

## Report to Planning and Environment Committee

**To: Chair and Members  
Planning & Environment Committee**

**From: G. Kotsifas P. Eng.,  
Managing Director, Development & Compliance Services and  
Chief Building Official**

**Subject: Summit Properties Ltd.  
676-700 Beaverbrook Avenue and 356 Oxford Street West**

**Public Participation Meeting on: October 21, 2019**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Summit Properties Ltd. relating to the property located at 676-700 Beaverbrook Avenue and 356 Oxford Street West:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 29, 2019 to amend the Official Plan by **ADDING** a policy to section 10.1.3 – Policies for Specific Areas to permit a total of 4,000m<sup>2</sup> of Office Space;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 29, 2019 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 R5/R7/R9/Restricted Office (R5-5/R7\*D150\*H30/R9-7\*H30/RO2) Zone **TO** a Holding Residential R9 Bonus/Restricted Office Special Provision (R9-7\*B(\_)/RO2(\_)) Zone;

The Bonus Zone shall be implemented through one or more agreements to provide for 3 apartment buildings at a maximum density of 262uph with the northerly apartment having a maximum height of 18-storeys. The development must substantively implement the site concept plan and elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

- i) Exceptional Building Design

The building design shown in the various illustrations contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design.

- i. The inclusion of 6 podium townhouse units, along Beaverbrook Avenue providing a well-defined built edge and creating a positive public interface and human scale at street level;
  - ii. Well-defined principle entrances to all of the apartment buildings;
  - iii. Appropriate setbacks above the podium.
  - iv. A variety of building materials and building articulation to break up the massing of the building;
  - v. Purpose-designed amenity spaces on top of the 8-storey apartment building and parking structure;
- ii) 2 levels of underground parking
  - iii) Provision of Affordable Housing

- The provision of 20 “rent controlled” affordable housing units which will include 17 one-bedroom units and 3 two bedroom units with a minimum of 6 affordable units per apartment building. The affordable housing units shall be established by agreement at 90% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London, to secure those units for this 20 year term and the term of the contribution agreement will begin upon the initial occupancy of the last subject bonused affordable unit on the subject site.
- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 29, 2019 to amend The London Plan to **ADD** a Specific Policy for The Rapid Transit and Urban Corridor Place Types to permit a maximum height of 18-storeys;
- (d) The request to amend the Official Plan to **ADD** a policy to section 10.1.3 – Policies for Specific Areas to permit a total of 4,500m<sup>2</sup> of Office Space **BE REFUSED** on the basis that the cumulative office gross floor area of this node will exceed 5,000m<sup>2</sup> which is inconsistent with the intent of the Office policies;
- (e) The request to amend The London Plan to **ADD** a Specific Policy for The Rapid Transit and Urban Corridor Place Types to permit 5,500m<sup>2</sup> of Office Space **BE REFUSED** for the following reasons:
- i) The new policies of The London Plan have already increased the permissions for the amount of office space permitted within a development from 2000m<sup>2</sup> in the 1989 Official Plan to 5000m<sup>2</sup> when located within 100m of a transit station. It is considered premature to amend these policies which already increase the office space permissions before they have had an opportunity to be in force and effect.
  - ii) This potential increase could create a precedent for other transit stations creating the potential removal of office space from the downtown core.
- (f) Pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the change to the regulation for density:
- i. Is minor in nature and
  - ii. Continues to implement the building design consistent with the development design circulated with the Notices of Application and Public Meeting.

## Executive Summary

### Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for a mixed-use building and 2 apartment buildings which will include a total of 417 residential units (235uph). The requested amendment will also permit additional office space up to a maximum of 4500m<sup>2</sup> gross floor area bringing the total density to 262uph.

### Purpose and the Effect of Recommended Action

The recommended Official Plan and zoning amendment will permit an 18-storey (62 metres) mixed-use building (office/residential) with a total of 199 residential units and an additional 1,715m<sup>2</sup> of office space (2,777m<sup>2</sup> currently exists and is proposed to be retained). A 16-storey apartment building is proposed to contain 142 residential units which includes 6 townhouse units fronting Beaverbrook Ave. An apartment building with a height of 8-storeys is proposed containing 76 residential units with a rooftop amenity space. Parking for the proposed development will include 730 spaces within a new parking structure (mixed underground and above ground) and 42 spaces provided at grade outside of the structure. The bonus zone shall be implemented through a development agreement to facilitate the development of the requested apartment

building in return for the provision of affordable housing, 2 levels of underground parking and the construction of the high quality form of development illustrated in Schedule "1" of the amending by-law

### **Rationale of Recommended Action**

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the in-force policies of The London Plan including, but not limited to, the Rapid Transit Corridor Place Type policies and the '89 Official Plan policies.
3. The recommended amendment facilitates the development of an underutilized property and encourages an appropriate form of development.
4. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard.
5. The subject lands are located in a location where intensification can be accommodated given the existing municipal infrastructure, location on an arterial road and future rapid transit corridor along with the existing transit services in the area.
6. The proposed development includes the provision of affordable housing which will be mixed throughout the north apartment building.

## **Analysis**

### **1.0 Site at a Glance**

#### **1.1 Property Description**

The subject site is comprised of multiple lots. The lots fronting Beaverbrook Avenue are, or were previously used for single detached dwellings while the remaining portion of the site is currently used as office space and surface parking. To the east of the site is a large cemetery, west and south of the site are apartment uses and to the north is currently open space.

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

- Official Plan Designation – Multi Family, High Density Residential
- The London Plan Place Type – Rapid Transit Corridor/Neighbourhood Place Type
- Existing Zoning – R5-5/R7\*D150\*H30/R9-7\*H30/RO2 Zone and R5-5/R7\*D150\*H30/R9-7\*H30 Zone

#### **1.3 Site Characteristics**

- Current Land Use – Office/Single Detached dwellings
- Frontage – Oxford Street West (50.8m/166.7ft), and Beaverbrook Avenue (150.1m/492.5ft),
- Area – 1.77 ha (4.37 acres)
- Shape – Irregular

#### **1.4 Surrounding Land Uses**

- North – Draft Approved Subdivision/Open Space
- East – Cemetery
- South – Apartment Buildings/Townhomes
- West – Mid Rise Apartment buildings/Cemetery

#### **1.5 Intensification (417 units)**

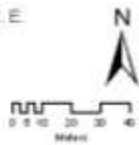
- The proposed residential units represent intensification within the Built-area Boundary
- The proposed residential units are inside of the Primary Transit Area

1.6 Location Map



**LOCATION MAP**

Subject Site: 676-700 Beaverbrook Ave. & 356 Oxford St. E.  
File Number: OZ-9041  
Planner: Mike Corby  
Created By: RC  
Date: 09/30/2019



Corporation of the City of London  
Prepared By: Planning and Development

Scale 1:1500

**Legend**

-  Subject Site
-  Buildings
-  Driveways/Parking Lots
-  Parking Lot Edges

## 2.0 Description of Proposal

### 2.1 Development Proposal

The proposal is for 1 mixed-use building and 2 apartment buildings which will include a total of 417 residential units (235uph). The mixed-use building (office/residential) will be 18-storeys (62 metres) in height with a total of 199 residential units and approximately 1,715m<sup>2</sup> of office space. A 16-storey apartment building is proposed to contain 140 residential units which includes 6 townhouse units fronting Beaverbrook Ave, and an apartment building with a height of 8-storeys in is proposed containing 76 residential units with a rooftop amenity space. Parking for the proposed development will include 730 spaces within a new parking structure (underground/above ground) and 42 spaces provided at grade outside of the structure with amenity space on top.

## 3.0 Relevant Background

### 3.1 Requested Amendment

The requested amendment is to add a Policies for Specific Areas under Chapter 10 of the 1989 Official Plan to permit a total of 4,500m<sup>2</sup> of Office Space (2,777m<sup>2</sup> existing and an additional 1,715m<sup>2</sup> proposed) where 2,000m<sup>2</sup> is currently permitted along with an amendment to The London Plan to add a Specific Policy for The Rapid Transit and Urban Corridor Place Types to permit an aggregate maximum total of 5,500m<sup>2</sup> of Office Space within 100m of a transit station. The policy would also permit a maximum height of 18-storeys where 16-storeys is the maximum height.

The requested amendment also includes a Zoning By-law amendment **FROM** a Residential R5/R7/R9/Restricted Office (R5-5/R7\*D150\*H30/R9-7\*H30/RO2) Zone **TO** a Residential R9 Bonus/Restricted Office Special Provision (R9-7\*B(\_)/RO2(\_)) Zone. The bonus zone would permit a maximum density of 262uph and maximum height of 62 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as setbacks and lot coverage are also considered as part of the bonus zone.

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

Through the public circulation process two comments were received from abutting property owners who had concerns about the loss of privacy and potential noise and vibrations impacts during construction. The comments received by Staff are attached to Appendix "C".

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

*Provincial Policy Statement, 2014*

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3] while promoting appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4] and promoting active transportation limiting the need for a vehicle to carry out daily activities [1.1.3.2, 1.6.7.4].

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

In accordance with section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

### *The London Plan*

*The London Plan* is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located in a Rapid Transit Corridor Place Type which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings are encouraged while large floor plate, single use buildings will be discouraged. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (Permitted Uses, \*837\_). Rapid Transit Corridors require a minimum height of 2-storeys or 8m and permit a maximum height of 8-storeys. Through Type 2 bonusing up to 12 storeys in height can be achieved or when the property is located on a Rapid Transit Corridor. When a property is within 100m of rapid transit stations on a Rapid Transit Corridor 16-storeys can be achieved through Type 2 bonusing. Development within these Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. Lot assembly is encouraged to help create comprehensive developments and reduce vehicular accesses to the street and to allow for coordinated parking facilities. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (Intensity, \*840\_).

Similar to the 1989 Official Plan, all planning and development applications will conform with the City Design policies of *The London Plan*. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged. Development should be designed to implement transit-oriented design principles while buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. On-street parking within Corridors is encouraged wherever possible while surface parking areas should be located in the rear and interior side yard (Form, \*841)



1989 Official Plan

The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development which includes low-rise and high-rise apartment buildings (3.4.1. Permitted Uses). Within the Multi-Family, High Density Residential designation net residential densities will normally be 150 units per hectare (60 units per acre) or less outside of Central London (3.4.3. Scale of Development). The scale of development is also controlled through specific criteria generally applied to large areas designated MFHDR. The policies encourage a mixing of housing types, building heights and densities while providing for a transition in scale, diversity of housing forms and where possible locate the high-rise structures closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service). Massive, at-grade or above-grade parking areas shall not dominate the site and all developments should conform to the urban design principles in Section 11.1.

The Multi-Family, High Density Residential designation identifies that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. Scale of Development, Density Bonusing).

## 4.0 Key Issues and Considerations

Through the circulation process no public concerns were expressed. The report below addresses the relevant planning policies and how they relate to the proposed application in detail.

### 4.1 Issue and Consideration # 1 - Use

#### *Provincial Policy Station, 2014 (PPS)*

The proposed development is in keeping with the PPS as it contributes to the range and mix of residential uses and promotes a cost-effective development pattern helping reduce servicing cost, land consumption and will develop multiple consolidated properties that can be considered underutilized as there is currently a single storey office building, surface parking, and 2 single detached dwellings on the property [1.1.1]. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The development will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas). The subject site is located in close proximity to two community commercial nodes and a large auto oriented commercial corridor which provide convenient amenities, employment and shopping destinations to the area. The site is also considered to be transit supportive as it along a future rapid transit corridor and on an arterial road (Oxford St W) with frequent transit service. The subject site is also in close proximity to Wonderland Road North, which is another arterial road, providing multiple bus routes (1.1.3.2) contributing to a healthy, livable and safe community.

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. The proposed development is in keeping with the PPS as it contributes to the existing mix of housing in the area and will provide 20 affordable housing units which are to be split between the three apartment buildings helping meet the social, health and wellbeing requirements of current and future residents. The development also takes advantage of the existing infrastructure and public service facilities that exist and will be available to support current and projected needs.

### *The London Plan*

The subject site is located along a Rapid Transit Corridor Place Type and is within 100m of a transit station. The proposed apartment building and office uses are in keeping with the permitted uses of The London Plan. However, the proposed office space results in an aggregate GFA over 5000m<sup>2</sup> within 100m of the transit station which is not in keeping with the policies of The London Plan. Further analysis is provided in section 4.4. (Permitted Uses, \*837\_).

### *Official Plan*

The proposed apartment use is considered a main permitted use within the requested MFHDR designation. Small scale office uses are also considered as integral and compatible land use with high density residential uses and are permitted as a secondary use (3.4.1. Permitted Uses, Secondary Permitted Uses iv).

## **4.2 Issue and Consideration # 2 - Intensity**

### *Provincial Policy Statement, 2014 (PPS)*

The PPS requires municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3]. The proposed High Density Residential development is in an appropriate location currently designated for High Density uses and provides an ideal form of development to promote intensification. It is located along a future rapid transit corridor and arterial road, having access to existing bus routes, and nearby amenities. The surrounding building stock is predominately apartment buildings varying in scale which provide a similar built form and intensity as the proposed development. The proposed intensity of the development can be accommodated on the subject site and within the surrounding context with minimal impacts. The PPS also encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed [1.4.3(d)]. The proposed development meets the intent of this PPS policy.

### *The London Plan*

Although The London Plan does not identify density limits within the policy framework, it does control how intense lands can develop through specific criteria. The proposed development is generally in keeping with the intensity policies of the Plan. One of the proposed apartment buildings is being recommended at a height of 18-storeys, whereas The London Plan contemplates a maximum height of 16-storeys for apartment buildings near transit stations. However, the relevant policies are still under appeal and are not the in-force policies that apply to this application. The proposed 18-storey apartment building contributes to the overall form of the development in the area which is considered appropriate within this transitional period between Official Plans.

The proposed office space within the development, combined with the existing office space, will result in an aggregate total of more than 5,000m<sup>2</sup> of GFA within 100m of a transit station which exceeds the permissions of The London Plan. This issue has been separated out and reviewed under section 4.4 of this report.

The proposed development is in keeping with the remainder of the Rapid Transit Corridor policies as it is sensitive to adjacent land uses through the use of townhomes along Beaverbrook Ave with a setback above the units to help create a compatible human scale along the street resulting in a comfortable pedestrian environment. The larger heights have been located in areas along the arterial roads/transit corridor where they will have the least amount of impact while the 8-storey apartment is located closer to the existing 3-storey and 7-storey apartment buildings to the west helping maintain compatibility with the abutting property.



The subject site is composed of an assembly of lots helping create a property of sufficient size and configuration which can accommodate the proposed use and allow for the creation of a comprehensive development while reducing the number of vehicular access points along Beaverbrook Avenue. The development also provides a coordinated parking facility through structured/underground parking in the rear of the development and surface parking which is internal to the site (Intensity, \*840\_).

Bonusing Provisions Policy \*1652 outlines the framework and public facilities, services, or matters that can be provided in order to achieve the requested increases in height in keeping with the recommended bonusing provisions. Type 2 bonusing in The London Plan is currently under appeal however, the bonusing requirements and process is similar to that of the 1989 Official Plan. Further analysis has been provided through review of the bonusing criteria of the 1989 identified below.

#### *1989 Official Plan*

The MFHDR designation provides three ranges of net density within the City excluding provisions for bonusing. In the case of the subject site it is located outside of the Downtown and Central London and is therefore permitted a maximum density of 150 unit per hectare (3.4.3. Scale of Development). As previously indicated, the applicant has applied to increase the density above the permitted 150 uph to 262 uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities. The Planning Act provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3- Form), the provision of 20 affordable housing units, and 2 levels of underground parking, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation.

In order to implement the identified items for bonus zoning, section 19.4.4 iv) of the Official Plan states that:

*“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”*

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 “lock in” the design features and other public benefits that will be incorporated into the form of development to merit the additional height and density. Through the site plan approval process, the proposed development will be reviewed to ensure that all facilities, services and matters that have warranted bonus zoning have been incorporated into the development agreement. These design features are highlighted in the recommendation and the amending by-law which attaches the illustrations as Schedule “1”.

### **4.3 Issue and Consideration # 3 - Form**

#### *Provincial Policy Statement, 2014 (PPS)*

The proposed development is in keeping with the PPS as it provides an opportunity for intensification at an appropriate location taking into account the existing building stock in the area. The proposed development has considered the surrounding building stock by positioning its tallest portions at appropriate locations on the site where impacts on the surrounding buildings will be reduced. The proposal has been reviewed by the Urban

Design Peer Review Panel and City Staff to ensure that an appropriate development standard is established to help implement the intensification of the subject site. The building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities helping limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS [1.1.3.2, 1.6.7.4].

#### *The London Plan*

The London Plan requires that all planning and development applications conform to the City Design policies and the Rapid Transit Corridor Place Type policies provide specific form policies. The proposed development is in keeping with these policies as the building is sited near the front lot line along Beaverbrook Ave and provides a podium height that creates a strong street wall along this portion of the property. The use of townhome style units along Beaverbrook Ave contribute to the pedestrian environment and reduce the scale of the 16-storey apartment along the street. The overall development uses stepbacks and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment throughout the development while reducing large expanses of blank wall along the street and internal to the site. Although no on-street parking is provided at this location, the development is able to provide surface parking internally and in underground/structured parking in keeping with the Form Policies of the Rapid Transit Corridor Place Type. The subject site also provides the ability to have convenient pedestrian access to the future transit station at Beaverbrook Avenue and Oxford Street East. These connections will be reviewed in further detail during the site plan stage (Form, \*841).



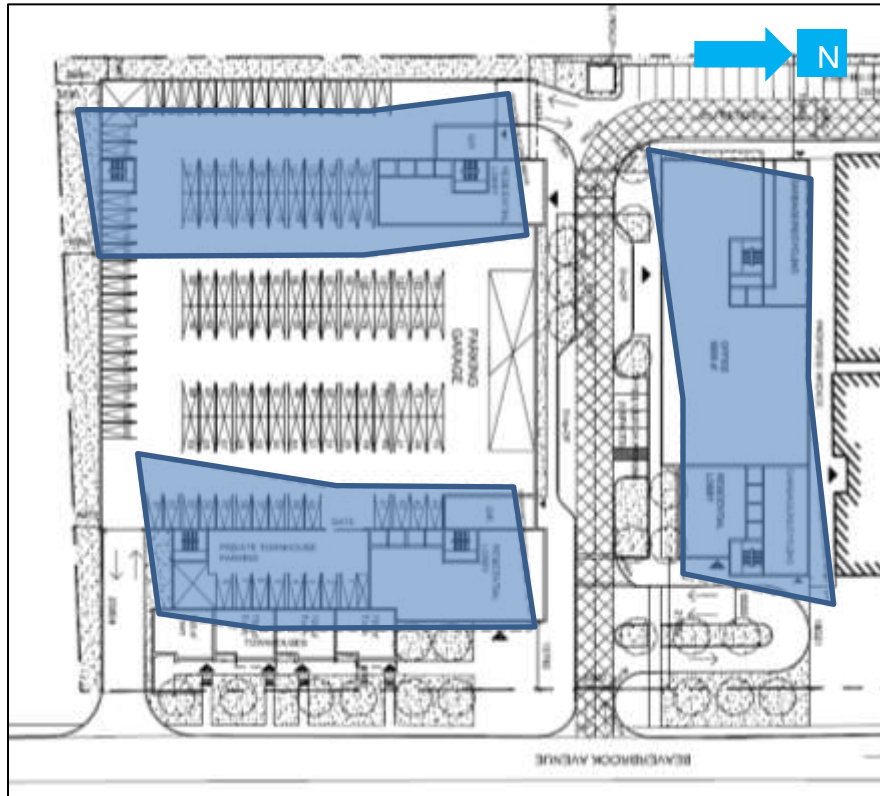
Aerial View Looking Southeast

#### *1989 Official Plan*

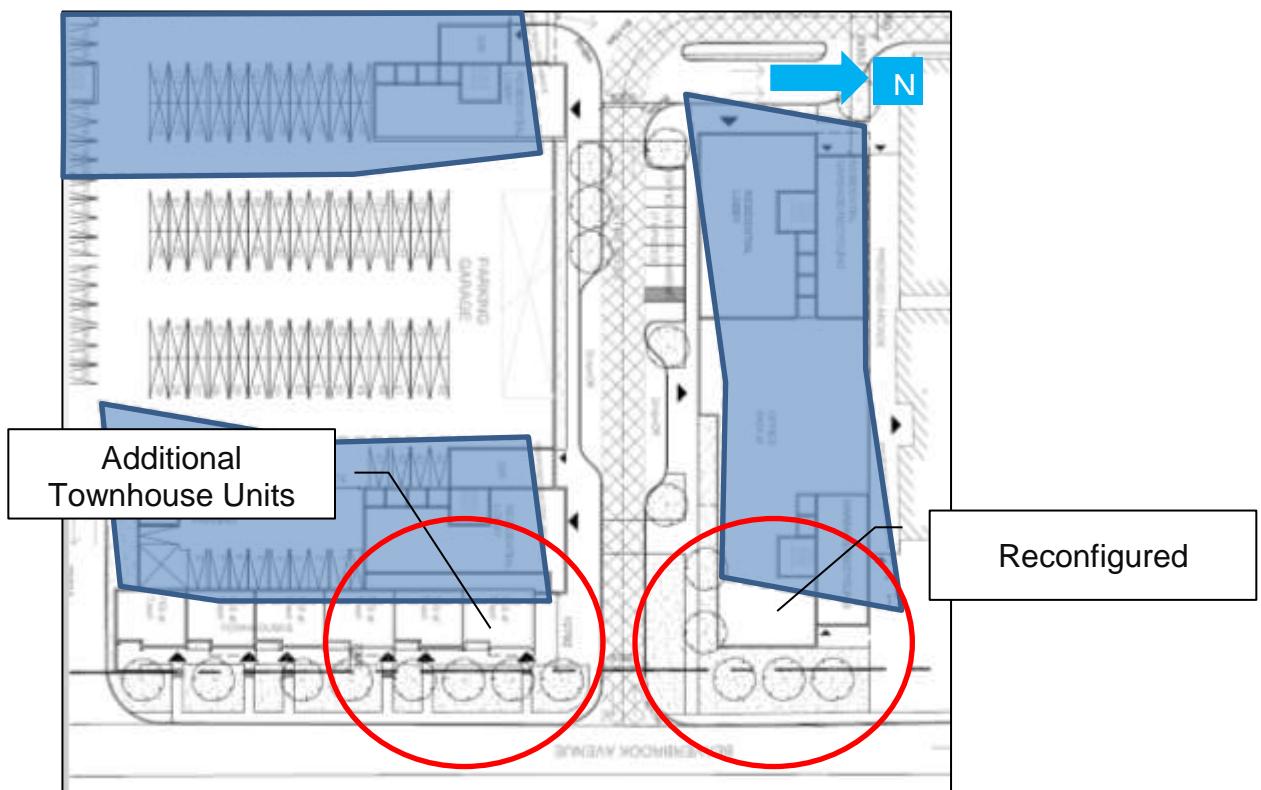
The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses. The development's ability to provide for a continuous active street wall along the Beaverbrook Avenue frontage, with either street facing townhouse units or office space occupying the street frontage within the building podium provide a positive interface for pedestrians. The buildings provide a unique design variation while providing for appropriate scale/ rhythm/ materials/ fenestration. The use of appropriate stepbacks for the tower portions of the buildings provide for an appropriate human scale along the Beaverbrook Avenue frontage and create appropriate separation between the abutting properties. The main pedestrian access points for the buildings use a high level of windows and glazing helping create a prominent entrance feature clearly identifying the main entrance to the buildings. The

development also positions the height and massing at appropriate locations where the impacts of the height will be limited on the abutting properties.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The proposed development was well received by Staff and the Urban Design Peer Review Panel. Staff had limited concerns with the initial submission and suggested that two additional townhome units be provided along Beaverbrook Avenue as well as extending the northerly podium further east towards Beavebrook to help improve the interface along Beaverbrook Ave. The applicant was successful in meeting these two requests improving the overall development along Beaverbrook Avenue.



Original Site Layout with 4 townhouse units and turnaround



Revised Site Layout with 6 townhouse



Aerial View along Beaverbrook Ave (Illustrates additional townhouse units and the building extension towards Beaverbrook Ave to better address the street).

The Panel provided some additional comments for consideration in working through the site design. The applicant addressed some of these items as they were able to eliminate the driveway configuration that was located on the east side of the northerly tower between the building and Beaverbrook Ave resulting in safer and improved pedestrian connections, reduce conflicts and awkward vehicular movements. Staff and the applicant reviewed the organization of the height in regards to switching 8 and 16-storey towers. After reviewing the shadow study and confirming that a substantial setback is provided above the townhouse units along Beaverbrook Ave, Staff is of the opinion that the original configuration is most appropriate and helps limit impacts on the property to the west. Staff are supportive of the overall design and changes made by the applicant and believe it is in keeping with the Urban Design principles in Section 11.1

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

#### **4.4 Issue and Consideration # 4 – Office Area**

As previously mentioned, The London Plan permits a maximum aggregate GFA of 5,000m<sup>2</sup> within 100m of a transit station. The requested amendment was for an Official Plan amendment to The London Plan to allow for a maximum aggregate GFA of 5,500m<sup>2</sup> within 100m of a transit station to facilitate development of the new office space in addition to the existing office space on the subject site and neighbouring property. Maintaining the GFA caps on office development outside of downtown has been a core principle of both Official Plans. The available permissions of 5,000m<sup>2</sup> is a sufficient amount of office space for the area which will be consolidated at this corner of the Transit Station area.

The application also requested an Official Plan amendment to the 1989 Official Plan to permit approximately 4,500m<sup>2</sup> of Office on the subject site where only 2,000m<sup>2</sup> is permitted. This amendment was required in order to mirror the requested amendment in The London Plan and permit the total amount of office space that would be on the subject site. Staff is recommending that the request to exceed the 5,000m<sup>2</sup> of office GFA identified in The London Plan (for the broader transit area) be refused and are therefore recommending refusing the companion request to permit 4,500m<sup>2</sup> on the subject site which, when combined with the neighbouring office property, will exceed 5,000m<sup>2</sup> in the broader transit area. However, Staff is recommending that a Specific



Area Policy to permit a total of 4,000m<sup>2</sup> of office GFA be approved for the subject site which will meet the future office gross floor area policies of the London Plan.

Through the current 1989 Official Plan, Council has the ability to apply Specific Area policies like the one mentioned above. The adoption of Policies for Specific Areas may be considered where the change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.

Recognizing that offices are a permitted use at a maximum aggregate GFA of 5,000m<sup>2</sup> within 100m of a transit station through the policies of The London Plan, the recommended amendment to the 1989 Official Plan to apply a Specific Area Policy to permit 4,000m<sup>2</sup> on the subject site is appropriate as it would be site-specific and recognize that the current policy regulations do not accurately reflect the intent of Council with respect to the future use of the land. The recommended office space would be permitted in the future policy context outlined in The London Plan and the recommended Specific Area Policy is appropriate to facilitate this use until the future policies are in-force and effect.

Therefore, it is recommended that the request to amend The London Plan and Official Plan to permit Office GFA in excess of 5,000m<sup>2</sup> be refused and an alternative recommendation be introduced which would permit a GFA for office uses at the maximum permissions of the London Plan at a total GFA of 5,000m<sup>2</sup>.

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

## 5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the 1989 Official Plan policies and the in-force policies of The London Plan including the Rapid Transit Corridor Place Type policies. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial streets, existing public transit, and large open space corridor with passive recreational trails in the area. The proposed development also includes the provision of affordable housing which will be mixed throughout the development.

<b>Prepared by:</b>	<b>Mike Corby, MCIP, RPP Senior Planner, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.ENG  Managing Director, Development and Compliance Services and Chief building Official</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 26, 2019

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

\\FILE1\users-x\pdda\Shared\DEVELOPMENT SERVICES\11 - Current Planning\DEVELOPMENT APPS\2019 Applications 9002 to\9041OZ - 676-700 Beaverbrook Ave and 356 Oxford St W (MC)\PEC Report\PEC-Report-Template-AODA-DS-Mar2019.docx

## Appendix A

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

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 676-700 Beaverbrook Avenue and 356 Oxford Street West.

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(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 29, 2019

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 29, 2019  
Second Reading – October 29, 2019  
Third Reading – October 29, 2019



**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit a maximum gross floor area of 4000m<sup>2</sup> for office uses.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 676-700 Beaverbrook Avenue and 356 Oxford Street West in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with Policies for Specific Areas of the Official Plan and the Rapid Transit Corridor policies of The London Plan. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

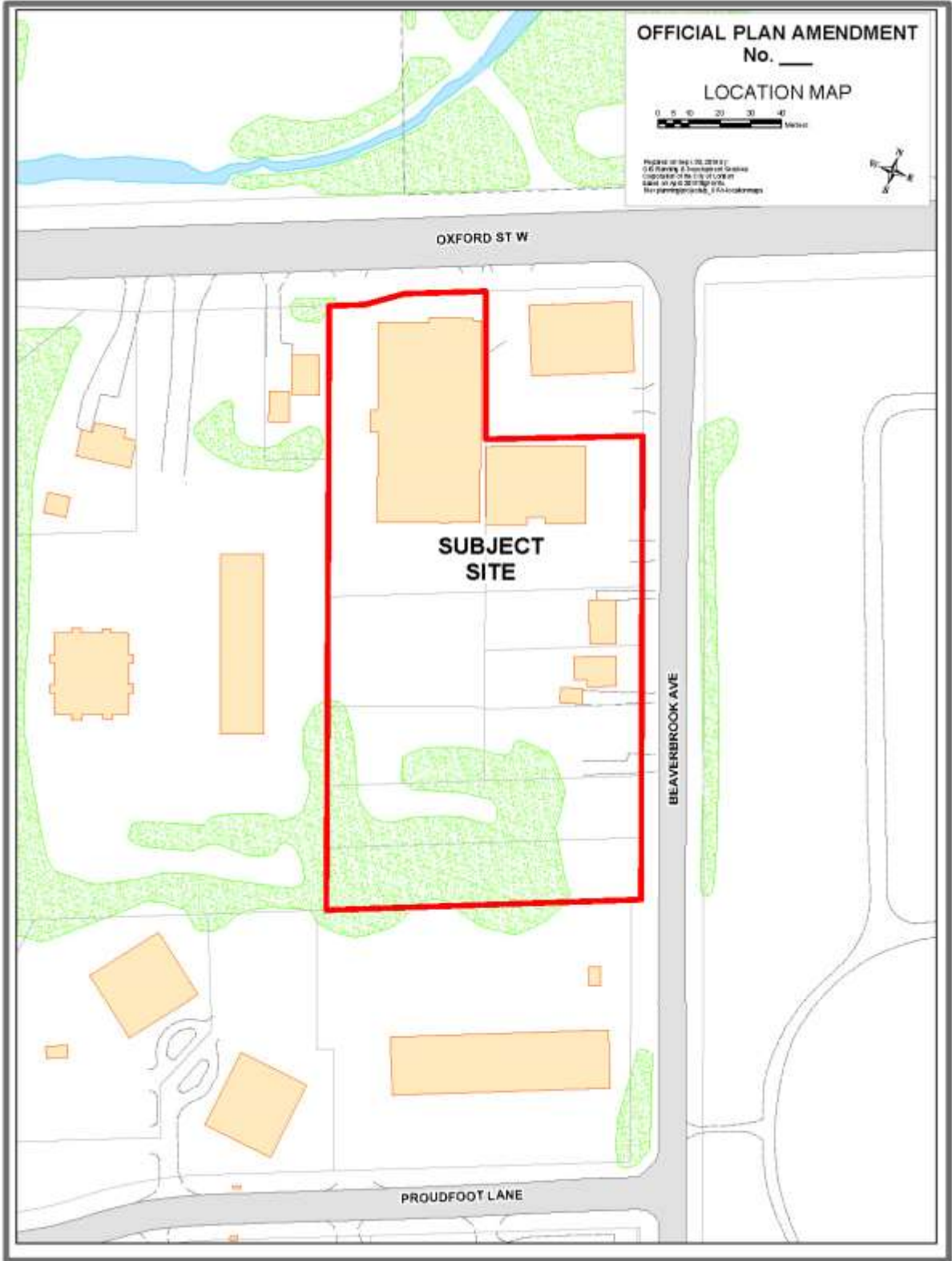
D. THE AMENDMENT

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

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

676-700 Beaverbrook Avenue and 356 Oxford Street West

In the Multi-Family, High Density Residential Density designation at 676-700 Beaverbrook Avenue and 356 Oxford Street West in addition to the uses permitted in the Multi-Family, High Density Residential Density, a total gross floor area of 4,000m<sup>2</sup> of office space may be permitted.



## Appendix B

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

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 676-700 Beaverbrook Avenue and 356 Oxford Street West .

WHEREAS Summit Properties Ltd. has applied to rezone an area of land located at 676-700 Beaverbrook Avenue and 356 Oxford Street West, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 676-700 Beaverbrook Avenue and 356 Oxford Street West, as shown on the attached map comprising part of Key Map No. A.106, from a Residential R5/R7/R9/Restricted Office (R5-5/R7\*D150\*H30/R9-7\*H30/RO2) Zone to a Holding Residential R9 Bonus/Restricted Office Special Provision (R9-7\*B(\_)/RO2(\_)) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law. No. Z-1 is amended by adding the following Special Provision:

4.3) B(\_) 676-700 Beaverbrook Avenue and 356 Oxford Street West

The Bonus Zone shall be implemented through one or more agreements to provide for 3 apartment buildings at a maximum density of 262uph with the northerly apartment having a maximum height of 18-storeys, the easterly building having a maximum height of 16-storeys, and the westerly building having a maximum height of 8-storeys. The development must substantively implement the site concept plan and elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

- i) Provision of Affordable Housing

The provision of 20 affordable housing units which will include 17 one-bedroom units and 3 two bedroom units with a minimum of 6 affordable units per apartment building. The affordable housing units shall be established by agreement at 90% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London to secure those units for this 20 year term and the term of the contribution agreement will begin upon the initial occupancy of the last subject bonused affordable unit on the subject site.

- ii) 2 levels of underground parking

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulation[s]
- i) Height (maximum) 62 metres (203.4ft)
  - ii) Density (maximum) 262uph (106upa)
  - iii) Interior Side Yard (Floors 1-2) (minimum) 3.46 metres (11.35ft)
  - iv) Interior Side Yard (floors 3-8) (minimum) 6.0 metres (19.68ft)
  - v) Exterior Side Yard (floors 1-3) (minimum) 0 metres (0ft)
  - vi) Exterior Side Yard (floors 4-18) (minimum) 8.0 metres (26.25ft)
  - vii) Rear Yard (Floors 1-2) (minimum) 4.0 metres (13.12ft)
  - viii) Rear Yard (Floors 1-8) (minimum) 3.2 metres (10.5ft)
  - ix) Rear Yard (Floors 9-16) (minimum) 11.0 metres (36.10ft)
  - x) Lot Coverage (maximum) 74%
  - xi) Setbacks for existing developments shall be recognized as existing on the date of passing of this By-law.
- 3) Section Number 12 of the Residential R8 Zone is amended by adding the following Special Provision:

12.4) RO2( ) 676-700 Beaverbrook Avenue and 356 Oxford Street West

a) Regulation[s]

- i) Office Gross Floor Area (maximum). 4000m<sup>2</sup> (43,056 sqft)

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.

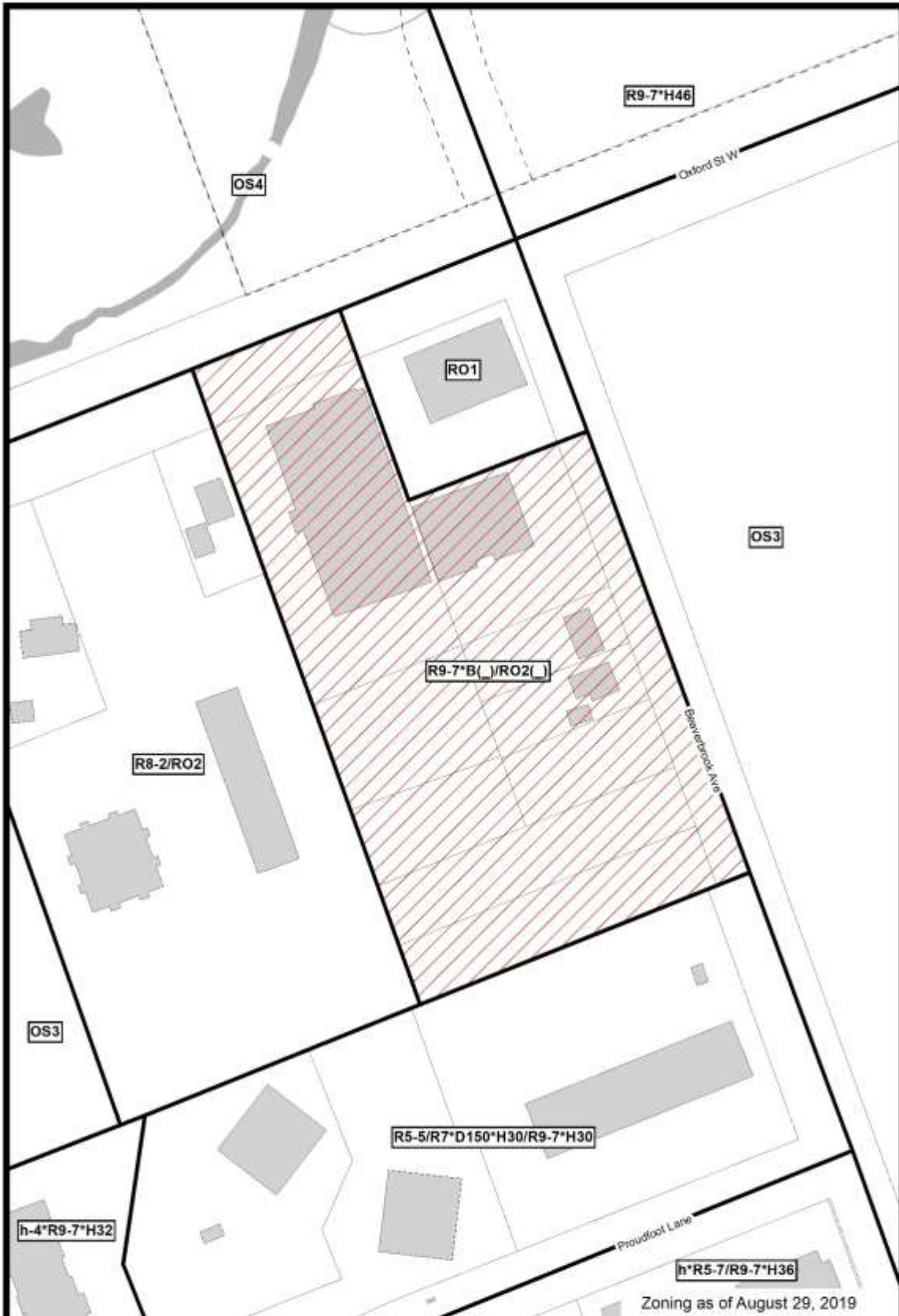
PASSED in Open Council on October 29, 2019.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 29, 2019  
Second Reading – October 29, 2019  
Third Reading – October 29, 2019

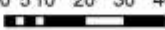
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-9041  
Planner: MC  
Date Prepared: 2019/10/10  
Technician: DM  
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40  
 Meters



Schedule "1"

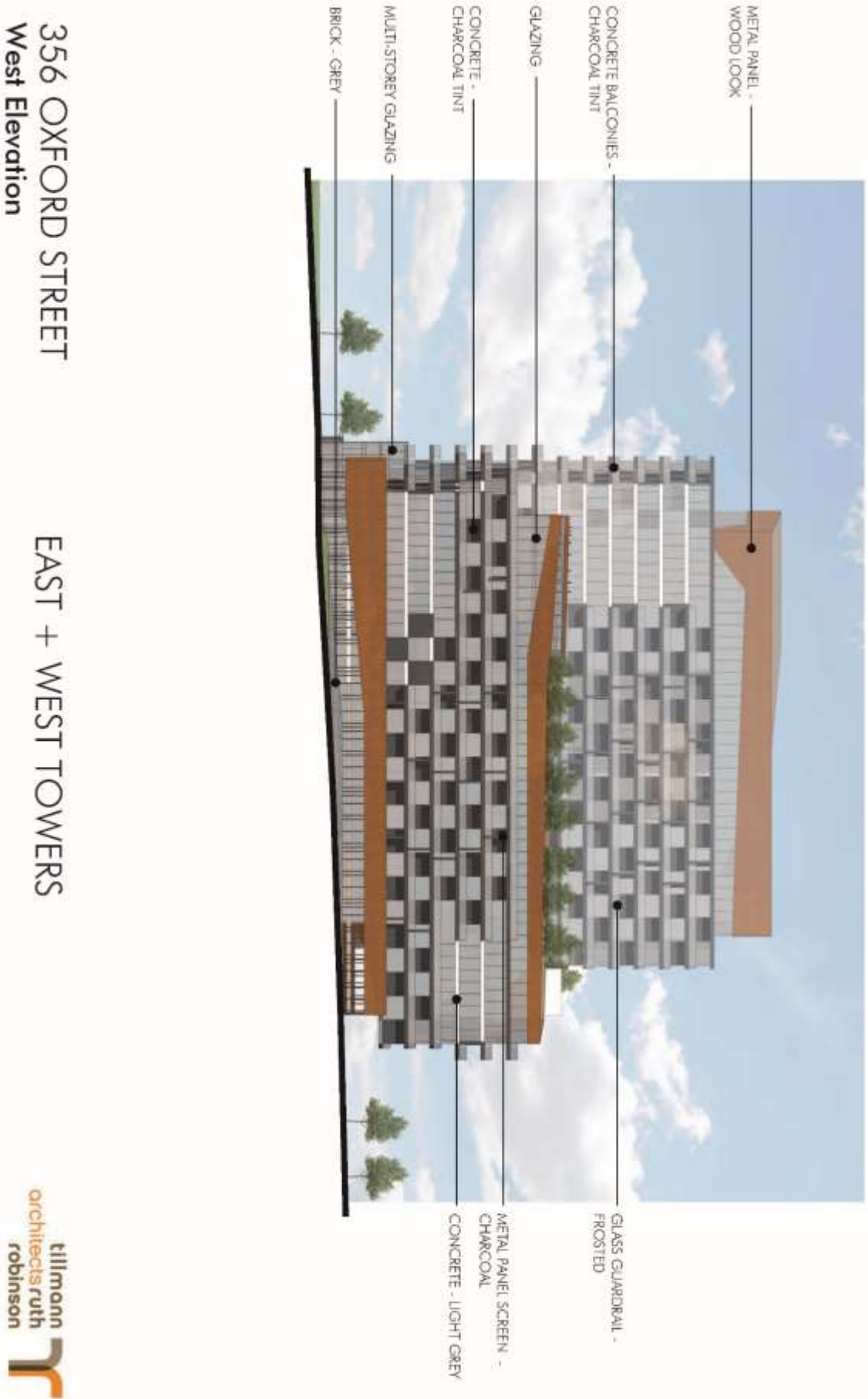


356 OXFORD STREET  
East Elevation

EAST + WEST TOWERS



Schedule "1"



Schedule "1"

356 OXFORD STREET  
North Elevation

EAST + WEST TOWERS



Schedule "1"



356 OXFORD STREET  
South Elevation

EAST + WEST TOWERS

Schedule "1"

356 OXFORD STREET  
East Elevation

NORTH TOWER

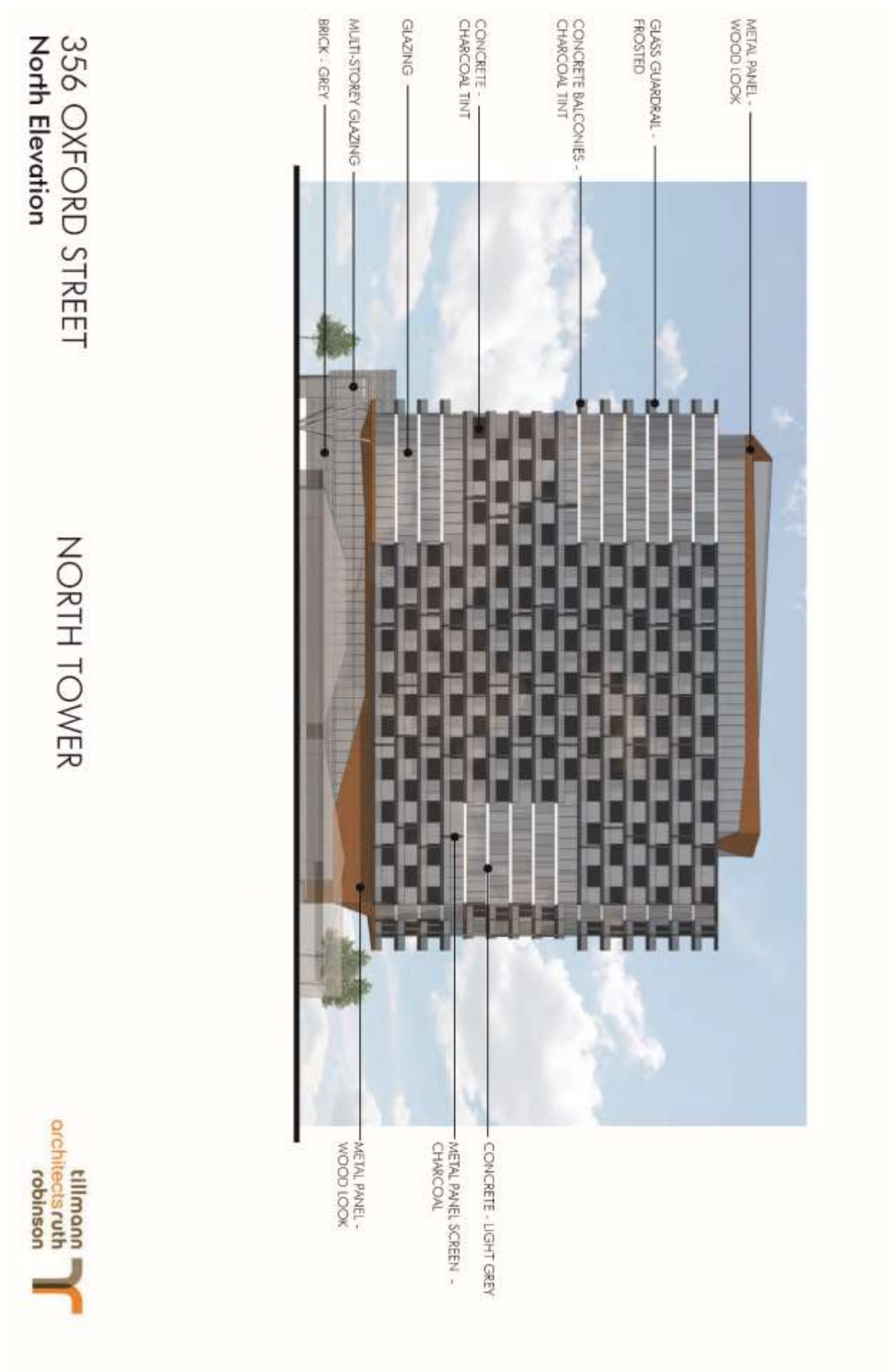


Schedule "1"





Schedule "1"



Schedule "1"



356 OXFORD STREET  
South Elevation

NORTH TOWER





## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On April 10, 2019, Notice of Application was sent to 42 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 11, 2019. A “Planning Application” sign was also posted on the site.

2 replies were received

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a new development which consists of 1 mixed-use building and 2 apartment buildings which will include a total of 415 residential units (235uph). The mixed-use building (office/residential) will be 18-storeys (62 metres) in height with a total of 199 residential units and approximately 1,715m<sup>2</sup> of office space. A 16-storey apartment building is proposed to contain 140 residential units which includes 4 townhouse units fronting Beaverbrook Ave. An apartment building with a height of 8-storeys in is proposed containing 76 residential units with a rooftop amenity space. Parking for the proposed development will include 730 spaces within a new parking structure (underground/above ground) and 42 spaces provided at grade outside of the structure. Possible amendment to the Official Plan to add a site specific policy under Chapter 10 of the Official Plan to permit a total of 5,000m<sup>2</sup> of Office Space (2,777m<sup>2</sup> existing and an additional 1,715m<sup>2</sup> proposed) where 2,000m<sup>2</sup> is currently permitted.

Possible amendment to the London Plan to **ADD** a Specific Policy for The Rapid Transit and Urban Corridor Place Types to permit an aggregate maximum total of 5,500m<sup>2</sup> of Office Space within 100m<sup>2</sup> of a transit station. The policy would also permit a maximum height of 18-storeys where 16-storeys is the maximum height.

Possible change to Zoning By-law Z.-1 **FROM** a Residential R5/R7/R9/Restricted Office (R5-5/R7\*D150\*H30/R9-7\*H30/RO2) Zone **TO** a Residential R9 Bonus/Restricted Office Special Provision (R9-7\*B(\_)/RO2(\_)) Zone. The bonus zone would permit a residential density of 235uph and maximum height of 62 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as setbacks and lot coverage may also be considered through the re-zoning process as part of the bonus zone. **Responses:** A summary of the various comments received include the following:

#### Concern for:

- Loss of privacy
- Potential construction impacts on abutting buildings

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

Written
ERNEST NG, MCIP, RPP Development Manager 11 Church Street, Suite 401, Toronto, Ontario M5E 1W1
Rick ten Haaf 350 Oxford Street W, Suite 102 London, Ontario

## Agency/Departmental Comments

### London Hydro – April 23, 2019

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

### Upper Thames River Conservation Authority – May 1, 2019

The UTRCA has no objections to this application. Thank you for the opportunity to comment.

### Development Services – Engineering – August 7, 2019

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Application:

- Transportation will be requesting a holding provision for an updated Transportation Impact Assessment (TIA), and for the implementation of any recommendations of an accepted TIA
  - The conclusions need to reflect the required external works to support safe and efficient access to the site
  - Please provide a diagram or figure illustrating the trip distribution being used and reference in the appendix the traffic count or other source used for the distribution conclusion
  - Please provide a table showing delay/los/queue for each individual movement for the given intersection analysis
  - The analysis should be undertaken acknowledging only two access will be permitted to Beaverbrook Avenue (northerly access to be closed, access to Oxford restricted to right in/ right out)
  - Sight line analysis should be conducted using a design speed of 70km/h on Oxford Street West and a design speed of 60km/h on Beaverbrook as the posted is 60km/h on Oxford and 50km/h on Beaverbrook this is in keeping with the City's Design Specifications and Requirements Manual

The following items are to be considered during the development application approval stage:

### Water

- All existing water services cannot be reused and will need to be decommissioned.
- Additional water related comments will be provided upon future review of this site.

### Transportation

- Road widening dedication of 24.0m from centre line required on Oxford Street West
- Road widening dedication of 10.75m from centre line required on Beaverbrook Avenue
- Access to Oxford Street West will be restricted to right in/ right out via a median in accordance with City standards
- The northerly access to Beaverbrook will not be permitted and will need to be closed and restored to City standards
- Left turn lanes will be required to support access to the two southerly access to Beaverbrook Avenue.
- Oxford Street West is a proposed Rapid Transit Corridor and the council-approved Environmental Project Report (EPR) engineering drawings can be found at the City of London BRT website at: <https://www.londonbrt.ca/epr/> (refer to Appendix A: West Corridor, page 5 of 17 or attached);

- With the implementation of center-running transit lanes on Oxford Street West, a raised median will be constructed. Therefore, turning movements will be restricted to right in/ right out at the driveway entrance to 356 Oxford Street West; and
- There is a BRT station proposed at the intersection of Beaverbrook Avenue and Oxford Street West.

### **Stormwater**

- As per plan # 2401, only the municipal 356 Oxford Street West was provided with a 6" connection to the existing 600mm storm sewer on Oxford Street West. Changes in catchment area size or C value or both will trigger the need for on-site SWM controls. The design of on-site SWM controls shall be provided as part of a required SWM Servicing Report and shall include but not be limited to flow restrictor sizing, required storage volume calculations, etc., all in accordance with the approved City Standard Design Requirements for Permanent Private Stormwater System (PPS) which include LID alternatives.
- Depending on the condition of the existing 6" PDC or the need to service the site from Beaverbrook Ave, the existing 525mm storm stub on Beaverbrook Ave will need to be extended to the south limit of the site (i.e. South limit of the current 676 Beaverbrook Ave).
- For the proposed 42 surface parking spaces, the owner shall be required to have a consulting Professional Engineer addressing the water quality to the standards of the Ministry of the Environment, Conservation and Parks (MECP) and to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc. along with the required inspection/sampling maintenance hole.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation.
- Additional SWM related comments will be provided upon future review of this site.
- The subject lands are located in the Medway Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Medway Creek Stanton Drain and Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan is required to identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

### **Wastewater**

- The outlet for the site is the 250mm sanitary sewer on Oxford Street West.

## Housing Development Corporation - October 9, 2019

*In modification to the letter from HDC to the City of London Development Services, I am noting the following agreed upon amendments to the recommended affordable housing bonus zone conditions:*

1. *The revised number of affordable units shall be modified to twenty (20) units in total (from the previously noted 22) consisting of:*
  - i) *17 one-bedroom units; and*
  - ii) *3 two-bedroom units.*
  
2. *We agree to a greater distribution of the units between the 3 buildings as noted in your email, understanding that:*
  - i) *As in all cases, the term of the contribution agreement begins upon the initial occupancy of the last subject bonused affordable unit on the subject site – regardless of the building;*
  - ii) *Any reallocation of the affordable units between buildings must be retained on the subject property, and must adhere to all other original provisions including that there is no concentration of the subject affordable units so that no single building or building area (floor or location) is perceived or defined as hosting the subject bonus unit; and*
  - iii) *Any relocation of the affordable units between buildings cannot disrupt a sitting tenant, their established rent, or other rights.*
  
3. *All other parameters will be maintained as per our letter of recommendation, including:*
  - i) *the agreement will remain as the defined 20 year term starting upon occupancy of the last (20<sup>th</sup>) affordable unit; and*
  - ii) *all units will be at 90% of the Average Market rents as defined within the letter of recommendation.*

By copy to Michael Tomazincic, these modifications will be provided by Civic Administration within or as an addendum to their report to the Planning and Environment Committee of Municipal Council and these and the other originally established criteria will be confirmed within an agreement and associated encumbrance on title to secure the affordable housing bonus zone provisions, subject to the will and decisions of Council.

## Appendix C – Policy Context

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

### Provincial Policy Statement, 2014

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.3 Settlement Areas
- 1.1.3.2
- 1.1.3.3
- 1.1.3.4
- 1.6.7.4
- 1.4 Housing

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

### City of London Official Plan

#### 3.4. Multi-Family, High Density Residential

3.4.1. Permitted Uses  
3.4.2 Location  
3.4.3. Scale of Development

11.1. Urban Design Policies

19.4.4. Bonus Zoning

**The London Plan**

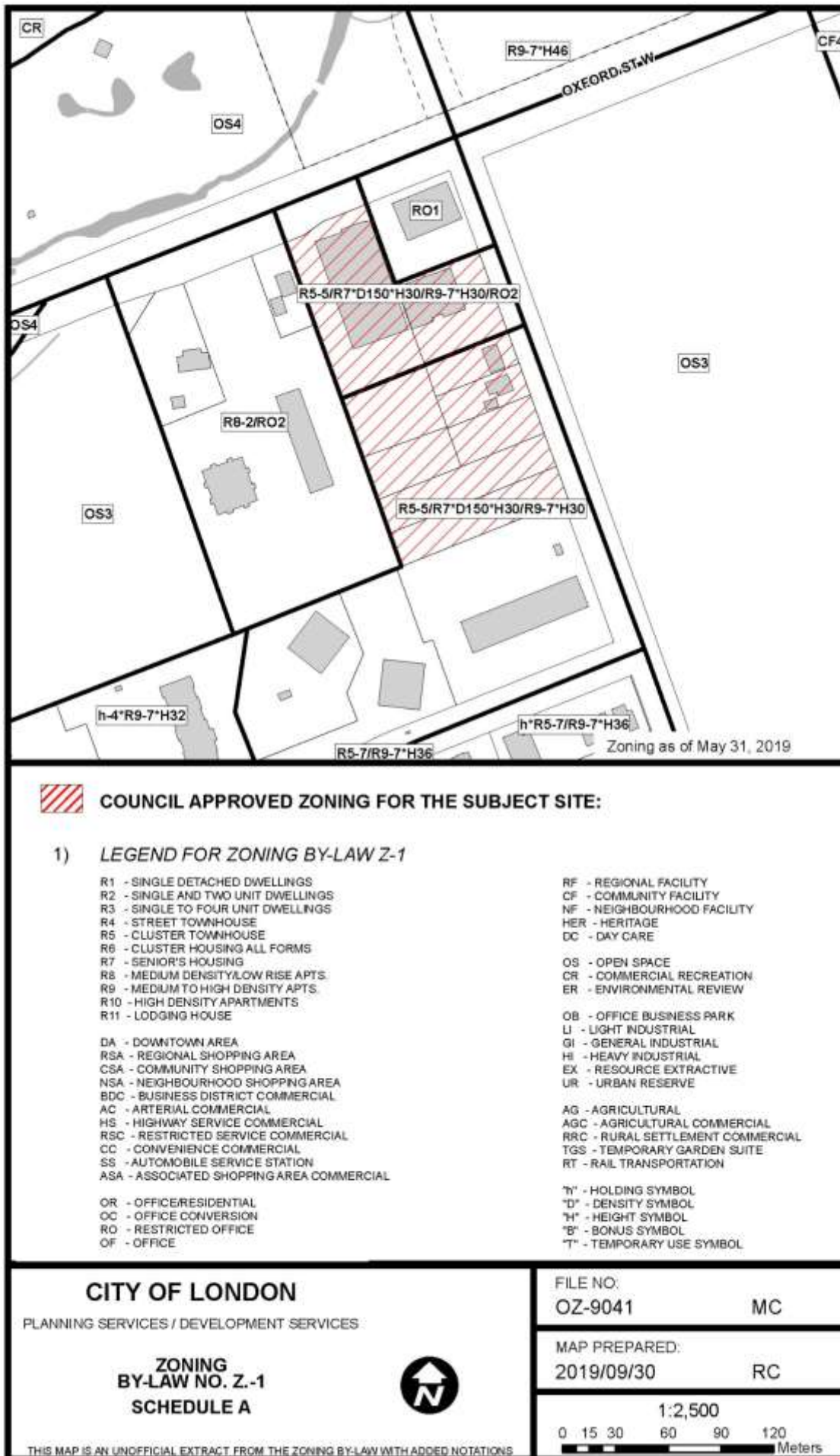
Rapid Transit and Urban Corridor  
Permitted Uses (837)  
Intensity (840)  
Form (841)  
Bonusing Provisions (1652)

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

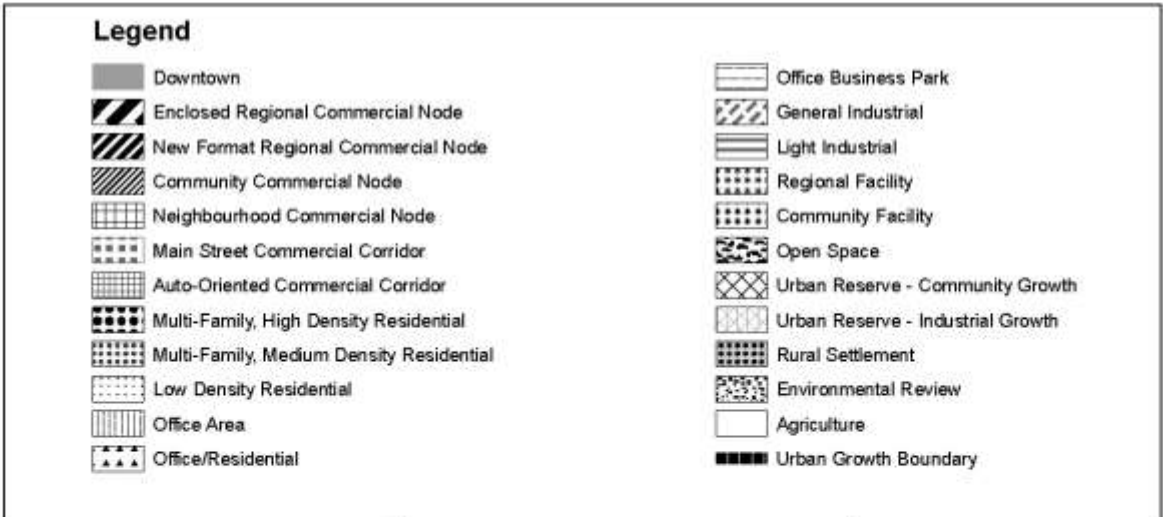
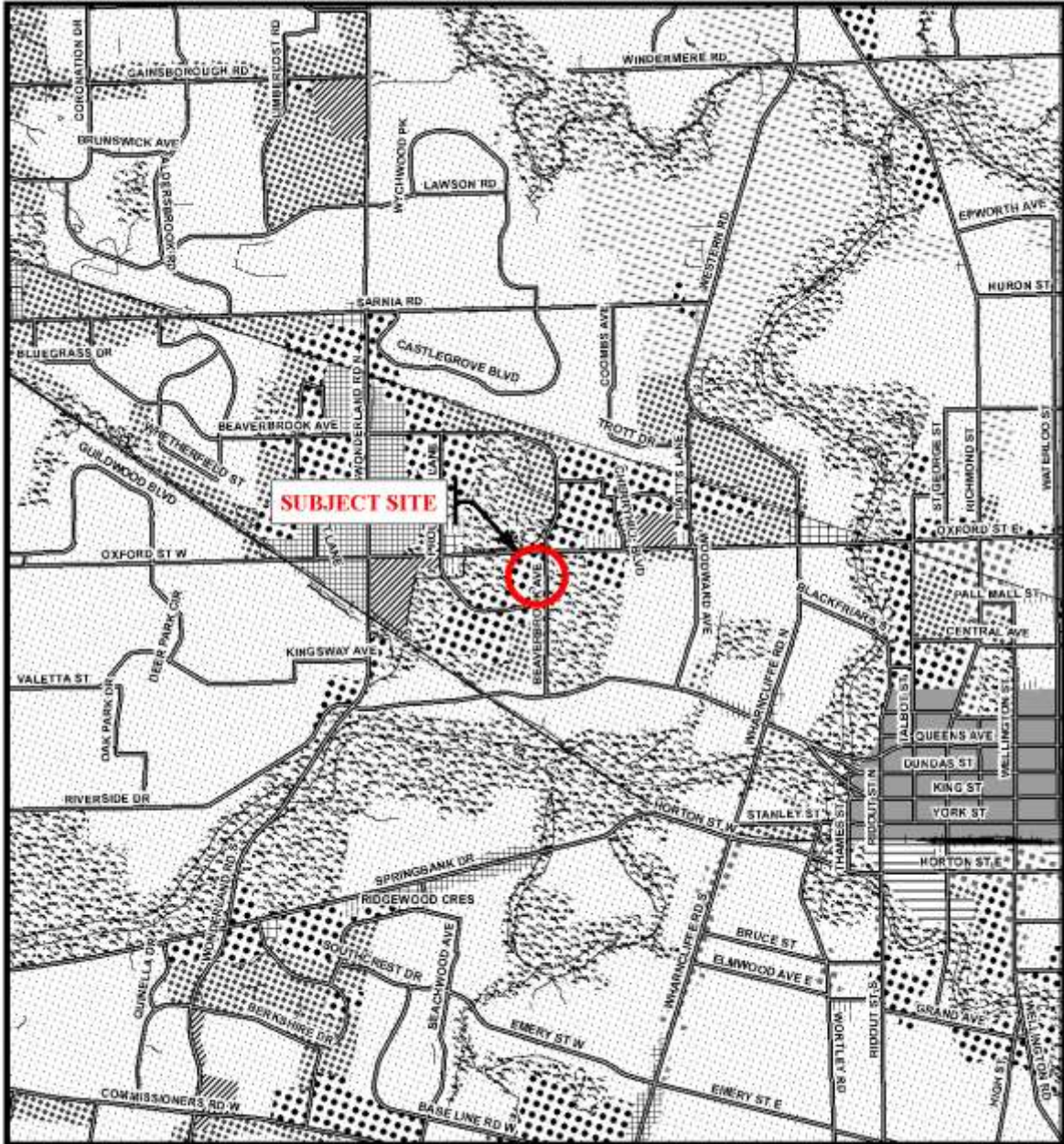
**Site Plan Control Area By-law**

**Appendix D – Relevant Background**

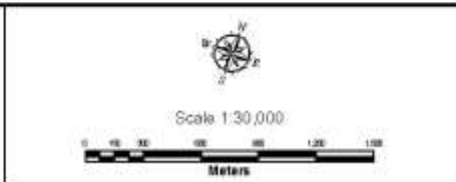
**Additional Maps**







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



FILE NUMBER: OZ-9041  
 PLANNER: MC  
 TECHNICIAN: RC  
 DATE: 2019/09/30

## Appendix E – Urban Design Peer Review Panel Comments/Response

The Panel provides the following feedback on the submission to be addressed through the Official Plan and Zoning Bylaw amendment application:

The Panel commends the applicant on the explanation of the design approach within the urban design brief and is supportive of a number of design elements expressed in the brief including:

- The rooftop amenity areas
- Street townhouses adjacent to Beaverbrook Avenue
- The variation in building design, while remaining tied to a design theme
- Building footprints
- The mix of uses

The Panel recommends the following:

- At the site plan stage, incorporate strong pedestrian connections between the buildings and Beaverbrook Avenue.
- Street presence and clear pedestrian connections, particularly to rear building, should be considered to add prominence to the lobbies.

From a CPTED perspective, consider in the design how residents of the third tower will navigate/access the amenity areas.

- The proponent and staff should evaluate the west side yard setback to confirm its appropriateness if future redevelopment occurs on the adjacent parcel.
- The lower level interface with existing office should be further explored also considering future redevelopment opportunities. Plan for redevelopment possibilities at the north end of the property, from a massing perspective at minimum.
- Consolidate two of the driveways along Beaverbrook Avenue to improve pedestrian connections, reduce conflicts and awkward vehicular movements.
- Organization of height – explore additional variation in height across the whole site. Consider switching 8 and 16 storey towers such that the proportion of the 8 storey relates better to the street. Evaluate shadow impacts through this analysis. A setback from Beaverbrook would also be beneficial in addressing human scale along the street.
- Break down middle portion of façade to reduce the appearance of the length.
- Wind analysis will be important through detailed design.
- Consider screening/interface of the façade along the parking garage ramp to enhance the pedestrian experience.
- Review the townhouse aspect of the project along Beaverbrook Avenue to further consider the bay structure and its integration with the podium.
- The relationship of balconies to the overall mass of the building should be further explored through detailed design.

Concluding comments:

The Panel supports the overall design concept with the integration of the design recommendations noted above.

### Applicants Response to the UDPRP Comments – August 27, 2019

The enclosed materials were previously revised to address comments received from the Urban Design Peer Review Panel, and additional changes have been made in response to comments received from City Staff. The following is a list of comments received from the UDPRP and staff and how the revised materials address them, or our response to the comment:

- *At the site plan stage, incorporate strong pedestrian connections between the buildings and Beaverbrook Avenue.*
- *Street presence and clear pedestrian connections, particularly to the rear building, should be considered to add prominence to the lobbies.*

The existing office along Beaverbrook Avenue has a proposed forecourt connecting the public sidewalk with the existing entrance. The proposed townhouses along Beaverbrook Avenue have direct sidewalk access from the proposed units to the public sidewalk. Additional sidewalk connections from the main entrances of the proposed apartment building also connect out to Beaverbrook Avenue.

- *From a CPTED perspective, consider in the design how residents of the third tower will navigate/access the amenity areas.*

Pedestrian crossovers will clearly mark the pedestrian connections for residents from the third tower to the amenity features contained within and on top of the parking podium, and roof top amenity areas. Further details can be explored at the Site Plan Approval stage.

- *The proponent and staff should evaluate the west side yard setback to confirm its appropriateness if future redevelopment occurs on the adjacent parcel.*

The proposed setback is 6.0m, whereas 9.6 is required. Given the angular footprint of the proposed building the building sets back to 8.5 m for most of the façade. Given the minor reduction, we are confident that future development on the lands to the west can be achieved without negative impact from the proposed development.

- *Consolidate two of the driveways along Beaverbrook Avenue to improve pedestrian connections, reduce conflicts and awkward vehicular movements.*

While the three driveways remain, the most northerly driveway is only for service vehicles (garbage/recycling), and the central driveway will act as the main entrance for the proposed development and existing office buildings. The southerly connection continues to services to the parking structure.

- *Organization of height – explore additional variation in height across the whole site. Consider switching 8 and 16 storey towers such that the proportion of the 8 storey relates better to the street. Evaluate shadow impacts through this analysis. A setback from Beaverbrook would also be beneficial in addressing human scale along the street.*

The 8 and 16 storey towers are remaining as originally proposed. Additional shadow impacts have been included to reflect that during prime afternoon sun times during the summer months, the towers in their current positions provide sun areas on the roof top amenity space, whereas if the towers were switched the amenity space would be entirely shaded affecting the residents enjoyment of the amenity area. To better emphasize the human scale along Beaverbrook Avenue, the proposed townhouses have been pulled towards the street an additional 1.5m to better emphasize the podium. Additionally, two townhouse units have been added to increase the size of the podium affect and further screen the tower from the public realm. Additional tree plants between the public sidewalk and proposed tower will further reduce the impact from the tower on the public realm.

- *Break down middle portion of façade to reduce the appearance of the length.*

The staggering of the balconies from the different elevations help break up the single planes of the long elevations, reducing the impact.

- *Wind analysis will be important through detailed design.*

Comment acknowledged; additional studies can be explored at the time of SPA.

- *Consider screening/interface of the façade along the parking garage ramp to enhance the pedestrian experience.*

Additional detailing can be explored at the SPA stage. The ramp is screen in part with a brick façade, however a large portion of the parking garage is enclosed to permit light from the structure is spill onto the internal driveway and sidewalks.

- *18-storey tower should be brought forward to be in line with townhouses to the south.*

The northerly tower has been brought forward and the proposed residential lobby and office uses flipped to provide a new drop-off for the office from the internal driveway, and for the residential use from a new layby internal to the site. The new internal turn-around will allow visitors to exit the site back onto Beaverbrook as the Oxford Street West access is proposed to be a right-in/right-out only which will restrict westerly travel along Oxford Street West.