

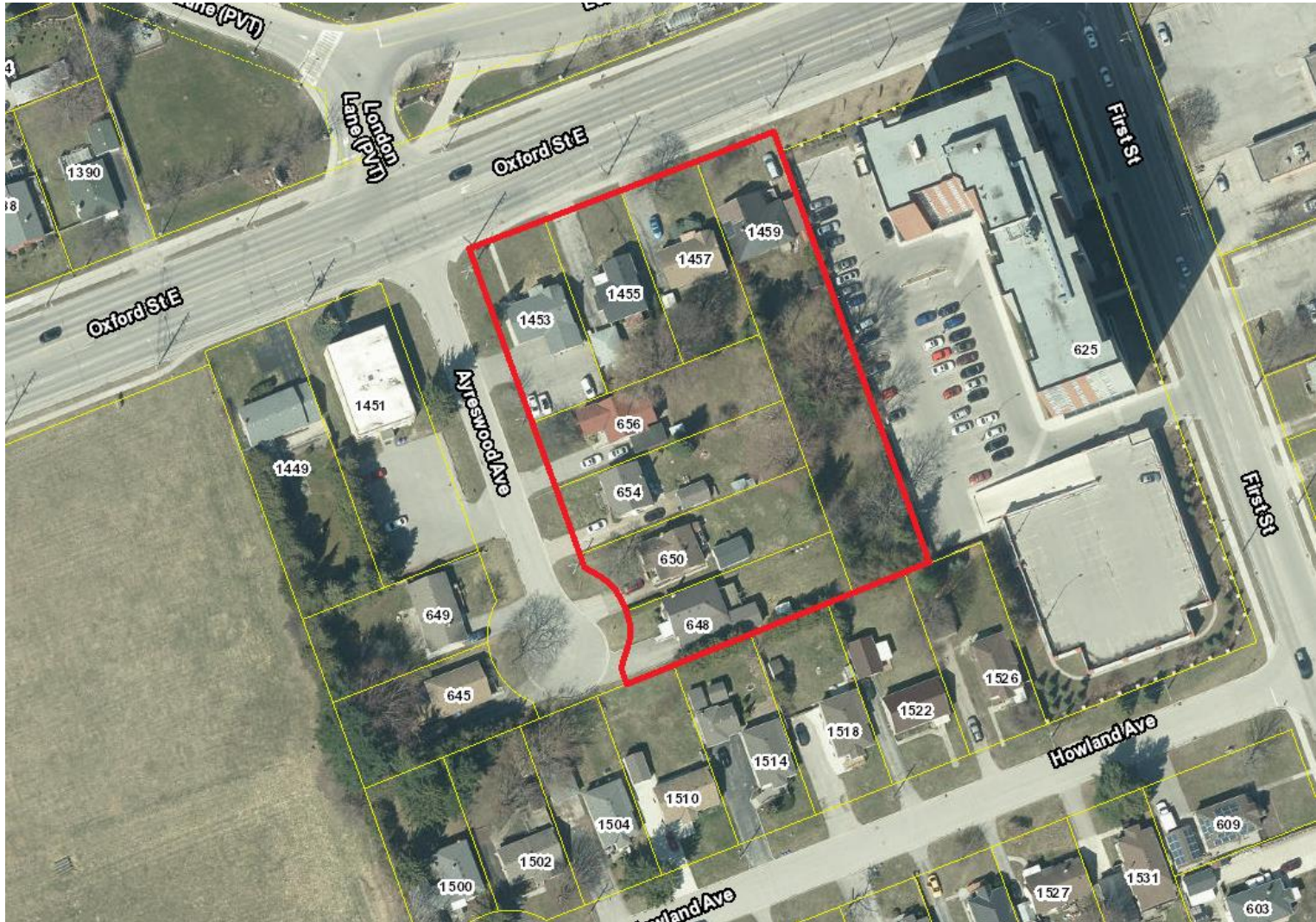


Slide 1: OZ-9269 – 1453-1459 Oxford St E & 648-656 Ayreswood Ave

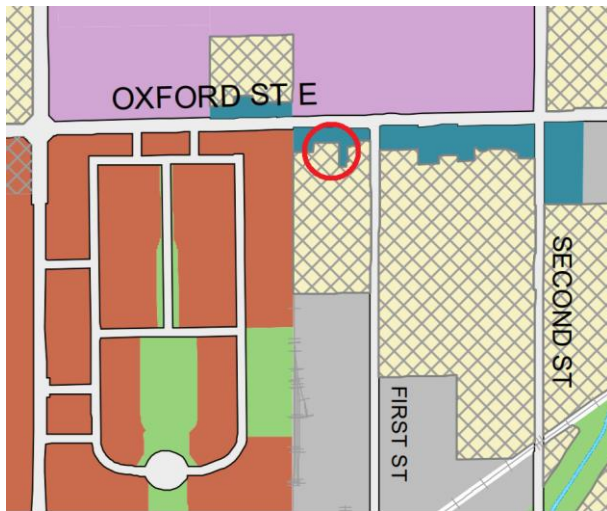


Red Maple Properties
November 22, 2021

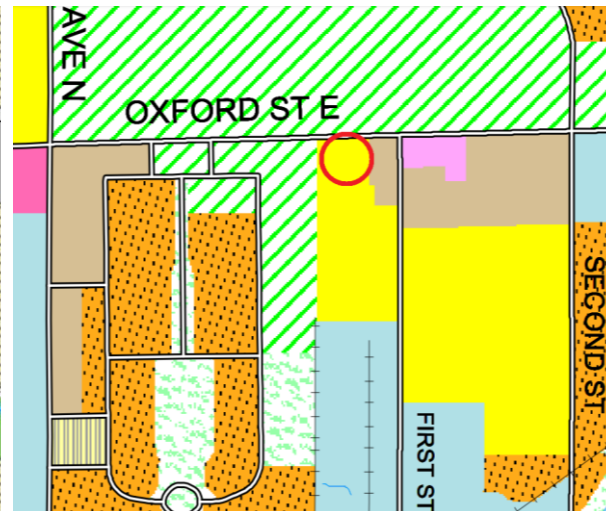
Slide 2: Subject Site



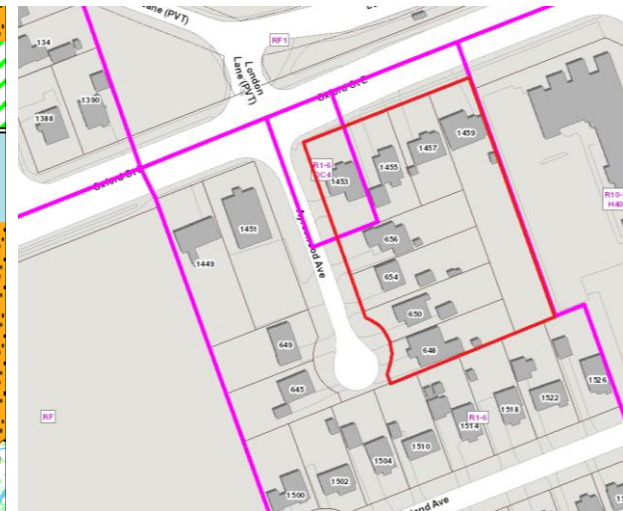
Slide 3: Policy Overview



Rapid Transit Corridor and Neighbourhoods Place Types – The London Plan



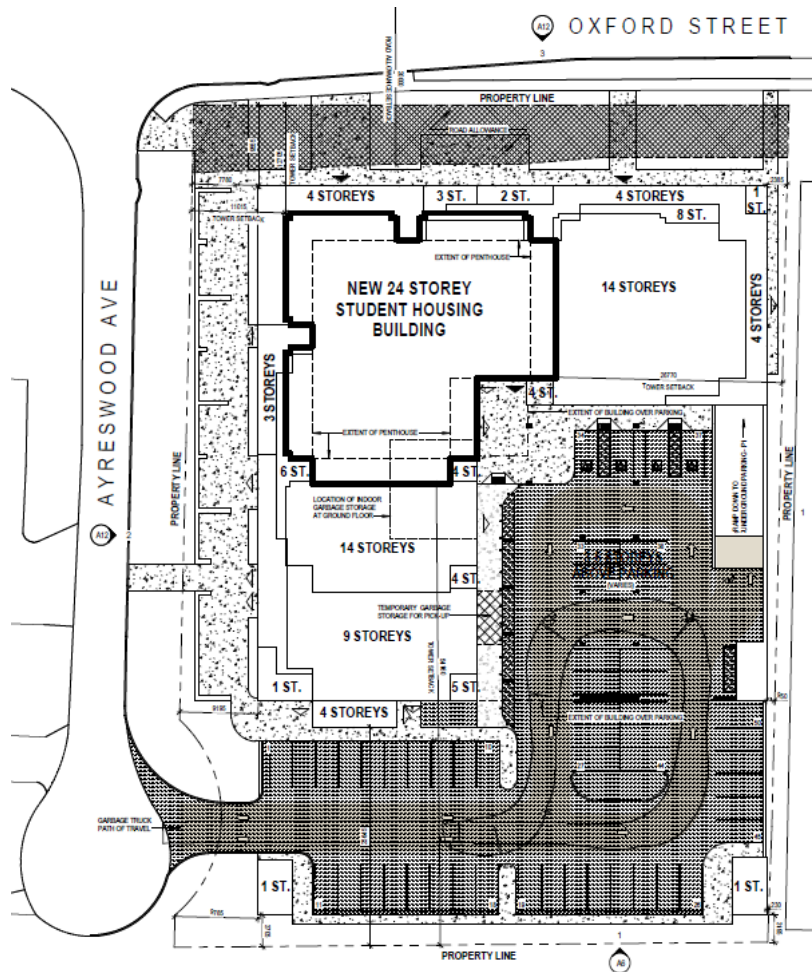
Low Density Residential – 1989 Official Plan



Residential R1 (R1-6) Zone and Residential R1/Office Conversion (R1-6/OC4) Zone – Zoning By-law Z.-1



Slide 5: Proposed Development – Revised Application



Slide 6: Use, Intensity, & Form

- The site is located further than 100m from a rapid transit station, therefore a maximum height of 12 storeys with a Type 2 Bonus is contemplated in the Rapid Transit Corridor Place Type.
- If redesignated to MFHDR, a maximum density of 150 units per hectare would be contemplated (excluding provisions for bonusing) in the 1989 Official Plan.
- The middle of the proposed building consists of varying heights from 9 to 14 storeys at the rear, 14 storeys on the east side and along the Oxford Street East frontage, and a 24 storey tower positioned at the corner.
- Although this provides some transition in height, it also results in a heavy building mass that imposes on both street frontages and the surrounding neighbourhood.
- While the tallest portion of the building (24 storeys) is oriented to the corner, there is no low or mid-rise transition in height at the rear of the site adjacent to the low-rise residential properties.
- Staff have recommended several design refinements to address the form-based concerns, which have not been incorporated into the design to date.



Slide 7: Proposed Bonus Zone

- A maximum building height of 77m and increased maximum density of 390 units per hectare is proposed, whereas 150 units per hectare is permitted in the proposed Residential R9 (R9-7) Zone.
- The proposed building height was requested as an H77, which would not tie the building height to the bonus zone.
- The following facilities, services, and matters are proposed in return for the additional height and density:
 - Affordable housing units – 20 units at 85% market rate, for a period of 50 years.
 - Public parking for BRT – 80 parking spaces for public use in the underground garage.
 - Exceptional building and site design, including improved streetscapes along Oxford Street East and Ayreswood Avenue.
- A number of special provisions for setbacks, lot coverage, landscaped open space, and parking were requested through the bonus zone to facilitate the proposed development.



Slide 8: Proposed Commercial Zone

- The applicant has requested to compound a Neighbourhood Shopping Area Commercial (NSA3) Zone with the proposed Residential R9 (R9-7) Zone, which would permit a broad range of commercial uses.
- Staff have concerns regarding the appropriateness of the full range of uses permitted by the proposed NSA3 Zone.
- The NSA3 Zone would not necessarily require the commercial uses to be located within a mixed-use apartment building and could result in a standalone commercial development on the site.
- A Specific Area Policy to permit commercial uses was not requested, therefore the proposed commercial uses and NSA3 Zone are not in conformity with the policies of the 1989 Official Plan.



Slide 9: Sanitary Servicing Constraints

- Sewer Engineering has expressed concern that the peak sanitary flow based on the increase in population proposed by the development would exceed the capacity of the existing sanitary sewer.
- The proposed development would result in an increase in population from eight people to 483 people, which would put the existing sanitary sewer downstream on Second Street over 100% capacity.
- Sewer Engineering staff advised that the owner must demonstrate an outlet with adequate available capacity, either by way of a lower proposed density/population or upgrades to the sanitary sewers on Second Street and downstream system.



Slide 10: Recommendation

- The proposed development is not consistent with the Provincial Policy Statement, 2020;
- The proposed development does not conform to The London Plan;
- The proposed development does not conform to the 1989 Official Plan;
- The proposed development and requested zoning represent an over-intensification of the site, do not satisfy the criteria of the Planning Impact Analysis, and the facilities, services, and matters proposed through the bonus zone are not commensurate for the requested height and density;
- The existing sanitary sewer that services the site does not have sufficient capacity to support the proposed density;
- It is recommended the requested amendments be refused.