of the parking garage, open metalwork.
- The use of cornice lines where the building steps back, where the materials and/or colours change between the third and fourth storeys, and at the roofline to break up the massing of the building and provide appropriate finishing elements.
- Providing architectural interest on all four sides of the building.
- Size, shape, proportion, number and placement of windows and doors that reflect the building pattern and style of 390 Princess Avenue.
- Use of materials and colours that represent and are used in a manner that represent the texture and palette of 390 Princess Avenue.
- Provision of the residents' common areas and amenities in the main level of the building to support visual and physical interaction with the public streetscape.
- Placement of a portion of the parking within the apartment building and away from public view.
- Waste handling, composting and recycling facilities incorporated within the building.
- More depth to the proposed pilasters to increase variation in the wall plane, and extension of pilasters located at the garage entrance to the ground.(modified)
- Colour of the quoin corners to be consistent with the brick colour of the rest of the building to avoid the striping effect.(modified)
- The extension of the red brick to the top of the building in the central section of the front façade of the building. (modified)
- Investigation of a contrast treatment for the top level of the building other than stucco.(modified)
- The elimination of the contrast band at the first storey level.
- The improvement of the Hope Street façade to eliminate multiple doors at grade. One door that leads into a vestibule from which access can be granted to the bicycle locker, stairwell and common room is recommended. (modified)

The recommended bonus provision will also allow for the reduced yard setbacks as requested.

Is the requested parking reduction appropriate for this property?

F.R. Berry and Associates Transportation Planning Consultants prepared a Parking Demand analysis on June 29, 2012. Based on type of occupancy and current demand, the analysis postulates that a total of 39 parking spaces (or 0.45 spaces per unit) would actually be required to service the property. 52 spaces can reasonably be accommodated on the site, the equivalent of 0.6 spaces per unit. The analysis further notes that the property is served by the Route 1, Kipps Land bus and that 30 indoor parking spaces for bicycles will be provided. The analysis concludes that the number of parking spaces provided on the site plan will be adequate to serve the needs of the tenants of the existing and proposed apartment buildings.

City staff would further note that the existing and proposed buildings are excluded from the definition of a "Senior Citizens Apartment Building" by virtue of the ownership model and therefore are required to provide the parking requirements for an "Apartment Building". The

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implication of this is that parking is required to be provided at a ratio of 1 parking space for every unit instead of 0.25 spaces for every unit. The expectation is that some of the elderly do not drive or own cars and may rely on public transportation or other family members. In addition, most of the units are small one-bedroom units, which are most likely to have only one occupant. This reduces the possibility of more than one vehicle being associated with any particular unit.

Under these circumstances, the parking reduction to 0.6 parking spaces per unit is appropriate.

CONCLUSION

The subject lands are considered to be an underutilized lot appropriate for residential infill and intensification. The proposed development of a low-rise apartment building on a site containing an existing apartment building is consistent with the Provincial Policy Statement and the City of London Official Plan policies for residential intensification.

Bonus zoning is implemented through a development agreement with the City that is registered on title to the lands. The development agreement is intended to ensure that specific features of the proposed development are delivered in return for additional permitted density on the site. Council will review the site plan and elevations through the public site plan approval process to ensure that all benefits that have warranted bonusing have been incorporated into the design and development agreement.

PREPARED BY:	SUBMITTED BY:
BARB DEBBERT COMMUNITY PLANNING AND DESIGN SECTION	JIM YANCHULA, MCIP, RPP MANAGER OF COMMUNITY PLANNING AND DESIGN SECTION
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

October 23, 2012

BD/

Attach.

Y:\Shared\implemen\DEVELOPMENT APPS\2012 Applications 8003 to\8088OZ - 390 Princess Ave (BD)\390 Princess Avenue OPA-ZBL Amendment Report.docx

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File: OZ-8088
Planner: B. Debbert

Responses to Public Liaison Letter and Publication in “Living in the City”

<u>Telephone</u>	<u>Written</u>
Dan Link 390 Princess Avenue Unit 310 London ON N6B 2A9	Elizabeth Waterston 535 Colborne Street London ON N6B 2T7
Katrina Botting 550 Colborne Street London ON N6B 2T8	Ian Haldane 375 Princess Avenue London ON N6B 2A7
Annie Walsh 390 Princess Avenue Unit 204 London ON N6B 2A9	
Jean Morton 390 Princess Avenue Unit 504 London ON N6B 2A9	
Michael Abraha 510 Brightsand Crescent Saskatoon Sask S7J 4Y3	

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File: OZ-8088
Planner: B. Debbert

Debbert, Barbara

From: Elizabeth Waterston [mailto:elizabeth@waterston.ca]
Sent: Tuesday, August 21, 2012 11:48 AM
To: Debbert, Barbara
Subject: 380 Princess Ave.

I am writing in response to the notice of application to amend zoning law with respect to the proposed building 380 Princess Ave.

The plans look very good to me and I approve this change.

Elizabeth Waterston
535 Colborne St.,
London ON N6B 2T7

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File: OZ-8088
Planner: B. Debbert

Debbert, Barbara

From: [REDACTED]
Sent: Wednesday, September 05, 2012 10:54 PM
To: Debbert, Barbara
Subject: File Plan OZ8088 Woodfield Developments

Attention : Barb Debbert

Please be advised I am the property owner at 375 Princess Ave. directly across the road from this proposed development. I would have to say no to this development. For one it is too ambitious. As you are aware there is metered parking in this neighbourhood. With the amount of summer and winter events in our neighbourhood parking spaces available during these events are at a premium, not to mention everyday parking. The reduction in parking spaces requested by this developer does not take into consideration that of visitor parking for guests and friends of the proposed building.

Reduced front and rear yard setbacks requested by the developer is not consistent with the present ambiance of the neighbourhood. I would have to say no to this development.

Ian Haldane

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File: OZ-8088
Planner: B. Debbert

**Bibliography of Information and Materials
OZ-8088**

Request for Approval:

City of London Official Plan and Zoning By-law amendment Application Form, completed by Heather Garrett, Zelinka Priamo, July 13, 2012.

Reference Documents:

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

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

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

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

Zelinka Priamo Ltd. *Planning Justification Report – 390 Princess Avenue – Woodfield Developments*, July 2012.

Zelinka Priamo Ltd. *Urban Design Brief – 390 Princess Avenue – Woodfield Developments*, July 2012.

Zelinka Priamo Ltd. letter and attachments dated August 7, 2012

EngPlus Ltd. *390 Princess Avenue – Peter White lands – Preliminary Servicing Feasibility Report*, July 12, 2012.

F.R. Berry & Associates. *Parking Demand, 390 Princess Avenue, London*, June 29, 2012.

Correspondence: (all located in City of London File No. OZ-8088 unless otherwise stated)

All correspondence in the file between August 9, 2012 and October 18, 2012.

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File: OZ-8088
Planner: B. Debbert

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2012

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 390 Princess Avenue.

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

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

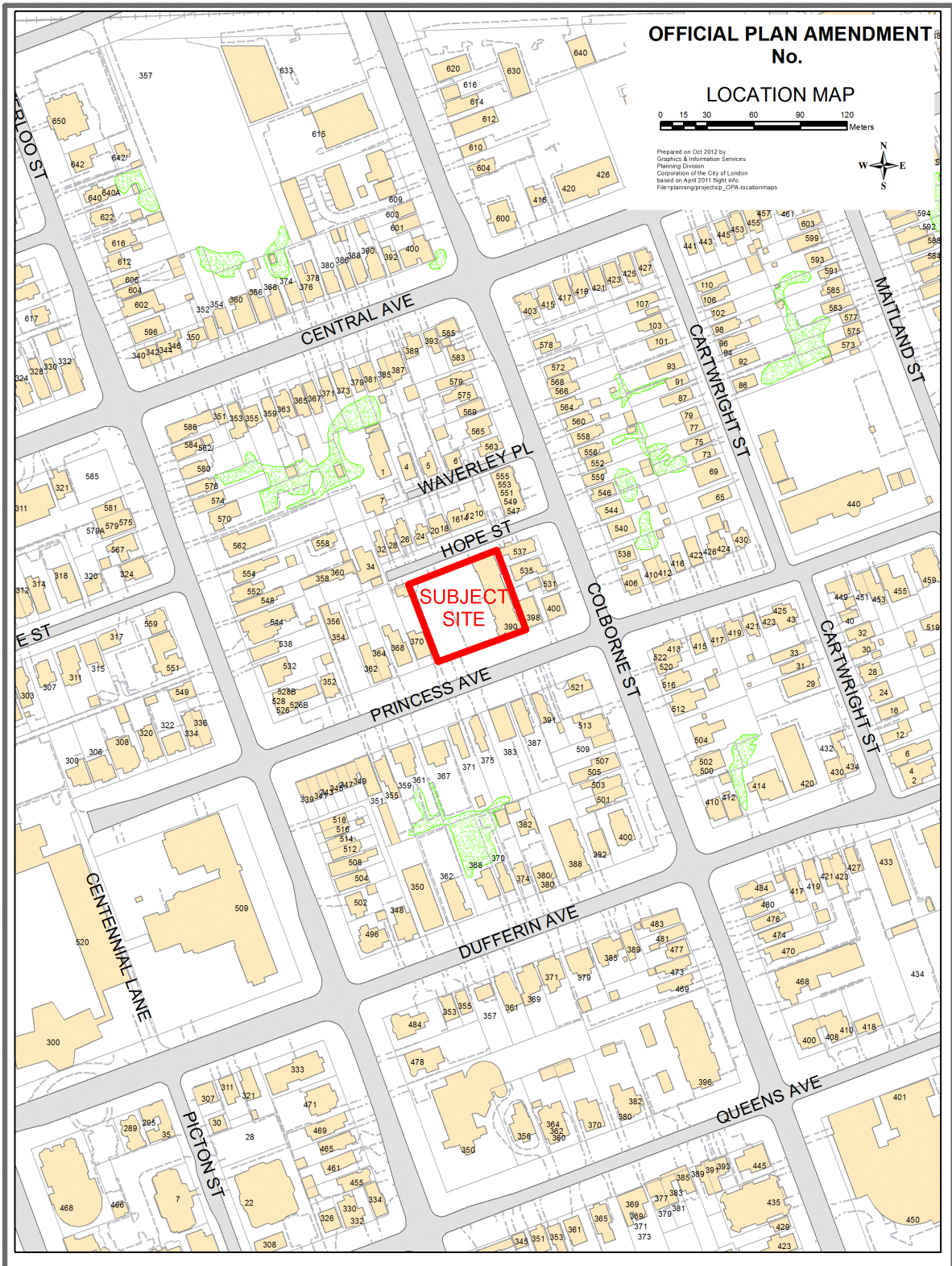
PASSED in Open Council on November 20, 2012.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading – November 20, 2012
Second Reading – November 20, 2012
Third Reading – November 20, 2012

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**File: OZ-8088
Planner: B. Debbert**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Low Density Residential to Multi-family, High Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 390 Princess Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The proposed infill development through land use redesignation is supportive of the PPS by providing for intensification, promoting efficient development and land use patterns; efficiently utilizing existing infrastructure; providing for a housing form that may be affordable to low and moderate income households; providing for the utilization of the existing public transit systems; and conserving the heritage attributes of the area.

The Official Plan criteria for establishing Multi-family, High Density Residential designations, including location, compatibility, servicing, traffic, adequacy of the site to accommodate the use and access to services and facilities are met.

The subject property is near the periphery of the Downtown and has easy access to both Colborne Street (a primary collector road) and Waterloo Street (a secondary collector road). The proposal has been evaluated taking into account surrounding land uses in terms of height, scale and setback, the potential adverse impacts on the amenities and character of the surrounding area and other matters and demonstrated that a development within the Multi-family, High Density Residential policies can be achieved that is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood. There are no major concerns with the ability to provide servicing for this site. Given the grid configuration of the broader road network providing permeability through the neighbourhood and the traffic already generated by existing residential and business uses, it is not anticipated that traffic to and from the location will have a significant impact on the area. The site has been demonstrated to be of a suitable shape and size to accommodate high density housing provided certain design criteria are met, and to provide for adequate buffering measures to protect the adjacent lower density residential uses. The development is within a reasonable walking distance of parks and also close to the recreational, entertainment and shopping opportunities in the Downtown. Public transportation opportunities are provided by the Route 1, Kipps Lane bus which provides service to two hospitals and the grocery store at Richmond and Oxford Street.

It is further noted that the Woodfield Heritage Conservation District Plan specifically recognizes this property as having infill/intensification potential, noting that opportunities for such development within the District without the loss of existing building stock are few. While designating lands in the middle of a low density area for high density residential uses is somewhat unusual, it is appropriate in this instance and will not be precedent setting. The designation of the property as Multi-family, High Density Residential is appropriate and represents good planning.

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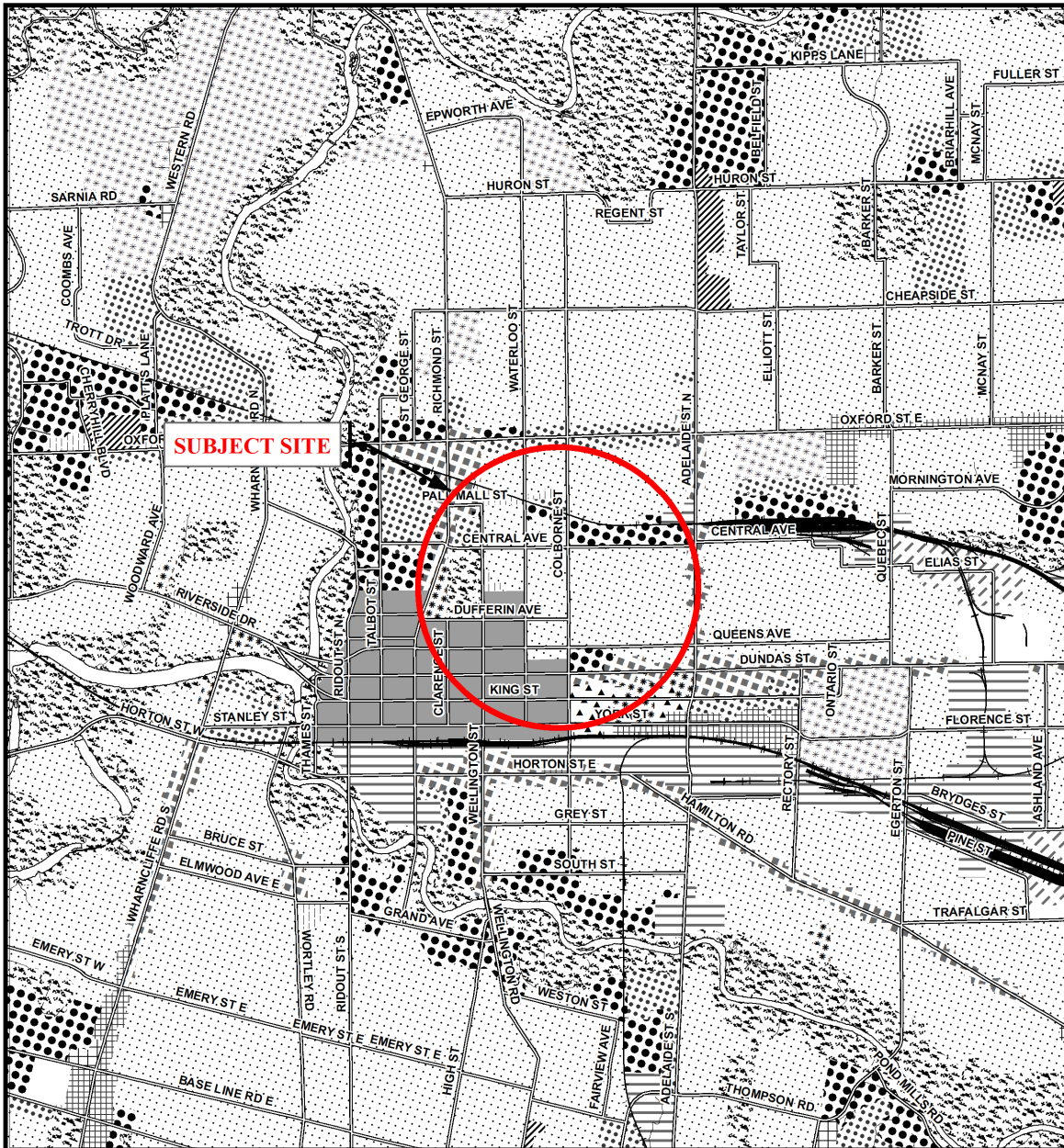
File: OZ-8088
Planner: B. Debbert

D. THE AMENDMENT

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

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 390 Princess Avenue in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Multi-family, High Density Residential.

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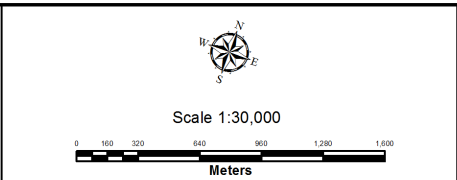


Legend	
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial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

CITY OF LONDON
Department of
Planning and Development

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8088
PLANNER: BD
TECHNICIAN: CK
DATE: 2012/10/15

Two empty rectangular boxes for agenda item and page numbers.

File: OZ-8088
Planner: B. Debbert

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2012

By-law No. Z.-1-12_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 390 Princess Avenue.

WHEREAS Woodfield Developments Inc. has applied to rezone an area of land located at 390 Princess Avenue, as shown on the map attached to this by-law, as set out below;

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

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

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 390 Princess Avenue, as shown on the attached map comprising part of Key Map No.69, from a Residential R8 (R8-4) Zone to a Residential R8 Special Provision Bonus (R8-4(____)•H15•B-____) Zone.

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

-) R8-4 () 390 Princess Avenue
 - a) Regulation
 - i) The yard setbacks and height of 390 Princess Avenue shall be as existing on November 20, 2012

2) Section Number 4.3 iv) of the Site Specific Bonus Provisions is amended by adding the following Bonus Provision:

) B-____

The subject site is being bonused for:

- Enhanced urban design features;
- A built form (apartment building) and unit size (primarily 1 bedroom) that promotes intrinsically affordable housing;
- The provision of 17 parking spaces within the building;
- The use of sustainable design features such as light-coloured, non-heat absorbing roofing finishes, water efficient landscaping, efficient building systems, storage and collection areas for recycling, and increased natural ventilation effectiveness; and
- The provision of main entry access at grade for universal accessibility.

The development shall be in accordance with the site concept and elevations attached as Schedule "A" of this By-law and further modified below, which includes one new apartment building with 33 units, a maximum density for the site of 256 units per hectare, and a maximum height of 15 metres, and shall specifically incorporate the following:

Site

- Building is perpendicular to the street reducing potential shadow impacts on neighbouring buildings and properties, providing an appropriate rhythm to the streetscape and allowing views and pedestrian access through the site between Hope Street and Princess Avenue.

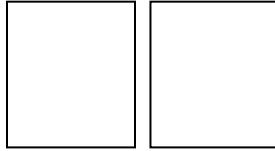
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File: OZ-8088
Planner: B. Debbert

- Setbacks from both Princess Avenue and Hope Street which are consistent with adjacent buildings.
- Maintenance of existing trees where possible.
- Landscaping to enhance the appearance of the building setbacks and yard areas, and to screen parking, loading and service facilities from adjacent properties and the public realm.
- A landscaped forecourt in front of the building between the front (south) façade and Princess Avenue. The landscaped area is encouraged to be co-ordinated with existing and/or future trees within the City boulevard in front of the building. Benches and other furniture to accommodate residents of the building are recommended to be provided within this space.
- The closure of the Hope Street vehicular access while allowing for access to pedestrians only.
- The paving of all or a portion of the parking area between Hope Street and Princess Avenue with materials other than asphalt to encourage the sense of a shared space. This area shall not be defined by curb and channel methods.
- The provision of landscaping in front of the parking area adjacent to Hope Street and Princess Avenue to screen it and improve its appearance on the streetscape.
- Green design elements such as low maintenance plantings and permeable paving.
- Redesign of the surface parking area to provide safe access to the wheelchair access ramp that does not require a person to maneuver within the parking lot drive aisle.
- Maintain existing trees where possible
- Provide privacy plantings along the west property boundary.

Building

- The four storey height of the building stepping down to two storeys at Hope Street is compatible with the more substantial buildings on Princess Avenue and consistent with the West Woodfield Heritage Conservation District design guidelines for the development of land adjacent to the Hope Street Enclave.
- The use of similar design and cladding materials as the existing building on the site, including brick, pilasters, flat arches topped with keystone details, and quoin corners to complement the existing building is appropriate for its location within the West Woodfield Heritage Conservation District.
- The provision of the pedestrian entrance on Princess Avenue in the centre of the front face of the building to emphasize its importance and create a pedestrian oriented environment.
- A ground floor that engages the public realm and includes transparent glazing of door and windows or in the case of the parking garage, open metalwork.
- The use of cornice lines where the building steps back, where the materials and/or colours change between the third and fourth storeys, and at the roofline to break up the massing of the building and provide appropriate finishing elements.
- Providing architectural interest on all four sides of the building.
- Size, shape, proportion, number and placement of windows and doors that reflect the building pattern and style of 390 Princess Avenue;
- Use of materials and colours that represent and are used in a manner that represent the texture and palette of 390 Princess Avenue;
- Provision of the residents' common areas and amenities in the main level of the building to support visual and physical interaction with the public streetscape.
- Placement of a portion of the parking within the apartment building and away from public view.
- Waste handling, composting and recycling facilities incorporated within the building.
- More depth to the proposed pilasters to increase variation in the wall plane, and extension of pilasters located at the garage entrance to the



**File: OZ-8088
Planner: B. Debbert**

- ground.
- Colour of the quoin corners to be consistent with the brick colour of the rest of the building to avoid the striping effect.
 - The extension of the red brick to the top of the building in the central section of the front façade of the building.
 - Investigation of a contrast treatment for the top level of the building other than stucco.
 - The elimination of the contrast band at the first storey level.
 - The improvement of the Hope Street façade to eliminate multiple doors at grade. One door that leads into a vestibule from which access can be granted to the bicycle locker, stairwell and common room is recommended.

Notwithstanding anything in the By-law to the contrary including Section 4.28, the following regulations apply with the approved site plan:

Front Yard Depth (minimum)	6.7 metres (22.0 feet)
West Interior Side Yard Depth (minimum)	5.5 metres (18.1 feet)
Rear Yard Depth (minimum)	5.0 metres (16.5 feet)
Parking spaces (minimum)	0.6 spaces per unit

All other regulations of the Residential R8 (R8-4) Zone apply.

The cumulative impact of using this bonusing provision shall result in a site density including the existing building on the site not greater than 256 units per hectare (633 units per acre) and a building height not greater than 15 metres (49.2 feet).

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 November 20, 2012.

Joe Fontana
Mayor

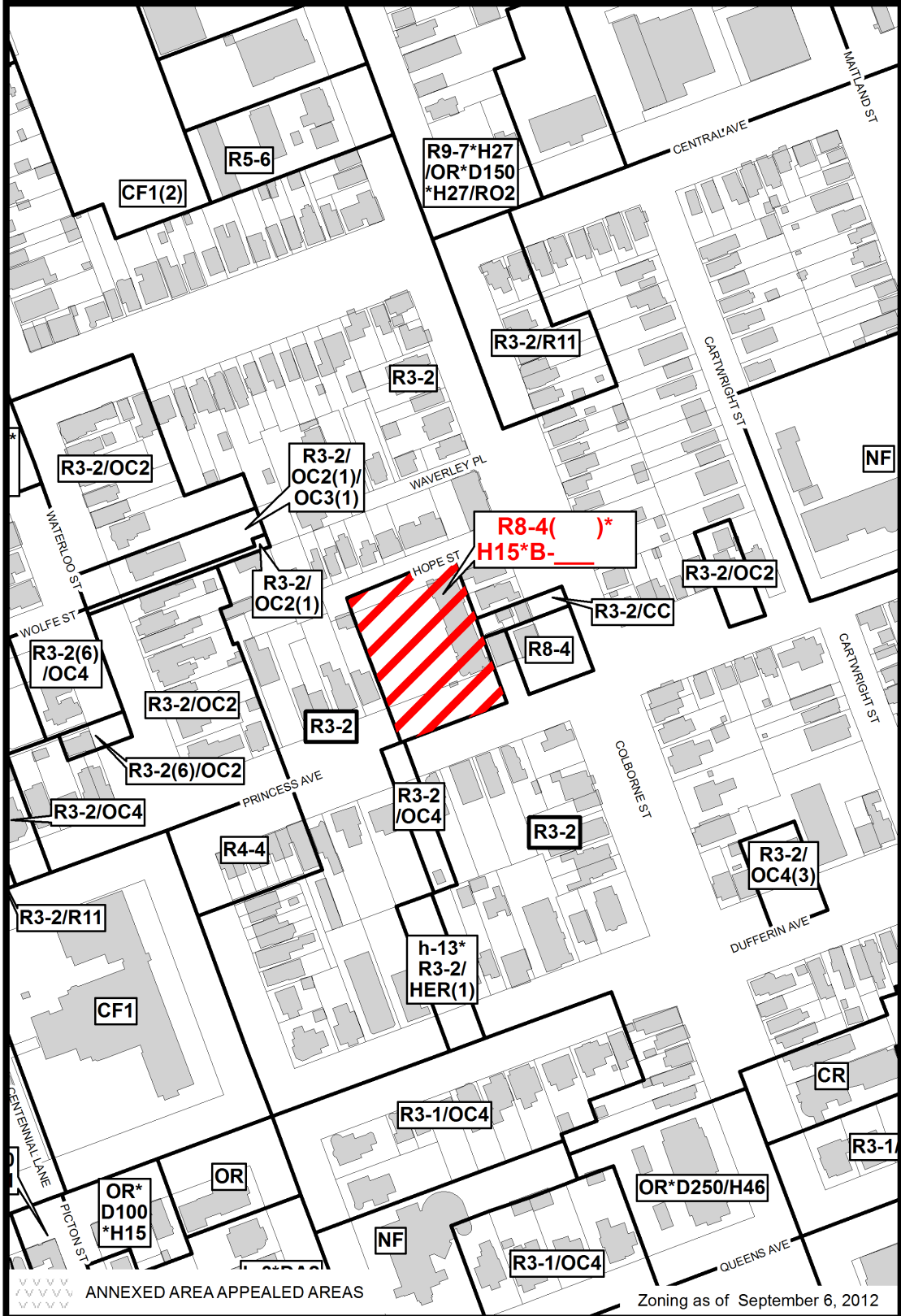
Catharine Saunders
City Clerk

First Reading - November 20, 2012
Second Reading – November 20, 2012
Third Reading - November 20, 2012


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File: OZ-8088
Planner: B. Debbert

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




File Number: OZ-8088
Planner: BD
Date Prepared: 2012/10/16
Technician: CK
By-Law No: Z-1-

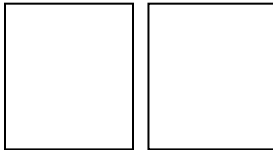
SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters



Geodatabase



File: OZ-8088
Planner: B. Debbert

Schedule "A" - Site Concept and Renderings

LEGAL INFORMATION
 LOTS 4, 5, 6, 7, 10, 11, 12, 13 + 14
 PT LOT 3
 RP No. 89 (B)
 CITY OF LONDON
 COUNTY OF MIDDLESEX

WASTE REMOVAL
 WORKING PLANS FOR THE REMOVAL
 OF THE EXISTING BUILDING, AS SHOWN
 HEREON, TO BE OF MATERIAL SERVICES ON SITE.
 CANADA POST
 THE DEVELOPMENT WILL RECEIVE MAIL DELIVERY TO THE HOME.

KEY PLAN
 N.T.S.

SITE DATA

1. GROSS SITE AREA:	3,580.74 m ²
2. BUILDING AREA:	EXISTING BLDG: 770.00 m ² ; PROPOSED BLDG: 1,000.00 m ² = TOTAL 1,770.00 m ²
3. DRIVEWAY AREA:	877.00 m ² (2.4%)
4. LANDSCAPE AREA:	1,933.74 m ² (54.6%)
5. PERMITTED USES:	RES-1 (RESIDENTIAL, BLENDED)
6. LOT FRONTAGE:	50.0 m
7. LOT AREA (GROSS):	1,000 m ²
8. FRONT & REAR SETBACKS:	5.0m MIN. (FRONT); 1.0m MIN. (REAR)
9. FRONT & REAR ELEVATIONS:	PROPOSED BUILDING 12.0m; EXISTING BUILDING 10.0m
10. LANDSCAPING NOTES:	SEE LANDSCAPE PLAN FOR DETAILS.
11. MAXIMUM HEIGHT:	11.41 m (37.75')
12. HEIGHT (MAXIMUM):	13.5m
13. HEIGHT (MINIMUM):	1.5m
14. PERMITS:	REMOVED BLDG: 2127; NEW BLDG: 2127
15. VEHICLE PARKING:	15 SPACES
16. BICYCLE PARKING:	30

* - MINIMUM WASTAGE REQUIRED

BUILDING CLASSIFICATION
 PROPOSED BUILDING:
 RESIDENTIAL, BLENDED (RES-1)
 THE BLDG IS PERMITTED TO BE 5 STOREYS HIGH WITH A MAXIMUM HEIGHT OF 13.5 METERS (44.29 FEET).
 THE BLDG WILL BE CONSTRUCTED WITH A MAXIMUM HEIGHT OF 13.5 METERS (44.29 FEET).
 THE BLDG WILL BE CONSTRUCTED WITH A MAXIMUM HEIGHT OF 13.5 METERS (44.29 FEET).
 THE BLDG WILL BE CONSTRUCTED WITH A MAXIMUM HEIGHT OF 13.5 METERS (44.29 FEET).

LEGEND

- EXISTING CONCRETE
- PROPOSED CONCRETE
- EXISTING MASONRY
- PROPOSED MASONRY
- PROPOSED FIRE RESISTIVE CORE
- PROPOSED ENTRANCES
- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING DRIVEWAY
- PROPOSED DRIVEWAY
- EXISTING DRIVEWAY
- PROPOSED DRIVEWAY
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- PROPOSED DRIVEWAY
- EXISTING DRIVEWAY
- PROPOSED DRIVEWAY
- EXISTING DRIVEWAY
- PROPOSED DRIVEWAY

DETAIL A: CURB RAMP
DETAIL B: B/L ACCESS SIDEWALK

LANDSCAPE PLAN
 SITE PLAN No. 12.089
 PROPOSED RESIDENTIAL DEVELOPMENT
 350 PRINCESS AVENUE
 LONDON, ONTARIO

CORPORATION OF THE CITY OF LONDON

Engineers Landscape Architects
ENG PLUS
 101-100 SANDHAM ROAD, SUITE 101
 LONDON, ONTARIO N6G 5R7
 TEL: (519) 836-1111
 FAX: (519) 836-1112

DATE: 2012.06.01
 PROJECT NO.: 12.089
 SHEET NO.: 12.089-101

NO.	REVISIONS	DATE	BY
1	REVISED BUILDING FOOTPRINT & LANDSCAPE	JUNE 2012	JD

AS CONTRACTED NOTES
 AS CONTRACTED SERVICES
 COMPLETION

HOPE STREET
COBORNE STREET
PRINCESS AVENUE
BOND STREET

LOT 4, 5, 6, 7, 10, 11, 12, 13, 14
 LOT 9
 LOT 8
 LOT 7
 LOT 6
 LOT 5
 LOT 4
 LOT 3
 LOT 2
 LOT 1

MAN 535, 537, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

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File: OZ-8088
Planner: B. Debbert

Front and West Side



Back and East (parking lot) Side

