

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: Anast Holdings Inc.
257-263 Springbank Drive
Public Participation Meeting

Date: January 10, 2022

Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Anast Holdings Inc. relating to the property located at 257-263 Springbank Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January 25, 2022 to amend the Official Plan (1989) to **ADD** a policy to Section 10.1.3 – "Policies for Specific Areas" to permit a residential apartment building with a maximum building height of 5-storeys - 20 metres (northerly half)/6-storeys - 23 metres (southerly half) and with a maximum density of 136 units per hectare within the Auto-Oriented Commercial Corridor designation to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on January 25, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** an Arterial Commercial Special Provision (AC2(2)) Zone, **TO** a Residential R9 Special Provision (R9-7()) Zone;
- (c) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Board on board fencing along the west, and north property boundaries that not only exceed the standards of the Site Plan Control By-law but also has screening/privacy qualities; and
 - ii) Ensure the tree preservation report has been updated, consent has been granted from Forestry Operations to remove any boulevard trees and vegetation, and a risk assessment of trees prior to construction and anticipated with construction is conducted.

Executive Summary

Summary of Request

The owner has requested to rezone the subject site to permit the development of a 5-storey (northerly half)/6-storey (southerly half) apartment building with a total of 38 dwelling units and maximum density of 136 units per hectare.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a 5-storey (northerly half) and 6-storey (southerly half) apartment building with 38 dwelling units and a maximum density of 136 units per hectare. The following special provisions would facilitate the proposed development, a minimum exterior side yard setback of 0.3m; a minimum front yard depth of 2.0m; a minimum interior side yard setback of

15.5m; a minimum parking rate of 1 space per residential unit; a residential density of 136 units per hectare; and a maximum balcony projection of 0.6m from the exterior lot line.

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 Urban Corridor Place Type policies. It also conforms with the in-force policies but not limited to the Key Directions, and City Design policies.
3. The recommended amendment meets the criteria for Specific Area Policies and will align the 1989 Official Plan with The London Plan;
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of development.
5. The subject lands represent an appropriate location for intensification in the form of an apartment building, at an intensity that is appropriate for the site and surrounding neighbourhood.

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 comprised of three parcels of land located at the northwest corner of Springbank Drive and Forest Hill Avenue. The site has a frontage of approximately 35.9 metres along Forest Hill Avenue which is considered the legal frontage of the property and 58.2m along Springbank Drive with a total area of 0.28 hectares. The subject site currently contains three single detached dwellings.

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

- Official Plan Designation – Auto Oriented Commercial Corridor
- The London Plan Place Type – Urban Corridor Place Type
- Existing Zoning – Arterial Commercial Special Provision (AC2(2))Zone

1.4 Location Map



1.5 Site Characteristics

- Current Land Use – single detached dwellings
- Frontage – 35.9 metres
- Depth – n/a
- Area – 0.28 hectares
- Shape – Irregular

1.6 Surrounding Land Uses

- North – single detached dwellings
- East – single detached dwellings
- South – vacant residential land
- West – single detached dwellings

1.7 Intensification

The proposed 38 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

2.0 Discussion and Considerations

2.1 Original Development Proposal and Requested Amendments (May 2021)

On May 10, 2021, Planning and Development accepted a complete application that proposed a 6-storey apartment building consisting of 38 units at 136 units per hectare, and 41 parking spaces, 12 located underneath a cantilevered portion of the building. Vehicular access was proposed from Forest Hill Drive and direct pedestrian access from a main entrance from Springbank Drive to the sidewalk. Balconies for each unit were proposed along with a common outdoor amenity area in the southwest corner of the site.

The applicant originally requested to change the zoning on the subject site from an Arterial Commercial Special Provision (AC2(2)) Zone, to a Residential R9 Special Provision (R9-7()) Zone. Special provisions included a minimum exterior side yard setback of 2.3m metres, whereas 3 metres is required; permit a minimum front yard depth of 0.5 metres, whereas 6 metres is required; a minimum parking rate of 1 space per residential unit, whereas 1.25 spaces per unit is required; a maximum density of 136 units per hectare whereas 130 units per hectare is required. and a setback of balconies to 0.5 metres from the front lot line.

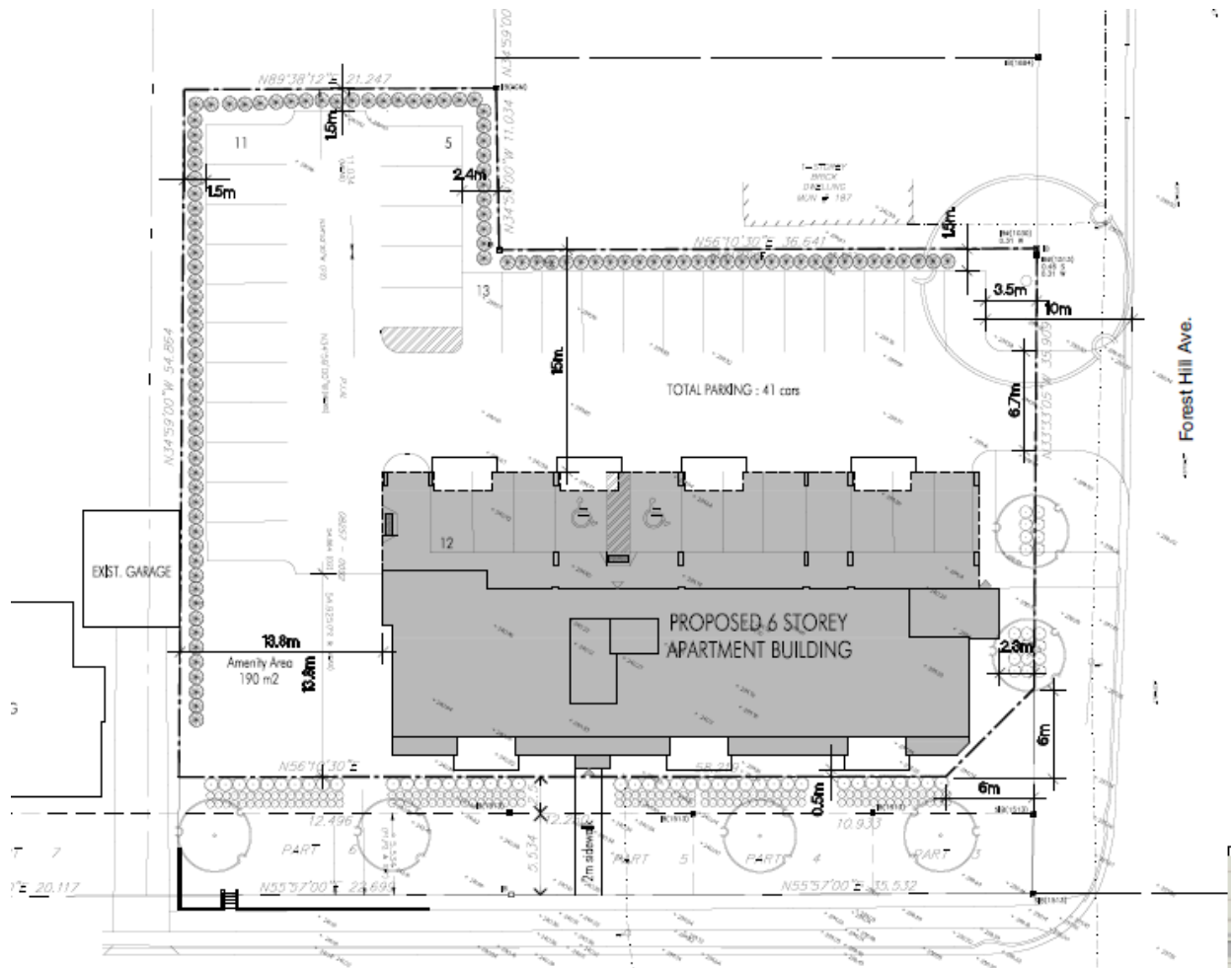


Figure 1: Original site concept plan (May 2021)



Figure 2: Original Rendering

2.2 Revised Development Proposals and Requested Amendments (November 2021)

On November 10, 2021, the applicant requested a revision to the application and provided slight design modifications to address technical site design requirements in response to concerns raised by City staff and the public.

The revised proposal did not change the number of units, however it specifically addressed stepping down the northerly side of the building to 5-storeys with a terrace on top. Special provisions were also changed to reflect Forest Hill Ave as the legal frontage resulting in a minimum exterior side yard setback of 0.3m metres, whereas 3 metres is required; permit a minimum front yard depth of 2.0 metres, whereas 6 metres is required; a minimum interior side yard setback of 15.5m whereas 4.5m is required; a minimum parking rate of 1 space per residential unit, whereas 1.25 spaces per unit is required a maximum density of 136 units per hectare whereas 130 units per hectare is required and a maximum balcony projection of 0.6m from the exterior side lot line.

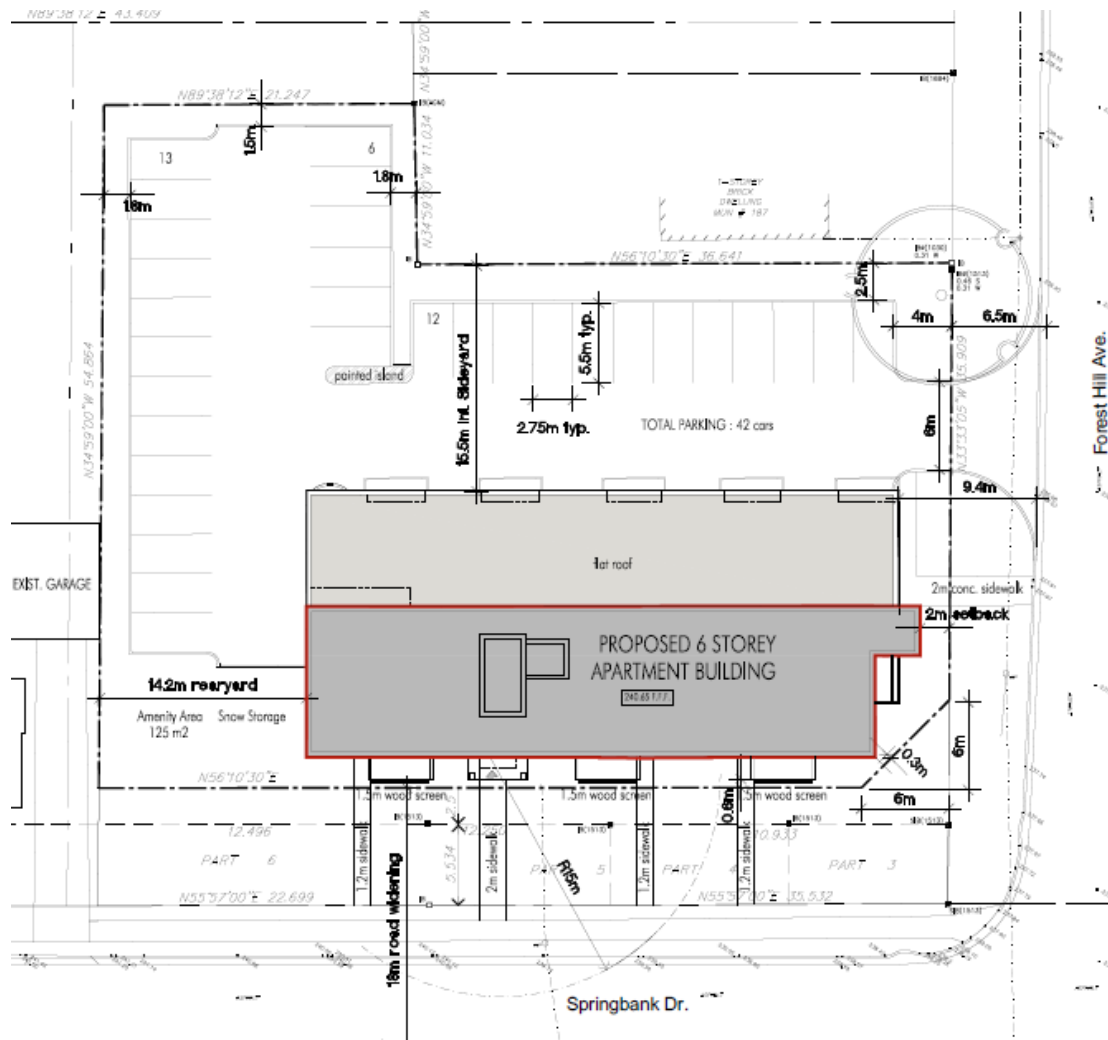


Figure 3: Final Revised site concept plan (November 2021)



2.5 Community Engagement (see more detail in Appendix B)

Twelve written responses were received, which will be addressed later in this report. The primary issues identified by the public included:

- The proposed built form/density are not in keeping with the area
- Compatibility
- Increase in traffic
- Parking
- Perceived decrease in property value
- Lighting, privacy, noise
- Parking
- Access
- Wildlife

The applicant also hosted a virtual community meeting November 10, 2022. The purpose of the meeting was to provide the community with information with respect to this application. Six members of the community attended the meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

2.6 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). The PPS also directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

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 provides Key Directions (Policy 54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

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

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow

- outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

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

- Protecting what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.
- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Directions 5 and 10).

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

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

All planning and development applications will conform with the City Design policies of The London Plan. All planning applications are to be evaluated with consideration of the use, intensity and form that is being proposed, subject to specific criteria set out in the Plan (Policy 1578_).

The London Plan identifies that residential intensification is fundamentally important to achieving the vision and key directions of plan. Intensification within existing neighbourhoods will be encouraged to help realize the vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability (Policy 937_).

In addition to The City Design policies of this Plan, residential intensification projects are subject to additional urban design considerations (Policy 953_). New proposals must clearly demonstrate that the proposed intensification project is sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood. The Plan evaluates compatibility and fit from a form perspective against a specific list of criteria to help ensure it is in keeping with the character of the surrounding neighbourhood. Compatibility and fit will be evaluated on matters such as, but not limited to, site layout, building and main entrance orientation, building line and setback from the street, character and features of the neighbourhood, height and massing. The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas (Policy 953_).

The site is in the Urban Corridor Place Type, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include range of residential, retail, service, office, cultural, recreational, and institutional uses.

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 Auto Oriented Commercial Corridor land use designation of the 1989 Official Plan. This designation is intended to accommodate commercial uses that cater to the needs of the travelling public, generally applied to areas along arterial roads where high traffic volumes are present and where services can be concentrated and supported. Examples of permitted uses include hotels, automotive uses and services, restaurants, and building supply outlets/hardware stores. Commercial buildings in the

“Auto-Oriented Commercial Corridor” designation are to be of low-rise form to provide for a scale that will minimize impact on, and can be integrated with, surrounding uses.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

Through an analysis of the use, intensity and form, Staff have considered the compatibility and appropriateness of the requested amendment and proposed development, as shown in the revised concept plan, both on the subject lands and within the surrounding neighbourhood.

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).

Consistent with the PPS, and conforming to The London Plan, the recommended apartment development will contribute to the existing range and mix of housing types in the area, which predominately consists of one and two-storey single detached, semi-detached dwellings to the north and west, and 14-storey apartment building zoned for development across the street at 250-270 Springbank Drive. The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposed cluster development with 5-storeys on the northerly portion and 6-storeys on the southerly portion will provide choice and diversity in housing options for both current and future residents. No new roads or infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, with the Thames Valley Corridor across Springbank Drive and a park to the north, transit, community facilities, convenience and shopping areas along Springbank Drive, and commercial corridor along Wharncliffe Road.

The London Plan

The subject site is located along an Urban Corridor Place Type which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. The proposed apartment building is in keeping with the permitted uses of The London Plan. (Permitted Uses, *837_).

While the recommended development has a different intensity and built form than some of the existing surrounding development, the analysis of intensity and form below demonstrates that this apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

1989 Official Plan

The proposed residential development is not contemplated within the *Auto-Oriented Commercial Corridor* land use designation in the 1989 Official Plan. Since this designation does not allow for residential uses, an amendment to the 1989 Official Plan is required to align the 1989 Official Plan policy framework with the Urban Corridor Place Type of The London Plan. Therefore, staff's recommendation includes a site-specific policy to permit a residential development within the 1989 Official Plan. Further analysis of this is below in Section 4.2 – Intensity.

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. These take 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). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). 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 use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

The subject property is of a size and configuration capable of accommodating a more intensive form of development and can be considered an underutilized site within a settlement area. As the site is currently developed with three single detached dwellings, the proposed development represents a form of residential intensification consistent with the PPS. The increased intensity of development on the site will make use of existing transit services, nearby passive recreation opportunities, and public service opportunities. The proposed intensity of the development can be accommodated on the subject site and within the surrounding context with minimal impacts. The proposed development supports the Province's goal to achieve a more compact, higher density form of development, consistent with the PPS.

The London Plan

The City of London has identified appropriate locations and promoted opportunities for intensification and redevelopment through The London Plan. The Plan establishes a hierarchy of where intensification should occur and what levels of intensity are considered appropriate within the Urban Growth Boundary. The Urban Corridor Place Type is one of those areas where intensification is promoted in order to achieve greater levels of intensity.

The London Plan uses height as a measure of intensity. In the Urban Corridor Place Type a minimum height of 2 storeys and a maximum height of 6 storeys, with bonusing up to 8 storeys is contemplated (*Table 9). The proposed 5-storey/6-storey apartment building is in keeping with the permissions of the place type and considered appropriate for the subject site. The development is sensitive to the adjacent land uses as a result of the building orientation, landscaping, and proposed setbacks/stepbacks from the sensitive residential land uses. This helps create a compatible development at a human scale along both Springbank Drive and Forest Hill Ave resulting in a comfortable pedestrian environment.

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 provides a coordinated parking facility through parking in the rear of the development which is internal to the site (Intensity, *840_). The increased intensity of development on the site will make use of and be supported by existing transit services, the wide range of commercial uses along the corridor and additional, office uses, public and Catholic elementary schools, and several parks within walking distance.

The policies of the Urban Corridor also speak to the careful management of the interface between the subject lands and any adjacent lands within less intense neighbourhoods. In consultation with Urban Design Staff it has been determined the recommended setbacks from the adjacent low density residential are a suitable form of redevelopment on these lands. This is discussed further in the Form Section below.

The proposal will help to implement the vision of the Urban Corridor Place Type policies of The London Plan with respect to creating additional intensity in these areas and is consistent with the desired development pattern of a compact and transit-oriented mixed-use corridor (Policy 855).

1989 Official Plan

As mentioned, the Official Plan identifies that the subject lands are designated as Auto Oriented Commercial Corridor. This designation is intended to accommodate commercial uses that cater to the needs of the travelling public, generally applied to areas along arterial roads where high traffic volumes are present and where services can be concentrated and supported (Section 4.4.2.4; Section 4.4.2.5). The proposed residential development is not contemplated within this designation.

While the proposal complies with the maximum standard height in the London Plan, the requested use with a density of 136 uph is not permitted by the 1989 Official Plan. It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan. Therefore, a specific policy is recommended to allow for a residential development with a height of 5-storeys on the northerly half and 6-storeys on the southerly half with a density of 136 uph for this development to align the policy framework with the Urban Corridor Place type. A Planning Impact Analysis has been provided in Appendix 'D' to address impacts of the proposed use and density on surrounding lands. Additionally measures addressing the impacts of the proposed intensity on surrounding lands have been reviewed through the above analysis of the Urban Corridor Place Type policies and no further review is required through the AOCC policies as they do not relate to residential developments.

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 redevelopment and intensification of the subject lands would contribute to achieving a more compact form of growth along an Urban Corridor where this form of development is encouraged. The proposed apartment building provides a form of development that will optimize the development of the consolidated parcels and utilize existing services in the area.

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (Policy *7_, 66_). It encourages growing "inward and upward" to achieve compact forms of development (Policy 59_2, 79_) and provides opportunities for infill and intensification through various types and forms of development (Policy 59_4). To manage outward growth, The London Plan encourages infill and intensification in meaningful ways (Policy *59_8).

Within the Urban Corridor Place Type, and according to the urban design considerations, 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 (841_). 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 building is oriented along and located close to the Springbank Road and Forest Hill Ave. streetscapes. Particular emphasis is placed on the lot's corner location, as the building is situated close to the intersection of Springbank Road and Forest Hill Ave helping define the street edge and encourage a street-oriented design with ground floor entrances facing the streets. The preliminary building design includes appropriate building articulation, rhythm, materials, fenestration, and balconies. The differing setbacks of the building improves sightlines for residents and adds an appropriate architectural rhythm along the Springbank Road and Forest Hill Ave streetscapes. The exterior side yard abuts Springbank Drive however, requires a reduced setback to 0.3m corner setback at the intersection whereas the building itself is setback 0.2metres from Springbank Drive. The west interior side yard abuts a residential zone and a setback of 15.5m has been provided between the proposed apartment and abutting residential lots. Further special provisions include a minimum parking rate of 1 space per residential unit, whereas 1.25 spaces per unit is required, and a maximum 1.5m balcony projection that is 0.6m from the exterior side lot line.



Figure 5 – Aerial View (Original Rendering)

In Staff's opinion there is sufficient space between the development proposal and the property lines, providing an opportunity to provide for fencing, landscaping, and/or tree plantings to screen the building and afford adequate privacy levels for residents. The pedestrian pathways on the subject lands provide direct access from the ground floor units to the public sidewalk and to the surface parking area, helping establish an active street wall and appropriate interface with the public realm.

As previously noted, the proposed building placement and reduction in height to the northerly elevation (5 storeys) combined with the large setback from the existing residential development provides a suitable relationship between the proposed development and existing homes, helping to mitigate compatibility concerns. Additional

buffering will be provided through appropriate fencing and/or vegetative screening along the west and north property boundaries adjacent to existing development.

The proposed development meets the urban design goals of The London Plan and will result in a development that is compatible with, and a good fit, within the existing and planned context of the area.

1989 Official Plan

The proposed form of development has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses. The development provides an active street wall along the Springbank Drive and Forest Hill Ave frontages, creating a positive interface for pedestrians. The building's design provides appropriate scale/ rhythm/ materials and fenestration. The main pedestrian access points for the building create a prominent entrance feature clearly identifying the main entrance to the building. The development also transitions the height and massing from six stories to five stories to limit the impacts of the building height on the abutting properties.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The applicant was successful in meeting these requests improving the overall development. Staff are supportive of the overall design and changes made by the applicant and believe it is in keeping with the Urban Design principles in Section 11.1

4.5 Specific Policy - Chapter 10

The applicant has requested a Specific Area Policy to permit an apartment building with a maximum residential density of 136 units per hectare within the Auto Oriented Commercial Corridor.

Specific Area policies may be applied where the application of existing policies would not accurately reflect the intent of Council with respect to the future use of the lands. Under these circumstances, the adoption of Specific Area policies may be considered where the change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use. (10.1.1.ii) The commercial policies applied to these lands do not contemplate residential development and anticipate the primary function to be commercial uses. The proposal for a stand-alone apartment building is not consistent with the planned function of the auto oriented commercial corridor however, the proposed development is in keeping with the Neighbourhoods Place Type in the London Plan which will be applied to the subject site and will come into effect once The London Plan appeals have been resolved. As such, the existing commercial designation currently applied to the subject site does not "*accurately reflect the intent of Council*" for future development on this property. In Staff's opinion the proposed development warrants consideration of a special area policy to permit the requested apartment building until the Neighbourhood Place Type comes into effect.

Furthermore, the proposed building has been positioned and oriented on the subject lands to minimize the impact on surrounding land uses. There are no notable land uses proximate to the subject lands that will present any significant land use conflicts with the proposed development. Adequate levels of landscaping and/or tree plantings will screen the surface parking area from the public realm, enhancing the pedestrian environment around the subject lands. The proposed development is located at an intersection, where it is anticipated that many of the land uses along Springbank Drive will transition to similar mixes of land uses along the corridor, replacing many auto-oriented commercial corridors uses. The subject lands represent a location that provides convenient access along an arterial road and is proximate to many commercial amenities and institutional services.

As such, staff have recommended a special policy to align the current 1989 Official Plan with the London Plan for the proposed intensity and scale of development.

4.6 Public Concerns

Over Intensification:

Concern that too many units are being proposed for the site in relation to the intensity of surrounding development.

Concern about the cumulative impact of ongoing and planned residential intensification in the vicinity of the subject property.

Response: The proposal will help to implement the vision of the Urban Corridor Place Type policies of The London Plan with respect to creating additional intensity in these areas and is consistent with the desired development pattern of a compact and transit-oriented mixed-use corridor.

Compatibility

Concern the proposed development will not be compatible with the surrounding area.

Response: The proposed building has been positioned and oriented on the subject lands to minimize the impact on surrounding land uses. There are no notable land uses proximate to the subject lands that will present any significant land use conflicts with the proposed development.

Traffic

Concern about the cumulative impact on the transportation system for volume and safety of existing, ongoing and planned residential intensification in the vicinity of the subject property.

Response: The Transportation Division did not have any concerns with the proposed increase in traffic that could result from this proposed development.

Privacy

Concern that the development will create privacy issues and will negatively impact the enjoyment of neighbouring properties.

Response: The proposed recommendation includes that during the time of site plan approval additional buffering will be provided through appropriate fencing and/or vegetative screening along the west and north property boundaries adjacent to existing development will be considered.

Parking

Concern that insufficient parking is being provided for the site.

Response: This development is located along an arterial road with access to transit. The applicant also has provided one space per unit and bicycle parking.

Wildlife

Concern this will destroy the wildlife in the area

Response: There are no natural heritage issues that were identified through the process.

Trees

Concern about the existing trees.

Response: This is a site plan issue. However, the recommendation includes that the tree preservation report be updated.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the 1989 Official Plan policies and the in-force policies of The London Plan including the Urban Corridor Place Type policies. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial streets, existing public transit, and large open space corridor with passive recreational trails in the area.

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

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

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)
2022

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 257-
263 Springbank Drive

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 January 25, 2022

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 25, 2022
Second Reading – January 25, 2022
Third Reading – January 25, 2022

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 Chapter 10 policy in Section 10.1.3 of the Official Plan for the City of London Planning Area – 1989 to permit a 5-storey-20 metre (northerly half)/6-storey-23 metre (southerly half) apartment building with a total of 38 units and a maximum density of 136 units per hectare, that will allow for a development that is consistent with the Urban Corridor Place Type policies of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 257-263 Springbank Drive in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the in-force policies of the 1989 Official Plan and The London Plan.

The recommendation provides for intensification in the form of an apartment building located along a high-order road. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding area. and would help to achieve the vision of the Urban Corridor Place Type.

D. THE AMENDMENT

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

1. Chapter 10 – Policies for Specific Areas of the Official Plan for the City of London is amended by modifying the following:

257-263 Springbank Drive

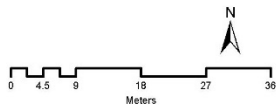
- () At 257-263 Springbank Drive, within the Auto-Oriented Commercial Corridor, a 5-storey-20 metre (northerly half)/6-storey-23 metre (southerly half) apartment building with a maximum density of 136 units per hectare may be permitted.



LOCATION MAP





Subject Site: 257-263 Springbank Drive
 File Number: O-9354/Z-9355
 Planner: Alanna Riley
 Date: 2021/12/03

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



Scale 1:800

Legend

-  Subject Site
-  Assessment Parcels
-  Buildings
-  Vegetation

Appendix B

Bill No.(number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 257-263 Springbank Drive.

WHEREAS Anast Holdings Inc. has applied to rezone an area of land located at 257-263 Springbank Drive, 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 257-263 Springbank Drive, as shown on the attached map comprising part of Key Map No. A110, from an Arterial Commercial Special Provision (AC2(2)) Zone, to a Residential R9 Special Provision (R9-7()) Zone.
- 2) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

) R9-7() 257-263 Springbank Drive

a) Regulations

- | | | |
|-------|--|------------------------|
| i) | North Interior Side Yard Setback (Minimum) | 15.5 metres |
| ii) | Exterior Side Yard Setback (Minimum) | 0.3 metres |
| iii) | Front Yard Setback (Minimum) | 2.0 metres |
| iv) | Parking Rate | 1.0 space per unit |
| v) | Height (Northerly Portion) | 5-storeys – 20 metres |
| vi) | Height (Southerly Portion) | 6-storeys – 23 metres |
| vii) | Density | 136 units per hectare |
| viii) | Balcony Projection (maximum) | 0.6m from the lot line |

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.

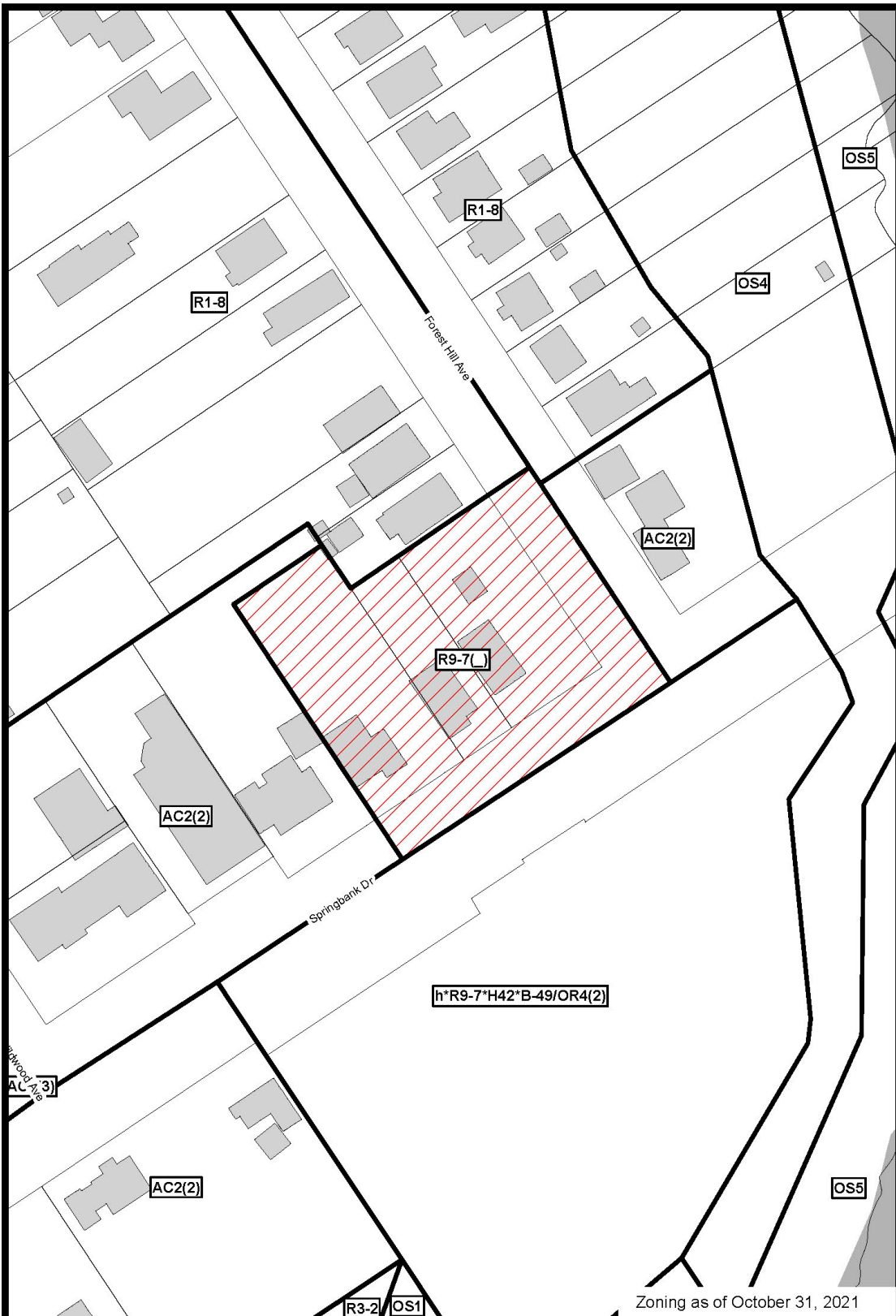
PASSED in Open Council on January 25, 2022.


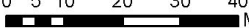

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – January 25, 2022
Second Reading – January 25, 2022
Third Reading – January 25, 2022

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



<p>File Number: O-9354/Z-9355 Planner: AR Date Prepared: 2021/12/06 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Appendix B – Public Engagement

Community Engagement

Notice of Application (May 20, 2021):

On May 20, 2021, Notice of Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 20, 2021. A “Planning Application” sign was also posted on the site.

12 replies were received.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 6-storey apartment building with 38 units with a density of 136 units per hectare

Notice of Revised Application (December 2, 2021):

On December 2, 2021, Notice of Revised Application was sent to property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 2, 2021.

Nature of Liaison: The purpose and effect of this zoning change is to permit a cluster townhouse/stacked townhouse development with 13 cluster townhouses and 8 a 5-storey(northerly half) and 6-storey(southerly half) apartment building with 38 units with a density of 136 units per hectare.

Community Meeting: The applicant also hosted a virtual community meeting November 10, 2022. The purpose of the meeting was to provide the community with information with respect to this application. Six members of the community attended the meeting. The applicant provided a presentation on the proposed development and answered questions relating to the proposal.

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

Concern for:

Over Intensification:

Concern that too many units are being proposed for the site in relation to the intensity of surrounding development..

Concern about the cumulative impact of ongoing and planned residential intensification in the vicinity of the subject property.

Traffic

Concern about the cumulative impact on the transportation system for volume and safety of existing, ongoing and planned residential intensification in the vicinity of the subject property.

Privacy

Concern that the development will create privacy issues and will negatively impact the enjoyment of neighbouring properties.

Parking

Concern that insufficient parking is being provided for the site.

Wildlife

Concern this will destroy the wildlife in the area

Trees

Concern about the existing trees

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

Dear Alanna Riley and Stephen Turner,

The proposed plan to build a 38 unit, six-story apartment building at 257-263 Springbank Drive will significantly impact the general livability conditions of our small, quiet neighbourhood on Forest Hill Ave. After meeting with several neighbours, I have created a list of significant and genuine concerns.

1. Residential properties immediately abutting a six-story apartment building and parking lot will decrease in property value.
2. The scale of a six-story apartment building and parking space spilling over onto Forest Hill Ave, is not compatible with a quiet, side-street neighbourhood of single-family dwellings which are mostly one-story homes.
3. As proposed, the six-story building will absolutely overshadow and intrude on private outdoor spaces.
4. The proposed plan of a six-story building and parking space will create a negative visual impact in the neighbourhood.
5. The proposed plan will negatively affect the natural habitat and biodiversity of the area as numerous old, healthy trees will need to be removed. As well, noise and light pollution will negatively affect the wildlife in the area including deer, fox, birds, chipmunks, geese, wild turkey, ducks and rabbits.
6. The proposed plan will create substantial shading of existing ground-related residences. Since the proposed building will be built south of residential homes, it will create shade during the critical mid-day period during which many plants need direct sunlight and outdoor activities are most common.
7. A significant increase in noise pollution from traffic, air conditioning units, neighbours on balconies as well as mechanical equipment.
8. A significant increase in vehicle traffic on our short, narrow, side-street neighbourhood will lead to traffic congestion and an increase in air pollution. As well, there will already be a substantial increase in traffic on Springbank Drive as a 15-storey apartment building is being built directly across the street (250-270 Springbank Drive) from the proposed plan for 257-263 Springbank Drive. Many homeowners on Forest Hill Ave are concerned about the challenge of turning left onto Springbank Drive, which will be exacerbated by the increase of vehicles from the apartment buildings.
9. As visitor parking to the building will be extremely limited, there will be an increase of people parking on Forest Hill Ave in front of residential homes.
10. A significant increase in foot traffic directly on Forest Hill Ave of people wanting to access Greenway Park at the end of our street.
11. Ongoing construction headaches including noise and air pollution and debris will disrupt the wildlife in the area and the daily life of many homeowners.
12. A proposal for renovation of the existing homes would be more reasonable.

We appreciate your attention to the legitimate and serious concerns of our neighbourhood community.

Claudine St. Pierre

Ray Smith

Greetings,

Background

Currently Springbank Drive is a high traffic, 4 lane arterial road serving the west end of London, south of the Thames. The speed limit is commonly exceeded and is really just a number on a post. As a long-time resident of Forest Hill Avenue, I find it increasingly difficult to enter or exit Springbank because of the increase in the volume and speed of traffic. As the west end of the city develops, so does the traffic on Springbank.

My street, Forest Hill Avenue, is on the hillside off Springbank Drive just above the Coves. There is no alternative to this intersection as Forest Hill ends at Springbank Park where it joins the next residential street - Wildwood Avenue. Both streets are a kilometer or so long and together form a U - ending at Springbank Drive. There are no parking restrictions posted on Forest Hill. Despite a lack of sidewalks, there is also a considerable volume of foot/bike/dog walker traffic from Springbank Drive using Forest Hill for access to the park. The street is also on a school bus route. Forest Hill predates amalgamation by many years.

I should add that shopping and services are in very short supply within walking distance of Forest Hill. Particularly for those of us with age and physical limitations. Private cars and taxis are considered essential. LTC provides bus service on Springbank Drive but not to any convenient supermarket, full service drug store or hardware shopping. The closest plaza on Springbank is anchored by Giant Tiger and a tombstone dealer.

The Proposed Amendment

To add an entry/exit for 38 parking spaces with no visitor parking within a few meters of the Springbank/Forest Hill intersection is untenable and will further increase the access problem. Compounding this problem will be the proposed large development at 250 on the south side of Springbank Drive. That will be adding an even greater number of vehicles trying to enter/exit Springbank Drive on the hillside. In addition, that hill puts east-bound traffic on Springbank Drive out of sight until it is quite close - about 50 meters from Forest Hill. Given the traffic's speed, exiting or entering Forest Hill becomes chancy for current residents. Increasing the volume will only increase the risk. The alternative is to exit by the other end of the U on Wildwood Avenue. That of course will only move the problem and antagonize residents of a very quiet street. The used car dealership at the corner of Wildwood and Springbank is probably a more logical apartment building site as it is already cleared and it's not on the hillside.

At the very least, the entrance/exit to 257-263 Springbank Drive should be at the west end of the development site and as far as possible from Forest Hill Ave. Although that may only move the problem, not solve it.

Since I live about 100 meters north of the proposed development, I won't comment on the shade and privacy effects on the existing single family homes north of the site. But that must be a very real concern for those neighbours.

Conclusion

It appears from the official notice that the city's administration is sharing sponsorship of the proposed amendment. That only feeds the common belief that 'you cant fight city hall'. In addition, there is no community organization to lead opposition to the amendment. Still I consider that the installation of an apartment block at the corner of Forest Hill and Springbank Drive will have a very negative effect on this viable but strained neighbourhood. I will join any effort to stop the proposed amendment to the official plan. That includes any action by the Friends of the Coves Association to protect the wetlands from contaminated run-off from the development.

I am available for questions or discussion at your convenience.

Stewart Malcolm

Owner/Resident,

Councillor Stephen Turner

File: O-9354/z-9355

In looking at the City Building Policies, there are many violations to those policies with the proposal of a 6 story building at the corner of Springbank Dr. and Forest Hill Ave. We are a well established neighbourhood, proud of our green environment next to the Coves and our unique Carolina trees. The proposal to change the current zoning by-laws would open the door for all homes on the north side of Springbank Drive, right up to Wonderland Road, to be demolished and replaced with like apartment buildings. Is that the City's plan? There has been much pride in our neighbourhood that several of our homes around the corner on Springbank have been built by Habitat for Humanity. We are proud of the herons, deer and other wildlife that frequent our quiet neighbourhood that backs on to the Coves. Many articles have been written about the diversity right here. There will be no pride in a building that would overshadow our neighbours, cause street noise and traffic congestion etc., and interrupt the aesthetics of our environmentally friendly neighbourhood. We are also designated under your Urban Design Guidelines as a Low Density area and this proposal goes against the vision of the newly formed London Plan adopted by City Council and approved by the Province in 2016.

I am certainly no expert in interpreting your City Building Policies, but after reading them, the following are just some of the observations I feel Violate those Policies.

202, 204, 210 – These do not meet Character Policy as this building is an entry point into our neighbourhood and does not identify its Character of beautiful tree landscapes and single family dwellings.

213 – It says the “street patterns will be easy and safe to navigate by walking”. The proposed building is too close to the sidewalk for pedestrians to safely walk as the balconies almost hover over the sidewalk.

231 – On the site concept, there is no indication of where the required outside transformer would be located, and for a building this size, it would have to be massive to support enough electricity. There is obviously no room for it.

235, 236, 237, 238, 240 – The conceptual rendering is meant to deceive as the front and side yards are too miniscule to support landscaping, tree canopy or pleasant environment

255 – This item is looking at safe movement. It is already difficult to turn left off Forest Hill because it enters Springbank half way down a hill. Also, when we turn left off Springbank to enter Forest Hill Ave we often have traffic bunched up behind us waiting for us to turn. That traffic does not see us readily because we are half way down the hill. With increased traffic this will be more dangerous.

259 - as 213, the building is so close to the sidewalk, with its minimal setback, to be a comfortable pedestrian environment and allow public right of way.

266 – The Site Concept does not show a loading area or where garbage collection would be. That is likely because there is no room for it on their plan. How is garbage to be collected. Where is the loading place for moving in/out? Which brings up the thought of negative visuals from the street and noise pollution.

270 – Parking. The allotment here for parking spots is against zoning and because previous violation points show space is already compromised, there is not space for residential parking. Visitor parking is not even addressed. Parking on the street in winter is prohibited. Forest Hill is narrow, so even now when meeting another car while driving, and a car is parked on our street, one car waits. It will be hazardous if people park close to Springbank Dr.

277 – Surface parking is to include 30% tree canopy coverage, and this Site Concept is in full violation. No Canopy coverage.

278 - There is only a 1.5m setback from the neighbour's property line.

279 - There is nothing on the site plan that shows how lighting will be achieved in the parking areas without bothering the neighbours. 280, 281 & 282 need to be addressed as well.

284 - a two story building or townhome should be the maximum in relation to all adjacent homes. This north side of Springbank is zoned for residential and small business buildings only. A large building would set a precedent for the future and affect all quiet residential streets off Springbank. It will impact all residents' quality of life.

286 – The scale of this building and the closeness of the building and balconies to the sidewalk is unacceptable, .5m. Not only will it be unsightly, but unsafe to walk by balconies that close.

290 – It is a corner lot and on the Site Plan they are showing the building corner to have a 6m only daylight triangle. I have been told this is ridiculous and very dangerous. This needs to be at least doubled.

291 – The Rendering does not clearly show a designed front entrance.

293 – The height of the building will have Shadowing Impact on neighbouring properties. That is not acceptable. The homeowners have a right to sunlight in their yards.

294&295 – There is nothing green about this proposal. No regard for trees or outdoor enjoyment areas in the Site Concept. The outdoor amenity space is just grass. A poor living environment for any future tenants. The Urban Design Guidelines stipulate that large shade trees be provided along all interior and exterior property lines where hydro lines allow.

I feel the city should not go against policy and stay within the existing zoning bylaws. As per London's Urban Design Guidelines, each site and neighbourhood is unique and any infill development should reflect the betterment of the community. This would not better our community. Based on the "Identified Place Type" of the London Plan, consideration should be given to the intent and possible future development envisioned for this area on the north side of Springbank Drive.

Please do what is right for us and all citizens in London. We appreciate or standard of living here and do not wish to move.

Elaine and Walter Pevcevicius

Hello Alanna Riley and Stephen Turner:

We are homeowners and residents @169 Forest Hill Ave, London, Laszlo & Susanna Rahoi..

We are strongly against the proposed rezoning of our area(File # O-9354/Z-9356Z) .

The construction of the 6 storey substandard building will affect both Forest Hill Ave & Wildwood Ave as well.

The North side of Springbank Drive doesn't have higher than two level buildings: planning to remove the 3 single family homes, the applicant try to squeeze a 6 level building with 38 residential units- which number close to the number of homes on Forest Hill Ave! It will cause traffic and congestion problems in our narrow street beside other problems.

The acceptance of this plant will cause a huge loss in our property values, prices go down, where poorly designed apartment buildings are erected. The Coves are Environmentally significant area, and this type of development will destroy their habitat.

Susanna & Laszlo Raho

REPEAT: WE STRONGLY OPPOSE THE REZONING.

Hi Alanna – I was wondering if you could share more information regarding the proposed 257-263 development. I plan to submit a response by the June 10th deadline, but wanted to see if more information was available first. I missed the public notice period for 250-270 Springbank, but I see you are the planner on that file as well.

I reside on Forest Hill Ave. Specifically my concerns for both developments are around:

- Traffic safety: what are the plans for traffic lights and any traffic control / calming measures for Forest Hill and Wildwood. How are the cars for 38 new residential units going to be handled turning onto Forest Hill?
- Street parking: are there any restrictions planned for parking on Forest Hill and Wildwood. With almost 300 residential units being build, along with medical/dental offices there are definite concerns of overflow onto Forest Hill & Wildwood
- How is garbage/recycling being handled for 257-263 Springbank. I do not see anything addressed on the Site Plan provided.

I am generally supportive of redevelopment, however there are some concerns I have regarding the pressures to be undeniably added to the quiet residential streets of Forest Hill Ave and Wildwood.

I will prepare a much more complete response prior to the deadline, just wanted to see if there was more information you could share first.

I would be happy to chat on the phone if that is easier for you as well.

Thanks you.

Good evening,

I am writing to appeal the proposed building on springbank drive at forest hill ave. This proposed building will have a significant negative impact on the current community with increased traffic and risk to the wild life.

We hope that our community's appeal is brought to the attention of city planners, as this will significantly impact many lives.

Thank you

Emily Corke

Good Morning,

I have received the proposed application O-9354 and Z-9355 in regards to 257-263 Springbank Drive and am writing to share my opposition to this development and zoning amendment.

1. There is a complete contrast from this proposed 6 storey apartment building in relation to the single story homes throughout the neighbourhood, it is not a fit

for the area and to be frank will be an eyesore and a devastating addition to our neighbourhood.

2. Privacy for neighbours in the area from the proximity and height of the building along with the shade that would be created on their properties.
3. Negative effect to the natural habitat and biodiversity in the area especially the bird population which is very dense, as well as the mature trees on the current properties that would be removed for this building.
4. Significant increase in noise and light pollution to the area.
5. Increase in vehicle traffic and parking issues on our very small narrow road not only from this building but already is a concern for the "twin towers" proposed for the adjacent lot on Springbank.
6. This building does not have enough proposed parking, nor can the size of these properties allow for as many parking spots as are needed for 38 units.
7. Increase to foot traffic directly on Forest Hill, again affecting the neighbourhood given the narrow street that does not have sidewalks.
8. Traffic on Springbank, with this proposal as well as the proposed "twin towers" it would be near impossible for anyone on Forest Hill or Wildwood to turn left onto Springbank, There is already concern and frankly fear of being hit from behind when turning left onto Forest Hill as we are on a Hill/blindspot coming down Springbank where people are often exceeding the speed limit as it moves from 50 to 60 within this location.
9. These proposed buildings are not inline with the London Plan, 257-263 Springbank Dr. proposal is asking for MANY changes to the minimum requirements in the plan and each of these changes will create a building that completely imposes on the neighbourhood.

The entire neighbourhood is incredibly concerned that this proposal has been created and are in complete opposition of this proposal. We strongly believe this building - especially along with the "twin towers" will ruin what this neighbourhood is: It's a piece of country within the city, quiet, small and filled with wildlife. We love where we live and want to do whatever we can to protect it, as we believe it truly is an amazing example of what we are "the Forest City". I bought a house in this neighbourhood because of all those reasons and would feel forced to move if this goes forward, and at a loss given the decrease in property value I believe this will put on the neighbourhood. Please let me know if there is anything more we can do to protect our homes.

We have created an online and paper petition to allow for the neighbourhood to have their voices heard as some do not feel comfortable writing or calling. I have linked it here <http://chnng.it/2BRgchj6dN>

Thank you for your time and listening to our concerns.

Sabrina Tomaszewski

Alanna Riley and Stephen Turner:

I own my house on Wildwood Avenue, not far from the [proposed development](#) which would be right next to the Coves at the top of a small hill overlooking the Coves. I frequently walk in the Coves and photograph the wildlife in this protected, environmentally sensitive area. The proposed towers will literally tower over the neighbourhood. Construction will surely have a negative impact on the Coves. When hundreds of new residents live in the towers the number of people walking in the Coves will increase and cause damage to the habitat and wildlife that live there. I also see an increased risk of traffic accidents on Springbank as residents of the development exit onto Springbank at a location where visibility is poor and where drivers already tend to drive faster than the posted limit.

While I agree that we need more housing and especially affordable housing in London, I think that this is not a good location for two high rise towers. I am opposed to the development and absolutely opposed to changing the zoning to allow for higher towers with more units, increasing the percentage of lot coverage, and not meeting the requirements for LEED certification.

Sincerely,

Norah Fraser
150 Wildwood Ave

Hello Alanna Riley and Stephen Turner:

We are homeowners and residents @169 Forest Hill Ave, London, Laszlo & Susanna Rahoi..

We are strongly against the proposed rezoning of our area(File # O-9354/Z-9356Z) .

The construction of the 6 storey substandard building will affect both Forest Hill Ave & Wildwood Ave as well.

The North side of Springbank Drive doesn't have higher than two level buildings: planning to remove the 3 single family homes, the applicant try to squeeze a 6 level building with 38 residential units- which number close to the number of homes on Forest Hill Ave! It will cause traffic and congestion problems in our narrow street beside other problems.

The acceptance of this plant will cause a huge loss in our property values, prices go down, where poorly designed apartment buildings are erected.

The Coves are Environmentally significant area, and this type of development will destroy their habitat.

Susanna & Laszlo Rahoi

REPEAT: WE STRONGLY OPPOSE THE REZONING.

Dear Alanna Riley and Stephen Turner,

The proposed plan to build a 38 unit, six-story apartment building at 257-263 Springbank Drive will significantly impact the general livability conditions of our small, quiet neighbourhood on Forest Hill Ave. After meeting with several neighbours, I have created a list of significant and genuine concerns.

1. Residential properties immediately abutting a six-story apartment building and parking lot will decrease in property value.
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10. A significant increase in foot traffic directly on Forest Hill Ave of people wanting to access Greenway Park at the end of our street.
11. Ongoing construction headaches including noise and air pollution and debris will disrupt the wildlife in the area and the daily life of many homeowners.
12. A proposal for renovation of the existing homes would be more reasonable.

We appreciate your attention to the legitimate and serious concerns of our neighbourhood community.

Claudine St. Pierre

Ray Smith

Homeowners

187 Forest Hill Ave

Dear Mr Turner

First off I hope you are staying safe. Thank you for your assistance last summer in getting the grass cut on the boulevard at the end of Forest Hill Ave at Wildwood and for getting the city to maintain the two pathways into the park. Though the grass paths are not ideal they are still nicer than having the neighbours maintain it.

I am writing for four reasons

1. It has been brought to our attention by the neighborhood about the proposed development at the end of forest hill and springbank. I myself feel these run down properties are a bit of an eyesore and agree that redevelopment is a good idea. I just do not think that a 6 story building is ideal for these properties. It does not fit in with the aesthetics of the area. Something shorter or townhomes/condos would perhaps be better. The larger problem would be parking. The ratio of spots to units will mean increased parking on forest hill and that is already a problem.
2. Parking on Forest Hill. I know it was voted on a couple years ago and the responses did not have enough to pass a motion. With the possibility of this development I think this may need to be revisited. Parking on the East side should be prohibited as it already is on Wildwood (which will also be affected)
3. Why the East side. Because as Forest hill turns into wildwood parking is already prohibited on that side of the street. But here are my concerns about that. At the end of Forest Hill on Wildwood there is a no parking sign some distance from the road and quite high up with arrows pointing both ways. There is no end point on the right so technically where is one able to park again. The next sign to the left is old faded and dirty and almost impossible to see from a vehicle. I have included pictures.
- 4 I have also included a picture of a broken fence post near the no parking sign. Could we get it fixed or the wire fence removed.

Sincerely Mike Laur

Comments on Proposals O-9354 and Z-9355

Brenda Palmer Tyson Whitehead

In accordance with Section 24 of the Planning Act, R.S.O. 1990, c. P. 13, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this [The London] Plan. . . . some examples . . . include: Approvals of planning and development applications such as official plan amendments, zoning by-law amendments, . . . [32]

The decisions City Council makes will conform with The London Plan . . . Being open and transparent in its decision making will allow all Londoners to see that the values, vision, and priorities of the Plan are being adhered to in every decision City Council makes.[52]

Summary

We are the couple who own and live at 185 Forest Hill Ave. In reviewing the proposed official plan and zoning amendment O-9354/Z-9355 (257-263 Springbank Dr.), the associated site plan, the London Plan, and Zoning By-law No. Z.-1, we have come to the conclusion that the proposed 6-story, 38-unit, mid-rise, apartment complex is simply too big for these lots and not a good fit for the character of the area.

On the first point, it runs contrary to the vision and balance expressed in the London Plan, other mid-rise sites in the area, and the standard yard depths for the proposed R9-Residential zone. The raw unbuffered intensification and deforestation this would force on the adjoining neighbours' lots is entirely out of the character of the neighbourhood, and frankly lacks basic decency (who would want this done to them?).

On the second point, the other side of the street is slated for a massive 51m high-density twin-tower apartment building due to an OMB ruling when the city only wanted a 6 story mid-rise. The Forest Hill Ave./Wildwood Ave. loop has approximately 70 homes on it. The towers will add on the order of 270 units. This is significantly more intensification than the area was supposed to see. This proposal would then add another 38 units.

The official plan amendment is also troublesome. It would be enacting specific bits of the London Plan that are not yet settled (or in force) without also enacting all their context, such as the many items speaking to mitigating impact on adjacent neighbourhood areas and encouraging underground parking.

Introduction

Forest Hill Ave connects at the back with Wildwood Ave to form a "U" shaped loop off the north side of Springbank Dr. immediately west of the coves. There are no other entrances or exits to this area. Our house is the second along the interior on the Forest Hill Ave. side of the loop. Due to the way the lots are laid out, a significant portion of our backyard runs adjacent to the extended north-west part of the proposal, so we will be considerably affected by this development.

We have been spending significant time and effort to attempt to educate ourselves on the London Plan and how municipal zoning works. We ask the city to keep in mind though that neither we, nor our neighbours, will be able to match the depth of knowledge, prior experience, or resources that the developer will be able to marshal to their case. Our arguments to the finer points of the process will necessarily be less complete and less effective than those of the developer. We will also undoubtedly fail entirely to represent our interests in areas of importance that we will not even be aware exist until we find ourselves experiencing them, at which point it will be too late.

1

Issues with the Official Plan Amended

One of the effects of the London Plan will be to redesignate the area of Springbank Dr. west of The Coves that is Auto-Oriented Commercial Corridor to be Urban Corridor. While currently under LPAT appeal (our understanding is these issues are likely to be taken up in 2022) it would seem likely that this will make a broader range of developments, including mid-rise residential, part of the plan. The city official plan amendment that is part of this proposal is to essentially jump the gun on this process by creating a Specific Policy Area in the old designation to enact the likely inclusion of mid-rise residential units for the sake of this proposed re-zoning.

It seems reasonable that the Ministry of Municipal Affairs and Housing and the Local Planning Appeal Tribunal (LPAT) will take a dim view of a selective circumvention of the Planning Act's approval process. This would also set a precedent for cherry-picking bits from parts of the London Plan that are still under review and bringing them into force without their broader context (e.g., the Urban Corridor type place encourages underground or structured parking integrated into the building, tree canopy cover targets are to be set in the Zoning By-law, etc.).[395,841] The London Plan explicitly states that it is to be considered in its entirety.[36] It also explicitly forbids creating Specific Policy Areas that set general precedences.[1730,1731]

Failure to Mitigate Impacts on the Neighbourhood and Fit into and Retain its Character



Figure 1: Entrance to Forest Hill Ave./Wildwood Ave. loop as currently is.



Figure 2: Entrance to Forest Hill Ave./Wildwood Ave. after developments (this and the towers).

2

The London Plan has an entire chapter dedicated to the fact that London is the Forest City. How our urban forest transcends public and private ownership (over three-quarters of it is on private property).[382,383] How it is critically important to the structure and ecological function of much of our Natural Heritage system, how it improves watershed health, controlling water movement above and below the ground, and how it reduces erosion and surface runoff (the plan identifies the loop as a Significant Groundwater Recharge Area and a Highly Vulnerable Aquifer), how it helps mitigate the impacts of climate change, how it gives us shade, spiritual well-being, and an overall higher quality and longevity of life, how it increases the value of our properties, and how it is critical to London's overall identity and prosperity.[382,383,386-388]

One of the key characteristics of the Forest Hill Ave./Wildwood Ave. loop, as implied in both names, is the captured forest in its interior. Composed of an interlocking canopy of massive mature trees, it towers over the (many single-story) houses on the loop, forms a highly visible omnipresent treescape at all points in the neighbourhood, and blocks out the city. Talking to the residents quickly reveals that it is this which makes the neighbourhood and the individual lots so special. A little piece of paradise in a big city.

The London Plan speaks to the criticality of actively protecting and planting the trees in order to reverse the decline in canopy that has been occurring and eventually return us to a 34% coverage.[389,391,393,394] It specifies that all trees are to be inventoried, that large mature shade trees (trees of distinction) on sites should be preserved, that new ones are to be planted, that the site needs to be planned so these trees have long-term viability, and that parking lots need to have significant tree canopy coverage.[399,401]

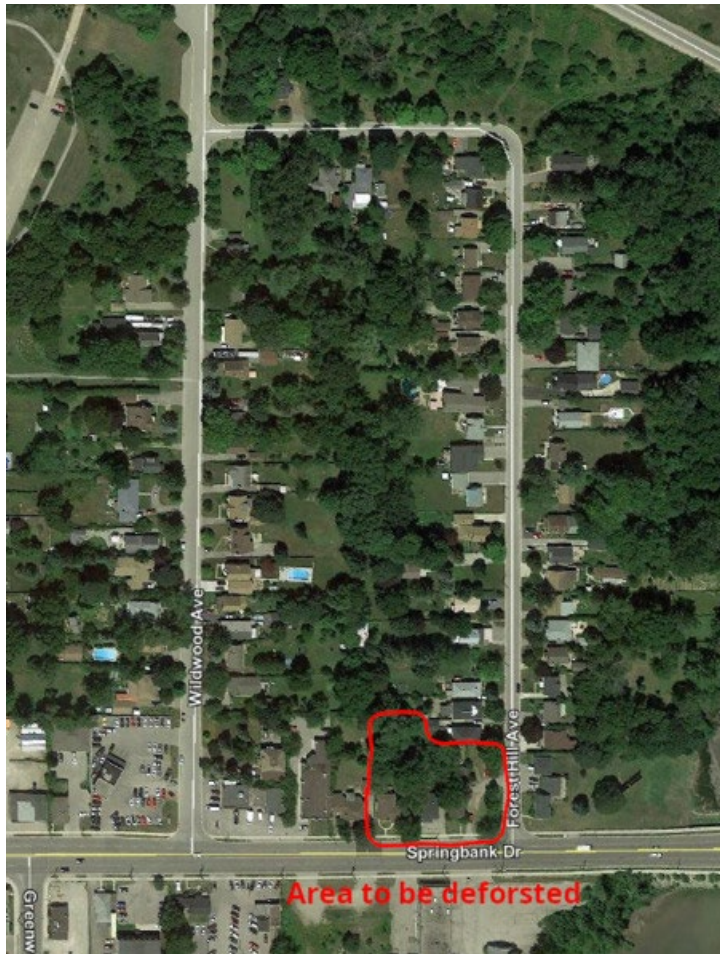


Figure 3: Area of loop to be deforsted under plan.

In contrast to this, the proposed plan is to destroy all the mature interior trees and replace them with a small-shrub delimited parking lot that extends right up to the adjacent residential units on all sides. As seen in the figures, this will deforest the south-east chunk of the loop. The only tree to be preserved is one city tree on the north-east corner of the far east lot, and the only replacement trees are to be a few city trees on the perimeter road allowances. At some point, with road expansions (Springbank Dr. will require significant widening to bring it in line with Urban Corridor street's vision in the Mobility Section), these trees will likely go too.

3

Intensification is supposed to be done in a way that is sensitive to existing neighbourhoods, represents a good fit, and retains both public and private existing trees.[83,160] Buildings, and especially those at key entry points into neighbourhoods, are to be designed to articulate and to help establish the character, identity, and sense of place.[199,202,210,284] The site layout is to fit in the context of the existing character of the surrounding area, to minimize impact on adjacent properties, incorporate desirable trees, and parking lots are to be designed to include a sustainable tree canopy and landscape area.[252,253,258,277,282]

While the plan allows for access to developments along Urban Corridor using side-streets, it stipulates that such access must be done in a way that minimizes the impact on internal portions of the adjacent neighbourhoods.[841] It stipulates proposals are to be evaluated on, among other things, their potential impact for traffic and access management and causing parking on the street and adjacent properties.[1578] Given that the proposal asks for a 20% reduction in the standard parking allotment (1.3 per units down to 1.0 per unit), it seems safe to assume that there are going to be parking issues (e.g., where is the visitor parking, what about two-vehicle households?).

Exiting towards downtown (to the left/east) out of the Forest Hill Ave. is already tricky due to the limited uphill visibility (to the right/west). When Springbank Dr. is busy, people already drive around the loop and exit via Wildwood Ave. There are only around 70 homes in the loop. The twin towers that OMB has forced through immediately across from the loop will add around 270 units worth of people entering and exiting this same area of Springbank Dr. It is safe to assume that Forest Hill Ave. will go from difficult, to almost impossible to exit during key hours and all the traffic from these additional 38 units, plus existing 70 homes already on the loop, will instead circulating around the entire loop and exit on the Wildwood Ave. side. This will be a major impact on the entire neighbourhood which is currently quiet, has no sidewalks, and people stroll along on their way to the Greenway and Kensal parks.

Failure to Manage and Mitigate Impact on Adjacent Lots

A growing city needs intensification. While the details are not fully worked out yet due to appeals, the London Plan lays out that Springbank Dr. between The Coves and Wonderland Rd. is to be an Urban Corridor place type, and Urban Corridor places types are to target a moderate level of intensity (less than the Rapid Transit Corridor place type) that would eventually see mid-rise residential and mixed-use development. On the surface, this proposal would appear to fit well into this plan. As intensification can both create and destroy value, however, the plan does not just seek to promote intensification, but also to protect the existing value in order to manage and direct it to the greatest effect.

To this end, it speaks a great deal to the character of neighbourhoods and places, and how development proposals, and especially those at key entry points into neighbourhoods, need to fit with the character.[199,202,284] It sets out how intensification along the Urban Corridor place type needs to manage the interface, be sensitive to adjacent land use, and provide transitioning heights or sufficient buffers.[298,830,832,840] It speaks to lots having to be of sufficient size, how lots further into the neighbourhood may need to be consolidated to provide sufficient transitioning and buffers, and that the Urban Corridor designation is not a blanket approval for the full extent of intensity everywhere.[826,834,840] It notes that there are primarily residential segments, without large amounts of commercial floor space, that will only allow for small-scale commercial uses.[826] Everyone on the Forest Hill Ave./Wildwood Ave loop will tell you that the urban forest is a key characteristic, if not *the* characteristic, of the neighbourhood (the other is the camaraderie of the neighbours). This is fully in line with The London Plan, which states that trees are part of a neighbourhood's character and treescapes should be recognized as so too.[210,237] Nowhere is this more apparent than in our backyards. The trees and treescape blots out the city and it is replaced by the hush of a forest and the chirp of birds. It is hard to describe the immersiveness of it unless you have ever walked the trails of places like Reservoir Park and Medway Creek. Then you know. It is the reason we bought our property. Contrary to all the aforementioned bits of the London Plan, the proposed development will not preserve and enhance the character of the neighbourhood and buffer and mitigate its impact on those of us with adjacent lots. Rather it will strip us of the very thing we cherish. Our privacy and the complete nature immersion will be gone if much of the treescape that towers over our single-story home to the south is replaced with six

4



Figure 4: Our backyard looking north near the entrance.



Figure 5: Our backyard looking north deeper into the yard.
5



Figure 6: Our backyard looking west partway into the yard will be exposed.



Figure 7: Our backyard looking south deeper into the yard will be exposed.
6



Figure 8: Our backyard looking south near the entrance will be exposed.



Figure 9: Our southern neighbour's backyard will be entirely exposed. 7 stories of apartment building staring down on us. The south ground view in the back half of our yard will be the extended north-west portion of the parking lot. The same will be true on the residential property to the west of the sites. Our neighbours, whose property forms the north-east corner cut out of the amalgamated lots, will be entirely surrounded on side and back by apartment and parking lot.

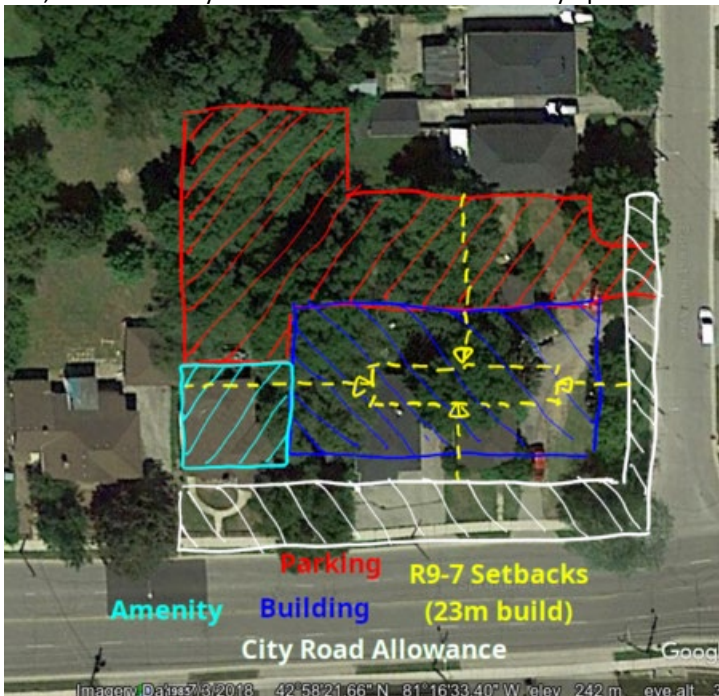


Figure 10: Site plan overlay with R9-7 setback regulations (Zoning By-law Table 13.3)

While it isn't yet clear how the Urban Corridor type place will be recognized with respect to zoning requirements (part of why approving this now under the Urban Corridor vision is jumping the gun), the proposal is to for the current R9-7 designation. R9-7 is the highest density form of the R9 medium and higher density designations. This is to be contrasted with the aforementioned Urban Corridor vision of place appropriate moderate levels of intensity, with lesser levels along the primarily residential segments lacking large floor space.[826,840] Nonetheless, we have tabulated the setback requirements given in Table 13.3 of the city's Zoning By-law for an R9-7 zoning abutting a R1 or R2 residential zone in the following table and overlaid them with the site plan onto satellite imagery.

- yard depth minimum proposed
- front 10m 0.5m
- exterior side 10m 2.3m
- rear 23m 15.0m

interior side 23m 13.8m

Clearly, there are significant issues. Even with the proposed extremely reduced front and exterior side setbacks, the 1:1 height to setback ratio required on the rear and interior sides does not leave enough space for the building. Further, while the Urban Corridor place type does specify that buildings are to be situated close to the front lot to assist with rear setback, accepting the level of reduction proposed in this case will create future issues. If the Urban Corridor street vision for Springbank Dr. is to be realized (it has been classified for widening), the city will need its full road allowance, and this will result in six stories of balconies with virtually no setback over the future pedestrian zone.[371,372,841,1737] It also seems doubtful that the R9 requirement for 30% landscaped open space is being met.

In addition to the loss of privacy and neighbourhood character, the building shadowing needs to be addressed.[1578,1681] The [online shadow calculator](#) shows the building would cast significant shadows over our lot, and, even at high noon, have our neighbour's lot (the north-east corner cut out of the amalgamated lots) under almost complete shadow from early September to July. The high-level of visibility and the negative

lighting impacts of the parking lot also needs addressing.[278,279,745] The parking precludes on-site garbage pickup under the Site Plan Control By-law (garbage trucks have a 12m centreline turning radius and they are not to have to back up), so large bins will have to be wheeled out to the curb for collection once or twice a week, negatively impacting the adjacent lots and neighbourhood character. Nor is it clear how snow removal will work with no free space (e.g., where will it be piled, where will residents park while it is being cleared)?

Conclusion

Everything about this simply says the proposal is too large for the size of the acquired lots. Much of the raised issues can be avoided by proper sizing and following the plan. Underground and structured parking integrated within the building design is encouraged for the Urban Corridor place type.[270,841] Reducing the height of the building and integrating the parking into/under it would allow for the preservation of the distinct trees and associated urban forest at the back of the lots. This would help maintain the character of the neighbourhood, be beneficial to the residents of the building, be consistent with the directives regarding trees of distinction and preservation and enhancement of the urban forest, meet the required setbacks, and go a long way to mitigating and buffering the impact on the adjacent residential lots.[252,253,258,270,277-279,282,284,298,386-389,391,393-395,399,401,745,830,832,840,841,1578,1681]

Another option is that the lots could be used for small-scale commercial as suggested in the plan for parts of Urban Corridor that are primarily residential areas.[826] Many people we have talked to have expressed how nice it would be to have some small-scale coffee shops and restaurants like those found on the corners of Wortley Village. Business would likely be very good given they would be situated immediately across, and the closest amenities to, the twin high-density towers the OMB has forced through. Yet another option would be for the developer to invest in upgrading and restoring the properties as the residential lots they are. This has been done elsewhere on the Forest Hill Ave./Wildwood Ave. loop and, from talking to the developer, in the current market it is a very profitable, immediate option.

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

*Policy 837 Permitted Uses

*Table 9 Range of Permitted Heights

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

Official Plan (1989)

Auto-Oriented Commercial Corridor Policies

11.1. Urban Design Policies

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 contributes to the housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site is able to accommodate the intensity of the proposed use. Special provisions have been recommended where appropriate setbacks have been proposed.
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 which is 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 close to office and commercial uses, elementary schools, numerous parks, and bus service in the area.

<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>There is no bonusing required and therefore the applicant did not propose any affordable housing.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>The height, location and spacing as proposed are all considered appropriate with mitigation measures available.</p>
<p>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;</p>	<p>Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage.</p>
<p>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;</p>	<p>Transportation Division has no concerns.</p>
<p>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;</p>	<p>The applicant is commended for incorporating the following into the design of the site and buildings. Providing a well-defined built edge at street level; Well-defined principal entrances to all of residential units; A variety of building materials and articulation break up the massing of the buildings; and Purpose-designed amenity space on top of the roof and on site.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>Not applicable.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>There is not a presence of naturally occurring methane gas on site.</p>
<p>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;</p>	<p>The requested amendment is consistent with the recommended Official Plan Amendment and the in-force policies of The London Plan. The requirements of the Site Plan Control By-law will be 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 through the site plan approval process.</p>

<p>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;</p>	<p>Enhanced, robust tree planting and landscaping in combination with privacy fencing, and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.</p>
<p>Impacts of the proposed change on the transportation system, including transit</p>	<p>The intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.</p>

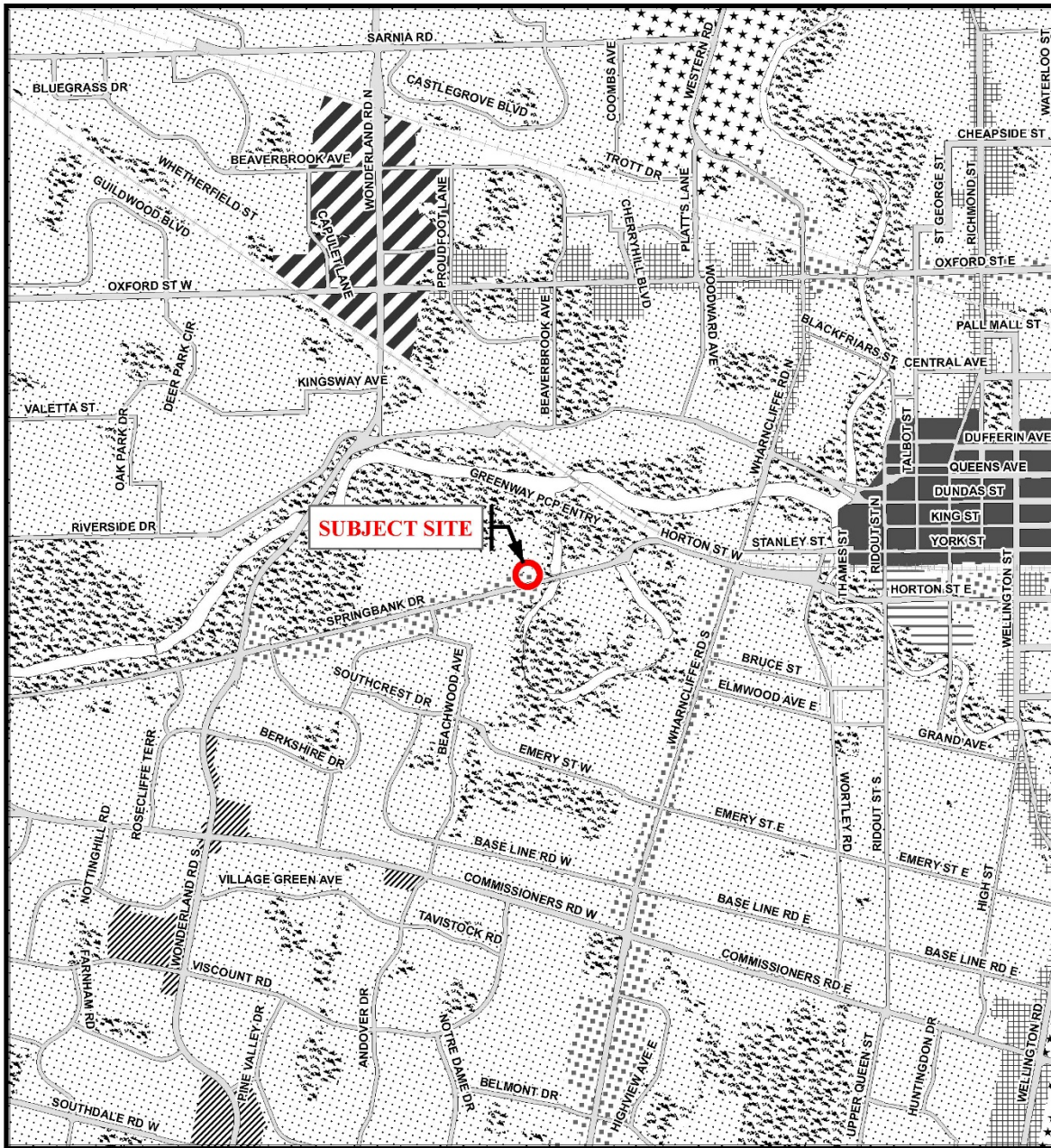
1577_ Evaluation Criteria for Planning and Development Applications	
Criteria – General Policy Conformity	Response
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan.	The proposal provides for intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage.
Conformity with the policies of the place type in which they are located.	The proposed development provides for the use and intensity of development contemplated within the Urban Corridor Place Type.
Consideration of applicable guideline documents that apply to the subject lands.	No additional guideline documents apply to the subject lands.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The site will be fully serviced by municipal water and sanitary sewers. Additional evaluation of the capacity of the stormwater management system is to occur at the site plan approval stage.
Criteria – Impacts on Adjacent Lands	
Traffic and access management	Transportation Division has no concerns.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was submitted to be reviewed at the site plan stage to address the mitigation of impacts of road noise on the new development.
Parking on streets or adjacent properties.	The proposal includes the provision of on-site parking at a reduced rate of 1 space per residential unit where 1.25 spaces are required for apartment buildings at this location. The reduced parking rate is a common and acceptable modern standard for sites located on streets that support a good level of public transportation, such as Springbank Drive.

Emissions generated by the use such as odour, dust or other airborne emissions.	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at this site plan approval stage. The applicant indicates that exterior lighting will be located near building entrances, along pedestrian walkways, and parking areas. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties.
Garbage generated by the use.	Garbage facilities should be screened, storage inside the building is a standard requirement for apartment forms, with garbage to be placed outside on collection day.
Privacy	The proposed development situates the buildings as far from abutting residential properties as possible. An adequate separation is provided between the proposed building and the residential properties to the east. In addition to the spatial separation between the buildings and the lot lines, the provision of a combination of privacy fencing and enhanced, robust landscaping to soften the property boundaries and provide screening to neighbouring single detached lots will help screen views from the proposed building to neighbouring properties.
Shadowing	Minor shadowing may impact adjacent properties in the early morning or late afternoon, depending on the season.
Visual Impact.	Enhanced landscaping, articulated building design, and architectural details and materials to be finalized at the site plan approval stage are expected to have a positive visual impact on the area. The proposed development is consistent with the character of the area, which includes several low, mid and high-rise apartment buildings and commercial.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed building.
Trees and canopy cover.	The development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the City. At the site plan stage, consideration should be given to the removal of some or all of the existing trees in favour of the provision of privacy fencing in combination with new enhanced landscaping to provide screening for neighbouring properties.

Cultural heritage resources.	Not applicable.
Natural heritage resources and features.	Not applicable.
Natural resources.	Not applicable.
Other relevant matters related to use and built form.	Not applicable.

Appendix D – Relevant Background

The London Plan



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



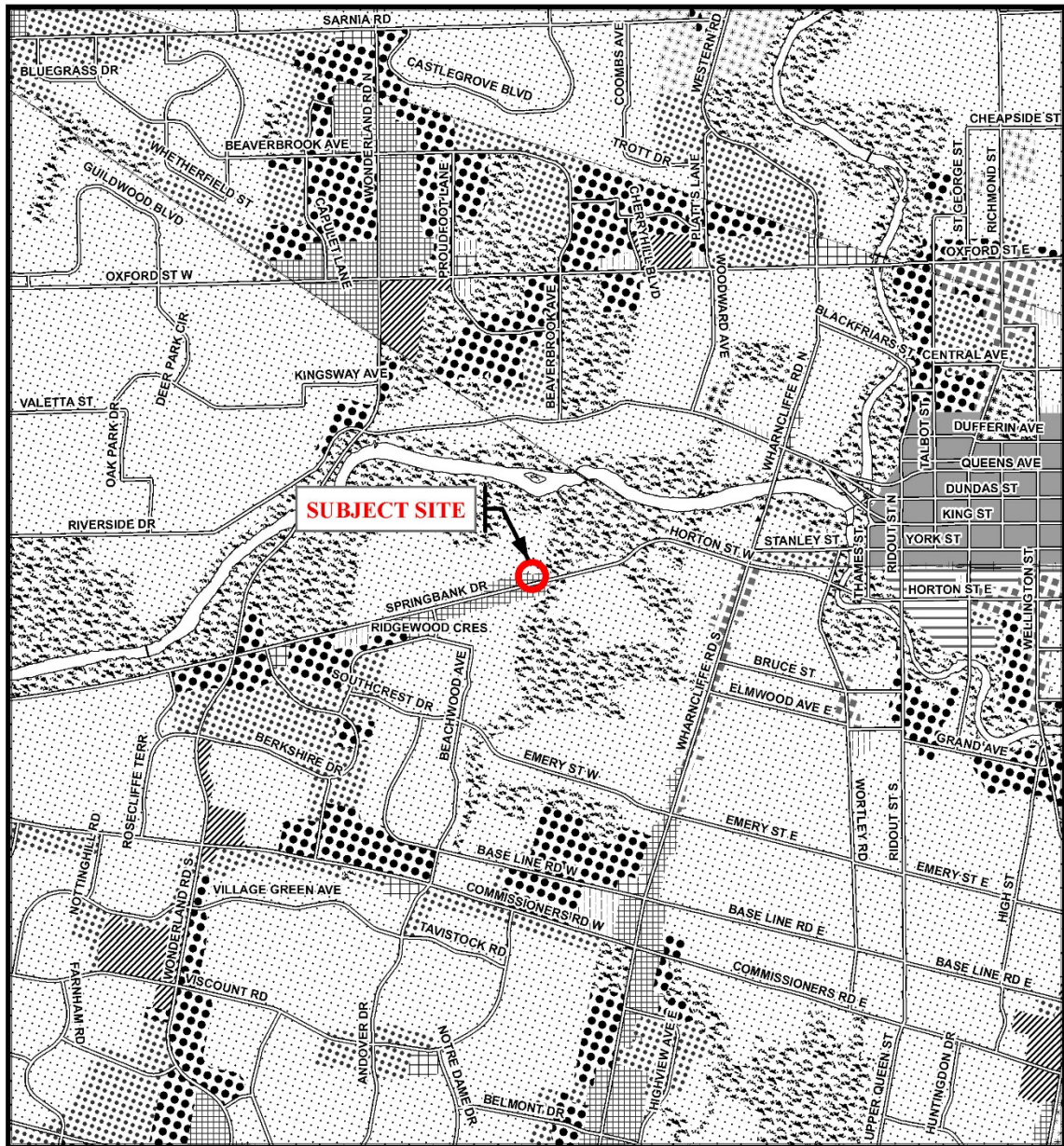
File Number: O-9354/Z-9355

Planner: AR

Technician: RC

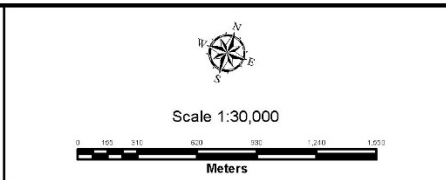
Date: December 3, 2021

1989 Official Plan – Schedule A – Land Use



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

CITY OF LONDON
 Planning Services /
 Development Services
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: O-9354/Z-9355
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 2021/12/03

Zoning By-law Z.-1 – Zoning Excerpt



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 |
| DA - DOWNTOWN AREA | LI - LIGHT INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | GI - GENERAL INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| NSA - NEIGHBOURHOOD SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | UR - URBAN RESERVE |
| AC - ARTERIAL COMMERCIAL | |
| HS - HIGHWAY SERVICE COMMERCIAL | AG - AGRICULTURAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION | TGS - TEMPORARY GARDEN SUITE |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION |
| 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:

O-9354/Z-9355 AR

MAP PREPARED:

2021/12/03 RC

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