

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: EVE Park London GP Inc.
1395 Riverbend Road
Zoning By-law Amendment

Public Participation Meeting on: December 2, 2019

Recommendation

That, on the recommendation of the Director, Development Services based on the application of EVE Park London GP Inc. relating to the lands located at 1395 Riverbend Road, described as part of Block 1, Plan 33M-743:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on December 10, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone, a Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19) Zone, and an Open Space (OS1) Zone **TO** a Residential R6 Special Provision (R6-5()) Zone.

IT BEING NOTED THAT the following Site Plan matters pertaining to 1395 Riverbend Road, described as part of Block 1, Plan 33M-743, have been raised during the public consultation process: building orientation to public streets, walkway connections to public sidewalks, light pollution, bird friendly development, retaining walls, and fencing along street frontages.

Executive Summary

Summary of Request

The application request is to change the zoning from a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone, a Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19)) Zone, and an Open Space OS1 Zone to a Residential R6 Special Provision (R6-5()) Zone to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and apartment buildings; together with a special provision to permit a density (maximum) of 45 units per hectare; height (maximum) of 18.0 metres; front and rear yard setbacks (minimum) of 3.0 metres; internal and external side yard depths (minimum) of 3.0 metres; vehicular parking (minimum) of 1.0 space per unit; parking may be provided by a mechanical stacked parking system and may be located on-site or within buildings; notwithstanding Section 4.19 of Zoning By-law No. Z.-1, parking provided by a mechanical stacked parking system shall be exempt from the size requirements of Section 4.19.2 - Dimensions of Parking Spaces, and no access aisles are required as per Sections 4.19.2.1 - Access Aisles and 4.19.6 (j) - Access Aisles for Parking Spaces for Persons with Disabilities; visitor parking shall be provided on an abutting private lane; and sustainable development features including green roof/wall treatments, electric vehicle charging stations, electric vehicle car sharing and carpooling, and rooftop solar collectors shall be permitted.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to allow for a development of cluster townhouses and stacked townhouses having a total of 80 dwelling units within four spiral-shaped buildings varying in height from ground level to five storeys; together with special provisions for increased building height, reduced building setbacks, reduced vehicle parking, and allowances for mechanical parking systems and sustainable building technologies.

Rationale of Recommended Action

1. The recommended zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2014*, as it promotes efficient development and land use patterns; accommodates an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents; and minimizes land consumption and servicing costs.
2. The recommended zoning amendment conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The recommended zoning amendment conforms to the in-force policies of the (1989) Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation and the West Five Specific Area Policies.
4. The proposed uses, form, and intensity are considered appropriate and compatible with existing and planned development in the surrounding neighbourhood.
5. The recommended zoning amendment provides for development that incorporates many sustainable building technologies and systems, and demonstrates advanced innovations in green development.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site consist of lands within a registered plan of subdivision (part of Block 1 Registered Plan 33M-743). The topography is gently sloping across the site from a low spot near the corner of Shore Road and Westdel Bourne and increasing in elevation by 1 to 2 metres to the east and southeast. The site is completely devoid of trees and vegetation.

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

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Multi-family, Medium Density Residential
- Zoning:
 - Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42))
 - Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19))
 - Open Space OS1

1.3 Site Characteristics

Current Land Use	Frontage (approx.)	Depth (approx.)	Area	Shape
Vacant	58 metres	200 metres	1.89 hectares	Irregular

1.4 Surrounding Land Uses

- North – residential townhouse condominium and public parkland
- East – vacant development lands for future residential and community facilities
- South – vacant development lands for commercial uses
- West – existing single detached homes and storm water conveyance/infiltration channel

1.5 Location Map



Location Map

Subject Property: 1395 Riverbend Road
 Applicant: Eve Park London GP
 File Number: Z-9098
 Created By: Larry Mottram
 Date: 10/30/2019
 Scale: 1:4000

Legend

-  Subject Property
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

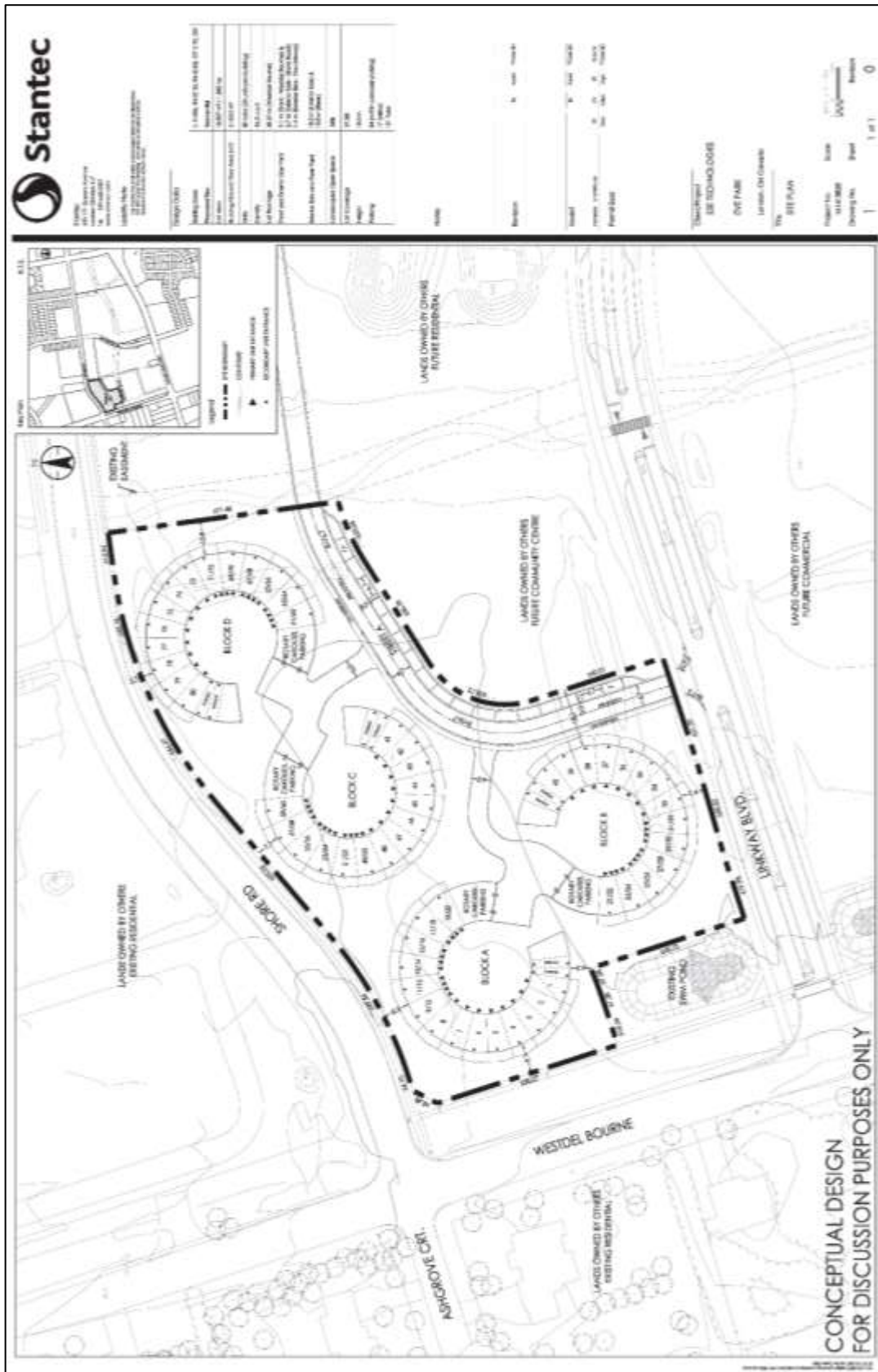


2.0 Description of Proposal

2.1 Development Proposal

A residential development consisting of a total of 80 dwelling units (townhouses and stacked townhouses) occupying four circular rings of buildings. Each spiral-shaped building gradually ascends in height from zero at one end to approximately 18 metres at the other (0 to 5 storeys), and each dwelling unit will have individual access at grade. Parking is to be provided by a mechanical lift parking system within each building, having a total of 84 stacked parking spaces, plus visitor parking at grade. Solar capture panels will cover the building roof tops, generating clean renewable energy year-round, consistent with the goal for the West Five net-zero energy community.

2.2 Site Concept Plan



2.3 Conceptual Building Renderings



3.0 Revelant Background

3.1 Planning History

On January 8, 2016, the Approval Authority for the City of London approved a Draft Plan of Subdivision for Sifton Properties Limited proposed as the “West Five” development lands encompassing an area of approximately 30 hectares bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road. The Draft Plan is made up of large development blocks consisting of 1 medium density residential block, 3 medium density residential / mixed use blocks, 1 mixed use block, and 1 high density residential / mixed use block, served by 1 primary collector and 2 local streets (File No. 39T-14503/OZ-8410)

The vision for the area is based on a planned, sustainable, mixed-use community consisting of a range of office, retail, residential and public uses. West Five is being promoted as a model of “smart” community design incorporating significant renewable energy technologies and initiatives. In conjunction with the Draft Plan of Subdivision, Municipal Council adopted Official Plan and Zoning By-law amendments for the proposed West Five lands, including a specific-area policy to guide development of the

community vision, mix of land uses, building form, scale and density. Urban design guidelines were also prepared and approved by Council through the adoption of a holding provision in the Zoning By-law.

The first phase of West Five was registered as a single townhouse development block in October of 2016 as Plan 33M-706. The lands which are the subject of this application are located within the second phase which was registered as Plan 33M-743 on April 19, 2018. This phase primarily comprises the westerly half of the West Five lands and includes the southerly extension of Riverbend Road from Shore Road to Oxford Street West, as well as the east-west extension of Linkway Boulevard between Riverbend Road and Westdel Bourne.

As part of the West Five draft plan of subdivision, an Open Space OS1 Zone was applied to a strip of land on the east side of Westdel Bourne for a future stormwater management facility. It was later confirmed at the functional design stage for the SWM Facility that not all of this strip of land extending to Shore Road was required, leaving the most northerly portion of the strip as remnant open space.

3.2 Requested Amendment

Amendment to Zoning By-law Z.-1 to change the zoning from a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone, a Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19)) Zone, and an Open Space OS1 Zone to a Residential R6 Special Provision (R6-5()) Zone to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and apartment buildings; together with a special provision to permit a density (maximum) of 45 units per hectare; height (maximum) of 18.0 metres; front and rear yard setback (minimum) 3.0 metres; internal and external side yard depth (minimum) 3.0 metres; vehicular parking (minimum) 1.0 space per unit; parking may be provided by a mechanical stacked parking system and may be located on-site or within buildings; notwithstanding Section 4.19 of Zoning By-law No. Z.-1, parking provided by a mechanical stacked parking system shall be exempt from the size requirements of Section 4.19.2 - Dimensions of Parking Spaces, and no access aisles are required as per Sections 4.19.2.1 - Access Aisles and 4.19.6 (j) - Access Aisles for Parking Spaces for Persons with Disabilities; visitor parking shall be provided on an abutting private lane; and sustainable development features including green roof/wall treatments, electric vehicle charging stations, electric vehicle car sharing and carpooling, and rooftop solar collectors shall be permitted.

3.3 Community Engagement (see more detail in Appendix B)

Comments/concerns received from the community are summarized as follows:

- Proposed building height and orientation with the tallest portion of at least one of the four cluster buildings directly across and facing a low-rise condominium complex.
- A five storey building will give occupants ability to look into backyards resulting in loss of privacy and security concerns, and impact on property values.
- Can anything be done to reduce light pollution?
- Bird strikes on tall buildings with so much glass is decimating bird populations.
- Increased density adding to already high traffic volumes and congestion on Oxford Street West.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2014

The proposal must be consistent with the Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,

3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents, and minimizing land consumption and servicing costs (Sections 1.1 and 1.4). The policies for Settlement Areas require that land use patterns be based on densities and mix of uses that efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available; minimize negative impacts on the environment; promote energy efficiency; support active transportation; and are transit supportive where transit is planned, exists or may be developed (Section 1.1.3.2).

The policies for Public Spaces, Recreation, Parks, Trails and Open Space promote healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1). Planning Authorities shall also support energy conservation and efficiency through land use and development patterns which, among other matters, promotes design and orientation which maximizes opportunities for renewable energy systems (Section 1.8.1).

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

(1989) Official Plan

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

4.0 Key Issues and Considerations

4.1 Use

The range of permitted uses does not change significantly from what the current zoning permits. The recommended zoning will continue to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and apartment buildings. Such residential uses are appropriate and compatible with existing and planned development in the surrounding area, are consistent

with the Provincial Policy Statement, and conforms with the in-force policies of The London Plan and the (1989) Official Plan.

4.2 Intensity

The recommended density of 45 units per hectare is found to be appropriate to permit a total of 80 units within four (4) buildings (20 units per building). Actual density works out to be 42.3 units per hectare based on 1.89 hectare site area. This density is appropriate for the site, recognizing that the building site coverage (26.5%) and landscaped open space (59%) will be well below standard maximum lot coverage and above the standard minimum landscape open space (L.O.S.) requirements in the Zoning By-law. The recommended height (maximum) of 18.0 metres is considered appropriate in order to accommodate the proposed spiral-shaped, stacked townhouses buildings and the enclosed rotary carousel parking structure attached to the end of each building. The intensity of development has been reviewed and is consistent with the Provincial Policy Statement, and conforms with the in-force policies of The London Plan and the (1989) Official Plan.

4.3 Form

The proposed buildings represents a compact form of residential development consisting of attached townhouses and stacked townhouses with individual entrances at grade, and heights for the actual residential portion of the buildings varying from 1 to 4 storeys. A fifth level above the rotary carousel parking garage will provide an indoor common amenity area. The height varies with building orientation and positioning which has been designed to optimize exposure to solar capture. This development proposal provides a transition of building height and mass from the more intensive mid-rise, mixed-use buildings planned in the central portion of the West Five lands, centred around Riverbend Road and Linkway Boulevard, to existing medium density residential uses to the north, and low density single detached homes to the west.

The buildings are not oriented in a perpendicular fashion to the street due to their circular design. Instead, orientation to the street is achieved by 360 degree views of the surrounding streets and landscaped amenity space. The landscaped open space surrounding the buildings will provide for a network of walkways connecting buildings to common amenity areas and public sidewalks supporting a vibrant pedestrian-oriented atmosphere. Pedestrian connectivity to the surrounding area includes the planned north-south trail, Riverbend Park, future community centre, future commercial and retail services and facilities to the south, and London Transit bus routes on Riverbend Road.

The applicant's intent is to construct purpose-designed circular shape buildings around a central court yard where residents will access their unit. There will be individual accesses to ground floor units around the outside leading to patios and private outdoor living space. To ensure that the units next to public streets are oriented to the street, and avoid rear yard situations adjacent to the public streets, staff recommend either including individual walkways from units adjacent to the street to the City sidewalk or formalizing the mowed circular path around each pod with two or more walkways leading from this path to the City sidewalks of the adjacent streets.

Development Services Urban Design staff have worked closely with the applicant through the zoning application process to address the majority of the design matters that have been raised by City staff. The applicant is commended for incorporating the following into the design: providing for buildings that incorporate an appropriate scale/ rhythm/ materials/ fenestration; incorporating all of the on-site parking internal to the site, away from the public street frontages; and locating an abundant amount of on-site amenity area for residents. Staff will work with the proponent to further refine site design and building orientation, and other matters to be considered during the site plan application review process as outlined in the recommendation. Therefore, the form of development is found to be consistent with the Provincial Policy Statement, and conforms with the in-force policies of The London Plan and the (1989) Official Plan.

4.4 Public Comments

- Proposed building height and orientation with the tallest portion of at least one of the four cluster buildings directly across and facing a low-rise condominium complex.

Concerns were raised by residents of the condominium complex on the north side of Shore Road, directly opposite the subject site, regarding building height and privacy impacts. It's important to note that building height varies from zero at one end of the ring building to five storeys at the other end. Floors one to four consist of one, two, and three level dwelling units, with two level stacked units. The fifth floor consists of a common amenity room above the carousel parking garage. Elevation plans accompanying the application indicates that the total height from the ground to top of the fourth floor is 13.2 metres, plus 3.9 metres for the proposed fifth floor clubroom for a total of 17.1 metres at the highest end.

The height varies with building orientation and positioning which has been designed to optimize exposure to solar capture. Of the three buildings adjacent to Shore Road, two (Blocks A and D) are oriented with the tallest portion internal to the site. The middle ring (Block C) would have the most exposure with the tallest portion adjacent to Shore Road. This building is shown on the site plan to be setback 7.1 metres from the edge of the road allowance. Staff estimate there will be approximately 35 metres separation distance from this building across Shore Road to the closest end wall of the townhouses to the north. Visual impacts are addressed to the extent that neighbours will be facing curved building facades interspersed with substantial landscaped open space, and not a straight 4-5 storeys high, sheer wall. As noted below, there will be no vehicular access points onto Shore Road, only pedestrian paths to connect with the public sidewalks.

- A five storey building will give occupants ability to look into backyards resulting in loss of privacy and security concerns, and impact on property values.

There is a residential condominium development to the north separated from the subject site by Shore Road. Potential impacts related to concerns for building height and views on residential privacy to the north are minimized by the fact that the height of each building varies, with the highest residential units at four storeys, the equivalent of a low-rise apartment building. There will be a mix of 1-level, 2-level, 3-level townhouse, and 2-level stacked units. Neighbouring property owners to the north will be facing curvilinear buildings interspersed with substantial landscaped open space, rather than a straight vertical mass. The enhanced landscaped open space will help lessen the impact on privacy as well as provide visual screening.

- Can anything be done to reduce light pollution?

On-site exterior lighting can be managed and mitigated so as not to overcast on adjacent properties. Photometric analysis to aid in managing lighting impacts on adjacent properties is often undertaken, if required, as part of the site plan review process. High intensity lighting for the purpose of illuminating surface parking lots will not be required for the subject site. The private access road and access points into the mechanical parking garage will be illuminated and can be controlled, as well as exterior lighting for walkways and building entrances. Light pollution emanating from interior living spaces through the glass façade on the building exterior may be of concern; however, this can also be controlled by the dwelling occupants.

- Bird strikes on tall buildings with so much glass is decimating bird populations.

Amendments to the City's Site Plan Control By-law with respect to bird friendly development are underway which will include new regulations for bird friendly lighting that is full cut-off and zero up light. The objective is that all lighting should be limited to, and directed towards, the area requiring illumination so as to reduce skyglow and light

pollution, and thereby promote bird-friendly development. Possible use of visual markers on glass treated high-rise buildings is also being considered. A staff report concerning the issue of bird friendly development was tabled with the Planning and Environment Committee on November 18, 2019.

- Increased density adding to already high traffic volumes and congestion on Oxford Street West.

Shore Road and Westdel Bourne are classified as Neighbourhood Connectors carrying on average 2,000 and 2,500 vehicle trips per day (AADT), respectively. A Traffic Impact Assessment was not required and the proposed development is not expected to contribute significantly to traffic volumes as there will be no direct points of access to either of these roads. Oxford Street West is expected to be widened to a five lane cross section in the future in order improve capacity. The City's Transportation Planning and Design Division were circulated on the application and did not indicate specific concerns related to density of the proposed development and increased traffic volumes.

5.0 Conclusion

The recommended zoning amendments are appropriate and consistent with the Provincial Policy Statement, conform to The London Plan and the (1989) Official Plan. The proposed uses, intensity and form are considered appropriate and compatible with existing and planned development in the surrounding neighbourhood.

Prepared by:	Larry Mottram, MCIP, RPP Senior Planner, Development Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P. Eng. Managing Director, Development and Compliance Services and Chief Building Official
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.	

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Lou Pompilli, Manager, Development Planning
Ted Koza, Manager, Development Engineering

November 25, 2019

GK/PY/LM/lm

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Appendix A

Appendix "A"

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

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1395
Riverbend Road, described as part of
Block 1 Plan 33M-743.

WHEREAS EVE Park London GP Inc. has applied to rezone an area of land located at 1395 Riverbend Road, described as part of Block 1 Plan 33M-743, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1395 Riverbend Road, described as part of Block 1 Plan 33M-743, as shown on the attached map, FROM a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone, a Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19) Zone, and an Open Space OS1 Zone TO a Residential R6 Special Provision (R6-5()) Zone.
- 2) Section Number 10.4 of the Residential R6 Zone is amended by adding the following special provisions:

R6-5()

a) Regulations:

- | | | |
|------|--|----------------------|
| i) | Front and Exterior
Side Yard Depth
(Minimum) | 3.0 metres |
| ii) | Interior Side and Rear
Yard Depth
(Minimum) | 3.0 metres |
| iii) | Height
(Maximum) | 18.0 metres |
| iv) | Density
(Maximum) | 45 units per hectare |
| v) | Parking
(Minimum) | 1 space per unit |
| vi) | Parking may be provided by a mechanical stacked parking system; notwithstanding Section 4.19, parking provided by a mechanical stacked parking system shall be exempt from the size requirements of Section 4.19.2 - | |

File: Z-9098

Planner: L. Mottram

Dimensions of Parking Spaces, and no access aisles are required as per Sections 4.19.2.1 - Access Aisles and 4.19.6 (j) - Access Aisles for Parking Spaces for Persons with Disabilities.

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 December 10, 2019

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – December 10, 2019
Second Reading – December 10, 2019
Third Reading – December 10, 2019

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



File Number: Z-9098

Planner: LM

Date Prepared: 2019/10/15

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.5 25 50 75 100 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On August 20, 2019, Notice of Application was sent to 104 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 22, 2019. A “Planning Application” sign was posted on site, and Notice of Application was posted on the City of London’s website.

Responses: 5 replies received.

Nature of Liaison: Possible amendment to Zoning By-law Z.-1 to change the zoning from a Holding Residential R5/R6 Special Provision (h•h-206•R5-3(18)/R6-5(42)) Zone, a Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h•h-206•R5-3(18)/R6-5(42)/CF1(19)) Zone, and an Open Space OS1 Zone to a Residential R6 Special Provision (R6-5()) Zone to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and apartment buildings; together with a special provision to permit a density (maximum) of 45 units per hectare; height (maximum) of 18.0 metres; front and rear yard setback (minimum) 3.0 metres; internal and external side yard depth (minimum) 3.0 metres; vehicular parking (minimum) 1.0 space per unit; parking may be provided by a mechanical stacked parking system and may be located on-site or within buildings; notwithstanding Section 4.19 of Zoning By-law No. Z.-1, parking provided by a mechanical stacked parking system shall be exempt from the size requirements of Section 4.19.2 - Dimensions of Parking Spaces, and no access aisles are required as per Sections 4.19.2.1 - Access Aisles and 4.19.6 (j) - Access Aisles for Parking Spaces for Persons with Disabilities; visitor parking shall be provided on an abutting private lane; and sustainable development features including green roof/wall treatments, electric vehicle charging stations, electric vehicle car sharing and carpooling, and rooftop solar collectors shall be permitted.

Responses: A summary of the comments received include the following:

- Proposed building height and orientation with the tallest portion of at least one of the four cluster buildings directly across and facing a low-rise condominium complex.
- A five storey building will give occupants ability to look into backyards resulting in loss of privacy and security concerns, and impact on property values.
- Can anything be done to reduce light pollution?
- Bird strikes on tall buildings with so much glass is decimating bird populations.
- Increased density adding to already high traffic volumes and congestion on Oxford Street West.

Response to Notice of Application and Publication in “The Londoner”

Telephone	Written
Rita Turpie – 1465 Shore Road	Andrew Bruins – #45–2040 Shore Road
	James & Kim Aitken – #93-2040 Shore Road
	Mark McConnell – 989 Westdel Bourne
	Peter Alport – #6-2040 Shore Road

Hello, this is just to more succinctly clarify my email from yesterday, August 27th regarding File Z-9098 (EVE Park project in Riverbend) as I know you’re collecting feedback and will review when time allows.

I just noticed, now, that the ‘*Planning Justification Report*’ dated July 15, 2019 had attached to it, an earlier ‘*Record of Pre-Application Consultation*’ dated April 18, 2019.

File: Z-9098
Planner: L. Mottram

The April 18 document, in turn, had a section entitled “Major issues identified”, the fourth bullet of which states:

- Explore opportunities to rotate the “rings” so that the lower portions of the “rings” are located to the north with the taller portions to the south in order to provide for a transition in height between the existing two storey town homes to the north of the site and be more in keeping with the planned taller forms along Linkway Boulevard.

As indicated in my prior email, the subsequently-prepared ‘*Planning Justification Report*’ mentions several times throughout that the ringed buildings will indeed be oriented so as to face the buildings’ lower levels towards Shore Road. It appears, on this basis, to therefore address the bulleted item above, and my fellow neighbours’ concerns.

But as I’d previously mentioned, this nonetheless appears to conflict with the conceptual drawing entitled ‘Site Plan’ as available on the City of London website (and as reflected as an addendum to the ‘*Planning Justification Report*’ itself). At present, it continues to show at least one of the ringed buildings (“Block C”, a.k.a. Building 3, with units 41 through 60) as being oriented with its higher portion facing north to Shore Road. To a somewhat lesser degree, the same applies to “Block A” (a.k.a. Building 2, with units no. 1 to 20).

From conceptual (Site Plan)
Illustrating concerns of 2040 Shore Road residents re height of planned development:



While this therefore concerns residents at 2040 Shore Road, I suspect that the ‘Site Plan’ to which I refer, is an older iteration, which was always ‘subject to change’.

To sum up, I imagine (and hope) that a revised ‘Site Plan’ has subsequently been prepared, albeit not yet been published on the City of London website; one which now reflects a re-orientation of the proposed buildings so as to negate the concerns over height facing Shore Road.

Could you please confirm whether this is indeed the case, in which case I will no longer have any concerns about the project?

Thank you so much.

Andrew Bruins

45-2040 Shore Road

London, ON N6K 0G3

Att’n Mr. Larry Mottram
Development Services,
City of London,
300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

Dear Mr. Mottram,

This is in reference to File Z-9098, the EVE Park project proposed for the West5 lands at Westdel Bourne and Shore Road,

I am a unit holder at 2040 Shore Road, immediately across from the subject site.

I am very keen on this project, and look forward to it coming to fruition.

Still, I would like to convey a concern held by at least a couple of fellow unit holders at 2040 Shore Road: I.e. The height of at least one of the four cluster buildings where it faces our condo community, and the impact of that height on privacy.

It is our understanding that the building referenced in some drawings as "Block C" (and in another, as Building no. 3", tentatively having units no. 41 through 60) will be at its highest levels as it faces our condo community. Specifically, the concern is that at 18 meters, or 59 feet, its maximum 4 stories will not be compatible with the 2-story homes of our development, which it will face.

The possibility that this building will be at its max height when facing our development (based on site plans) would seem to contradict the Planning Justification Report for this project, wherein it states:

(At page 6): "The building height gradually steps back from the outer perimeter of the site, controlling shadow impact on Shore Road and Westdel Bourne."

- (At page 8): "The building height has been carefully oriented, so the highest portions of each building is located away from the streetscape..."
- (At page 20): "Building heights have also been oriented to shift taller portions of buildings toward the centre of the site to protect surrounding sensitive land uses."
- (At page 22): "The proposed development...varies in height, between one and four storeys in height. The higher portions of the stacked townhousing buildings are oriented toward the centre of the site, thereby transitioning to lower building heights near the property boundary and abutting properties north of Shore Road."
- (At page 24): "...the...buildings have been oriented to increase building height towards the centre of the site, minimizing sun shadows on adjacent streets/sidewalks and to reduce privacy issues from overlooking balconies onto neighbouring properties."

I am curious as to why the above excerpts from the Planning Justification Report would seem to contradict the proposed site plan, which seems to show higher portions of the buildings (one in particular) as they face our development at 2040 Shore Road.

As I am otherwise a proponent of this development (indeed, I'm accused of having 'drunk the Kool Aide'), I'd be thankful for some information to convey to my neighbours, to allay their concerns about building height, and potential resulting loss of privacy.

Thank you,

Andrew Bruins
45-2040 Shore Road,
London, Ontario. N6K 0G3

Hello Larry,

We are writing in response to the Zoning By-Law Amendment we received in the mail last week in regard to 1395 Riverbend Road (File: Z-9098), EVE Park London.

As current owners and residents in 2040 Shore Rd we are highly concerned about the effect this new development and amendments will cast on our property (Unit 93).

- 1.) The change in height will completely expel the privacy to our property. As seen in the site plan it appears that we will have Block C across the street from us with the full 5 stories looking directly onto our property.

File: Z-9098
Planner: L. Mottram

- 2.) The amendment to the added quantity of units allows for more residents to look into our property which is a concern for security for us and again any privacy.
- 3.) The additional concern is how this development will affect the value of our property in the future should there be a 5-story building across the street and looking into our property.

Look forward to your feedback on this concern.

Kind Regards,

James & Kim Aitken

Good afternoon,

I am concerned about the zoning by-law amendment for this property. I am a resident of the Riverbend Area, and I believe the amendment would allow a structure that is too tall for the immediate area.

I am concerned about the view from the tallest of the units being closest to the road. From the drawings attached to the notice (dated August 20, 2019) the orientation of the tallest portions of the buildings is very worrisome. The units view on porches and out of windows would be into the back yards of many of the existing houses on Westdel Bourne and Shore Road. I do not think the current orientation inspires good feelings from their neighbors about the new structure, despite its many efforts to reduce its footprint on the environment.

In addition, the size of the building is worrisome for birds (especially migratory ones) who utilize the trailing ponds and the Thames River. 60 feet of straight glass may be one of the reasons why bird populations have been decimated over the past 2 decades. Is there anything in place to reduce the potential casualties for our bird population?

Lastly, will anything be done to reduce the light pollution that is emanating from this new development?

Thank you,
Mark McConnell
989 Westdel Bourne
London, ON

Hello Anna & Larry

I am a home owner at 2040 Shore Road and recently received in the mail the notice of planning application for 1395 Riverbend Road (Part of Block 1 Plan 33M-743). I am very disappointed to read at the proposal of 80 dwelling units within 4 spiral-shaped buildings varying in height from 1 to 5 storeys. Regarding the images as per the applicant's proposal it is hideous and not befitting of a normal residential area. I paid good money for my home with a private backyard and now the thought of having a five storey building across the street with people having the ability to look into my backyard is very disturbing and uncalled for.

I am certainly in favor of single storey homes across the street and there are more than enough high rise buildings under construction on the Sifton site. I think this is not rationale thinking and rather just an issue of "greed" for the developer. I doubt that I will be even dignified with a response however wanted to voice my opinion.

Thank you,
Peter Alport

Agency/Departmental Comments:

1. Accessibility Advisory Committee – August 22, 2019

a) the following actions be taken with respect to the Notice of Planning Application, dated August 20, 2019, from L. Mottram, Senior Planner, with respect to a Zoning By-law Amendment for the property located at 1395 Riverbend Road:

- i) the above-noted Notice BE RECEIVED; and,
- ii) the Civic Administration BE REQUESTED to attend a future meeting of the Accessibility Advisory Committee to explain mechanical parking systems and possible repercussions for accessibility, as it relates to the above-noted Notice;

Note: City staff, the applicant and consultant attended the AAC meeting held on October 24, 2019 to present the proposal, answer questions, and receive feedback.

2. Development Services, Urban Design – October 30, 2019

Urban design staff have worked closely with the applicant through the rezoning process to address the majority of the design concerns that have been raised by City staff. The applicant is commended for incorporating the following into the design; providing for building of an appropriate scale/ rhythm/ materials/ fenestration; incorporating all of the on-site parking internal to the site, away from the public street frontages; and locating an abundant amount of on-site amenity area for residents.

The following comments are related to site and building design that would be further refined through the Site Plan process:

- Ensure that the units next to public street are oriented to the street, avoiding rear yard situations adjacent to the public streets, this can be achieved by either: including individual walkways from units adjacent to the street to the City sidewalk or by formalizing the mowed circular path around each pod with two or more walkways leading from this path to the City sidewalks of the adjacent streets.
- Ensure any proposed retaining walls adjacent to any City ROW is minimized so that they do not require any railings. If taller walls are required explore opportunities to step the wall to avoid the requirement of railings.
- Ensure that the possibility of including fencing along any street frontage is avoided.

Appendix C – Policy Context

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

Provincial Policy Statement, 2014

The proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, as well as accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents (Sections 1.1 and 1.4). The proposed development will promote efficient land use by providing medium density residential uses through building forms that combine both townhouses and stacked townhouse dwellings, adding to the range of housing choices for the intended market. It also promotes development that considers the impact of climate change through energy efficient building design, and discourages the use, ownership and dependency on fossil-fueled vehicles. The site is in close proximity to public parks and open space, as well as a range of future mixed-use/commercial facilities and services. It promotes an efficient and cost effective development and land use pattern, and will not cause environmental or public health and safety concerns.

The policies for Settlement Areas require that new development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). The subject lands are located within the City's Urban Growth Boundary, and are part of a planned mixed-use community development known as West Five. The site is immediately adjacent existing built-up areas to the north, lands currently under development to the east and west, and designated and zoned future development lands to the south. The proposed development will utilize full municipal services which are currently available at the property boundary.

Policies encourage Planning Authorities to promote green infrastructure to complement conventional servicing infrastructure (Section 1.6.2). Transportation policies promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Section 1.6.7.4). The proposed development provides for roof-top solar energy infrastructure and all resident parking on-site will be stored within mechanical rotary carousel parking towers that reduce the need for expensive underground parking and impermeable surfaces. The proposed development is in close proximity to future mixed use/commercial development to minimize the length and number of vehicle trips, is within walking distance to public transit routes (Route 17: Argyle Mall - Byron/Riverbend), and has access to planned multi-use trails.

Planning Authorities shall also support energy conservation and efficiency through land use and development patterns which, among other matters, promotes design and orientation which maximizes opportunities for the use of renewable and alternative energy systems (Section 1.8.1). Investment in energy conservation and the use of renewable and alternative energy systems, in particular solar-powered electricity technology to be integrated into the building design, is being promoted as a central objective of this development. The unique building configuration has been intentionally designed to maximize solar capture, reduce wind effects on the public realm, and improve the quality of surface drainage by maximizing permeability. Common landscaped open space areas will maximize vegetation and planting of drought tolerant species that reduce the level of irrigation and maintenance.

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

The London Plan

The Our Strategy, City Building and Design, Place Types, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed zoning

by-law amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

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

- 1. Develop, implement, and lead plans to take action on climate change mitigation and adaptation.*
- 6. Reduce our human impact on the environment – reduce our carbon footprint as a city.*
- 7. Practice and promote sustainable forms of development.*
- 8. Promote green development standards such as LEED Neighbourhood Development and LEED Building Design and Construction standards.*
- 13. Conserve water and energy and deliver these resources in a sustainable and affordable fashion.*

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

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

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

- 1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.*
- 2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.*
- 3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*

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

City Building and Design Policies

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

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

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

A Planning Justification Report accompanying the application has been reviewed. Staff generally agree with the findings that the proposed at-grade oriented townhouse development contributes to the overall mix of uses contemplated by the West Five Specific Area Policies. It incorporates significant sustainability features, with a strong focus placed on unique architecture, and functional site and attractive outdoor spaces for residents and visitors.

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

The immediate context includes a residential condominium complex consisting of 2 storey attached townhomes to the north; Riverbend Park and St. Nicholas Catholic Elementary School to the northeast; a future north-south, multi-use trail planned to the east with medium density residential development lands further to the east; a site for future community centre adjacent to the southeast; future commercial development lands to the south, south of Linkway Boulevard; a recently completed stormwater conveyance channel to the west, and existing single detached homes west of Westdel Bourne.

This site has been planned for a range of medium density residential uses, including cluster housing in the form of townhouses, stacked townhouses, and low-rise apartment buildings. As such, this development proposal maintains the planned intent and is in general keeping with the context and character of the surrounding area.

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

Concerns were raised by residents of the condominium complex on the north side of Shore Road, directly opposite the subject site, regarding building height and privacy impacts. It's important to note that building height varies from zero at one end of the ring building to five storeys at the other end. Floors one to four consist of one, two, and three level dwelling units, with two level stacked units. The fifth floor consists of a common amenity room above the carousel parking garage. Elevation plans accompanying the application indicates that the total height from the ground to top of the fourth floor is 13.2 metres, plus 3.9 metres for the proposed fifth floor clubroom for a total of 17.1 metres at the highest end.

The height varies with building orientation and positioning which has been designed to optimize exposure to solar capture. Of the three buildings adjacent to Shore Road, two (Blocks A and D) are oriented with the tallest portion internal to the site. The middle ring (Block C) would have the most exposure with the tallest portion adjacent Shore Road. This building is shown on the site plan to be setback 7.1 metres from the edge of the road allowance. Staff estimate there will be approximately 35 metres separation distance from this building across Shore Road to the closest end wall of the townhouses to the north. Visual impacts are addressed to the extent that neighbours will be facing curved building facades interspersed with substantial landscaped open space, and not a straight 4-5 storeys high, sheer wall. As noted below, there will be no vehicular access points onto Shore Road, only pedestrian paths to connect with the public sidewalks.

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

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

The goal was to ensure streets are well framed by buildings that front the street encouraging a stronger relationship between the public and private realm. In this case, the applicant's intent is to construct purpose-designed circular shape buildings around a central court yard where residents will access their unit. There will be individual accesses to ground floor units around the outside leading to patios and private outdoor living space. To ensure that the units next to public streets are oriented to the street, and avoid rear yard situations adjacent to the public streets, staff recommend either including individual walkways from units adjacent to the street to the City sidewalk or formalizing the mowed circular path around each pod with two or more walkways leading from this path to the City sidewalks of the adjacent streets. Staff also recommend avoiding installation of fencing along any street frontage. The Planning Justification Report notes as well that fencing will not be constructed along the periphery of the site boundary. These matters will be considered in more detail as part of the Site Plan Approval process.

268_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.

As noted above, staff will be working with the proponents through the site plan review process to ensure a direct, comfortable and safe system of pedestrian walkway connections to the public sidewalks.

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

Parking for residents will be inside mechanical rotary carousel parking towers located on the ends of each building. There will not be any at-grade surface parking visible from the street, except for visitor parking spaces. Access is to be provided by an internal private access driveway connecting Linkway Boulevard to Riverbend Road. No access driveways are proposed from Shore Road or Westdel Bourne.

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

The proposal is being designed to meet West Five's sustainable design principles for achieving a net zero smart community, and making all dwelling units powered by 100% renewable energy using Net Metering with the Grid. The Planning Justification Report identifies numerous sustainability features being incorporated into the buildings, including:

- Advanced windows and doors, and increased insulation for air tightness;
- Cold-climate air source heat pumps as the primary heating system;
- Smart duct ventilation systems;
- Heat recovery ventilators and drain water heat recovery;
- LED lighting;
- Aggressive water efficiency (water recycling system);
- Deep integration of solar energy;
- Deep integration of electric vehicle charging;
- Rotary carousel parking towers;
- Infrastructure for a shared fleet of electric vehicles that are autonomously deployed to transport residents locally, including drop off and pick up;
- Low maintenance and drought tolerant native vegetative plantings;
- Increased permeability due to greater amount of landscaped open space; and,
- Modular building design and construction;

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

Modular building construction typically involves assembly of pre-fabricated components and material consisting reinforced concrete, steel and wood. The exterior façades of these buildings will incorporate extensive glazing eliminating blank walls, and opening the modular dwelling units to the outside. The high volume of glazing, 360 degree architecture, entrances at grade, and roof-top solar arrays all contribute to visual variety. The sculpted shape and sloping spiral roof-line breaks up the appearance of massing, reduces bulk, and adds interest to the building design.

725_ The City will explore opportunities for collaborative efforts with the development community to achieve excellence in green development.

729_ Wherever possible, new developments will be planned to be “future ready” to accommodate the future use of solar energy, electric vehicles, and (where applicable) district energy systems. Standards may be developed to require that neighbourhoods or individual buildings are developed to meet specific sustainability measures or standards.

The proposal represents an excellent example of a green development demonstration project that will incorporate many sustainable building technologies and systems making all living units powered by 100% renewable energy, including solar energy generation and utilization of electric vehicles.

Place Type Policies

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

“Riverbend West Five Lands” Specific Policies

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

Vision

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

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

Built Form

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

The proposed building represents a compact form of residential development consisting of attached townhouses and stacked townhouses with individual entrances at grade, and heights for the actual residential portion of the buildings varying from 1 to 4 storeys.

It provides a transition of building height and mass from the more intensive mid-rise, mixed-use buildings planned in the central portion of the West Five lands, centred around Riverbend Road and Linkway Boulevard, to existing medium density residential uses to the north, and low density single detached homes to the west.

The buildings are not oriented in a perpendicular fashion to the street due to their circular design. Instead, orientation to the street is achieved by 360 degree views of the surrounding streets and landscaped amenity space. The landscaped open space surrounding the buildings will provide for a network of walkways connecting buildings to common amenity areas and public sidewalks supporting a vibrant pedestrian-oriented atmosphere. Pedestrian connectivity to the surrounding area includes the planned north-south trail, Riverbend Park, future community centre, future commercial and retail services and facilities to the south, and London Transit bus routes on Riverbend Road.

Density

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

A breakdown of the number of units was provided with the Planning Justification Report indicating that the overall residential density of West Five to date, based on approved site plans, combined with the requested density of the proposed stacked townhouse buildings is approximately 53 units per hectare (total of 494 units over an area of 9.28 hectares), and is well within the anticipated overall density of West Five.

Scale and Form of Commercial Uses

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

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

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

Sustainability

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

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

Urban Design

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

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

The proposed development is anticipated to have a high standard of design, in general accordance with the Urban Design Guidelines for West Five. The Master Plan Concept for West Five anticipated 2-3 storey townhouses to be developed on the site. This application proposed stacked townhouse dwelling units having a height of 4 storeys, within four spiral shaped buildings. A fifth level above the rotary carousel parking garage will provide an indoor common amenity area. The proposed development adheres to the design principles through its high quality, 360 degree architectural design; cutting edge sustainable technology; and continuity of public and private space by providing pedestrian-friendly, comfortable and vibrant spaces.

The City's Urban Design section has worked closely with the applicant through the zoning application process to address the majority of the design concerns that have been raised by City staff. The applicant is commended for incorporating the following into the design; providing for building of an appropriate scale/ rhythm/ materials/ fenestration; incorporating all of the on-site parking internal to the site, away from the public street frontages; and locating an abundant amount of on-site amenity area for residents. Staff will work with the proponent to further refine site design and building orientation, and other matters to be considered during the site plan application review process as outlined in the recommendation.

Street Network

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

Vehicular access will be provided by a shared private access road connecting Linkway Boulevard and Riverbend Road. Parking for residents will be inside a mechanical lift parking garage attached to each building the result of which is parking that is hidden from view, reduced amount of paved surface, and a greater amount of landscaped area. Visitor parking is proposed to be located in a lay-by along one side of the private access road. The zoning amendment includes a request to amend the standard minimum parking rate for stacked townhouses from 1.5 to 1 space per unit. A Parking Study for

the EVE Park Townhouse Development prepared by Paradigm Transportation Solutions (June 2019) in support of the request accompanied the application, and is discussed under the Recommended Zoning section below.

Mixed Use

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

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

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

This site is outside the centrally designated Mixed Use area.

Our Tools

Evaluation Criteria for Planning and Development Applications

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

- a. Traffic and access management.*
 - b. Noise.*
 - c. Parking on streets or adjacent properties.*
 - d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
 - e. Lighting.*
 - f. Garbage generated by the use.*
 - g. Loss of privacy.*
 - h. Shadowing.*
 - i. Visual impact.*
 - j. Loss of views.*
 - k. Loss of trees and canopy cover.*
 - l. Impact on cultural heritage resources.*
 - m. Impact on natural heritage features and areas.*
 - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Shore Road and Westdel Bourne are classified as Neighbourhood Connectors carrying on average 2000 and 2500 vehicle trips per day, respectively. The proposed development is not expected to contribute significantly to traffic volumes on either road. Vehicular access is directed to Linkway Boulevard and Riverbend Road. The site plan approval process will ensure safe vehicular access is achieved.
- All required parking will be provided on-site, including resident parking within enclosed mechanical lift parking structures.
- The proposed development is not expected to generate excessive noise and emissions.
- On-site exterior lighting can be managed and mitigated so as not to overcast on adjacent properties.
- Garbage/recycling storage and collection facilities will be accessed off the internal driveway entrance to each building.
- There is a residential condominium development to the north separated from the subject site by Shore Road. Potential impacts related to concerns for building height and views on residential privacy to the north are minimized by the fact that the height of each building varies, with the highest residential units at four storeys, the equivalent of a low-rise apartment building. There will be a mix of 1-level, 2-level, 3-level townhouse, and 2-level stacked units. Neighbouring property owners to the north will be facing curvilinear buildings interspersed with substantial landscaped open space, rather than a straight vertical mass. The enhanced landscaped open space will help lessen the impact on privacy as well as provide visual screening.
- Shadowing is not expected to impact nearby properties.
- There are no significant natural view corridors or vistas.
- There are no trees or natural heritage features on site, and no concerns for cultural heritage or natural resources.

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

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

Many of the items listed above such as street wall, height, massing, placement of building, architectural design, and setbacks have been covered in the previous sections. Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and conformity with the Key Directions, City Building and Design, and Place Type policies, and the Riverbend West Five Specific Area Policies.

(1989) Official Plan

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

Recommended Zoning

The current zoning for this site is summarized as follows:

- Holding Residential R5/R6 Special Provision (h h-206 R5-3(18)/R6-5(42)) which permits cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and low-rise apartment buildings up to a maximum density of 35 units per hectare and maximum height of 12.0 metres, with special provisions for front & exterior side yard depth to main building (minimum) 3.0 metres and lot coverage (maximum) 50%.
- Holding Residential R5/R6 Special Provision/Community Facility Special Provision (h h-206 R5-3(18)/R6-5(42)/CF1(19)) which permits cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and low-rise apartment buildings; and places of worship, community centres, and libraries; up to a maximum density of 35 units per hectare and maximum height of 12.0 metres, with special provisions for front & exterior side yard depth to main building (minimum) 3.0 metres, lot coverage (maximum) 50%.
- Open Space OS1 permitting such uses as conservation lands, conservation works, golf courses, public and private parks. (Note: this zone applies to a small area of remnant land on the west side of Westdel Bourne that was not required by the City for the SWM Facility conveyance and infiltration channel)

The application request is to change the zoning to a Residential R6 Special Provision (R6-5()) Zone to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouses, stacked townhouses, and apartment buildings; together with special provisions for the following:

- Density (maximum) - 45 units per hectare;
- Height (maximum) - 18.0 metres;
- Front and rear yard setback (minimum) - 3.0 metres;
- Internal and external side yard depth (minimum) - 3.0 metres;
- Vehicular parking (minimum) - 1.0 space per unit;
- Special provisions for parking:

Parking may be provided by a mechanical stacked parking system and may be located on-site or within buildings;

Notwithstanding Section 4.19 of Zoning By-law No. Z.-1, parking provided by a mechanical stacked parking system shall be exempt from the size requirements of Section 4.19.2 - Dimensions of Parking Spaces, and no access aisles are required as per Sections 4.19.2.1 - Access Aisles and 4.19.6 (j) - Access Aisles for Parking Spaces for Persons with Disabilities;

Visitor parking shall be provided on an abutting private lane; and,

Sustainable development features including green roof/wall treatments, electric vehicle charging stations, electric vehicle car sharing and carpooling, and rooftop solar collectors shall be permitted.

Density

The recommended density of 45 units per hectare is found to be appropriate to permit a total of 80 units within four buildings (20 units per building). Actual density works out to 42.3 units per hectare based on 1.89 hectare site area. This density is appropriate for the site recognizing that the building site coverage (26.5%) and landscaped open space (59%) will be well below standard maximum lot coverage and above the standard minimum L.O.S. requirements in the Zoning By-law.

Height

The recommended height (maximum) of 18.0 metres is considered appropriate in order to accommodate the proposed spiral-shaped, stacked townhouses buildings and the enclosed rotary carousel parking structure attached to the end of each building.

Setbacks

The requested 3.0 metre minimum front yard and exterior side yard setbacks are consistent with the zone setback regulations that are currently in place. A similar 3.0 metre minimum setback for the internal and rear yard depths for the proposed development is considered appropriate.

Parking

Parking for residents will be provided by a mechanical stacked system accommodating 18 vehicles in one of the buildings, and 22 vehicles in each of the remaining three buildings, for a total of 84 spaces. In addition, 17 visitor parking spaces at grade will be provided for a total of 101 spaces. The request to reduce the standard minimum parking rate from 1.5 to 1 space per unit is supported by a Parking Study prepared by Paradigm Transportation Solutions (June 2019). The study considered parking data according to surveys for peak parking demand as published in the Institute of Transportation Engineers (ITE) Parking Generation manual. The applicable ITE parking rate for similar multi-family, mid-rise residential development ranges between 1.2 and 1.3 spaces per unit. A comparison with other Ontario municipalities was also undertaken (Kitchener, Waterloo, Ottawa and Brantford) which indicated that on average a rate of 1 space per unit is consistent with other municipalities. The study also reviewed parking demand reduction including auto ownership characteristics amongst different types of household dwellings (single detached vs. apartment), survey data for alternative modes of travel, and transportation demand management (TDM) measures on reducing parking demand and supply. Policies in City's Official Plan, Transportation Master Plan, and the West Five Design Guidelines were also considered.

The intent for the EVE Park development is to provide for a carshare/carpooling program, through which residents will be able to share electric vehicles for short round-trip commutes ultimately reducing vehicle ownership and the number of SOV trips. Residents will have the option of reserving the electric vehicles using an application on their personal devices. The vehicles will be parked in the mechanical parking system and will charge while parked. The study conclusion was that requested parking rate for the proposed development is adequate to accommodate the parking demand that will be generated given the site's community context, and opportunities for encouraging the use of alternative travel modes.

The development is designed to encourage active transportation and reduce vehicle use. In addition, the proposed mechanical parking system provides the dual benefits of eliminating the extensive use of land and drainage requirements for surface parking and encouraging the use of carshare and other TDM measures. Based on the study findings, staff are satisfied that the requested parking rate 1 space per unit minimum for this development proposal is appropriate, and in keeping with the West Five Specific Area Policies which contemplate that off-street parking requirements in the Zoning By-law may be reduced if supported by a parking study to recognize the pedestrian-

oriented, mixed-use nature of the development, and consideration of strategies that provide for shared parking along with on street parking supply.

Accessible Parking

The intent is to provide all required parking, including the minimum required accessible parking spaces (5 spaces), within the mechanical parking storage system. Therefore, a provision is required to exempt this parking system from the normal size requirements for accessible parking spaces and access aisles. A similar exemption was previously approved by the City through a zoning amendment to allow for a mechanical parking system in a proposed mixed-use building located at 89 York Street. It should be noted that representatives for the EVE Park development, their consultant, and City staff appeared as a delegation recently before the City's Accessibility Advisory Committee to present the proposal and respond to questions with respect to mechanical parking systems and possible repercussions for accessibility. The AAC received the presentation and had no further comments.

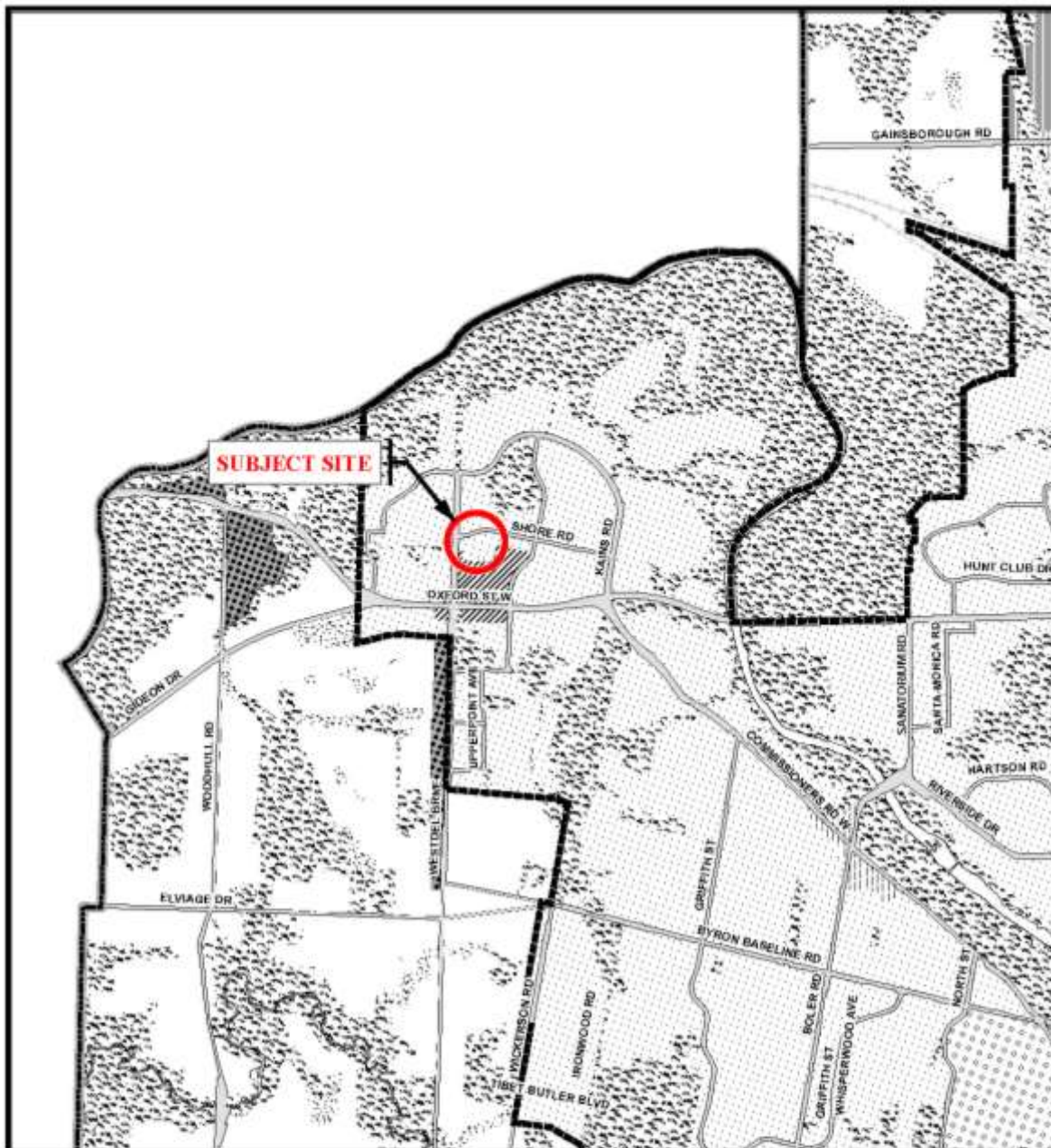
Visitor Parking and Sustainable Development Features

A special provision for visitor parking and to recognize the specific sustainability features as permitted uses is not necessary. Visitor parking requirements are governed under the Site Plan Control By-law. Green roof/wall treatments, electric vehicle charging stations, electric vehicle car sharing and carpooling, and rooftop solar collectors would be permitted in conjunction with the main permitted uses in the Zoning By-law.

Based on our review, Development Services staff support the requested zoning amendment to a Residential R6 Special Provision (R6-5()) Zone. The permitted uses are consistent with current zoning that is already in place, and the recommended special provisions including increased density and height, and reduced parking rates are considered appropriate.

Appendix D – Relevant Background

London Plan Map Excerpt



Legend

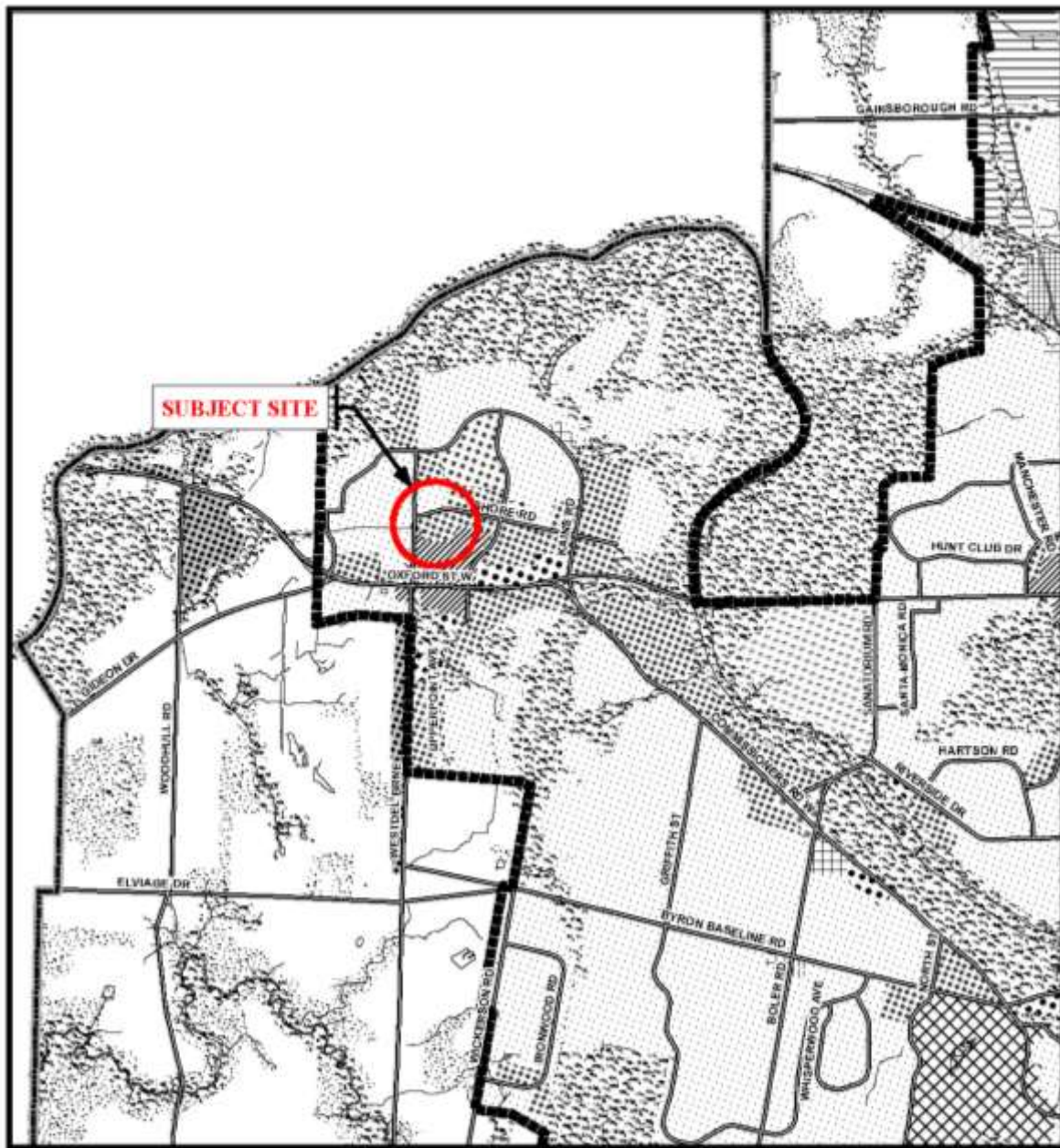
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

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

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

<p>CITY OF LONDON Planning Services / Development Services</p> <p>LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>File Number: Z-9098</p> <p>Planner: LM</p> <p>Technician: RC</p> <p>Date: October 15, 2019</p>
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Official Plan Map Excerpt

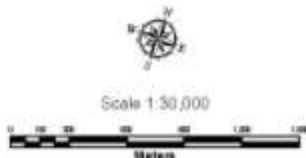


Legend

- | | |
|--|-----------------------------------|
| 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 |

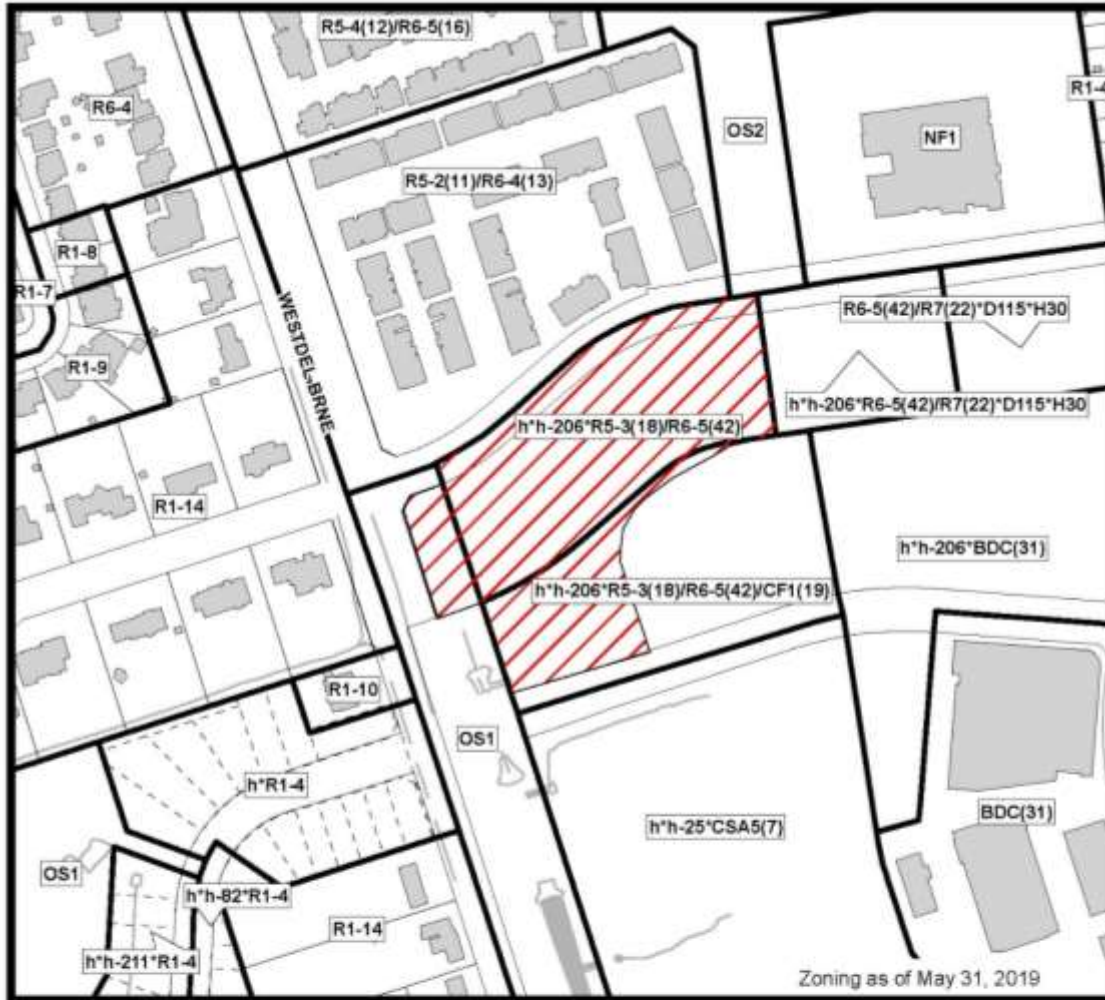
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9098
 PLANNER: LM
 TECHNICIAN: RC
 DATE: 2019/10/15

Zoning By-law Map Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
 Z-9098 LM

MAP PREPARED:
 2019/10/15 RC

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

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

Additional Reports

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