

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: LJM Developments
400 Southdale Road East
Public Participation Meeting

Date: July 26, 2021

Recommendation

That, on the recommendation of the Acting Manager, Planning Implementation, the following actions be taken with respect to the application of LJM Developments relating to the property located at 400 Southdale Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on August 10, 2021 to amend the 1989 Official Plan to **ADD** a policy to Section 10.1.3 – "Policies for Specific Areas" that would modify the 'Neighbourhood Commercial Node' designation to permit residential units on the ground floor and an increased density of 462 units per hectare on the subject lands located at 400 Southdale Road East;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on August 10, 2021 to amend The London Plan to create a special policy area in the Neighbourhoods Place Type at 400 Southdale Road East to permit an apartment building with residential uses on the ground floor, a height of 7-storeys (29.2m including the mechanical penthouse) and a density of 462 units per hectare and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of The London Plan;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on August 10, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London as amended in parts (a) and (b) above, to change the zoning of the subject property **FROM** a Service Station (SS2) Zone, **TO** a Residential R9 Bonus (R9-1*B-) Zone.
- (d) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process to be addressed through the Site Plan Approval process:
 - a. Enhanced provision of boundary landscaping and board on board fencing along boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities;
 - b. Consideration of more surface parking for visitors; and
 - c. Address an existing license agreement and the existing private sanitary sewer and PDC that bisects the subject property that services adjacent lands, namely servicing in favor of 456 Southdale Road East, through updates to the Sanitary Study and through detailed design that ensures this existing service in favour of the adjacent lands will be maintained or rerouted and uninterrupted connecting to the municipal sewer on Dundalk. A clause in the future development agreement will be included regarding an easement agreement between 400 Southdale Road East and 456 Southdale Road East and all servicing details are to be included in the engineering site servicing drawings.
- f) The Bonus Zone shall be enabled through one or more agreements to facilitate the

development of a high quality residential apartment building, with a maximum height of 7-storeys with mechanical penthouse, 181 dwelling units and a maximum density of 462 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule “1” to the amending by-law in return for the following facilities, services and matters:

1. Exceptional Building Design

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

- The building oriented to the corner of Southdale Road East and Dundalk Street providing a well-defined built edge and creating a positive public interface and human scale at street level;
- The inclusion of building step backs, from 7-storeys to 6-storeys and 5-storeys with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the apartment building and/or parking structure;

2. Underground parking

3. Provision of Affordable Housing by requiring that LJM Developments enter into an agreement with the Corporation of the City of London (“the City”) to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City.

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City’s satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit.
- A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City.
- Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City’s Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details.

- (g) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning implements the same range of uses for which public notification has been given albeit at a lower intensity.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site to permit the development of a 7-storey, 181-unit apartment building.

Purpose and Effect of Recommended Action

This recommended action would permit a maximum building height of 7-storeys with mechanical penthouse (29.2 metres) and a maximum density of 462 units per hectare, in return for exceptional building design, underground parking and four (4) new one-bedroom condominium units with the ownership transferred to the city for the purposes of affordable housing, in a form prescribed by the city.

Other special provisions included under the proposed Bonus Zone to facilitate the proposed development include:

- a minimum front yard setback of 1.0m whereas 11.0m is required;
- a minimum exterior side yard setback of 1.0m whereas 9.0m is required;
- a minimum rear yard setback of 0.65m whereas 12.0m is required;
- a minimum interior side yard setback of 9.84m whereas 12.0m is required;
- a minimum landscaped open space of 15% whereas 20% is required;
- a minimum aisle width for access and driveway of 6.5m for two-way traffic where as 6.7m is required;
- reduced parking to 193 (1.06 spaces per unit) where as 227 (125 spaces per unit) is required;
- accessible parking spaces of 7 space whereas 8 spaces are required;
- bicycle parking spaces of 0.45m (width) x 1.1m (height) x 1.85m (length) whereas 0.6m (width) x 1.5m (height) x 1.9m (length) is required;
- a balcony yard encroachment of 1.8m in all yards, no closer than 1.05m to the lot line whereas 1.5m balcony yard encroachment in all yards, no closer than 3.0m to the lot line is required.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Neighbourhood Commercial Node;
4. The recommended Zoning By-law amendment conforms to the policies of The London Plan and 1989 Official Plan upon approval of the recommended amendment.
5. The recommended amendment facilitates the development of a site within the Built-Area Boundary and Primary Transit Area.
6. The recommended amendment facilitates the development of four (4) affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is located at the corner of Dundalk Drive and Southdale Road East, on the north side of Southdale Road East. The subject site has an area of approximately 0.39 hectares. The subject site was once a service station but is now vacant.

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

- Official Plan Designation – Neighbourhood Commercial Node
- The London Plan Place Type – Neighbourhoods Place Type
- Existing Zoning –Service Station (SS2) Zone

1.4 Site Characteristics

- Current Land Use – Vacant
- Frontage – 36.46 metres
- Depth – approximately 46 metres
- Area – 0.39 hectares
- Shape – Rectangular

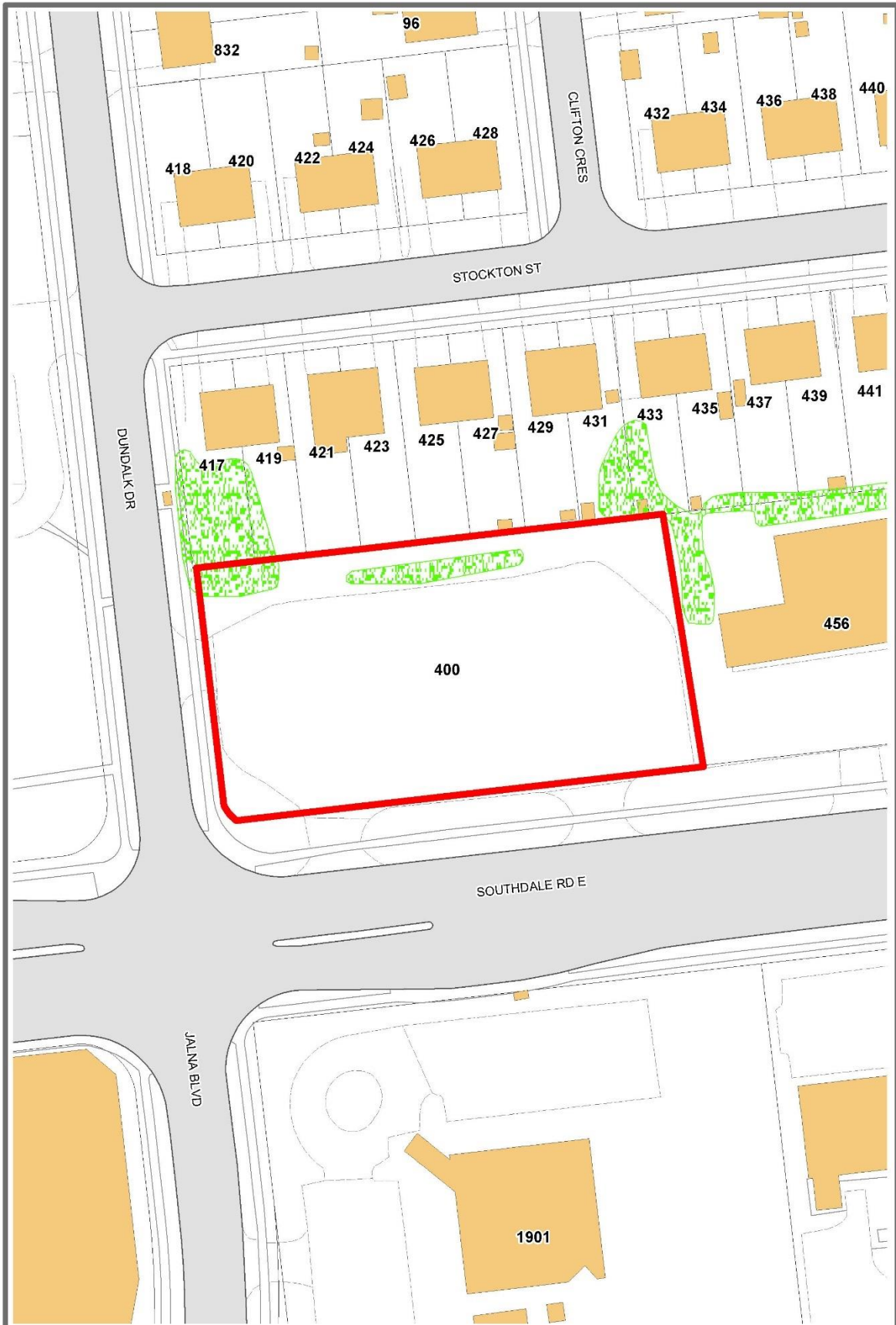
1.5 Surrounding Land Uses

- North – Residential
- East – Commercial
- South – Institutional and Commercial
- West – Residential(apartments)

1.6 Intensification

The proposed 181 residential units represent intensification within the Built-Area Boundary. The proposed residential units are located inside of the Primary Transit Area.

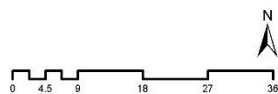
1.7 Location Map



LOCATION MAP

Subject Site: 400 Southdale Road East
 File Number: OZ-9261
 Planner: Alanna Riley
 Date: 08/10/2020

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



Scale 1:800

Legend

- Subject Site
- Buildings
- Driveways/Parking Lots
- Parks

2.0 Discussion and Considerations

2.1 Original Development Proposal

The applicant proposed a 10-storey, mixed use development with 198 dwelling units and 915 square metres of commercial, and two levels of underground parking.

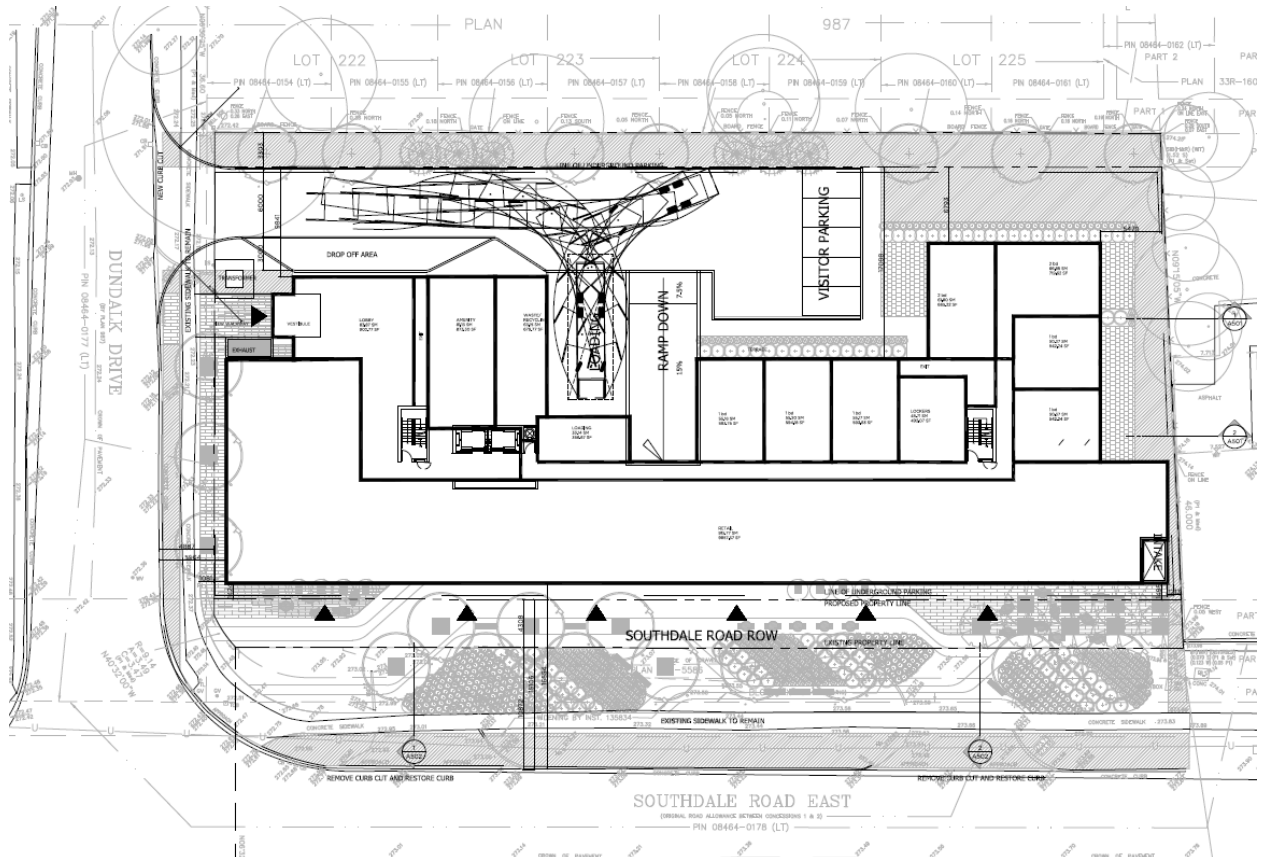


Figure 1: Original Site Concept Plan



Figure 2: Rendering – front view

2.1 Revised Development Proposal

On March 13, 2021, the applicant requested a revision to the application in response to concerns raised by City staff and the public, and design modifications to address technical site design requirements including parking, amenity area, setbacks etc. The revised proposal did change the number of units, density and height. The revised proposal included 181 units, a density of 462 units per hectare and a height of 7-storeys plus a mechanical penthouse. It also removed the commercial component.

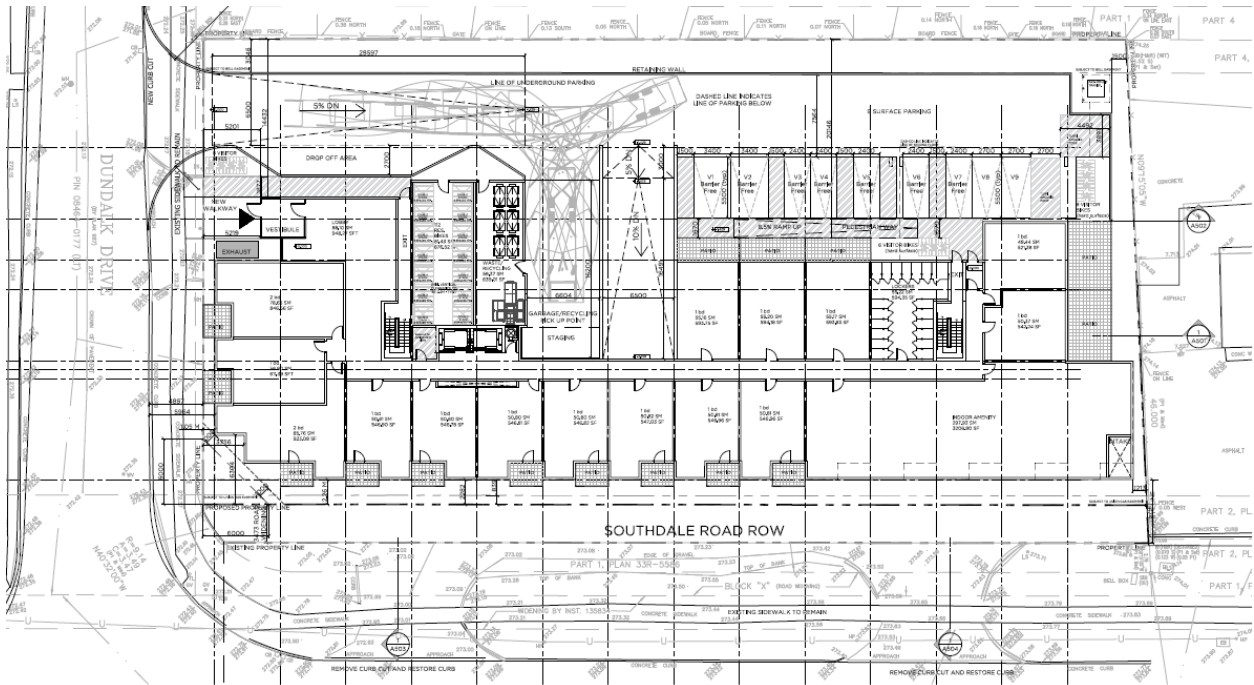


Figure 3: Revised Site Concept Plan



Figure 4: Revised Rendering

2.2 Revised Amendment

Amendment to the Current Official Plan

- Chapter 10 to add a special policy to modify the 'Neighbourhood Commercial Node' designation to permit the proposed residential units on the ground floor and an increased density of 462 units per hectare.

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Amendment to The London Plan (New Official Plan)

- to add a 'Specific Policy Area' to modify the Neighbourhoods Place Type to permit an increased height of 7-storeys with mechanical (29.2m), and a density of 462 units per hectare

Zoning By-law Amendment

To change the zoning from a Service Station (SS2) Zone to a Residential R10 Special Provision Bonus (R10-5() *B-) Zone. Changes to the currently permitted land uses and development regulations are summarized below.

2.3 Community Engagement (see more detail in Appendix B)

Members of the public were given an opportunity to provide comments on this application in response to the notice of application. Written comments were received from 15 individuals.

Also, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Fifteen members of the community attended the community meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

The public's concerns generally included:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the characteristics of the neighbourhood
 - Inadequate open space
- Servicing
- Loss of property value.

2.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns” of the PPS encourages healthy, livable, and safe communities over the long-term. These communities must be sustained through a number of measures, including: accommodating an appropriate range and mix of affordable and market-based types of residential land uses, as well as employment, institutional, recreation and open space land uses (s. 1.1.1.b); promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (s. 1.1.1.e).

The PPS encourages areas inside the urban growth boundary (i.e. “settlement areas” per s. 1.1.3 Settlement Areas) to be the main focus of growth and development, including opportunities for intensification and redevelopment. Appropriate land use patterns within urban growth boundaries are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public services facilities and are also transit-supportive (s.1.1.3.2).

Municipalities are required to identify and promote opportunities for intensification and redevelopment, taking into consideration an area's existing building stock (s. 1.1.3.3), accommodating a significant supply and range of housing options, including various housing types, densities, and a variety of affordable and market-based housing arrangements (s. 1.1.3.3), promoting development standards which facilitate intensification, redevelopment and compact form (s. 1.1.3.4).

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to

permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

Also, the PPS 2020 requires Planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns. This directs municipalities to promote compact form and a structure of nodes and corridors, to promote the use of active transportation and transit in and between residential. (s.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 London Plan is organized into nine parts. The “Our Strategy” part of the Plan establishes eight key directions that serve as the foundation for the policies and place types of the Plan (London Plan, s. 54). Under each key direction a number of planning strategies are identified. Relevant Key Directions are outlined below:

The London Plan provides direction to plan strategically for a prosperous city:

- Revitalize our urban neighbourhoods and business areas (s. 55_, Direction 1.4);
- Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners (s. 55_, Direction 1.13);

The London Plan provides direction to build a mixed-use compact city by:

- Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward” (s. 59, Key Direction 5.2);
- Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods (s. 59_, Key Direction 5.3);
- Plan for infill and intensification of various types and forms to take advantage of existing services and facilitate and to reduce our need to grow outward (s. 59_, Key Direction 5.4);
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (s. 59_, Key Direction 5.5); and
- Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways (Key Direction 5.8).

The London Plan provides direction to place a new emphasis on creating attractive mobility choices by:

- Link land use and transportation plans to ensure they are integrated and mutually supportive (s. 60_, Key Direction 6.4); and
- Dependent on context, require, promote, and encourage transit-oriented development forms (s. 60_, Key Direction 6.6).

The London Plan provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- 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 (s. 61_ Key Direction 7.2).

The London Plan provides direction to make wise planning decisions by:

- Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement (s. 62_, Key Direction 8.1); and
- Ensure new development is a good fit within the context of an existing neighbourhood (s. 62_, Key Direction 8.9).

The London Plan also includes a City Structure Plan that identifies the framework for growth and change over the planning horizon which establishes a clear hierarchy for development intensity inside the Urban Growth Boundary. It places a high level of importance on growing “inward and upward” (Policy 79_), while directing the most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86_*). Intensification is to occur in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (Policy 83_).

On housing, the Plan provides policy in terms of what elements should be included in development intended to meet affordable goals. It speaks to developments similar to the one under consideration through this application, specifically residential developments that offer innovative design features, construction techniques or tenure arrangements that will also broaden the range of available housing alternatives is encouraged. (Policy 513_) This policy indicates that when considering affordable housing arrangements context should not be interpreted simply as a matching of existing neighbourhood and that new arrangements should be expected.

The policy context also includes those policies which speak more specifically to the siting of development and relationships of scale and form within a neighbourhood context. The range of uses and intensities for residential development within the Neighbourhoods Place Type are guided by Tables 10 and 11*, with the interpretation thereof guided by Policy 919

The site is in the Neighbourhoods Place Type on a Civic Boulevard, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include stacked townhouses, fourplexes, low-rise apartments, emergency care establishments, rooming houses, and supervised correctional residences (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The maximum permitted height is 4-storeys or 6-storeys with bonusing (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

1989 Official Plan

The City's *Official Plan (1989)* contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The lands are within the Neighbourhood Commercial Node land use designation of the 1989 Official Plan. The Neighbourhood Commercial Node designation is intended to provide for the daily or weekly convenience shopping and service needs of nearby residential and, to a lesser extent, passing motorists. (4.3.8.1) Although this designation contemplates mixed-use developments, the policies require the residential component to be implemented through specific zoning by-law amendments and concurrent site plan applications.

Multi-family high or medium density residential uses may also be permitted through a zoning by-law amendment application, concurrent site plan application and consideration of design features which allow integration of the two uses. Zoning on individual sites or areas may be for less than the full range of permitted uses. (4.3.8.3)

Multi-Family, High Density Residential designation provides direction regarding the anticipated scale of high density development with residential densities varying by location. The net residential densities will normally be less than 350 units per hectare in the Downtown Area, 250 units per hectare in Central London and 150 units per hectare outside Central London (3.4.3).

Housing Stability Action Plan 2019-2024

Council adopted the Housing Stability Action Plan 2019-2024 early in 2020. The Plan identifies a minimum 3,000 new affordable housing units are needed in London to meet current and potential future needs. The current vacancy rate in the rental market is 2.1% meaning there is virtually no available rental housing stock that is affordable.

More than 300 additional affordable rental housing units are needed each year to close the gap. In the city of London, 14% of Londoners are in Core Housing Need and the City is ranked fourth nationally for individuals and families living within Core Housing Need.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2.b). The PPS directs that planning authorities consider the housing needs of all residents including those in need of affordable housing units (Policy 1.4.3.b). The Provincial Policy statement is broadly supportive of the use at this location within the City.

The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposed 7-storey, 181-unit apartment building contributes to a mix of housing types and provides choice and diversity in housing options for both current and future residents along with affordable housing. No new roads or infrastructure are required to service the site, making efficient use of land and existing services.

The London Plan

The London Plan provides guidance on locating residential uses within Neighbourhoods. Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms, and that affordable housing will be planned for, and integrated. Under these policies the expectation is that apartment buildings are anticipated to be developed within neighbourhoods and which may also include affordable dwellings. The development of the proposed 7-storey, 181-unit apartment building would contribute to a mix of housing types, providing more intrinsically affordable housing options.

Within the Neighbourhoods Place Type guidance is provided with regards to the siting of various residential types relative to the street classification. The subject site is in the Neighbourhoods Place Type of The London Plan fronting on a Civic Boulevard. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including: stacked townhouses, fourplexes, low-rise apartments, emergency care establishments, rooming houses, and supervised correctional residences.

Adjacent surrounding uses include apartments to the west, semi-detached dwellings to the north, commercial to the east and institutional and commercial to the south. In this context, a 7-storey apartment is not out of place in the neighbourhood and its impact would be mitigable.

Consistent with the surrounding contexts as well as the list of uses permitted under Table 10, the recommended use of a low-rise apartment building is in keeping with the Neighbourhoods Place Type at this location.

1989 Official Plan

Multi-family high or medium density residential uses may also be permitted through a zoning by-law amendment application, concurrent site plan application and consideration of design features which allow integration of the two uses. Zoning on individual sites or areas may be for less than the full range of permitted uses. (4.3.8.3) The original application included a large residential component with accessory commercial. Staff are supportive of the change to residential only which better supports the intended Neighbourhoods function for this site, as outlined in The London Plan and the integration of affordable housing. Therefore, the request to permit a special area policy to permit the requested apartment building is appropriate as the intent of Specific Area policies have been met. The recommended amendment to facilitate the development of a low rise apartment building is more conducive with the “integration” of residential uses to this area and is consistent with the planned function of the area.

As such, staff is satisfied the proposed apartment building use is in conformity with the 1989 Official Plan.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs

(1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The City of London has identified appropriate locations and promoted opportunities for intensification and redevelopment through Official Plan policies that establish a hierarchy within the Urban Growth Boundary

Within the City Structure Plan of the London Plan, the framework for growth and change over the planning horizon establishes a clear and strategic hierarchy for development intensity inside the Urban Growth Boundary.

The subject site is located within the urban area (within Urban Growth Boundary and Built Area) and within the Primary Transit Area (PTA). It is also Neighbourhood Place Type in The London Plan which is an area identified as an area for intensity.

The recommended amendment facilitates the redevelopment of an underutilized site within a settlement area. As the site was currently developed with a service station, now vacant, the proposed development represents a form of intensification through redevelopment. The site is located in an area serviced by existing transit and the consolidation of land previously developed as a service station supports the Province's goal to achieve a more compact, higher density form of development, consistent with the PPS.

The London Plan

*Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (*935_1). At this location, *Table 11 would permit a maximum building height of 4-storeys or 6-storeys with bonusing.

Although The London Plan does not identify density limits within the policy framework, it does control how intense lands can develop through specific criteria. The proposed development is generally in keeping with the intensity policies of the Plan. A portion of the apartment building is proposed to be 7-storeys with the rest stepping back to 6-storeys and then 4-storeys whereas The London Plan contemplates a maximum height of 6-storeys for apartment buildings along Civic boulevards. However, the relevant policies are still under appeal and are not the in-force policies that apply to this application. The proposed maximum 7-storey apartment building contributes to the overall form of the development in the area which is considered appropriate within this transitional period between Official Plans, from the 1989 Official Plan policies, which contemplate Multi-Family High Density Residential uses, to The London Plan.

That being said, a Specific Policy to the Neighbourhoods Place Type to permit an apartment building with a maximum intensity of 7-storeys with mechanical with type 2 Bonus Zoning is recommended. The proposed development is in keeping with the remainder of the Neighbourhoods Place Type policies as it is sensitive to the adjacent land uses through the building orientation, landscaping, parking area and step-backs in the building as mentioned above. This creates a compatible development with human scale along both Dundalk Street and Southdale Road East resulting in a comfortable pedestrian environment along with a transition area to the residential to the north. The building also is stepped back from the residential to the north as shown below in Figure 6 to further maintain compatibility with the residential to the north.

Furthermore, the subject site is of sufficient size and configuration which can accommodate the proposed use and allow for the creation of a comprehensive development. The development also provides a coordinated parking facility through

structured/underground parking in the rear of the development and some surface parking which is internal to the site (Intensity, *840_).

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

The development proposal provides 181 units with some units dedicated to affordable housing. The applicant has presented a number of facilities, services, and matters for the recommended bonus zone, commensurate for the requested increased intensity in conformity with The London Plan criteria for Type 2 Bonus Zoning. These facilities, services, and matters are addressed below in this report. Staff is satisfied that the proposed facilities, services, and matters are commensurate for the proposed increased intensity.

1989 Official Plan

The Official Plan identifies that the subject lands are designated as 'Neighbourhood Commercial Node'. The permitted uses on lands designated 'Neighbourhood Commercial Node' include: small retail stores, food stores, convenience commercial uses, financial institutions, small scale restaurants as well as residential uses above ground floor commercial uses. Multi-family high or medium density residential uses may also be permitted through a Zoning By-law amendment application.

There are no height and density permissions for the Neighbourhood Commercial Node, however, for residential development within this designation, the policies refer to the multi-family high density residential designation which states that high density residential areas outside of Central London will normally be less than 150 units per hectare (3.4.3. Scale of Development). As previously indicated, the applicant has applied to increase the density above the permitted 150uph to 462uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities. The Planning Act provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3- Form), the provision of four (4) affordable housing units, and 2 levels of underground parking, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation and discussed in Section 4.6 below.

Also, to facilitate the proposed development, an Official Plan amendment is recommended to add a Special Policy to modify the Neighbourhood Commercial Node designation to permit the proposed residential units on the ground floor and an increased density of 462 units per hectare in return for the bonusable features. This conforms to Section 19.4.4, which identifies the provision of affordable housing as a bonusable objective (19.4.4 ii a)).

Staff is satisfied that the provision of affordable housing along with an exception building and design, and underground parking is commensurate for the requested increase in height and density. As such, staff is satisfied the proposed intensity and scale of development is in conformity with the 1989 Official Plan.

4.3 Issue and Consideration #3: Form

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Consistent with the PPS, the recommended intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed apartment building represents a more compact form of development. Also, The proposed development has considered the surrounding building stock by positioning its tallest portions at appropriate locations on the site where impacts on the surrounding buildings will be reduced.

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

The London Plan also provides guidance on compatibility and fit with regards to form (Policy 953_). The applicant has provided a concept for review (Site Concept Plan provided above) which allows for some analysis of the anticipated form and its relationship to the neighbourhood.

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

The proposed site layout locates the building at the corner of Southdale Road East and Dundalk Road toward the front of the property with reduced 1.0m setbacks for the daylight triangle, a reduced front yard setback of 1.05m and a reduced exterior side yard setback of 2.26m. This creates a strong street wall along these portions of the property and for the parking area and landscaping to the rear of the property which provides a transitional buffer between the residential to the north and the proposed building. Also, this brings the building up to Dundalk Street adjacent to the high-rise apartment buildings to the west. The overall development uses step-backs and a variety of different materials and articulation to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the streets and internal to the site. Landscaping will be provided to include trees and fencing that would screen the proposed building providing privacy for both residents and neighbours. The main entrance and lobby for the proposed residential units will be located along the westerly lot line, facing Dundalk Drive.



Figure 5: View along Dundalk Drive looking southeast

The above picture in figure 5 shows the revised height from the initial 10-storey design iteration to 7-storeys with step backs at 4-storeys, 6-storeys and 7-storeys in order for the built form to be sympathetic to the surrounding low-density residential area to the north.

The request for the driveway reduction from 6.7m to 6.5m has been previously accepted by staff and does not raise site plan concerns with respect to safe traffic movement on the site. Similarly, the reduction of the size of the bicycle parking is not anticipated to raise any issues as the full amount of parking is being provided.

Also, the subject lands are located adjacent to an existing high-density residential development at the northwest corner of Southdale Road East and Dundalk Drive. Therefore, the proposed seven-storey apartment building will be compatible with the existing built form to the west. The proposed building height also tapers down as it extends to the north and east. The proposed development will be sensitive to the surrounding low density residential neighbourhood to the north through terracing and step-backs that adhere to an approximately 45 degree angular plane, reducing privacy and overlook concerns.

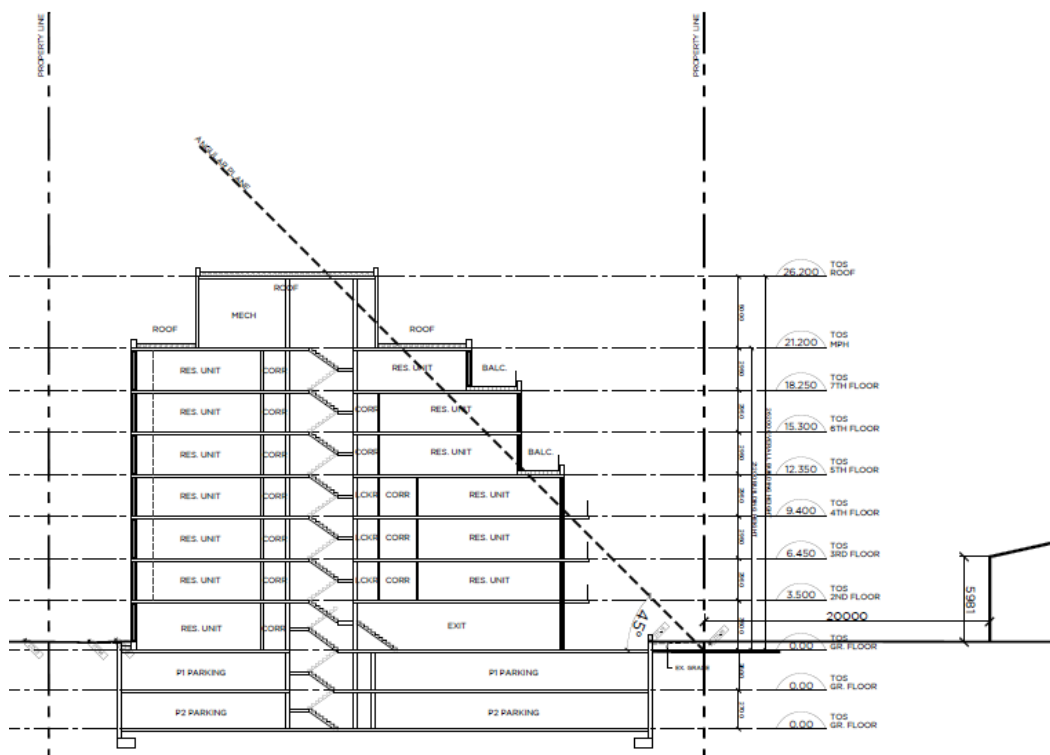


Figure 6: Degree Angular Plan of building showing storey step backs

1989 Official Plan

As mentioned, the Neighbourhood Commercial Node permits Multi-family high or medium density residential uses through a Zoning By-law amendment application. Considering the revised development concept no longer includes a retail commercial component, an Official Plan amendment is required to permit the proposed residential apartment building which articulates the associated height and density permissions. There are no height and density permissions for the Neighbourhood Commercial Node, however the Multi-Family High Density Residential designation states that high density residential areas outside of Central London will normally be less than 150 units per hectare.

An amendment to add a policy to Section 10.1.3 – Policies for Specific Areas for the subject lands to allow a stand-alone residential apartment building and a maximum density of 462 units per hectare is required.

The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses. It is located at an intersection where commercial retail is already provided. Additionally, the subject lands are within an established mixed-use area and well serviced by public transit. The proposed development will encourage intensification to make better use of existing City infrastructure and services, and support existing commercial uses.

The driveway has been positioned off of Dundalk Street on the northerly portion of the site, abutting a landscaped buffer area distancing the proposed building to the neighbouring semi-detached dwellings to the north. In addition, a parking area serving the site south of this driveway provides a greater separation between the proposed apartment building and existing semi-detached dwellings.

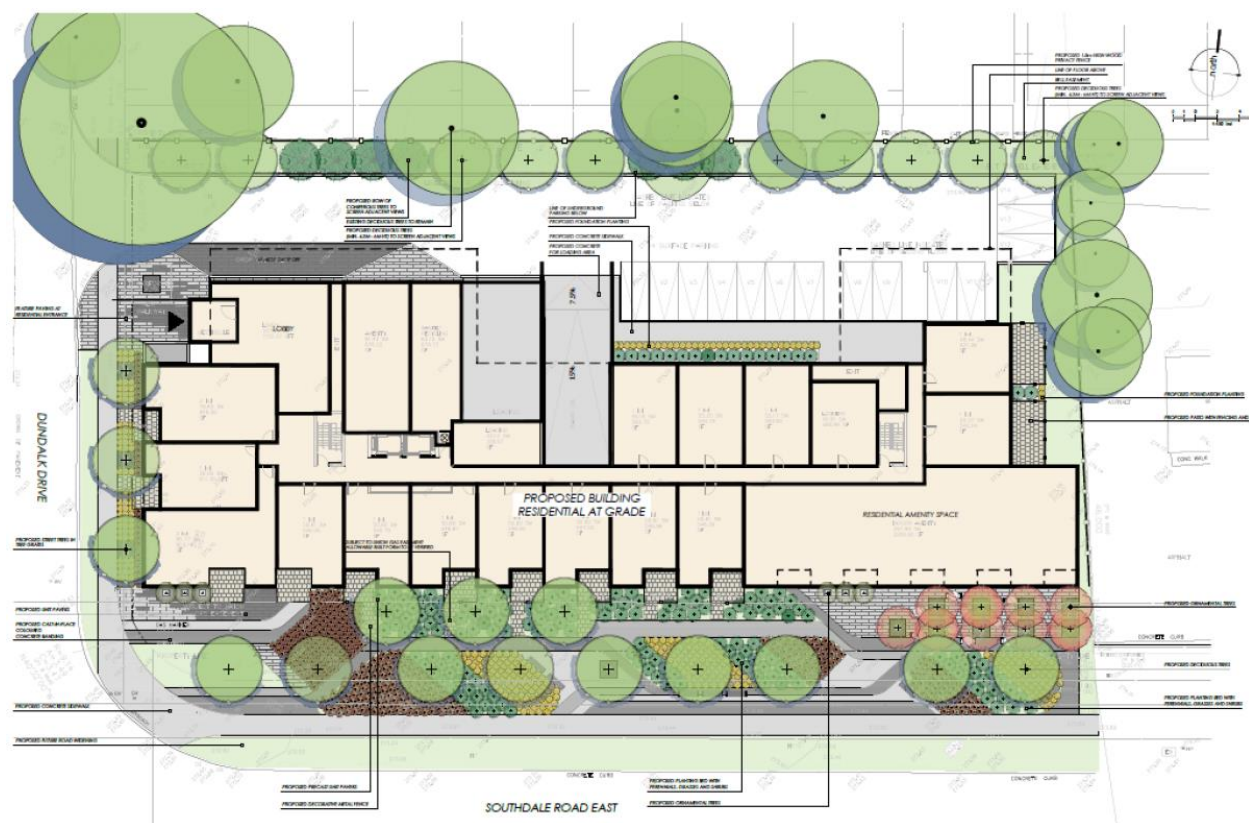


Figure 7: Site Plan with landscaping

Further to this, the proposed building includes a street-oriented design by reducing the front yard setback, as well as including a principle building entrance and ground floor unit entrances facing Dundalk Street. The building design provides for appropriate scale, rhythm, materials, fenestration on the Dundalk Street and Southdale Road East frontage, helping to create a comfortable, human-scaled streetscape.

In addition to achieving a street-oriented design, the reduced front yard setback also enables the surface parking area to be located fully in the rear yard, with the majority of spaces screened by the building. No parking spaces are located between the building and the street and adequate setbacks from interior lot lines have been provided to allow for buffering and landscaping to further screen the parking from adjacent properties.

The increase in density is appropriate on the subject lands, as it is an optimal location due to the close proximity to a number of services and complementary land uses. The subject lands are also located along an arterial road where there is sufficient access to transit and the Rapid Transit Corridor further east on Wellington Road, which further supports an increase in density.

The Urban Design Peer Review Panel (UDPRP) commended the applicant for the overall site organization, with the building being sited in proximity to the Southdale Road East frontage and all vehicular parking located at the rear screened from view of the public realm. The UDPRP further commented that the building has an appropriate scale relationship with the street and surrounding built form and the site provides for an appropriate balance of built form.

4.4 Issue and Consideration #5: Zoning

In addition to the bonus zone to permit an increase in height and density, the recommended amendment also seeks add further special provisions to the bonus zone to permit a reduced yard setbacks, reduced parking, reduced landscaping, reducing bicycle parking stall size, a reduced lane and balcony encroachments.

Larger setbacks are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (Policy 259_).

Staff has no concerns with the requested reductions, as it would facilitate a development better oriented towards the corner at Southdale Road East and Dundalk Street. Comments received from Urban Design staff and the Urban Design Peer Review Panel (UDPRP) were supportive of the building orientation including the principle entrance, and the reduced setbacks.

The required interior side yard setback is intended to provide adequate separation between the proposed development and adjacent buildings, while also providing access to the rear yard. The easterly rear yard abuts a commercial property. Staff are satisfied that the reduced rear yard depth would not have any impacts on the commercial property. The required exterior side yard setback is intended to provide adequate separation from the right-of-way.

Section 4.19(10)(b) of Zoning By-law Z.-1 provides standard parking rates for specific residential uses based on the number of proposed dwelling units. The applicant is proposing to a reduction in parking.

The subject lands are located within walking and cycling distance to schools and shopping areas and is located along a major bus route and close to a rapid transit corridor. As such, staff has no concerns with the requested parking reduction.

4.6 Issue and Consideration #6: Bonusing

The London Plan

In accordance with the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (*1650_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy *1652_. A summary of the facilities, services, and

matters proposed by the applicant in return for additional height and density is provided below:

**1652_1: Exceptional site and building design:*

- Building design and site layout incorporate contemporary architectural themes and design elements to establish a prominent, intensive high-rise design that is compatible with adjacent heritage buildings and local development context.
- Provision of a structured parking facility to reduce surface parking on-site.

**1652_12: Affordable housing:*

- The applicant worked with the Housing Development Corporation (HDC) London through the application process on provision of affordable housing. The HDC has recommended the following:

That LJM Developments enter into an agreement with the Corporation of the City of London to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City.

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City's satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit;
- A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City; and
- Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City's Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details.

Staff is satisfied the proposed facilities, services, and matters outlined above are commensurate to the requested increase in intensity.

1989 Official Plan

Under the provisions of Policy 19.4.4, Council may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3.iv)). Chapter 19.4.4ii) of the 1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning. The following objectives are included in the applicant's bonus proposal: affordable housing;

Through discussions with the HDC, as outlined above, the applicant has agreed to provide four (4) affordable units for the purpose of affordable housing. Also, The proposed development includes exception design and building with two levels of underground parking, in which the majority of on-site parking will be provided.

Staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

4.7 Issue and Consideration #6: Sanitary PDC

An existing sanitary PDC which services 456 Southdale Road East is located midway from Dundalk Street across the site to 456 Southdale Road East as shown in Figure 8 below.

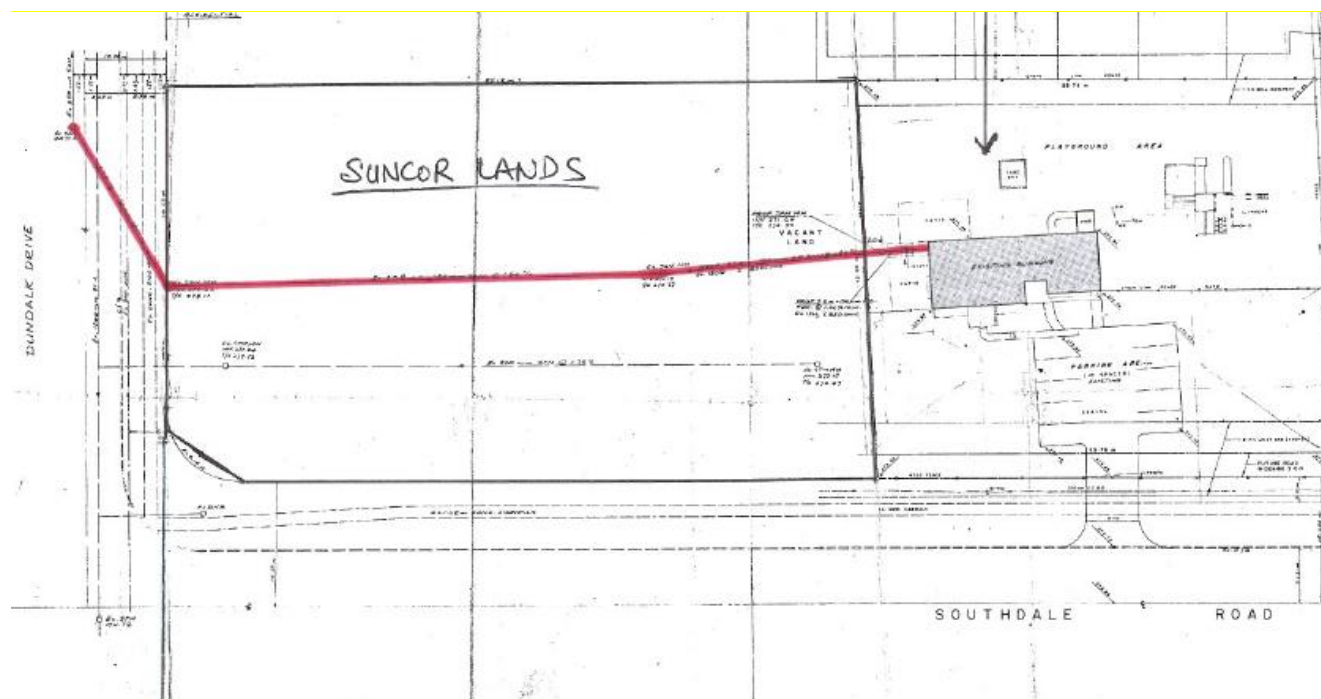


Figure 8 – location of existing sanitary PDC

The applicant has indicated that this PDC is to be rerouted without any disruption to the operation of 456 Southdale Road East. They also are aware that through the site plan process a development agreement will include a future easement agreement between the two property owners to address this as well.

A clause in the recommendation has been included to ensure any measure to address this PDC without disruption to 456 Southdale Road East will be addressed. The recommendation is as follows:

Address an existing license agreement and the existing private sanitary sewer and PDC that bisects the subject property that services adjacent lands namely servicing in favor of 456 Southdale Road East through updates to the Sanitary Study and through detailed design that ensures this existing service in favour of the adjacent lands will be maintained or rerouted and uninterrupted connecting to the municipal sewer on Dundalk. A clause in the future development agreement will be included regarding an easement agreement between 400 Southdale Road East and 456 Southdale Road East and all servicing details are to be included in the engineering site servicing drawings.

Conclusion

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

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning & Development

Reviewed by: Michael Tomazincic, MCIP, RPP
Acting Manager, Planning Implementation

Recommended by: Michael Tomazincic, MCIP, RPP
Acting Manager, Planning Implementation

Submitted by: George Kotsifas, P. Eng
Deputy City Manager, Planning and Economic
Development

Appendix A Official Plan Amendment – Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 400
Southdale Road East.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on August 10, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – August 10, 2021
Second Reading – August 10, 2021
Third Reading – August 10, 2021

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit an apartment building within the Neighbourhood Commercial Node designation with residential units on the ground floor and an increased density of 462 units per hectare.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 400 Southdale Road East in the City of London.

C. BASIS OF THE AMENDMENT

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

D. THE AMENDMENT

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

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

400 Southdale Road East

In the Neighbourhood Commercial Node designation at 400 Southdale Road East an apartment building is permitted with residential units on the ground floor and having a maximum residential density of 462 uph implemented by way of a Bonus Zone.

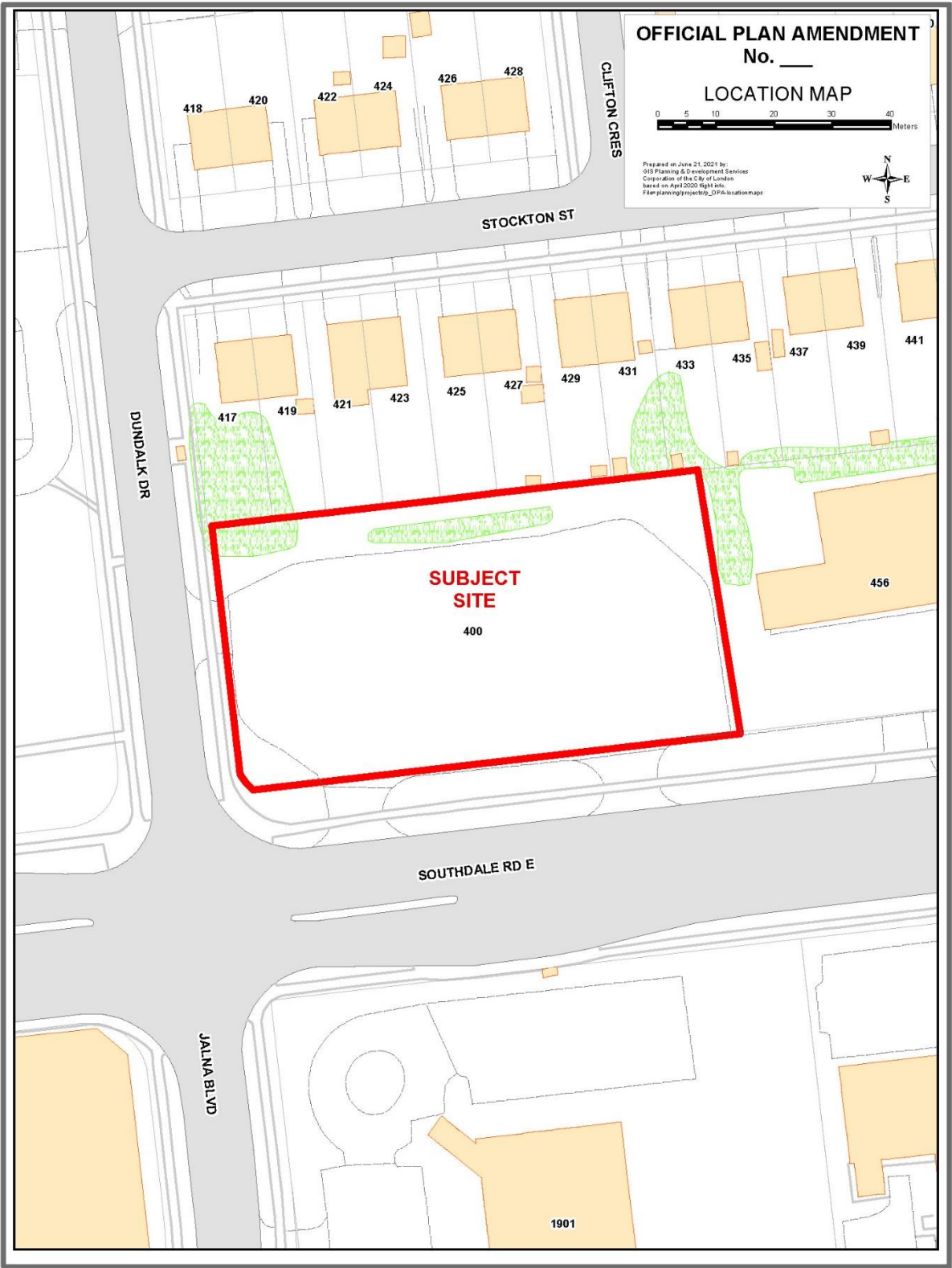
OFFICIAL PLAN AMENDMENT

No. ____

LOCATION MAP



Prepared on June 21, 2021 by:
OIE Planning & Development Services
Corporation of the City of London
based on April 2020 flight info.
File: planning/projects/OPA-locationmap



Appendix B London Plan Amendment – Policies for Specific Areas

Bill No. (number to be inserted by Clerk's Office)
2021

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

A by-law to amend The London Plan for
the City of London, 2016 relating to
relating to 400 Southdale Road East.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c. P.13*.

PASSED in Open Council on August 10, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – August 10, 2021.
Second Reading – August 10, 2021.
Third Reading – August 10, 2021.

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas – of The London Plan to permit an apartment building with residential uses on the ground floor, a height of 7-storeys (29.2m including the mechanical penthouse) and a density of 462 units per hectare.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 400 Southdale Road East in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement 2020, and conforms to The London Plan, including affordable housing, city design and specific area policies. The recommendation provides for the comprehensive development of the subject site resulting in an appropriate and compatible use and form of development.

D. THE AMENDMENT

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

1. Policy (1077_) - Specific Policies for the Neighbourhoods Place Type - of The London Plan for the City of London is amended by adding the following:

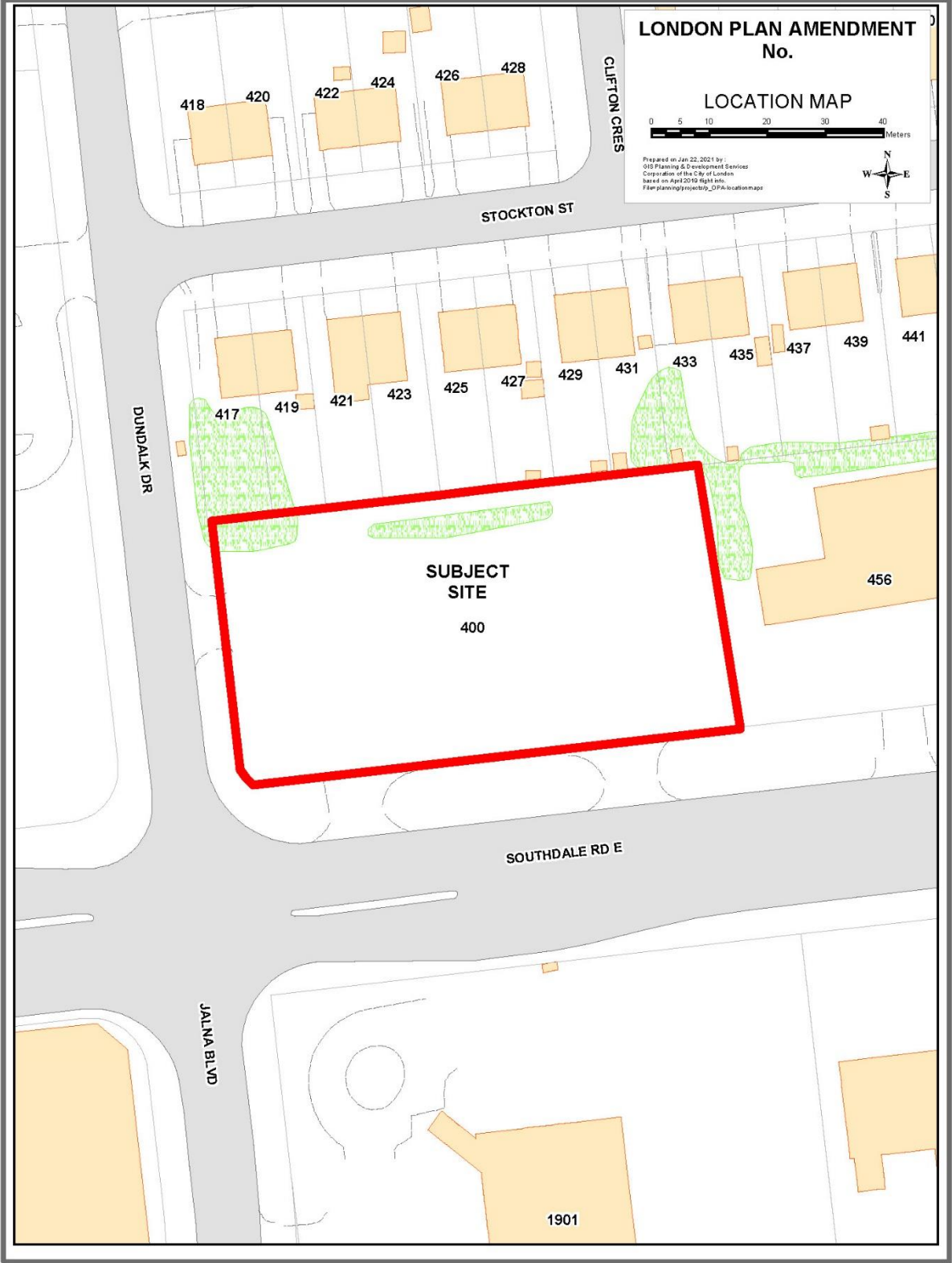
() In the Neighbourhoods Place Type at 400 Southdale Road East an apartment building with residential uses on the ground floor, a height of 7-storeys (29.2m including the mechanical penthouse) and a density of 462 units per hectare may be permitted.
2. Map 7 – Specific Policy Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for those lands located at 400 Southdale Road East in the City of London, as indicated on “Schedule 1” attached hereto.

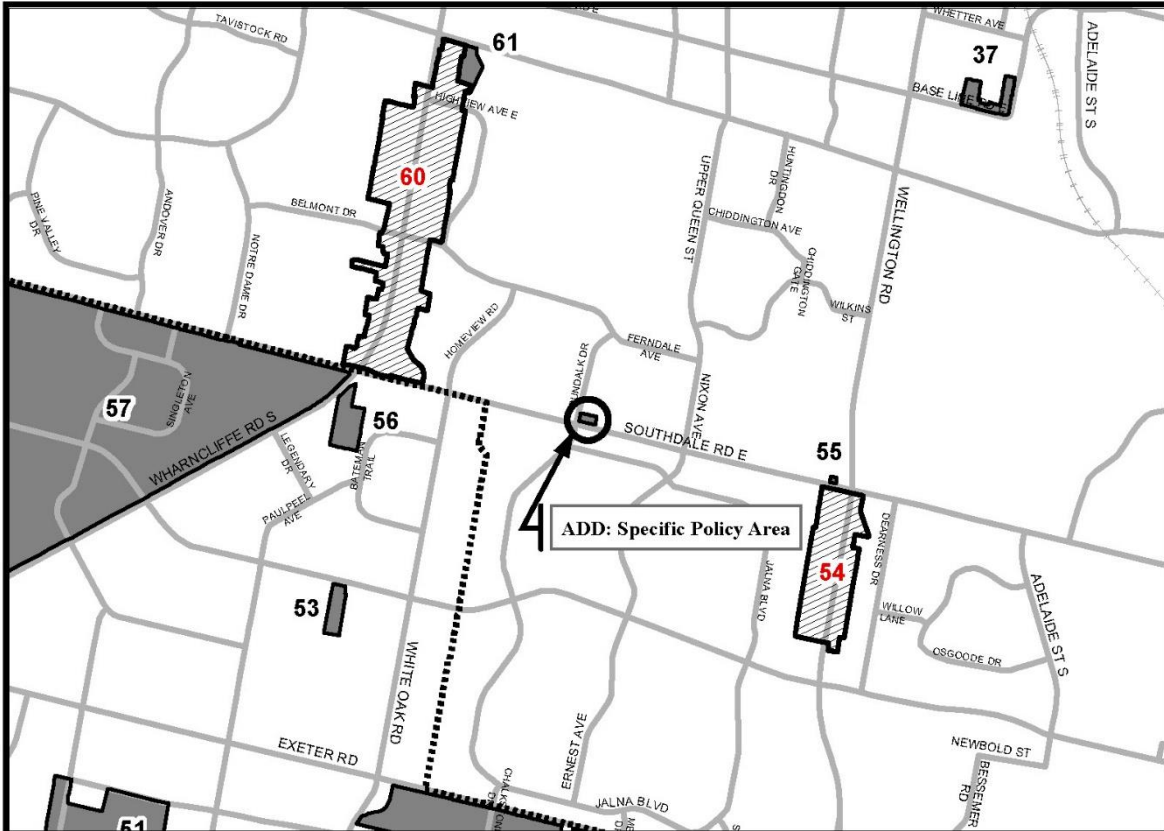
**LONDON PLAN AMENDMENT
No.**

LOCATION MAP







Prepared on Jan 22, 2021 by:
OIE Planning & Development Services
Corporation of the City of London
based on April 2019 flight info.
File: planning/projectby_DPA-locationmap









LEGEND

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

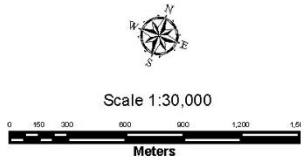
BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: OZ-9261

PLANNER: AR

TECHNICIAN: RC

DATE: 7/15/2021

Appendix C Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21 _____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 400
Southdale Road East.

WHEREAS LJM Developments has applied to rezone an area of land located at 400 Southdale Road East, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 400 Southdale Road East, as shown on the attached map comprising part of Key Map No. A107, from a Service Station (SS2) Zone to a Residential R9 (R9-1*B-) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-__ 400 Southdale Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 7-storeys plus mechanical (29.2m) and a maximum density of 462 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law, and provides for affordable housing in return for the following facilities, services and matters:

1. Exceptional Building Design

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

- The building oriented to the corner of Southdale Road East and Dundalk Street providing a well-defined built edge and creating a positive public interface and human scale at street level;
- The inclusion of building step backs, from 7-storeys to 6-storeys and 5-storeys with a variety of building materials and building articulation to break up the massing of the building;
- Purpose-designed amenity space on top of the 7-storey apartment building and parking structure;

2. Underground parking

3. Provision of Affordable Housing by requiring that LJM Developments enter into an agreement with the Corporation of the City of London (“the City”) to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City.

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City’s satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit.
- A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City.
- Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City’s Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details. The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Permitted Uses

- i) Apartment building

b) Regulations

- | | | |
|-------|---|-----------------------|
| i) | Height
(Maximum) | 29.2 metres |
| ii) | Density
(Maximum) | 462 units per hectare |
| iii) | Front Yard Setback
(Minimum) | 1.0 metres |
| iv) | Exterior Side Yard Setback
(Minimum) | 1.0 metres |
| v) | Interior Side Yard Setback
(Minimum) | 9.84 metres |
| vi) | Rear Yard Setback
(Minimum) | 0.65 metres |
| vii) | Landscaped Open Space
(Minimum) | 15% |
| viii) | Aisle Width for Access and Driveway | 6.5 metres |

- (Minimum)
- ix) Parking (Minimum) 1.06 spaces per unit
 - x) Accessible Parking (Minimum) 7 spaces
 - xi) Bicycle Parking 0.45m(width) x 1.1m (height) x 1.85m(length) where as 06.m (width) x 1.5m (height) x 1.9m(length) is required
 - xii) Balcony yard encroachment of 1.8m in all yards, no closer than 1.05m to the lot line whereas 1.5m balcony yard encroachment in all yards, no closer than 3.0m to the lot line is required

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on August 10, 2021.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – August 10, 2021
Second Reading – August 10, 2021
Third Reading – August 10, 2021

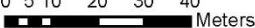
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: OZ-9261
Planner: AR
Date Prepared: 2021/07/15
Technician: RC
By-Law No: Z.-1-

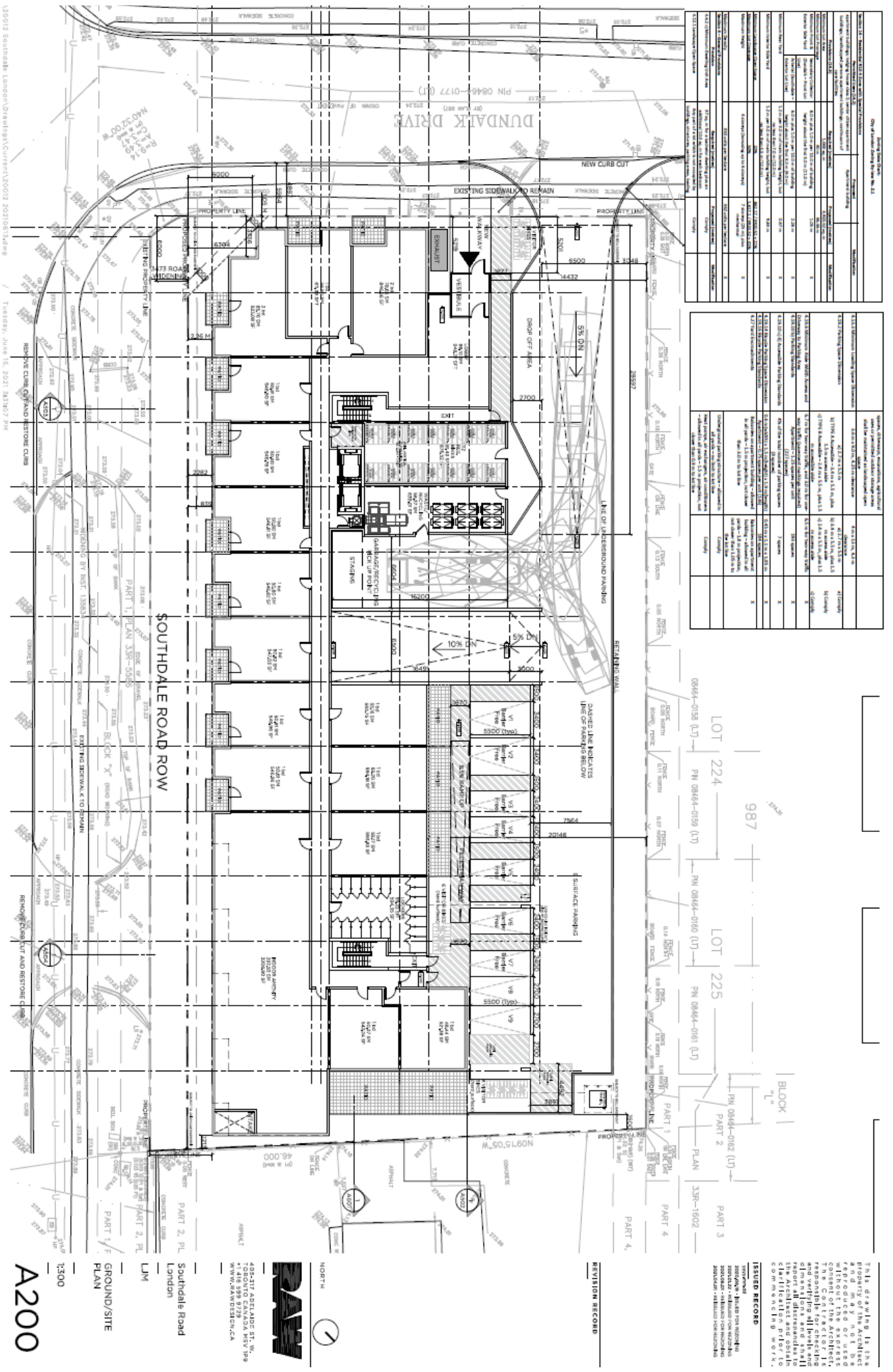
SUBJECT SITE 

1:1,250

0 5 10 20 30 40 Meters 



Schedule "1"



City of London Building By-law No. 113

Item No.	Description	Area (sq. m)	Volume (cu. m)	Notes
1.1	Basement	1,200	1,200	
1.2	Ground Floor	1,200	1,200	
1.3	Second Floor	1,200	1,200	
1.4	Third Floor	1,200	1,200	
1.5	Fourth Floor	1,200	1,200	
1.6	Fifth Floor	1,200	1,200	
1.7	Sixth Floor	1,200	1,200	
1.8	Roof	1,200	1,200	
1.9	Basement	1,200	1,200	
1.10	Basement	1,200	1,200	
1.11	Basement	1,200	1,200	
1.12	Basement	1,200	1,200	
1.13	Basement	1,200	1,200	
1.14	Basement	1,200	1,200	
1.15	Basement	1,200	1,200	
1.16	Basement	1,200	1,200	
1.17	Basement	1,200	1,200	
1.18	Basement	1,200	1,200	
1.19	Basement	1,200	1,200	
1.20	Basement	1,200	1,200	

Item No.	Description	Area (sq. m)	Volume (cu. m)	Notes
1.21	Basement	1,200	1,200	
1.22	Basement	1,200	1,200	
1.23	Basement	1,200	1,200	
1.24	Basement	1,200	1,200	
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ISSUED RECORD

ISSUED - FOR THE ARCHITECT'S RECORD
 REVISIONS - FOR THE ARCHITECT'S RECORD
 APPROVALS - FOR THE ARCHITECT'S RECORD

REVISION RECORD

NO. DESCRIPTION DATE

1.00 ISSUED FOR THE ARCHITECT'S RECORD 2021-01-15

1.01 ISSUED FOR THE ARCHITECT'S RECORD 2021-01-15

1.02 ISSUED FOR THE ARCHITECT'S RECORD 2021-01-15

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RAV

43-317 ARLAND ST. W.
 TORONTO CANADA M5V 1P8
 WWW.RAVDESIGN.CA

APPLICANT

Southdale Road
 London

LIM

GROUND/SITE
 PLAN

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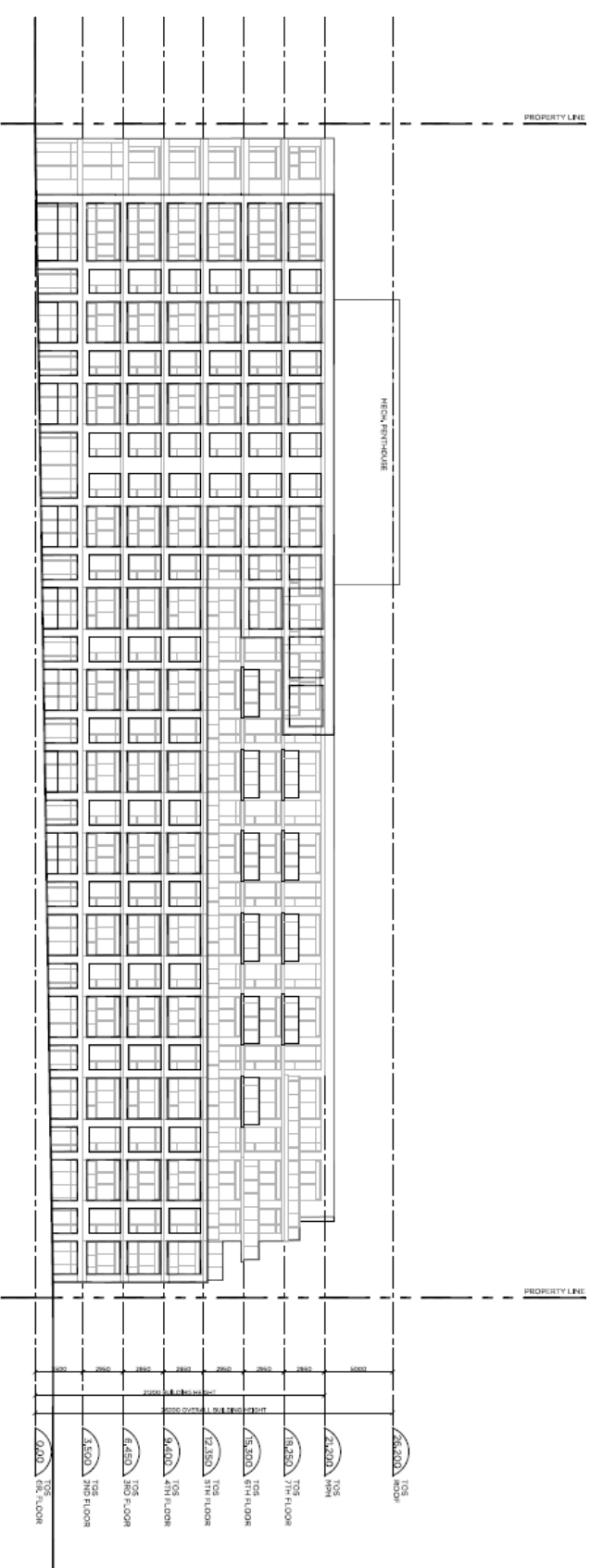
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ISSUED RECORD
 Approved for construction by the Architect on 10/10/2021. All dimensions and levels are to be verified by the Contractor. All construction is to be in accordance with the approved drawings.

REVISION RECORD



RAY CONSULTANTS
 10000 EASTMAN AVENUE
 SUITE 200
 WILSON, CALIFORNIA 94095

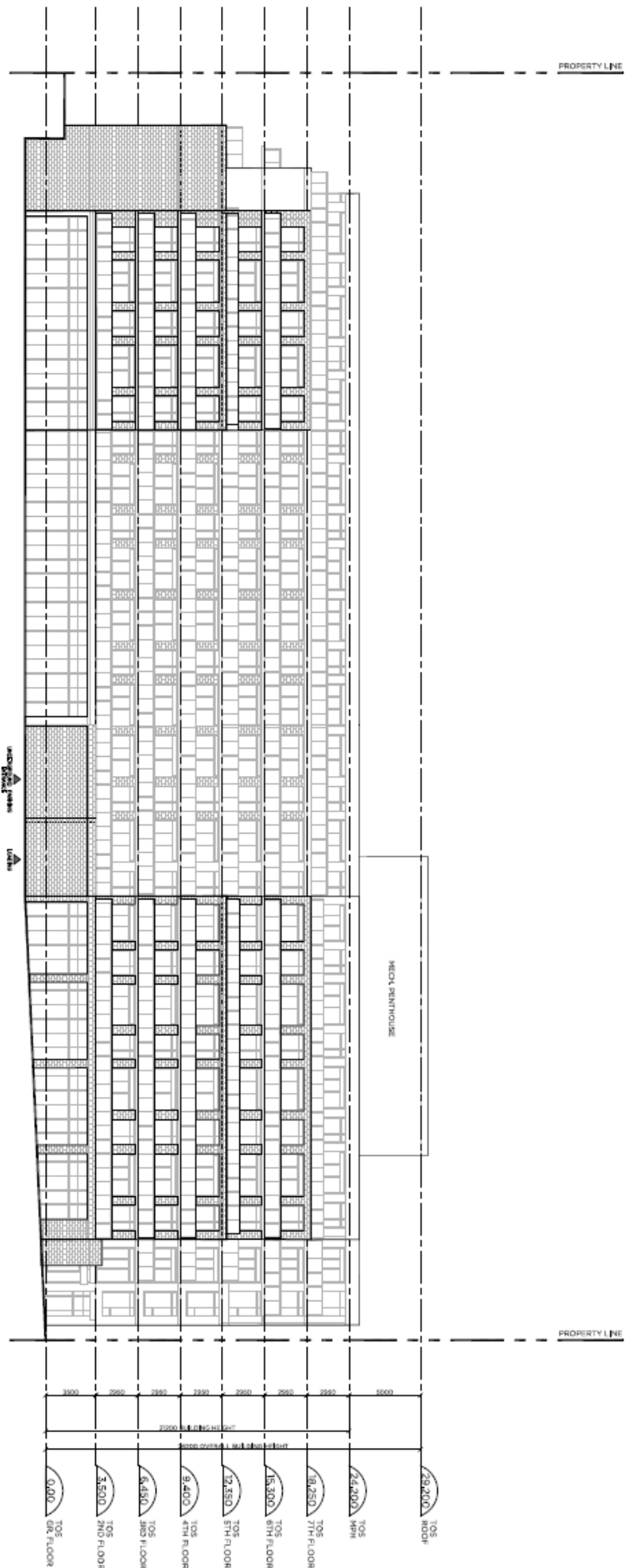
Southdale Road
 London
 U.K

SOUTH
 ELEVATION

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 PLOT SCALE: 1:300
 PLOT TITLE: A402 NORTH ELEVATION



REVISION RECORD

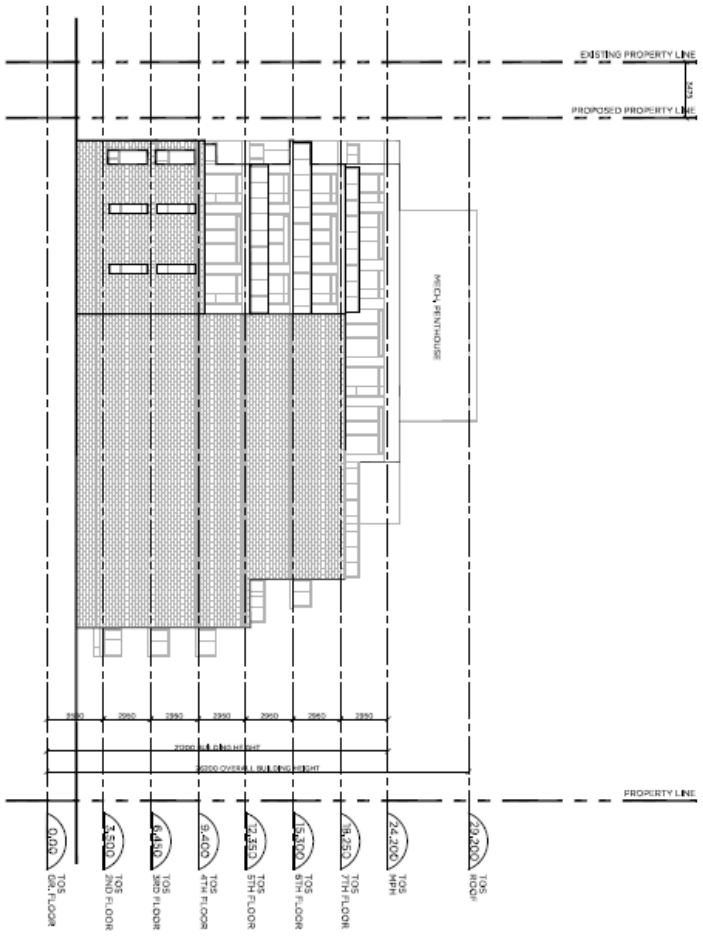
Southdale Road
 London
 LJM
 NORTH
 ELEVATION
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A402

FOR QUOTE ONLY
 200 SOUTHDALE ROAD
 LONDON W14 9JF
 TEL: 020 8996 9729
 WWW.RANDRILL.COM

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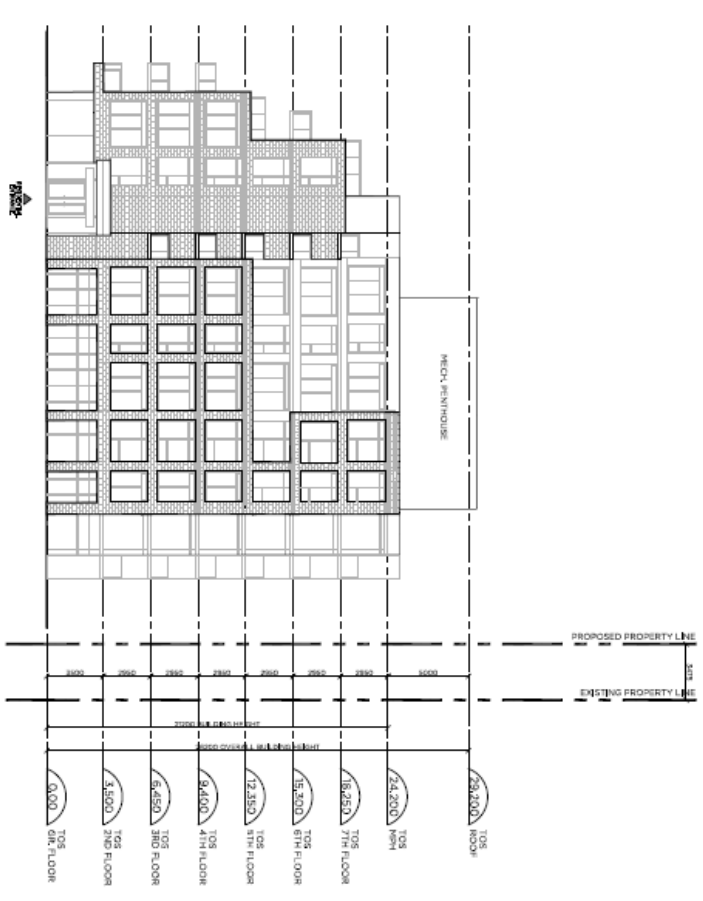
ISSUED RECORD
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REVISION RECORD



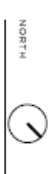
2 WEST ELEVATION
 1/4" = 1'-0" SCALE 1/8" = 1'-0"

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1 EAST ELEVATION
 1/4" = 1'-0" SCALE 1/8" = 1'-0"

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405-317 ASPLANE ST. W.
 TORONTO CANADA M5V 1P6
 WWW.PAWDESIGN.CA

Southdale Road
 London

LM

EAST & WEST
 ELEVATION

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Appendix B – Public Engagement

Community Engagement

Public liaison: On December 24, 2020, Notice of Application was sent to surrounding property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 15, 2020. A “Planning Application” sign was also posted on the site. The application was revised and revised notices were sent to reflect this.

15 replies were received.

Nature of Liaison: The purpose and effect of the recommended action is to permit a 7-storey, 181-unit apartment building. The following special provisions would facilitate the proposed development: a minimum front yard setback of 0.0m whereas 11.0m is required; a minimum exterior side yard setback of 0.0m whereas 9.0m is required; a minimum rear yard setback of 0.65m whereas 12.0m is required; a minimum interior side yard setback of 9.84m whereas 12.0m is required; a minimum landscaped open space of 15% whereas 20% is required; a minimum aisle width for access and driveway of 6.5m for two-way traffic where as 6.7m is required; reduced parking to 193(1.06 spaces per unit) where as 227(125 spaces per unit) is required; accessible parking spaces of 7 where as 8 spaces is required; bicycle parking spaces of 0.45m(width) x 1.1m(height) x 1.85m(length where as 06.m(width) x 1.5m(height) x 1.9m(length) is required; and balcony yard encroachment of 1.8m in all yards, no closer than 1.05m to the lot line whereas 1.5m balcony yard encroachment in all yards, no closer than 3.0m to the lot line is required. The proposed bonus zone would permit a maximum building height of 7-storeys with mechanical(29.2 metres) and a maximum density of 503 units per hectare in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan.

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

Concern for:

- Use
 - Concern with the proposed uses
- Intensity
 - Traffic volume and safety issues
 - Density and height
 - Parking and access
 - Noise issues resulting from an increased amount of traffic and number of people
- Form
 - Ignores the characteristics of the neighbourhood
 - Inadequate open space
- Servicing
- Loss of property value.

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

Summary of Concerns – 400 Southdale Road E, OZ-9261

7 responses plus a letter from Church congregation

I have concerns about the height of the building..number of units and parking and size of the building for the property witch in my opinion is to small for this type of project

Good evening, my name is Ewa Krawczuk and I live on dundalk drive right next to the southdale road East. I just got the proposal for the new building, and I do NOT want it there.

This building will block all of the sun and the view. There is already 2 big building standing across the street. There is already way too much traffic. And I believe that is will more traffic to here.

DO NOT WANT IT

I have perused the Notice of Planning Application for the above-mentioned address would like to state my concerns.

As a long-time home-owner at 429 Stockton Street, I find it hard to believe that erecting a 10-storey building behind our backyards is even being considered. Given the proximity, people on the upper floors will have a view of my yard, deck, kitchen and even my bedrooms. This will certainly negate the wooden privacy fence around my property.

The special zoning provisions requested by LJM Developments list numerous reductions to make the building fit on the property while still giving them the maximum number of units they want. I'm positive that this structure would be better suited to a larger piece of property.

They note that there will be a maximum of 15 parking spaces to be shared between commercial uses and residential uses. I have a great concern regarding the overflow parking which will, in reality, end up on my street along with the increase in traffic that goes with it. Stockton Street is a route used by many elementary students who make the daily walk to Cleardale Public School, Stockton Street and Dundalk Street are already busy without adding additional traffic.

Also, in the drawing of the "Site Concept" I can only identify five visitor parking spaces which, to me, is inadequate for 105 residential units. Again, the overflow will probably end up on Stockton Street.

This is definitely not the type of building I want in my 'neighbourhood'!

After reviewing the application I have concerns about the height of the building, the size of the building on the property number of units and lack of parking

I was wondering about this new building going up behind my home, little concerning that I will have a 10 story building behind my backyard and how it affects line of sight, and actual sunlight and plant growth.

is there an actual link to see the plan, the ones provided to us in the news letter are poor quality.

PHONE CALL – parking, traffic, height and density

Dear Mrs. Riley (Alanna)

Greetings! Hope this note finds you Safe and Healthy.

I am writing to express my concerns regarding the above Reference File (OZ-9261) for High Rise Residential (Apartment) Building by LJM Development at 400 Southdale Road East (corner Dundalk Rd.).

As a resident and user of the roads and sidewalks of this Neighbourhood and a member and regular attendee of the White Oaks United Church, occupying the SE corner of this INTERSECTION, I am deeply concerned about what this application is requesting. There are too much unsafe situations and unfair request of relief from the Bylaw being requested, as well as negative aesthetics, and long term detriment to the neighbours who live, walk and drive the area, including the many children.

Some time ago when Shoppers built their one story building at the SW Corner, right up to the property line, it took many of us by surprise. We found it appallingly unsafe for driving and walking, as we had to drive right up to a dangerous line of sight to see the incoming traffic from the West. To this day, many people will NOT allow their children to walk along side that building, because it is too unsafely close to the street. The aesthetics is awful from any direction, something we have not become accustomed to this date, with a great big concrete wall blocking the view of traffic and line of sight for safe driving, especially from the South along Jalna. The line of sight was completely taken away from the residents and especially the drivers of Motor vehicle. One day, there will be a serious accident at that intersection, as a result. I have to drive that intersection at least twice per week. The major cause of that negativity is that the building did not follow the By-law regarding distance from property line.

Based on what I have read, this Application is trying to follow the same abysmal or deplorable condition of the Shoppers Building diagonally to it.

As far as I am aware the By-law requires a 12 metres or 35 feet inside the property line. Can you imagine what will happen to us as we walk with our children, along the sidewalk on Southdale Road and Dundalk Road, beside this proposed building? OR what will happen to the residential (HOUSES) neighbours on the North and East, abutting properties? Their drainage and shadows, and lack of sunlight or reflection of the sun and even wind?

It appears that the Developer is offering very little in exchange for this massive compromise – TWO units at reduced rent (85% of the market rate), in order to be given a number of lasting privileges, that will adversely affect the neighbourhood, and its residents (who are very concerned), forever, i.e.

- Seven stories, when a maximum of six is allowed
- A reduction in minimum size of Units
- A reduction in setback from property line, in some cases zero
- An increase number of Units, from the allowed 90 (for the size of the property) to 181 Units.

This is simply taking advantage of the neighbourhood and making this area and intersection into a slum, hoping that no one will notice, until it is too late.

I implore you to return this application with a complete refusal.

I would be happy to discuss at any time.

Thanks for listening.

Warmest Personal Regards,

Harold Usher, P. Eng., DTM, H. Con (Belize)

Good morning Alanna,

I am writing to express my concerns with the planning application submitted for 400 Southdale Rd East in London (Planning Application OZ-9261).

I would appreciate it if my feedback was included in the process of considering this planning application. My concerns fall into a number of categories as follows:

Safety

While IBI Group indicated that traffic studies have been performed on the intersection of the proposed building, I was dismayed to understand after meeting with IBI and our counsellor that no studies or assessments had been done relating to safety given the proposed development.

The reality is that the Southdale and Jalna/Dundalk intersection is busy and we have all witnessed drivers pushing their speed to avoid a red light. A little girl was hit on her bike last summer crossing the road at this intersection. The homeowners at 418 Stockton St (on the corner of Stockton and Dundalk) have reported an incident where a vehicle ended up on their lawn due to speed/collision in addition to other related incidents. The Stockton St. corridor is frequently used by students walking to Cleardale School in the morning and afternoons (when traffic is at its busiest) and a number of these students must cross Dundalk from the Boardwalk apartment buildings on the NW corner of Southdale/Dundalk in order to walk to school. Since the speedbumps were installed on Ferndale the level of traffic has increased on Dundalk, which would then increase further. Even a proposal of the installation of a crosswalk would not make sense due to the proximity to a major intersection.

Traffic

The concerns articulated above are further aggravated by the fact that the only driveway indicated by IBI Group for the proposed development would be at the back of their property exiting onto Dundalk just north of the intersection and just south of the entrance to the Boardwalk apartments and Stockton St. This will create a traffic bottleneck due to the volume of traffic through this area, posing an even further safety concern than already exists.

Parking

Due to the limited parking in the plan, we are concerned that our neighbourhood is going to experience an influx of parking due to construction as well as the increase in visitor parking required. There is very little available parking in the area other than the existing on-street parking, and the Church parking lot across the street. Whether or not an agreement is made for construction vehicles and working parking with the Church for the duration of the construction, the reality is that the Church parking lot is already abused and the responsibility falls on the Church membership to combat this by contacting tow trucks, etc since it is private property. This will continue to be a problem going forward since the amount of visitor (or construction) parking planned is minimal and overflow will continue to go to the Church lot or to on-street parking in the surrounding streets such as Stockton St which already sees high traffic due to the school, etc.

This concern was minimized during our meeting with IBI Group saying that developments are aiming to discourage vehicle use and encourage transit use; however, this is not consistent with the City's current project plans such as expropriating property in order to widen a traffic bottleneck at Wharncliffe and Stanley to accommodate higher traffic volumes. Human behavior cannot be prescribed this way—while we can encourage transit use, people are increasingly relying on personal vehicle transportation and it is unrealistic to think otherwise.

School capacity

Cleardale School is currently at capacity according to a recent conversation with the school's principal. While the School Board was informed of this development as standard practice, the principal and Home & School Association were not. Portables will likely need to be installed at the school to accommodate the influx of students that are possible depending on the demographic of tenants in the proposed development.

Privacy

The proposed development's residents, whether from a balcony or from their apartments, will have full view of the backyards and rear windows of the residents immediately north of the property. Any existing privacy fences will be negated by the height of the proposed building. This is a very serious concern since most mixed density developments take this into consideration prior to building. For example, the Boardwalk Apartment buildings on the NW corner of Jalna/Southdale are surrounded by semi-detached houses and a townhouse-style development; however, there is sufficient spacing between the apartments and surrounding buildings that it is not encroaching on the privacy of neighbours. Placing a building of this size on the current lot is asking too much of the surrounding residents since there is not sufficient space for this development and the comfort of those living around it.

IBI Group was not able to answer the question of whether existing mature trees on the lot would be maintained or removed as part of the construction plan. These trees would at least provide some privacy to residents wanting to spend time in their back yards.

Shade

While we understand that a shade study has been performed, there is still a concern that the properties immediately north of the development on Stockton St. will be shaded

for much of the day depending on the time of year. For example, the residents on both the North and South side of Stockton Street immediate north of the development will be in shade for much of the Winter with the trajectory the sun takes. The shade studies shared with us support that this will be a problem. I noticed that the shade studies shared with us also indicated our property (441 Stockton St) would be in significant shade during the summer, and did not include the same timeframe as the study for other times of year (cut off earlier in the day). I know there are planning guidelines on how long a property can be allowed to be in shade and I am concerned this is contravening that.

Noise

There is concern that with only one driveway access, this development will cause a lot of noise to the residents living directly behind the proposed building. 181 dwelling units means 181 cars/people coming/going at any given time directly along the back fence of these residents' property. Additionally, there is concern that garbage/recycling pickup as well as deliveries to the commercial units will cause more noise, and at inconvenient times. Residents further East on Stockton have reported this problem with garbage pickup at the existing plaza to the east of the vacant lot.

Requested Amendments

While we acknowledge that developers seeking amendments to proposed developments is standard operating practice, the density (in particular) and number of amendments being requested by IBI Group is extensive and TOO MUCH. South London is already experiencing a flux of development, in particular due to the massive development proposed at the corner of Wellington and Bradley. While it is our understanding that this development is being proposed as a 'transit village', human behavior cannot be dictated and there will still be many who choose to drive their own vehicles.

The requested amendments for 400 Southdale Road E demonstrate that this developer does not want to work within the prescribed by-law limitations as designated by the current plan in place.

Precedent

While we acknowledge that there are existing 10-storey apartment buildings on the NW corner of Southdale and Dundalk, these buildings should not be seen as precedent-setting. As mentioned, these buildings are set back from the road, from each other, and from surrounding developments such that shade and privacy are not infringed upon in the same way as the proposed development in question. While mixed use/mixed density planning is seen as advantageous for city planning, our area already has such density since there is a large volume of semi-detached homes in addition to these apartment buildings, nearby townhouses, and single-family homes.

Summary/Conclusion

All of these concerns together result in a decrease in the quality of living of the residents in our neighbourhood. While we understand and accept that some sort of development will occur on that vacant lot, it is our hope that the accepted development will be within existing by-law restrictions and does not exceed what is currently allowed in order to mitigate the impact on existing residents.

Thank you for your consideration of the above. We look forward to being apprised of any further steps in this process.

Kind regards,

Allison & Kyle Zietsma

Good afternoon:

I'm writing in response to the proposed new apartment building site @ 400 Southdale Rd., E. London, ON.

I live directly behind the new proposed build site and have done so for 33 years – thus a lot of history and knowledge of the surrounding neighbourhood. I'm still in shock that the city is considering allowing a 7-storey high apartment building to be built on this lot as are many of the neighbours.

This area already has several high-rise apartment buildings in the area which causes traffic congestion and safety concerns for the residence of the neighbourhood. The issues related to this build are endless. I will state a few of my major concerns:

- 7-storey building height will cause shadowing to the neighbours homes
- Too many apartments in the building which equals too many tenants occupying the building
- Traffic congestion and safety concerns due to only one entry/exit onto Dundalk St
- Insufficient parking for tenants and visitors of the new building as well as contractors working on the building
- Privacy of the residents living on Stockton St which is located directly behind the build site as their windows will look directly into our backyards
- Noise at all hours of the day from the tenants of the building, people visiting the tenants as well as contractors and various other vehicles such as garbage trucks, delivery trucks etc.
- The neighbour has a local public school and children and parents are walking to/from school at all hours of the day - a major safety concern. As well as Cleardale Public School is already over populated for the area.
- Construction crews will not have ample parking while constructing the new building – thus will be parking on neighbouring side streets. Stockton St only has parking allowed on one side of the street as well as only one sidewalk for pedestrians to walk on – a major safety concern.
-

I won't get into the finer details regarding the city is allowing the planner to stretch the allowable zoning variances as I understand this has been addressed in previous correspondence by Dave & Heather Thompson. All that to say, zoning variance rules/policies are set for good reasons, some of the reasons as I have noted above. As far as I'm concerned this is criminal and will cause many health and safety concerns. The bottom line is "its all about the money". The City is allowing big city investors to over populate our beautiful neighbourhood with no consideration whatsoever for the residence which live in it. Lastly, our property values are sure to decrease.

Signed, very unhappy neighbour of 431 Stockton St.
Beverley Robson

Hello Alanna Riley,

with respect to the "Notice of Planning Application - 400 Southdale Rd E (OZ-9261)" - I would expect an increased amount of traffic at the Southdale Rd and Jalna Blvd and Dundalk Dr intersection. Since a gargantuan amount of traffic already exists around the said intersection, could the intersection's traffic lights be upgraded to include left turn signals, to help improve pedestrian and vehicle safety?

Thank you,
Fernando DiNardo,
74 Kristina Cres.

I am responding as a resident of this neighbourhood and my concerns related to this application.

We (several other neighbours also on this telephone call) have had previous discussions with our city councillor related to the initial application (a 10 story building) to voice our concerns.

File is aptly named as "OZ" as only in the "land of OZ" would this be considered an acceptable application!

This applicant is seeking a multitude of zoning reductions which are outside of standard zoning requirements and non of these are acceptable to the residents of the neighbourhood.

I don't plan to list all the applicant's "special provisions" here however will list a few (planning committee would have the full document)

- A minimum front yard setback of 0.0m . whereas 9.0m is required (yes that is 0.0m!!)
- A minimum rear yard setback of 0.65m , whereas 12.0m is required (half of what is required!!)
- A minimum of interior side yard setback of 9.84m whereas 12.0m is required (again far less)
- Open landscape of 15% whereas 20% is required – (so much for "forest city" or having "green space")
- reduced parking 193 spaces whereas 227 are required – (so park on the street , impact safety issues for pedestrians
- maximum density of 503 units whereas zoning is 350/Ha- (what will be the size of an apt?)
- initially a 10 floor now 7 floor however zoning base is 4 floors (initial zoned was for gas station)
- Etc. etc. etc.

My concern also is related to the increase in traffic on Stockton as this is a street where children walk to school (Cleardale PS has no busing and all children walk to school using this route) Cars will be limited in ability to turn left onto Dundalk d/t lineup at that light at Southdale so they will turn right and then speed down Stockton to get back to Southdale especially during "rush hour " which will correspond to children walking to school crossing the streets etc. resulting in a huge safety risk for children in the neighbourhood.

I spoke with the Principal who also informed me that the school is at maximum enrollment already(she states no one asked her about being able to take on more students !!) so adding more housing would impact this school (for years we had many portables at that school and we lobbied the govt to get funding for an addition which was successful.) So does this mean more portables or maybe these children in this new apartment are sent to another school area by bus (so I would hope the tenants would be informed of this when applying to lease so they don't think their children get to go to the school a block away !!!)

Privacy for homes with their backyards near this apartment , who could possibly have people on their balconies only a few feet away from the lot line peering into their yards.

A 'shadow study" was completed and in the winter, my home which is over a block away would remain in shadow for the whole winter time, sadly homes closer would have great impact all year round.

They mention the need for more housing in this area, I question that need as vacancies exist already in the 2 apartment buildings across the street as well as we have several townhouse/condo units in nearby streets .

I have voiced my concern, and please consider this my written submission to the City Planning and Environmental Committee and they will take into consideration my

concerns. I would appreciate being informed when the future Public Participation meeting is scheduled.

Thank you
Caroline McWhinney
442 Stockton St
London ON
N6C3B6

City of London Planning Department,

As a member of White Oaks United Church I wish to object to the changes proposed for this development and in fact I am somewhat opposed to the development altogether.

I feel this building is far too large for the space available. If you still wish to proceed, I would suggest something around 4 - 5 stories should be more suitable for the space available and with more space at the street sides to allow for more visibility at the corner.

I feel there should be more units for low income people - more like at least 1/3 of the building should be for low income folk, with rents at about 65% of the market rate.. I don't feel that your proposal of 2 units with rent reduced to 85% of market value is enough of a rent reduction. And certainly only two (2) rent reduced apartments should not even be an option!! We need more rent reduced housing in this city and this would be an opportunity for you to show some community spirit

I feel your proposal to reduce the number of parking spaces and to reduce the size of the driveway entrance will lead to traffic jams going in and out, especially with the driveway so close to the corner.

I also believe that your plan to eliminate any retail or commercial space on the ground floor is short sighted as small businesses need space within the community.

I am sure there are other things that would make your development more attractive for the community. Thanks for your consideration.

Sincerely, John Schulze
Hello Alanna

I am writing you today regarding the proposed plans for the building at 400 Southdale Road East. I feel that a 7-storey building is way too high for such a small lot. Current zoning only allows a 4-storey building bonusing to 6-storeys which is still too high. I realize that something will be built on this site. What I have issue with is how many allowances the builders/developers want to put through. The zoning also requires a 45-degree angle to minimize shade impact which they want allowance to go outside this as well. Zoning requires 8 accessible parking spaces to which they only want to provide 2. This is only a few of the allowances they want permission for. Since neither company is from London, they do not know the area well or what our area is like day to day.

Back to the building height and shadows. I live directly behind the empty lot close to Dundalk. The shade and shadow we get from the Boardwalk building on Southdale is already a lot. Adding a 7-storey building to the empty lot will significantly reduce the sun to my backyard as well as all the backyards on this side of Stockton. Winter will be the hardest for all of us. As it is, with winter we already have reduced sunlight during the day, but with this building we will get little to no sun at all. I'm not happy with the wording they used in their documents. They basically do not care how the surrounding neighbours will be affected by this building.

A building this size on such a small lot of land will create traffic issues both on Southdale and Dundalk. I know studies were done on this too but really, a study isn't all

that helpful unless you see it day to day. This is a school area with lots of children going to school and playing outside. Adding this building will put added pressure on an already full school. Traffic along Stockton will surely increase and speeders will continue to make this street unsafe for everyone on it.

There will be more parking on the surrounding streets as there will not be enough parking for the building's visitors. Construction crews will be using our streets as parking lots as well.

Having a 7-storey building on this lot leaves little privacy to those directly behind the building. Adding privacy glass to the balconies will not help. Sure, when people are sitting on their balconies, they won't be able to see clearly but are they not ever going to stand up?

The noise of vehicles entering and exiting the parking garage is another issue. That will be a lot of traffic for a small laneway and entrance right along the back of our properties. Even putting up a fence or retaining wall to help with this will cause other issues. The space between the 2 fences will become hiding grounds for illegal activities. This is a huge safety concern for all those in this community.

I do not want anything higher than the 4-storeys. Building a residential condominium building on this small lot of land will no doubt decrease the property values. It is not a good idea to go that high in this residential area as most of the lot will be building. I sincerely hope you take in to account those who live here and how this will impact us.

Thank you for taking the time to read the concerns.

Carrie Lumley
423 Stockton Street

I don't see that you have changed much on the proposed apartment building for 400 Southdale Road. It will be an eyesore still. The lot is too small to accommodate the size of building with balconies encroaching the existing residential dwellings, no green space, driveways too close to corner with high volume of vehicles coming in and out. Still too many special zoning "provisions". We have zoning by-laws to protect us from such misuse.

This project should not proceed.

Alanna Riley, I am opposed to all the zoning changes proposed for the development at 400 Southdale Rd. E. The File is OZ-9261 and the developer is LJM Developments. Especially concerning is the increase in density from 350 units per Ha to 503 units per Ha. Zoning laws have been developed with good planning in mind, and I am not sure why changes that would be detrimental to the area are being considered. I am a member of White Oaks United Church, across the street from the planned development.

Sincerely, Louise Moorhouse

As a member of White Oaks United Church I wish to object to the changes proposed for this development and in fact I am somewhat opposed to the development altogether.

I feel this building is far too large for the space available .If you still wish to proceed, I would suggest something around 4 - 5 stories should be more suitable for the space available and with more space at the street sides to allow for more visibility at the corner.

I feel there should be more units for low income people - more like at least 1/3 of the building should be for low income folk ,with rents at about 65% of the market rate.. I don't feel that your proposal of 2 units with rent reduced to 85% of market value is enough of a rent reduction . And certainly only two (2) rent reduced apartments

should not even be an option!! We need more rent reduced housing in this city and this would be an opportunity for you to show some community spirit

I feel your proposal to reduce the number of parking spaces and to reduce the size of the driveway entrance will lead to traffic jams going in and out, especially with the driveway so close to the corner.

I also believe that your plan to eliminate any retail or commercial space on the ground floor is short sighted as small businesses need space within the community.

I am sure there are other things that would make your development more attractive for the community. Thanks for your consideration.

Dorothy Gillies

Terry Moore

RE: Revised Official Plan and Zoning Bylaw Amendments, 400 Southdale Road East, London, ON.

File Reference OZ-9261

DATE: July 5 2021.

Applicant: LJM Developments

As citizens of the Cleardale area we feel it necessary to voice our concerns with regards to this application in particular and also how the public is treated during the application process.

This application was originally made in the fall of 2020 and at the time while I Dave Thompson had some understanding of the general concept of zoning bylaws and development applications given my work history, it quickly became evident of the difficulty a typical resident may have understanding the implications of receiving the notice.

Since then I have attempted to educate myself with respect to the process used in an instance such as this and also have attempted to obtain relative information about the process and also the information that is used to impact the decision making of both the developer and city officials. Originally in the fall I contacted the city on a number of occasions only to find resistance, poor information and guidance and even in some instances refusal to discuss or provide the information. If not for the cooperation of councillor Elizabeth Pelosa my knowledge and understanding would be even less than it is today. In the same time since the original application and the amended submission it is evident from documentation received through councillor Pelosa that there has been ongoing communication, discussion and decision making between the developer and the city. It is evident that the average citizen is at a great disadvantage when trying to not only understand the process and mechanism used to come to critical decisions, but also in the treatment they receive.

With regards to the new proposal itself while it differs in a number of small ways to the original it is evident that the developer's goal is to maximize profits to the detriment of the neighbourhood and especially the neighbours living close to the proposed development. Even more concerning is the fact that the city seems to be in agreement with and in fact may be even be encouraging the developer in this endeavour.

The developer has not only requested a zoning change that would allow some of the most densely populated space in the city, but also has requested that the already high density ratio be increased by a further 40% over and above this threshold. To reach these goals they have also requested that building height, set back, parking space, open space, shadow impacts and balcony encroachments all be reduced or ignored. The result is that this developer would in effect double the number of units on the property as can be born out from documentation provided by the developer where they state:

In hopes to provide assistance to the City of London, IBI Group has calculated the lift as being 91 units based on the proposed increase to the current Zoning By-law density permissions. 90 units are permitted on the subject lands based on the maximum density permission of 350 units per hectare outlined in the R10-5 zone of Zoning By-law No. Z.-1. Therefore, the proposed 181 units subtracted by 90 permitted units results in a 91 unit lift.

The above excerpt was taken from the "Planning Justification Addendum Report" submitted to the city by the developer. While this doubling of the density on the property is most concerning what is even more concerning is that the developer seems to be expecting these allowances while providing little in return.

It is understood that there is and will be an ongoing need for housing within our city, but it is evident that this developer is not interested in providing a type of development that would provide good living space to residents. The other troubling realization that has come to the forefront is the city's seemingly random approach to the allowance of development. I was informed in a telephone conversation in January with a representative of the developer that the city was encouraging them and even forcing them to make an application of this nature for the property. If this is indeed the case, it is even more perplexing as to why this particular application would be allowed while allowing other much lower density development in locations with similar designations throughout the city.

Respectfully submitted,

Dave and Heather Thompson

July 15, 2021: Housing Development Corporation

July 15, 2021

TO: City of London Development Services
Attention: Michael Tomazincic, Manager, Development Services, Current Planning
Alanna Riley, Senior Planner, Development Services, Current Planning

REGARDING: Bonusing for Affordable Housing
400 Southdale Road East ("Subject Lands")

Background:

Housing Development Corporation, London (HDC) was engaged to work with LJM Developments (the "Proponent") and provide a fair recommendation to the Director, City of London Development Services in response to the Official Plan and Zoning By-law Amendment application (City of London Planning File: OZ-9261) proposal for height and density "bonusing" in exchange for the provision of affordable housing. The application proposes a 7-storey apartment building containing 181 residential condominium dwelling units and two levels of underground parking.

This letter reflects the recommendation of HDC and is provided with the general concurrence of the Proponent.

RECOMMENDATION:

It is the recommendation of the HDC that the following affordable housing elements be considered as commensurate public value in exchange for the requested bonus zone:

That LJM Developments enter into an agreement with the Corporation of the City of London to facilitate the transfer of ownership at no cost of four (4) new one-bedroom condominium units constructed within the development for the purposes of affordable housing, in a form prescribed by the City;

It being noted that a future development agreement will provide for the four new one-bedroom units and will include the following through further agreements as necessary:

- 1. Assurances of the specific location, size, fixtures, and features of the bonus units are defined as to the City's satisfaction. This includes any common and general attributes, (such as storage lockers, parking, or other building resident amenities) for each bonus unit;**
- 2. A purchase agreement, inclusive of securities as applicable, reflecting the process for the no-cost transfer of the 4 new one-bedroom units and any associated services and features upon condominium plan registration, in a form satisfactory to the City; and**
- 3. Confirmation that the associated condominium declaration and by-laws shall in no way limit the use and function of the units for affordable rental housing in accordance with applicable residential rental laws.**

It is further recognized that, upon ownership, the City will retain and maintain the units within the function and business of affordable rental housing as managed through the City's Housing Stability Services. The City, as owner, would therefore be required to address costs associated with condominium and other standard fees. These factors have been considered within the bonus provisions and will be subject to separate reporting and details.

Rationale for Affordable Housing Bonus:

Policy Considerations: The recommended bonus is consistent with the Homelessness Prevention and Housing Policies of the London Plan and the Housing Stability for All Plan. These policies prioritize need, promote innovation, and encourage the engagement of all sectors, including private developers, to create sustainable affordable housing solutions.

Location and Application Considerations: The Subject Lands are on located the northeast corner of Southdale Road East and Dundalk Drive. The lands are proximate to a broad range of range of residential, institutional, commercial, retail, office and recreational uses. The lands are directly served by transit and active and supportive transportation infrastructure.

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to housing stock, affordability rates, vacancy rates, rental rates, incomes, and other market conditions.

Considerations of Value within Ownership: Affordable housing established through a bonus zone exchange is not limited to units in the rental market. Value to the developer and the public can be similarly ascribed through a transfer of ownership providing long term, flexible, and adaptive housing solutions that add value to the development, neighbourhood, and community.

Conclusion:

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable housing aligns with a critical need in London, noting that London is currently ranked 5th in Canada for the highest percentage of households in "Core Housing Need" in major urban centres (CMHC, July 2018).

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

HDC will be available to the Planning and Environment Committee and to Civic Administration to further inform this recommendation or respond to any associated questions.

Sincerely,



Stephen Giustizia
President and CEO

c. Brian Turcotte, Development Manager, HDC
Isabel da Rocha, Business and Program Manager, HDC



Housing Development Corporation, London

520 Wellington St., Unit 7, London, ON N6A 3R2
P: 519-930-3512 www.hdcilondon.ca

Appendix C – Policy Context

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

Provincial Policy Statement, 2020

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 b)

1.1.1 e)

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54_ Our Strategy, Key Directions

Policy 59_1, 2, 4, 5, and 8 Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 61_10 Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66_ Our City, Planning for Growth and Change

Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 256_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

*Policy 259_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhood Place Type

Policy 916_3 Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

Policy 919_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

921_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

*935_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Intensity

Policy 937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

Policy 939_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

963_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

964_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods

965_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Planning Goals for Near-Campus Neighbourhoods

968_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods

969_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods

Policy 1578_ Our Tools, Planning and Development Applications, Evaluation Criteria For Planning and Development Applications

Official Plan (1989)

General Objectives for All Residential Designations

3.1.1 ii)

3.2.3.3 – Neighbourhood Character Statement

3.2.3.4 – Compatibility of Proposed Residential Intensification Development

Low Density Residential Designation

3.3 – Preamble

3.3.1 – Permitted Uses

3.3.2 – Scale of Development

3.3.3 – Residential Intensification

3.5.19 – Policies for Near-Campus Neighbourhoods

3.5.19.3 – Vision for Near-Campus Neighbourhoods

3.5.19.4 – Land Use Planning Goals for Near-Campus Neighbourhoods

3.5.19.5 – Encourage Appropriate Intensification

3.5.19.6 – Directing Preferred Forms of Intensification to Appropriate Locations

3.5.19.9 – Multi-Family, Medium Density Residential and Multi-Family, High Density Residential Designations

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

Figure 3-1 – Near-Campus Neighbourhoods Area

19.4.4 – Bonus Zoning

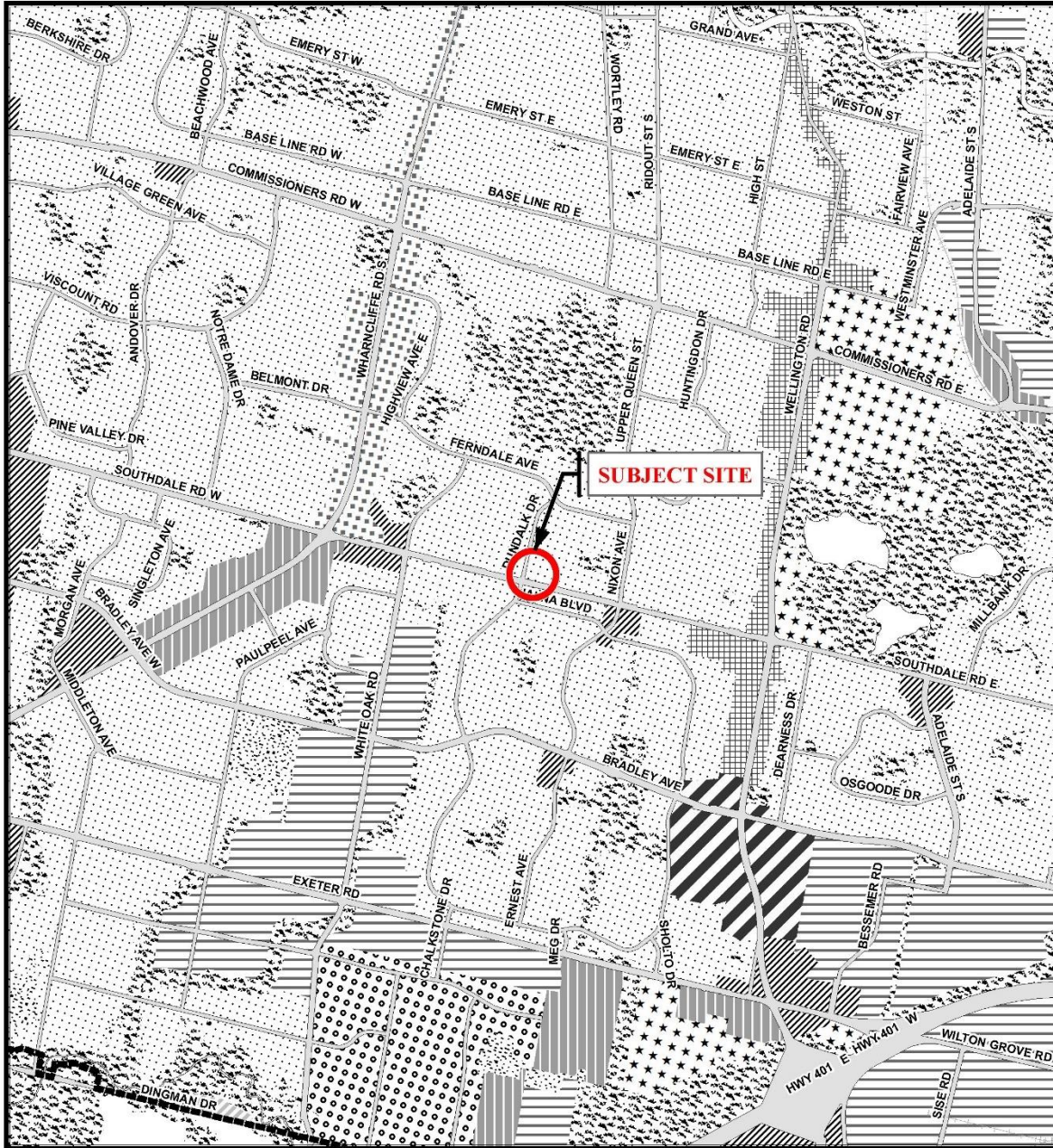
3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and	The site concept achieves an intensity that allows for other on-site functions

the ability of the site to accommodate the intensity of the proposed use;	such as guest parking, emergency services and open space.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area already designated and/or zoned for the proposed use.
The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;	The site is located along the bus route which has stops immediately across from the subject site and to the north and south.
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;	The proposed development is in an area in need of affordable housing units and provides for a mix of housing types. Four (4) affordable units are proposed as a bonusable feature in return for the increased height and density.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale/height of the proposed 7-storey apartment building is mitigated by the proposed interior side yard and parking area to the north, the rear yard setback to the east and 2.06m setback to Southdale Road East, and 1.06 setback to Dundalk Street. The building has been sited with adequate separation between the proposed building and neighbouring residential to the north. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	The proposed development provides for adequate space on site for landscaping and screening. Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.
The location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;	Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that driveway location and design can be addressed at the site plan approval stage.
The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;	Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: locating built form along the Southdale Road East and Dundalk Street frontage; orienting the building to including a principle building entrance as well as ground floor unit entrances facing dundalk street; providing for appropriate scale/ rhythm/ materials/ fenestration on both Southdale Road Est and Dundalk

	Street that helps create a comfortable, human scaled streetscape; and, locating all of the parking at the rear of the site or within away from the street edge.
The potential impact of the development on surrounding natural features and heritage resources;	No natural heritage features are present that will be affected by the proposed development.
Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;	The requested amendment is consistent with the in-force policies of the Official Plan. The requirements of the Site Plan Control By-law have been considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage.
Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;	Tree planting and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.
Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.

Appendix D – Relevant Background

Additional Maps



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.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000

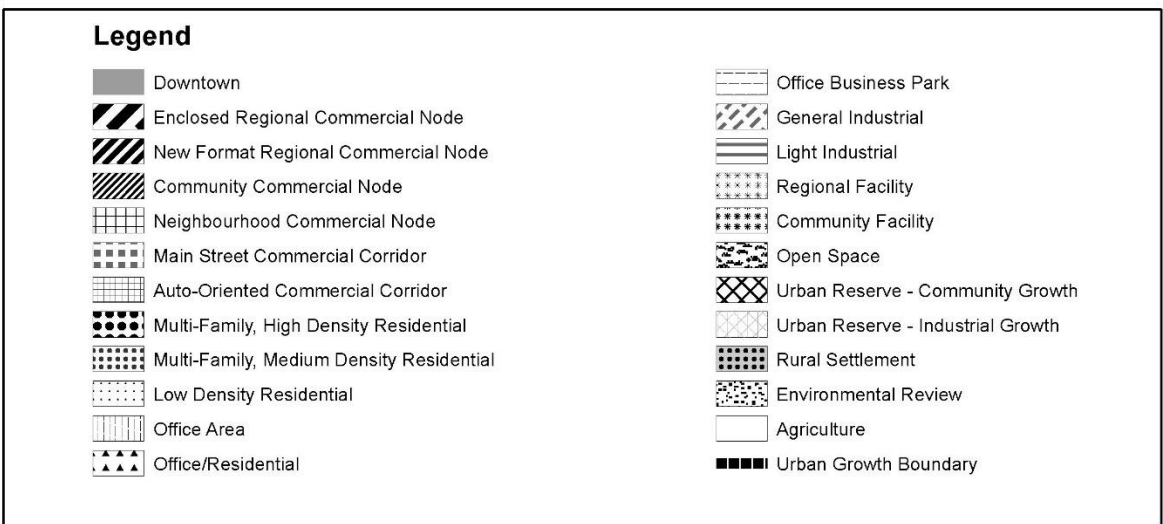
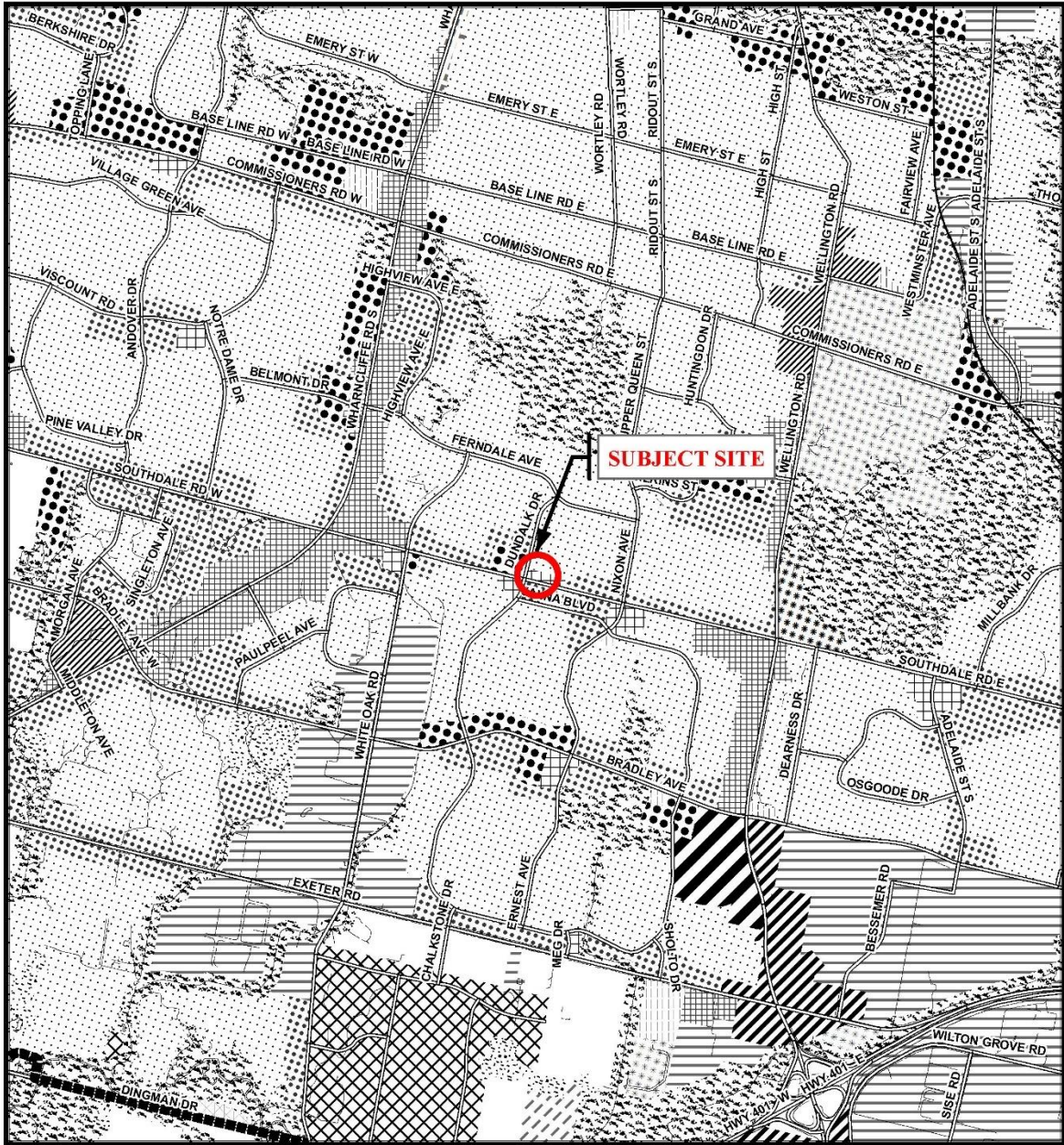


File Number: OZ-9261

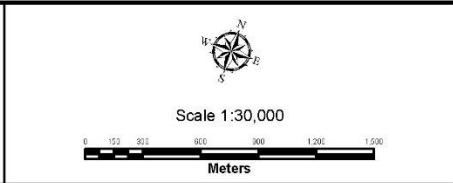
Planner: AR

Technician: RC

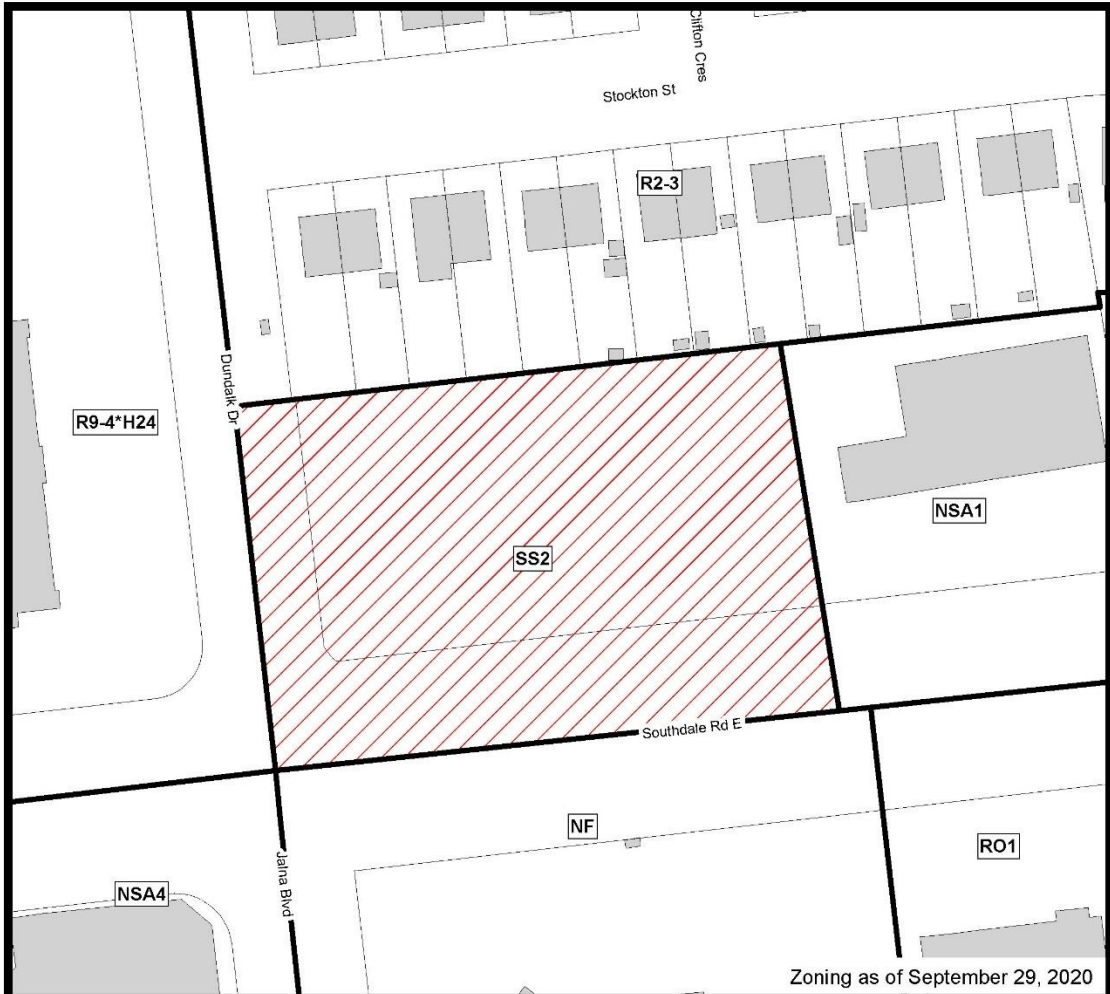
Date: October 8, 2020



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



FILE NUMBER: OZ-9261
PLANNER: AR
TECHNICIAN: RC
DATE: 2020/10/08



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9261

AR

MAP PREPARED:

2020/10/08

RC

1:1,000

0 5 10 20 30 40 Meters

Appendix E – Applicant Response to UDPRP Comments

The Panel commends the applicant for providing a contextually appropriate design solution which addresses Southdale Road East and Dundalk Drive through the following design features:

- Overall site organization with building frontage located along Southdale Road and Dundalk Drive;
- Vehicular access, drop-off, visitor parking, loading, and parking access to the north screened from the street as well as a landscape buffer to the north;
- Consideration for the quality of the public realm along Southdale Road, activating it through at-grade retail and enhanced landscape treatment;
- Intentional variation in massing and material application to breakdown the building mass in response to the site conditions.

Applicant Response:

Thank you. Based on the UDPRP comments received, we have maintained the overall site organization with the building frontage located along Southdale Road East and Dundalk Drive. Further, the parking continues to be screened from the street. At-grade retail continues to be provided, but at a marginally smaller scale (290 sq. metres less than previously proposed). Consideration of the public realm is still proposed through landscaping treatment and will be refined through the detailed design stage of the planning process. Despite revisions to the building height in order to respond to planning staff and public comments, intentional variation in massing and material application to breakdown the building mass is still provided.