

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: Westell Development Corp.
599-601 Richmond Street
Public Participation Meeting
Date: June 20, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Westell Development Corp. relating to the property located at 599-601 Richmond Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 5, 2022 to amend Zoning By-law No. Z.-1, to change the zoning of the subject property **FROM** a Business District Commercial Special Provision (BDC(1)) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(1))*B-() Zone.

The Bonus Zone shall be enabled through one or more agreements to facilitate the development of a high-quality mixed-use building, with a maximum height of eight (8) storeys, 57 dwelling units and a maximum density of 519 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law in return for the following facilities, services and matters:

- i. Exceptional Building Design
 - A built form located along Central Ave that establishes a built edge with primary building entrance, street-oriented units and active uses along this frontage;
 - Treatment of the first two-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
 - A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
 - A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and
- ii. Provision of Affordable Housing
 - A total of two, 1-bedroom residential units and two, 2-bedroom residential units will be provided for affordable housing;
 - Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - The duration of affordability set at 50 years from the point of initial occupancy;
 - The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
 - These conditions to be secured through an agreement registered

on title with associated compliance requirements and remedies.

- (b) **IT BEING NOTED** that the following site plan and heritage matters were raised during the application review process:
- i) Removal of the layaway to maintain the City Boulevard as a green boulevard;
 - ii) Include a minimum of 0.5 to 1m setback from the Central Avenue frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc.
 - i. The main entrance setback from the property line is acknowledged.
 - ii. The commercial unit doors need to be recessed (a minimum of 0.5m or as required) to be within the property line.
The canopies proposed above the commercial units shall also be within the property line or included in an encroachment agreement; and
 - iii) To ensure proper measures are in place during construction, the recommendation of Section 7 in the Heritage Impact Assessment including a temporary protection plan is recommended to be addressed through site plan approval to mitigate impacts on adjacent heritage properties.

Executive Summary

Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands to permit an eight (8) storey mixed-use building with a total of 57 residential units at a density of 519 units per hectare with a bonus zone.

Special Provisions for the bonus zone include:

Existing Building

To recognize the existing building and uses the following special provisions are required:

- a minimum 0.0 m front yard setback;
- a minimum 0.0 m exterior side yard setback;
- 2 existing residential units; and
- 180m² of ground floor commercial.

Proposed Building

The following special provisions are required for the proposed development:

- a minimum 0.0 m exterior side yard setback ;
- a minimum 0.5m exterior side yard setback for any pedestrian entranceway;
- a minimum 1.0m step back above the 2-storey
- a minimum rear yard setback of 6.0m abutting a residential zone ;
- 57 proposed residential units;
- a maximum density of 519 units per hectare;
- a maximum height of 8-storeys(28m);
- ground floor commercial space consisting of 270m² for 2 commercial retail units;
- a maximum lot coverage of 100%; and
- a minimum of 8 parking spaces in total;

The proposed bonus zone would permit these special provisions in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of an eight (8) storey, 57-unit mixed-use building with 6 parking spaces. Special provisions for the recommended bonus zone will include setback reductions, increased density and height, a maximum commercial space gross floor area, increase in lot coverage and reduced parking rate in order to facilitate a development that is appropriate for the site. The recommendation also includes site plan and urban design matters that were raised during the application review process.

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 Rapid Transit Corridor Place Type and Key Directions;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Main Street Commercial Corridor designation;
4. The recommended amendment conforms to the Near Campus Neighbourhood Policies that direct more intense development to corridors.
5. The recommended amendment facilitates the development of affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.
6. The recommended bonus zone for the subject site will provide public benefits that include affordable housing units, barrier-free and accessible design, transit supportive development, and a quality design standard to be implemented through a subsequent site plan application.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is comprised of one irregularly shaped lot located on the west side of Richmond Street at the southwest corner of the intersection of Richmond Street and Central Ave. The site currently contains two existing buildings with a Subway and Starbucks fronting onto Richmond Street with residential units above. The rear of the property is a surface parking lot accessed from Central Ave.



Figure 1 – Existing Buildings



Figure 2 – Existing Rear Parking Lot

In this area, Richmond Street has four traffic lanes, two north bound traffic lanes and two south bound with high volumes of traffic both ways. Central Ave has two traffic lanes, one east and one west bound. The site is within the Rapid Transit Corridor Place Type and located north of the Downtown area along Richmond Row and is well served by transit. Existing access is provided with public sidewalks along both sides of Richmond Street and Central Ave. The pedestrian and bicycle connectivity in the neighbourhood provides for convenient proximity to active mobility in the area.

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

- Official Plan Designation – Main Street Commercial Corridor
- The London Plan – Rapid Transit Corridor Place Type on a Rapid Transit Boulevard
- Existing Zoning – Business District Commercial Special Provision (BDC(1)) Zone

1.4 Site Characteristics

- Current Land Use – Commercial/Residential
- Frontage – 17.7 metres
- Depth – 68.8 metres
- Area – 0.11 hectares
- Shape – irregular

1.5 Surrounding Land Uses

- North – Commercial

- East – Commercial, Victoria Park
- South – Commercial
- West – Commercial

1.6 Intensification

The proposed 57 residential units contribute to residential intensification within the Primary Transit Area and the Built-Area Boundary.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Original Development Proposal

On June 2, 2021, the City accepted a complete application that proposed an eight (8) storey, mixed-use building on the rear portion of the lands with a building footprint of 750m² in area and 180m² of ground floor commercial fronting onto Central Ave with a total of 53 residential units, density of 482 units per hectare, private amenity rooms and secure bicycle storage with 5 parking spaces.

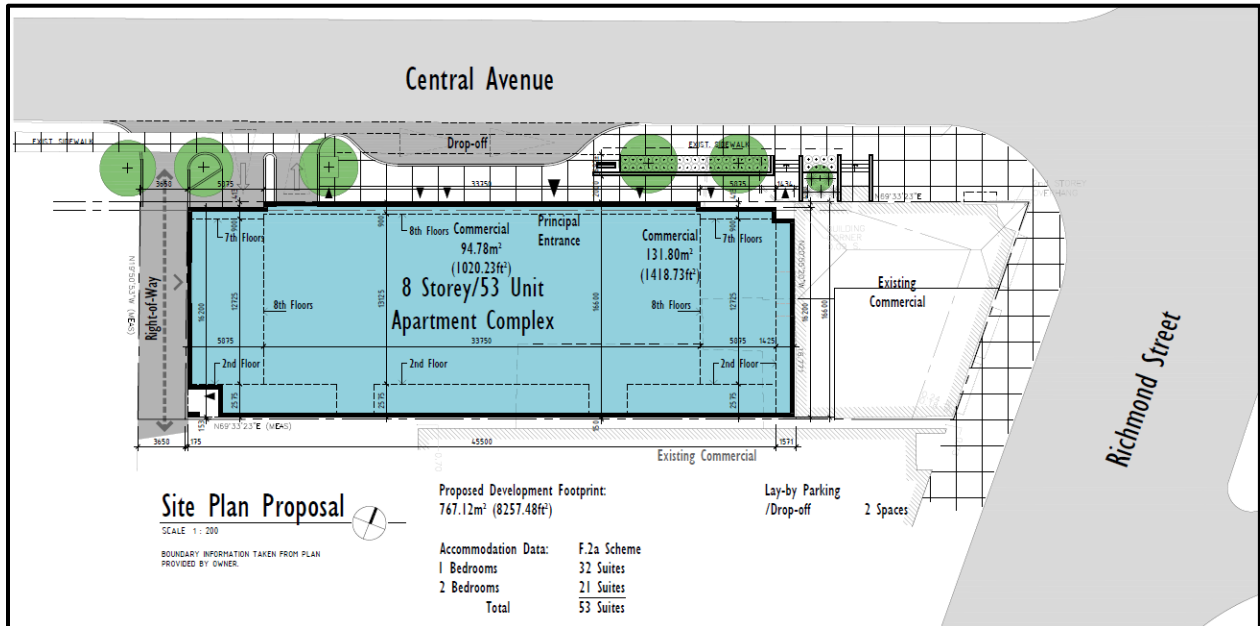


Figure 3: Original Site Concept Plan



Figure 4: Original Rendering - View from Central Ave

2.2 Revised Development Proposal

On April 25, 2022, the City accepted a revised application to address public, site plan and urban design concerns. The revised proposal consisted of an eight (8) storey, mixed-use building on the rear portion of the lands with a building footprint of approximately 740m² in area and 270m² of ground floor commercial fronting onto Central Ave with a total of 57 residential units, density of 519 units per hectare, pedestrian and vehicular access fronting onto Central Ave, private amenity rooms and secure bicycle storage, a loading area located within the building and 8 parking spaces.

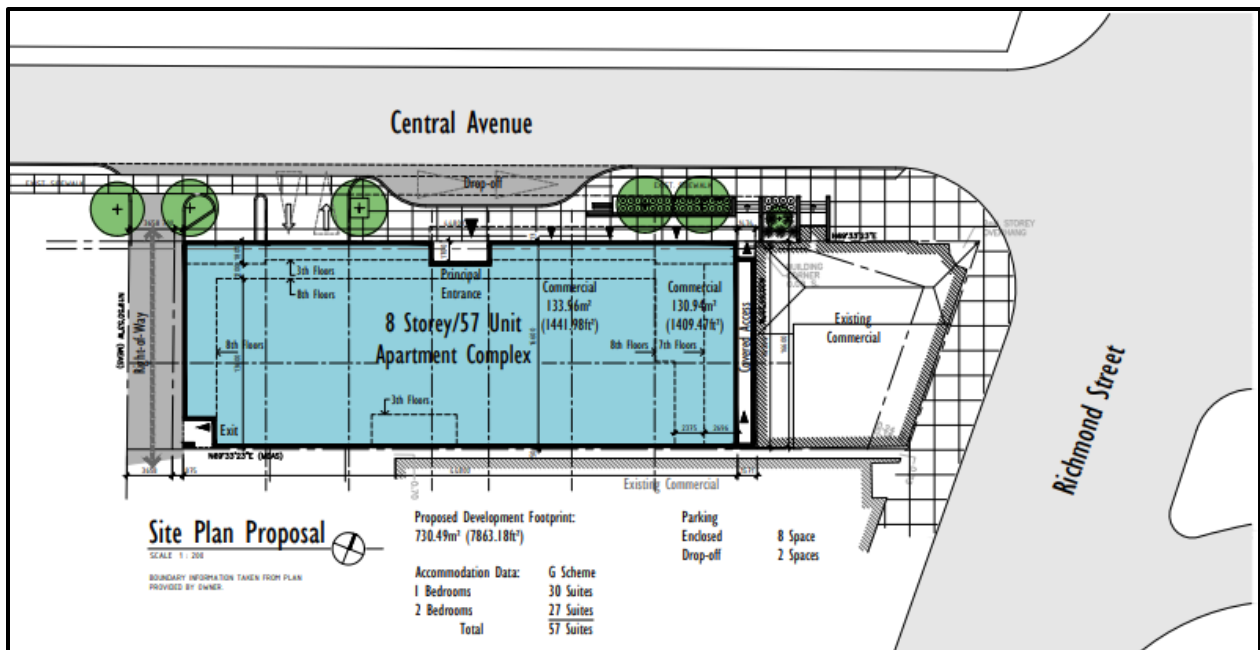


Figure 5: Revised Site Concept Plan



Figure 6: Revised Rendering - View from Central Ave

2.3 Requested Amendments

The owner has requested a Zoning By-law Z.-1 to change the zoning of the subject lands from a Business District Special Provision (BDC(1)) Zone to a Business District Commercial Special Provision Bonus (BDC(1)B-()) Zone to permit an eight (8) storey mixed-use building with a total of 57 residential units at a density of 519 units per hectare.

Special Provisions for the bonus zone include:
Existing Building

To recognize the existing building and uses the following special provisions are required:

- a minimum 0.0 m front yard setback;

- a minimum 0.0 m exterior side yard setback;
- 2 existing residential units; and
- 180m² of ground floor commercial.

Proposed Building

The following special provisions are required for the proposed development:

- a minimum 0.0 m exterior side yard setback;
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- a minimum 1.0m step back above the 2-storey
- a minimum rear yard setback of 6.0m abutting a residential zone ;
- 57 proposed residential units;
- a maximum density of 519 units per hectare;
- a maximum height of 8-storeys(28m);
- ground floor commercial space consisting of 270m² for 2 commercial retail units;
- a maximum lot coverage of 100%; and
- a minimum of 6 parking spaces in total;

The proposed bonus zone would permit these special provisions in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan.

2.5 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 11 households and a joint neighbourhood association letter with 20 names.

Also, the applicant hosted a virtual community meeting. The purpose of the meeting was to provide the community with information with respect to this application. Nine members of the community attended the community meeting.

The public's concerns generally dealt with the following matters:

- Height
- Density
- No amenity area
- Loss of Green boulevard
- Heritage
- Too big for site
- Privacy/Overlook
- Light/Noise impacts
- Traffic
- Parking
- Type of Tenancy
- Does not meet the policies of the Near Campus Neighbourhoods
- Loss of property value

2.6 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

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

to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (s. 1.1.1.e).

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

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

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

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

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT). Policies under appeal at the time of submission, but now in full force and effect are indicated with an asterisk (*) throughout this report.

The London Plan provides Key Directions (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:

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors;
- 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,
- Ensuring 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 provides direction for a new emphasis on creating attractive mobility choices by:

- Establishing a high-quality rapid transit system in London and strategically use it to create an incentive for development along rapid transit corridors and at transit villages and stations.
- Linking land use and transportation plans to ensure they are integrated and mutually supportive.
- Focusing intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling.
- Dependent upon context, requiring, promoting, and encouraging transit-oriented development forms. (Key Direction #6, Directions 3, 4, 5, and 6).

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

- Integrating affordable forms of housing in all neighbourhoods (61_Key Direction #7). Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (61_ Key Direction #7).

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

- Ensuring that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
- Avoiding current and future land use conflicts – mitigate conflicts where they cannot be avoided.
- Ensuring new development is a good fit within the context of an existing neighbourhood.
- Ensuring health and safety is achieved in all planning processes. (Key Direction #8, Directions 1, 8, 9, and 10).

The site is in the Rapid Transit Corridor Place Type, as identified on *Map 1 – Place Types. Rapid Transit Corridors are identified as Protected Major Transit Station Areas, as shown on Map 10 – Protected Major Transit Station Areas (860A_). Also, the site is in the Main Street policies and identified as being in the Richmond Row segment. Main Street segments are streets that have been developed, historically, for pedestrian oriented shopping or commercial activity in the older neighbourhoods of the city. (845_) Further to this, the subject lands are also located in the Near-Campus Neighbourhoods, as identified on *Map 7 – Specific Policy Areas.

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 Main Street Commercial Corridor land use designation of the 1989 Official Plan. Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low-density residential housing to a mix of commercial, office and remnant residential uses.

The Main Street Commercial Corridor designation permits a wide range of uses and mixed-uses developments including but not limited to small-scale retail uses, restaurants, offices, small-scale entertainment uses, galleries and studios. The range of permitted uses shall cater to adjacent residential neighbourhoods within easy walking distance. The requested mixed-use development and proposed range of uses conforms to the MSCC designation and objectives.

Redevelopment within the MSCC designation that includes residential mixed-use buildings are to be consistent with the maximum density of 250uph allowed in the Multi-Family, High Density Residential designation of Section 3.4.3. of the OP (Policy 4.4.1.7.iii).

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Provincial Policy Statement

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).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). 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 PPS also discusses long-term economic prosperity and that it should be supported “by maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.....*encouraging a sense of place by promoting well designed built form*” (1.7.1.d).

Analysis

Consistent with the PPS, the recommended mixed-use building will contribute to the existing range and mix of housing types and commercial uses in the area, which is primarily composed of commercial land uses along the Richmond Street Corridor with low density residential uses located further west on Central Ave.

The subject lands are of a size and configuration capable of accommodating a more intensive form of development as a large portion of the site is underutilized, currently functioning as a commercial parking lot within a settlement area. The increased intensity of development on the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses.

The recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. The redevelopment and intensification of the subject lands would contribute to achieving a more compact form of growth while providing a built form that helps establish a sense of plan and enhance the vitality and viability of the main street and surrounding area.

4.2 Issue and Consideration #1: Use

The London Plan

The vision for the Corridors is to be realized through a number of implementation measures, including planning for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services and allowing for a wide range of permitted uses and greater intensities of development along Corridors close to rapid transit stations (830_4 and 5). However, the interface between corridors and the adjacent lands within less intense neighbourhoods must also be carefully managed (830_6).

A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type (*837_1). Mixed-use buildings are encouraged, and where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (*837_2 and 4). Consistent with the general Use policies of the Rapid Transit Corridor Place Type, a range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted in the Rapid Transit Corridor Protected Major Transit Station Areas. Mixed-use buildings are encouraged (860E_). It should be noted these permitted uses apply for the Main Street segment policies in which this site is located in (POLICY NUMBER).

In addition, these lands are also located in the Central Ave section of the Talbot Mixed-Use Area policies which indicate they are part of an area appropriate for the development of a mixed-use corridor...(1030_)

1989 Official Plan

The Official Plan identifies that the subject lands are designated as 'Main Street Commercial Corridor'. The permitted uses on lands designated 'Main Street Commercial Corridor' include: a wide range of uses and mixed-use developments including but not limited to small-scale retail uses, restaurants, offices, small-scale entertainment uses, galleries and studios. Redevelopment within the MSCC designation encourages residential uses combined with commercial uses and are encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas beyond the work-day hours.

Analysis:

The subject site is within the Rapid Transit Corridor (RTC) Place Type in *The London Plan* and the requested mix of uses for the subject site align with the vision and policies for RTCs in several ways. RTCs are to be vibrant, mixed-use, mid-rise communities that border the length of rapid transit services (826_). A wide range of uses including retail, residential, service, office, cultural, recreational, and institutional are permitted in RTCs, and mixed-use buildings are encouraged (837_). RTCs are meant to connect the Downtown and Transit Villages with highly urban forms of development and allow for a broad range of uses and moderate intensity along rapid transit routes (829_). Allowing the requested mixed-use building on the subject site supports development and activity consistent with the area, and will generate more demand for rapid transit services, supporting policies and the vision for RTCs (830_). The proposal utilizes existing services and infrastructure and reduces our need to grow outward. The proposed mix of uses is respectful of the character of the area and neighbourhoods and will generate and support pedestrian activity.

The development of the proposed eight (8) storey, 57-unit mixed-use building with commercial at grade and residential above is an appropriate use and contributes to a mix of housing types in the area, while also providing a more intrinsically affordable

housing option. Consistent with the surrounding context as well as the list of uses permitted in the policies, the recommended eight (8) storey apartment building is considered appropriate and in conformity with the policies of The London Plan.

The intent of the Main Street Commercial Corridor designation is to support the strength of these areas for a wide variety of uses. The requested mix of uses for the subject site is consistent with these policies.

4.3 Issue and Consideration #2: Intensity

The London Plan

Located in the Primary Transit Area and along rapid transit routes, the Rapid Transit Corridors will be some of the most highly connected neighbourhoods in our city and are linked to the Downtown and to the Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian and transit oriented. Those parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents (827_).

Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility (*840_1). Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities (*840_3).

For properties located on a Rapid Transit Corridor, the standard maximum height is 8 storeys or an upper limit of 12 storeys (*Table 9). Properties located on a Rapid Transit Corridor within 100 metres of rapid transit stations, or properties at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare, are permitted a standard maximum height of 12 storeys or an upper limit of 16 storeys through a comprehensive Zoning By-law amendment (*840_6 and *Table 9).

1989 Official Plan

There are no height and density permissions for the Main Street Commercial Corridor however, for residential development within this designation, the policies refer to the Multi-Family, High Density Residential designation which states that Residential densities within mixed-use buildings in a Main Street Commercial Corridor designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations, which in the Central London Area will normally be less than 250 units per hectare (3.4.3. Scale of Development).

As previously indicated, the applicant has applied to increase the density above the permitted 250uph to 519uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities.

Further to this, the *Planning Act* provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.4- Form), and the provision of four (4) affordable housing units, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation and discussed in the Bonusing Section below.

Analysis:

Although The London Plan does not identify density limits within the policy framework, it does control how intense lands can develop through specific criteria. The proposed development is generally in keeping with the intensity policies of the Plan. The proposed building is for eight (8) storeys which is consistent with the Rapid Transit Corridor policies. The proposed mixed-use building contributes to the overall built form and intensity and is considered appropriate within the context of the Rapid Transit Corridor Place Type policies. Through its building orientation and urban design elements it is sensitive to the adjacent land uses.

As mentioned, the subject lands have frontage on the Rapid Transit Corridor which is a higher-order street, to which higher-intensity uses are directed. Also, the property lies within an area characterized by the mix of commercial, mixed-use buildings and residential forms of development. The subject lands are of a size and configuration capable of accommodating a more intensive form of development on the underutilized portion of the site, while maintain the existing commercial/residential building along Richmond Street. Also, the increased intensity of development on the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses.

Furthermore, an objective of the Main Street Commercial Corridor designation in the 1989 Official Plan encourages intensification and redevelopment in existing commercial areas within the built-up area of the City. This helps to meet commercial and residential needs, makes better use of existing City infrastructure, and strengthens the vitality of these areas (4.2.1). The requested intensity and mix of uses for the subject site is consistent with these policies. Intensification and redevelopment also support public transit and connections to the Downtown and other parts of the city - other key objectives of the MSCC designation (4.4.1.2). As the subject site is located within walking distance of established residential neighbourhoods the requested commercial uses can be supported by existing and future residents.

Finally, density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features, which result in a public benefit that cannot be obtained through the normal development process, in return for permitting increased heights and densities. The *Planning Act* provides legislation which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed development requires bonus zoning as a result of the proposed increase in density above 250uph to 519uph. The built form and exceptional design (discussed in Section 4.3- Form) combined with the provision of four (4) affordable housing units, which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. Staff is satisfied that the proposed facilities, services, and matters are commensurate for the proposed increased intensity. Also, the recommended zoning provisions provide assurances that the appropriate level of intensity will be permitted on the site. These bonusable features are outlined in the Staff recommendation and discussed in Section 4.4 below.

In addition, the MSCC policies in the 1989 *Official Plan* also support uses that encourage and strengthen active street life and movement beyond typical work-day hours (4.4.1.8). The recommended amendments for the subject site will support this policy by increasing the residential population along the corridor and provide additional commercial uses at grade, both contributing to the desired active street life and movement of the Main Street Corridor. The proposed development will add to the attractiveness of the overall area and support continued investment and regeneration of nearby sites and buildings.

Yard Reductions

The Business District Commercial Zone permits a 0 metre setback for front and exterior yards. Further to this a 0 metre setback is also permitted for an interior and rear yard setback abutting a non-residential zone. The applicant has proposed 0 metres for the front, exterior and interior yard setbacks, however 6 metres for the rear as it abuts a residential zone where 12 metres is required. The reduced setback is able to provide

sufficient space along the westerly property line for access and will result in minimal impacts to the western properties. The reduced setback will also help establish a built form which will create a strong street wall along Central Ave. It should be noted the existing uses to the west consist of a parking lot, commercial for a few properties and further down residential. commercial not residential.



Figure 7: View looking west on Central Ave

Parking Reduction

The revised application includes a parking reduction request from 61 spaces to 8 spaces. The Transportation Division is not in support of the reduced parking rate based on the Parking Study that was provided to staff. However, Planning and Development staff are of the opinion that the reduced parking rate is a common and acceptable modern standard for sites located on rapid transit corridors that support public transportation, such as Richmond Street. The development is located within central London and is within walking distance to the downtown core and several surrounding amenities. Also, Planning and Development is currently undertaking a review of parking rates and considering potential changes to reduce these rates for mixed use buildings. Site Plan raised an issue that the proposed 8 spaces were not functional and therefore, the recommendation is to reduce spaces to 6 to ensure this issue is addressed.

4.3 Issue and Consideration #3: Form

The London Plan

The Form policies of the Rapid Transit Corridor Place Type establish a number of directions for planning and development applications. These policies direct buildings to be sited close to the front lot line to create a pedestrian-oriented street wall while providing appropriate setbacks from properties adjacent to the rear lot line, break up and articulate the mass of large buildings fronting the street to support a pleasant and interesting pedestrian environment, and encourage windows, entrances and other features that add interest and animation to the street (841_2 and 841_3). Surface parking areas should be located in the rear and interior side yards; underground parking and structured parking integrated within the building design is encouraged (841_12). In general, buildings are to be designed to mitigate the impact of new development on adjacent neighbourhood areas (841_13).

In addition to the Form policies of the Rapid Transit Corridor Place Type, all planning and development applications will conform with the City Design policies of The London Plan (841_1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252_ and 253_).

Further, as mentioned, the site is located within the Richmond Row segment in the Main Street policies within the Rapid Transit Corridor Policies. These policies discuss form that buildings will be close to the street with parking generally located to the rear, underground or integrated into the building. (845_)

1989 Official Plan

Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low-density residential housing to a mix of commercial, office and remnant residential uses. Also, within the Main Street Commercial Corridor designation the form policies indicate that Main Street Commercial Corridors are pedestrian-oriented and the Zoning By-law may allow new structures to be developed with zero front and side yards to promote a pedestrian streetscape. These setbacks were discussed above in Section 4.2 – Intensity.

Analysis:

The recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located adjacent to a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed mixed-use building represents a more compact form of development than the parking lot that currently occupies a large portion of the site.

The proposed form of development has been designed with many positive features and has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses, and the location and massing of the proposed building is consistent with urban design goals.



Figure 8: View from the east onto the intersection of Richmond Street/Central Ave

While the existing building is situated with a 0 metre setback along Richmond Street, the additional proposed building is also to be situated close to Central Ave, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The overall development uses building articulation, rhythm, materials, fenestration, and balconies along the public street frontage to help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the street and internal to the site.

The main entrance and lobby for the proposed mixed-use building will be located along the northerly lot line, facing Central Ave. The recommended zoning provides for the required design flexibility while ensuring the building continues to be located close to the street.

The parking area is located in the building to provide for appropriate screening of the parking from the street and adjacent to abutting properties. Staff are recommending a special provision of 6 parking spaces instead of the requested 8 spaces to ensure the parking area is functional as there were some concerns raised through site plan as to how the internal parking configuration will work.

The proposed building is taller than the surrounding buildings in the area. However, the proposed building is not as tall as the permissions of the London Plan which contemplates twelve (12) storeys in height. As Richmond Street continues to redevelop and implement the vision of the rapid transit corridor it is anticipated that greater heights will be achieved in the area. To ensure there are minimal impacts on the adjacent uses, the proposed building placement provides for a suitable separation between the proposed development and existing parking lot and commercial uses to the west helping mitigate concerns expressed by the public.

The review by City staff relating to urban design and site plan matters and comments from the Urban Design Peer Review Panel highlighted various considerations for more detailed design to be completed. The design refinements illustrated on the revised elevations in Schedule "1", provide certainty with respect to appropriate building location and massing, centralized amenity space, and buffering and parking lot design standards in order to establish suitable zoning regulations through bonusing with exceptional design.

At the site plan approval stage, City staff will continue to refine the building and site design features further with the applicant for implementation in the final approved drawings and development agreement, including:

- i) Provide sufficient setbacks for site plan planting requirements to provide adequate soil volumes for required perimeter plantings;
- ii) Maintain the City Boulevard as a green boulevard; and
- iii) Include a minimum of 0.5 to 1m setback from the Central Avenue frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc.
 - i. The main entrance setback from the property line is acknowledged.
 - ii. The commercial unit doors need to be recessed (a minimum of 0.5m or as required) to be within the property line.
 - iii. The canopies proposed above the commercial units shall also be within the property line or included in an encroachment agreement.

These are the detailed matters summarized under clause d) of the staff recommendation for the Site Plan Approval Authority to consider through the site plan approval process.

The proposed development offers positive features, has addressed City Design and Form policies of the Rapid Transit Corridor Place Type and MSCC policies of the 1989

Official Plan and meets high level urban design goals. The proposed form of development is appropriate and compatible with the surrounding area through its pedestrian oriented design which establishes an appropriate interface with the public realm and surrounding context. Implementation of the required Bonus Zone elements and targeted refinements of the site and building design will result in a development that is compatible with, and a good fit within the existing and planned context of the area.

4.4 Issue and Consideration #5: Near-Campus Neighbourhoods

Near-Campus Neighbourhoods are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (963_ and 964_; 3.5.19.3). The policies of The London Plan and 1989 Official Plan establish a number of planning goals in an effort to support this vision for these neighbourhoods (965_; 3.5.19.4.). These goals are intended to serve as an additional evaluative framework for all planning applications within Near-Campus Neighbourhoods, and include:

- Planning for residential intensification in a proactive, coordinated, and comprehensive fashion;
- Identifying strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and which use strong transit connections to link these opportunities to campuses;
- Avoiding incremental changes in use, density, and intensity that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods;
- Encouraging a balanced mix of residential structure types at appropriate locations while preserving stable residential areas and recognizing areas that have already absorbed significant amounts of intensification;
- Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and encouraging residential intensification in mid-rise and high-rise forms of development;
- Directing residential intensification to significant transportation nodes and corridors and away from interior of neighbourhoods;
- Utilizing zoning to allow for residential intensification which is appropriate in form, size, scale, mass, density, and intensity;
- Ensuring that residential intensification projects incorporate urban design qualities that enhance streetscapes and contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties.
- Encourage affordable housing opportunities; and,
- Ensure intensification is located and designed to respect the residential amenity of nearby properties.

In Near-Campus Neighbourhoods, most intensification will be directed to place types that are intended to allow for mid-rise and high-rise residential development. These include Rapid Transit Corridors (967_).

As mentioned, the Main Street Commercial Corridor designation directs residential densities within mixed use buildings to be consistent with densities allowed in the Multi-Family, Medium and High-Density designations. This aligns with the Near Campus Neighbourhood policies that direct intensification situated at appropriate locations in the MFMDR and MFHDR designations and is preferred. (3.5.19.6).

Urban design qualities are to be incorporated into the design to ensure intensification projects contribute to the character of the neighbourhood while respecting the residential amenity of nearby properties. Zoning is to be utilized to ensure residential intensification occurs in a manner which is appropriate in form, size, scale, mass, density, and intensity. The subject site is of sufficient size and configuration as it can accommodate the proposed use while maintaining a level of compatibility within the surrounding context. The proposal provides a comprehensive development and facilitates the redevelopment of an underutilized site within a settlement area. The proposed development has made a strong effort to incorporate measures to provide sensitivity and rhythm that responds to the surrounding area. The use of step backs for

the upper portions of the building help create an appropriate human scale along Central Ave and provide an appropriate separation between the abutting properties. Additionally, the subject lands are within an established mixed-use area and well serviced by public transit. The proposed development will encourage intensification to make better use of existing City infrastructure and services and additionally support the policies which direct higher levels of density towards the corridors. The proposed development satisfies these policies, as the intensity with 8-storeys is contemplated by the Rapid Transit Corridor Place Type, and provided through bonusing in the 1989 Official Plan.

Staff is agreeable that redevelopment of the subject lands with higher intensity mixed use development aligns with the intent of the Near-Campus Neighbourhoods policies. The subject lands are located on a Rapid Transit Corridor in a strategic location where intensification would be appropriate. High-rise forms of redevelopment are preferred in Near-Campus Neighbourhoods and are directed to significant transportation nodes and corridors, away from the interior of neighbourhoods. In addition, the underutilized lot, would result in a more coordinated and comprehensive approach to redevelopment.

The site is of a suitable size and shape to accommodate intensification, the intensity of the proposed development is appropriate along a Rapid Transit Corridor by complementing the area and providing a compatible pedestrian-oriented development well served by public transit. As such, the proposed development satisfies the criteria for intensification in the Near-Campus Neighbourhoods.

4.5 Heritage

599-601 Richmond Street is a listed property on the City's Register of Cultural Heritage Resources and is also adjacent to another listed property at 595 Richmond Street. A Heritage Impact Study from MHBC Planning Limited was submitted through this process. Heritage staff have accepted the Heritage Impact Study as they are satisfied that the impacts to the heritage resources will be conserved and sufficiently mitigated. For a full review of the response please see Agency Comments in Appendix D.

4.6 Issue and Consideration #4: Bonusing

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

A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

Exceptional Design:

- A built form located along Central Ave that establishes a built edge with primary building entrance, street oriented units and active uses along this frontage;
- Treatment of the first two-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
- A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
- Each elevation incorporates vertical portions of the building that are offset to provide for a unique visual variety and texture along the façade;
- A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and

Affordable housing:

- A total of two 1-bedroom residential units and two 2-bedroom residential units will be provided for affordable housing;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability set at 50 years from the point of initial occupancy;
- The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

4.5 Issue and Consideration #5: Neighbourhood Concerns

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Privacy, Green Boulevard Removal, and Type of Tenancy.

Comments related to height, form, density, parking and incompatibility have been addressed in sections 4.1 through 4.4. of this report. Heritage has been addressed in Section 4.6 of this report. Additional information is provided in Appendix C of this report.

Privacy and Overlook

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows, or when using their terraces or balconies.

The development proposes the building to be placed closer to the Central Ave frontage and provides a step back on the 3rd storey to additionally reduce height impacts on the abutting lands, which also supports urban design principles, as well as design flexibility.

With respect to the privacy of yards to the west, the building is proposed to be set back approximately 6 metres from the lot line and is further buffered by two commercial properties. In addition, this side of the building facing the westerly properties has minimal units and balconies with most balconies proposed along Central Ave. also, the south portion of the building does not propose any balconies and minimal windows.

Green Boulevard Removal

The northern boulevard is currently green. The applicant has proposed a layby which will remove a portion or all of this green boulevard. Staff are not supportive of this layby and have included this to be addressed through the site plan approval process as identified in the recommendation.

Type of Tenancy/Tenure

Several comments were made with respect to who will be living in the proposed development, and questions on whether or not this will be student housing. It's important to note that planning considerations cannot be made based on residential tenure. Type of tenancy and tenure (owner vs. rental) are not planning considerations when analyzing planning applications.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan, including but not limited to the Key

Directions, Rapid Transit Corridor Place Type and Near Campus Neighbourhoods. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Main Street Commercial Corridor designation and Near Campus Neighbourhood. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site through the use of Bonus Zoning.

Prepared by: Alanna Riley
Senior Planner, Development Services

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

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

Submitted by: Scott Mathers MPA, P. Eng.
Deputy City Manager, Planning and Economic
Development

cc:

Heather McNeely, Manager, Current Development

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

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 599-601 Richmond Street.

WHEREAS Westdell Development Corporation has applied to rezone an area of land located at 599-601 Richmond Street, as shown on the map attached to this by-law, as set out below;

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 599-601 Richmond Street, as shown on the attached map comprising part of Key Map No. A101, from a Business District Commercial Special Provision (BDC(1)) Zone to a Business District Commercial Special Provision Bonus (BDC(1)*B-()) Zone;
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-() 599-601 Richmond Street

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high-quality mixed-use building, with a maximum height of eight (8) storeys, and a maximum density of 519 units per hectare, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

a) Exceptional Building Design

- A built form located along Central Ave that establishes a built edge with primary building entrance, street-oriented units and active uses along this frontage;
- Treatment of the first two-storeys of the proposed building contrasts with the remainder of the building above to clearly delineate the attractive, pedestrian-oriented area within the public realm;
- A contemporary flat roof, with modern cornice lines and canopies for the balconies along the north side of the building, effectively announce the top of the building and help distinguish the building along the corridor;
- A variety of materials, colours and textures break up the massing of the building into smaller sections, both vertically and horizontally, to appropriately frame the street and enhance the streetscape; and

b) Provision of Affordable Housing

- A total of two 1-bedroom residential units and two 2-bedroom residential units will be provided for affordable housing;
- Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability set at 50 years from the point of initial occupancy;
- The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority

- populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

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

Existing Building

a) Permitted Uses:

Existing two residential units and 180 m² of ground floor commercial

b) Regulations

- | | | |
|-----|--|------------|
| i) | Front Yard Setback
(Minimum) | 0.0 metres |
| ii) | Exterior Side Yard Setback
Abutting a residential zone
(Minimum) | 0.0 metres |

Proposed Building

c) Regulations

- | | | |
|-------|---|-----------------------|
| i) | Exterior Side Yard Setback
1 st and 2 nd storey
(Minimum) | 0.0 metres |
| ii) | Exterior Side Yard Setback
For pedestrian entranceways
(Minimum) | 0.5 metres |
| iii) | Exterior Side Yard Setback
Above 2 nd storey
(Minimum) | 1.0 metres |
| iv) | Rear Yard Depth
Abutting a residential Zone

(Minimum) | 6.0 metres |
| v) | Total Parking Spaces
(Minimum) | 6 spaces |
| vi) | Density
(Maximum) | 519 units per hectare |
| vii) | Height
(Maximum) | 8-storeys(28m) |
| viii) | Ground Floor Commercial
for 2 commercial retail units
(Maximum) | 270m ² |
| ix) | Lot Coverage
(Maximum) | 100% |

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.

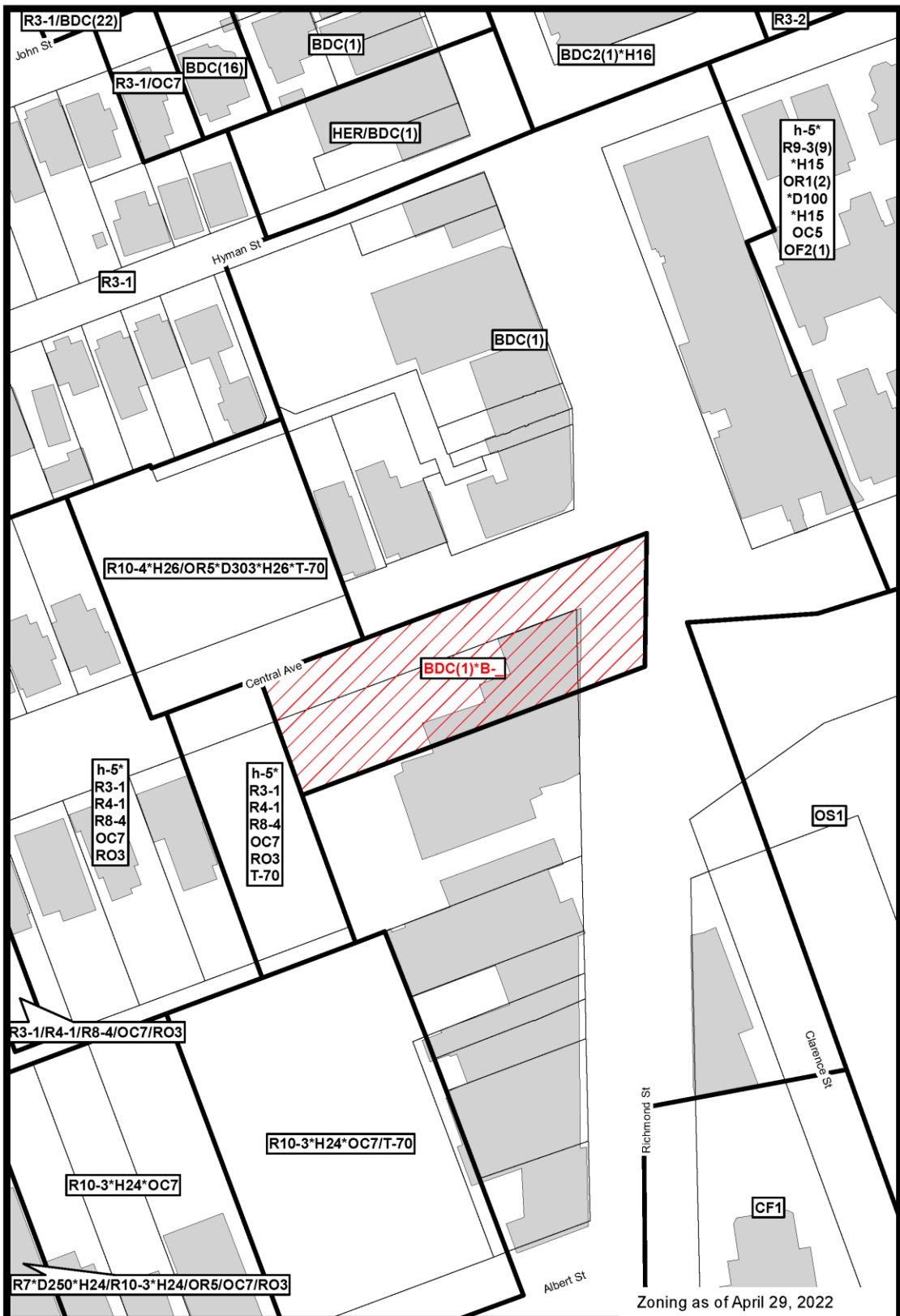
PASSED in Open Council on July 5, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – July 5, 2022
Second Reading – July 5, 2022
Third Reading – July 5, 2022

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



File Number: Z-9367
 Planner: AR
 Date Prepared: 2022/05/30
 Technician: rc
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters 



Schedule "1"





THE SEAL DESIGN:
 CONTRACTOR AND CONSULTANTS SHALL
 BE RESPONSIBLE FOR THE DESIGN OF THE
 SEALS AND THE PROVISIONS THEREOF TO
 PREVENT LEAKAGE.

CONTRACTOR SHALL BE RESPONSIBLE FOR
 THE DESIGN AND CONSTRUCTION OF THE
 SEALS AND THE PROVISIONS THEREOF TO
 PREVENT LEAKAGE.

No.	DATE	DESCRIPTION
1	15/05/2024	ISSUED FOR PERMIT
2	15/05/2024	ISSUED FOR PERMIT
3	15/05/2024	ISSUED FOR PERMIT
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THOMAS KATZUS
 ARCHITECT
 1000 SHEPPARD AVENUE EAST
 SUITE 1000
 AURORA, ONTARIO M1T 3X7

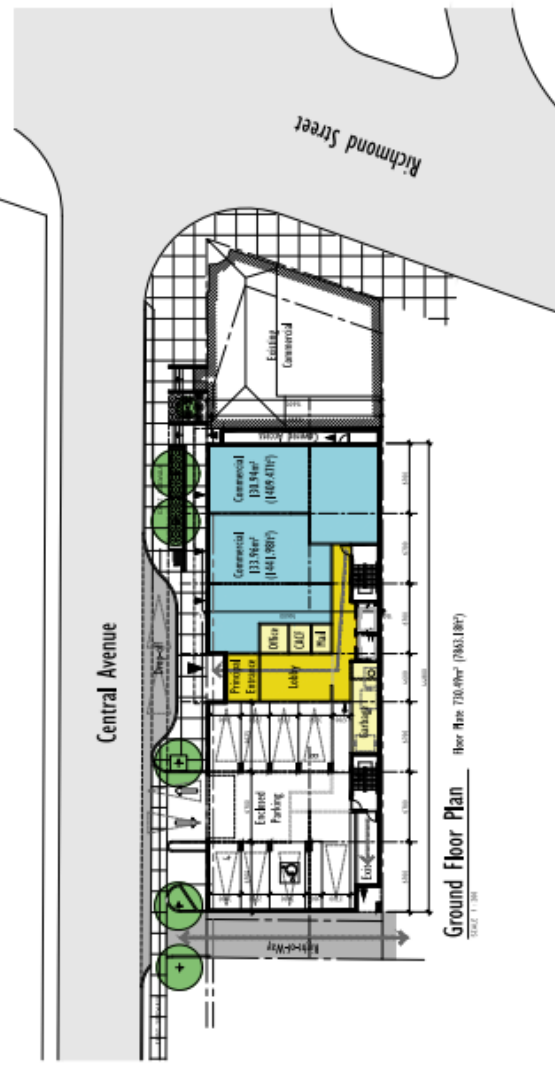
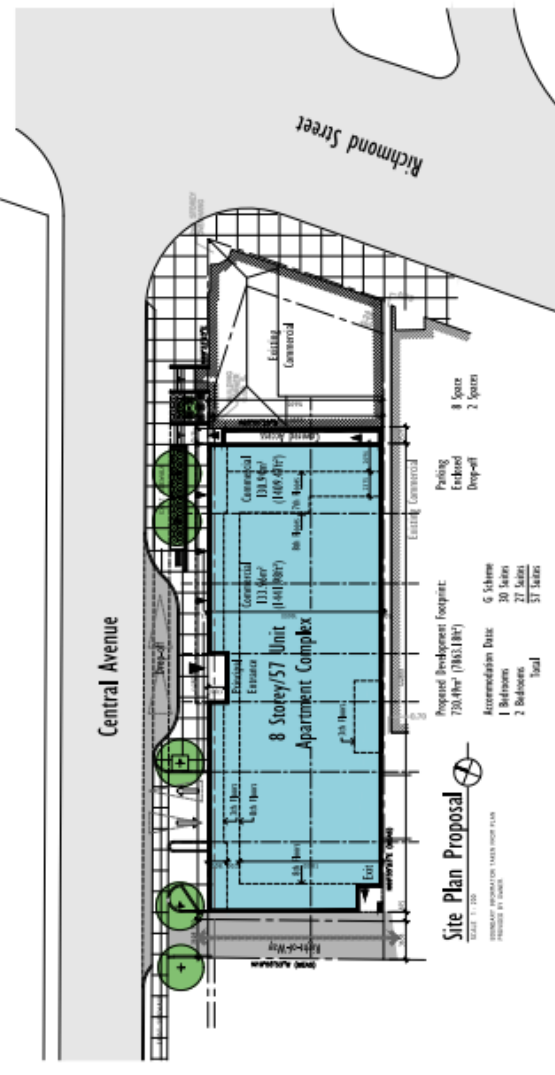
R Tanno & Associate
 ARCHITECTS
 51 West Beaver Creek Road
 Suite 100
 Richmond Hill, Ontario L4B 1N2
 Canada
 Tel: 905.709.4622
 Fax: 905.709.4623
 Email: info@rtanno.com

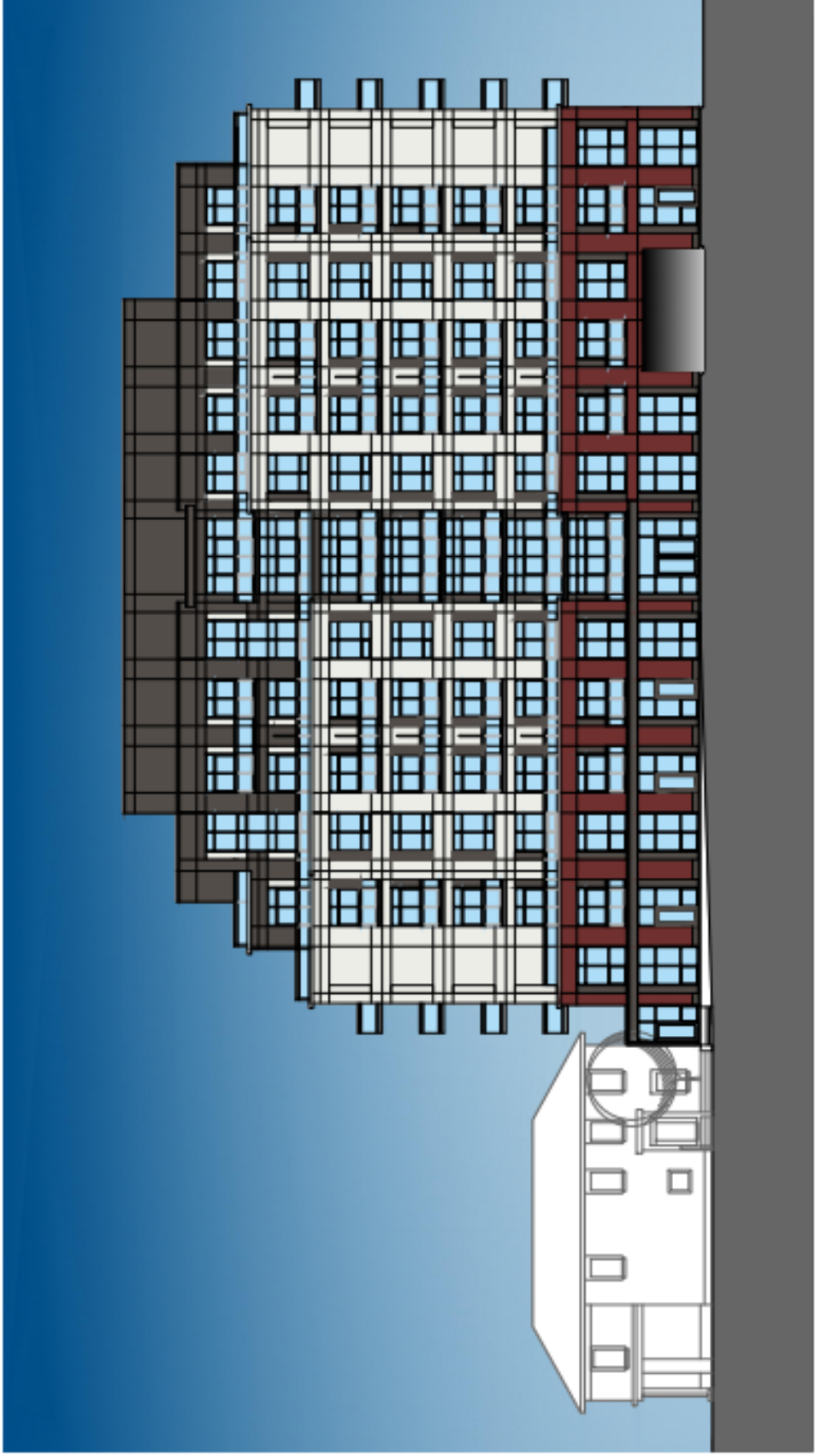
Westdell
 Development Corp.
 701 RICHMOND ST., LONDON, ON
 Project Name:
 599 Richmond St.,
 Scheme G
 Residential Tower
 Proposal

701 RICHMOND ST., LONDON, ON
 Project Name:
 599 Richmond St.,
 Scheme G
 Residential Tower
 Proposal

701 RICHMOND ST., LONDON, ON
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 Residential Tower
 Proposal

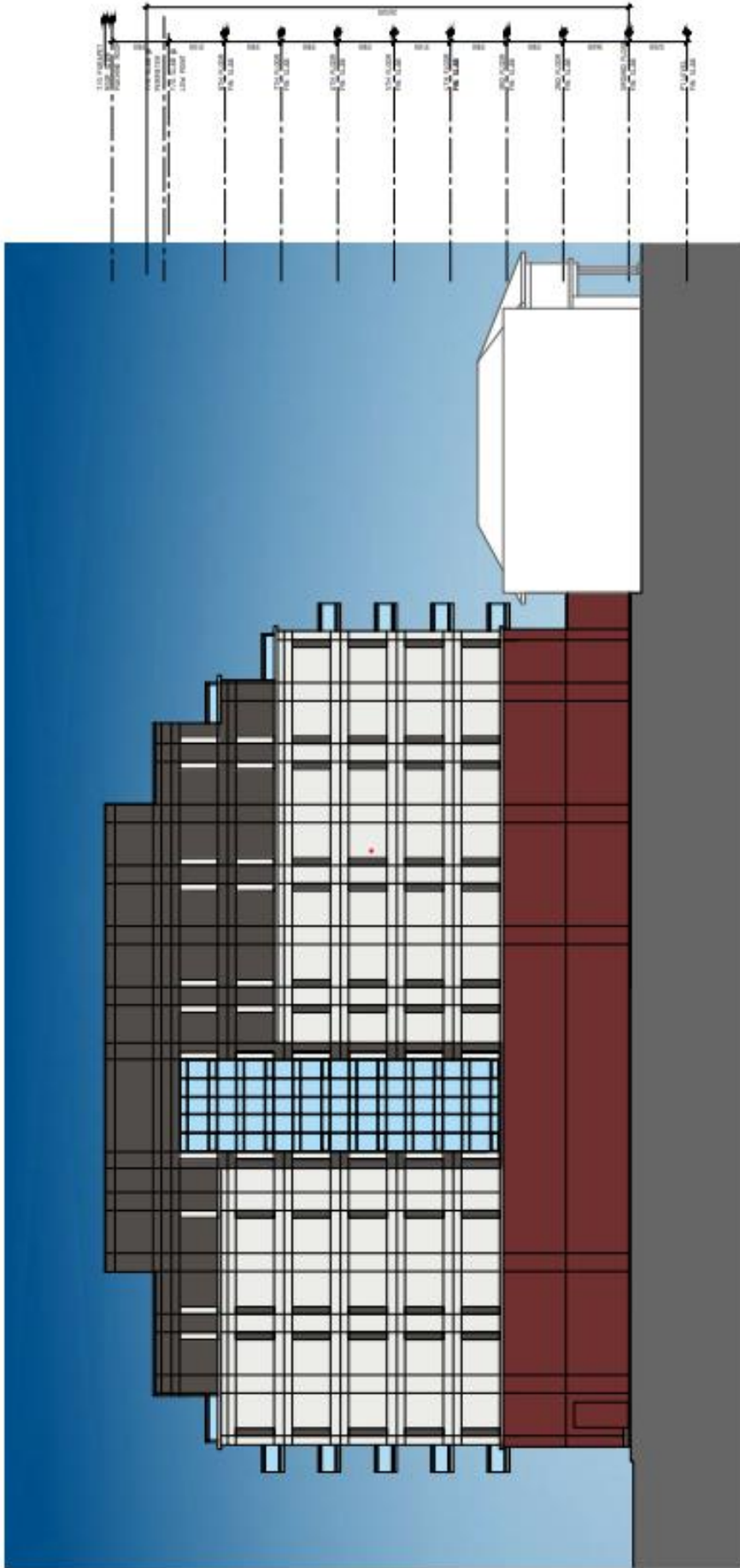
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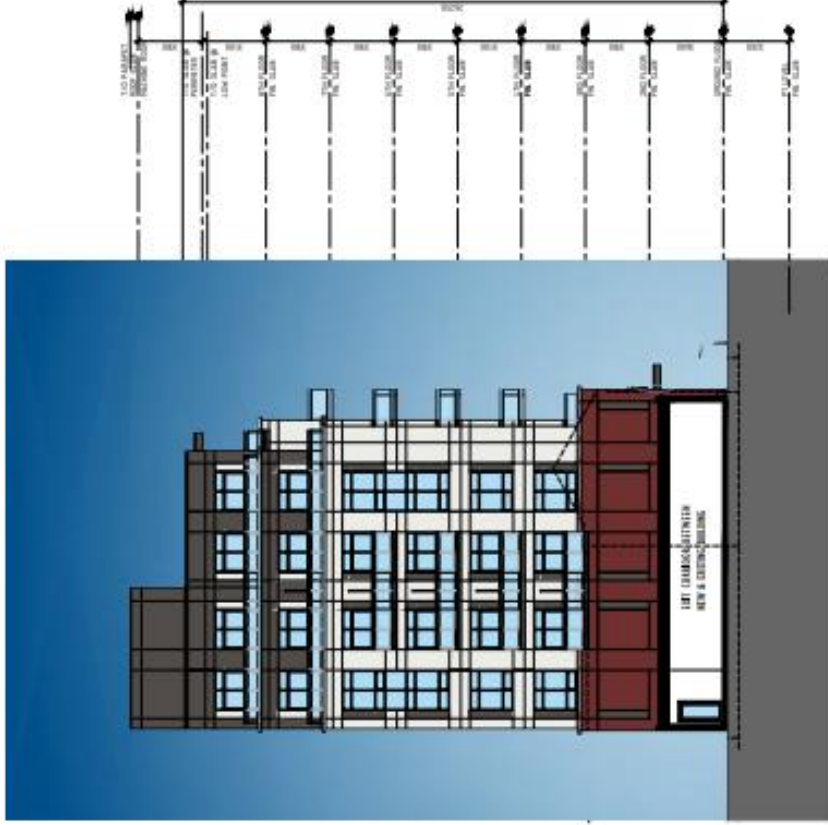
North Elevation Proposal

March 26, 2022



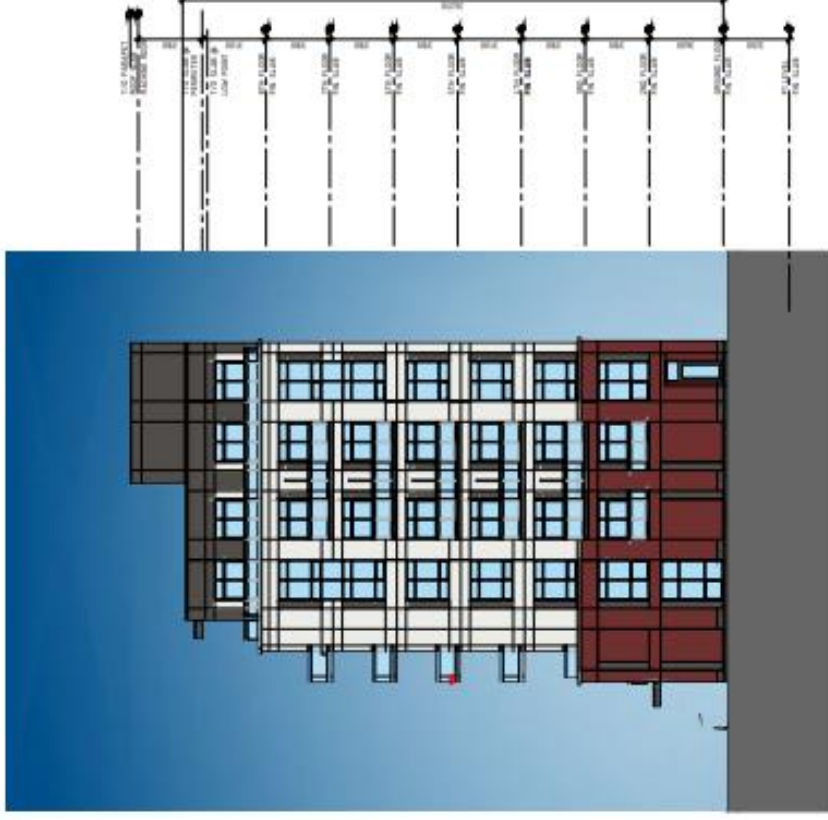
South Elevation Proposal

March 24, 2022



East Elevation Proposal

March 16, 2022



West Elevation Proposal

March 16, 2022

Appendix C – Public Engagement

Community Engagement

Notice of Application (November 15, 2021):

On June 16, 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 June 16, 2021. A “Planning Application” sign was also posted on the site. A revised notice was sent out April 28, 2022 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 April 28, 2022.

Replies were received from, or on behalf of, 8 households.

Nature of Liaison: The purpose and effect of this Zoning change is to permit the development of an 8-storey(28.0m) mixed-use building that will contain 180m² of commercial/retail on the ground floor and 53 residential units with 5 parking spaces. Possible change to Zoning By-law Z.-1 **FROM** a Business District BDC Special Provision (BDC(1)) Zone **TO** Business District BDC Special Provision Bonus (BDC(1))*B-() Zone. Special Provisions for the bonus zone include the existing buildings with frontage along Richmond Street with existing ground floor commercial space consisting of 180m² and existing two 2-bedroom residential units on the second floor; and for the new building a maximum ground floor area of 731m²; a minimum front yard, a minimum side yard, and a minimum rear yard setback of 0m; 57 residential units; a maximum density of 519 units per hectare; a maximum height of 8-storeys(28m); total ground floor commercial space consisting of 270m²; a maximum lot coverage of 100%; a minimum of 6 parking spaces; pedestrian and vehicular access fronting onto Central Ave; private amenity rooms and secure bicycle storage; and a loading area within the building. The proposed bonus zone would permit these special provisions in return for eligible facilities, services, and matters, specifically affordable housing outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan. The City is also considering the following amendments special provisions in the zoning to implement the urban design requirements and adding holding provisions for the following: urban design, archaeological and public site plan.

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

Concern for:

- Height
- Density
- No amenity area
- Loss of green boulevard
- Heritage
- Too big for site
- Privacy/Overlook
- Light/Noise impacts
- Traffic
- Parking
- Type of Tenancy
- Does not meet the policies of the Near Campus Neighbourhoods
- Loss of property value

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

Hi Alanna I hope you are keeping well. I was just reading the development plan for Central Ave. and I have a few questions, Do you know if these will be rental units or condos to be sold?

Will they be providing the residents with an underground parking garage, or relying on the nearby parking lots?

If a parking garage, will they be providing any additional parking for the Richmond row area?

What is the timeline for this project from start to finish?

Thank you
Charlene Jones

Dear Neighbours,

The City of London received a development proposal for the corner of Central Ave and Richmond Street - behind the Starbucks - but no notices went out the Neighbourhood Assoc. to be circulated to residents. This is a chronic problem where residents are not being informed by planning staff on development proposals that impact their homes. Only commercial residents would have received these notices and no residents.

This is bad, really really bad - that residents are not being notified. The Ward Councillor - Ariella Kayabaga - also does not provide notice.

There is a legal **MINIMUM** of 120 meter notice radius requirement that staff must compile with but there is **absolutely no restrictions** on notifying residents beyond that point especially in commercial areas that abut residential areas. NO restrictions at all.

North Talbot Neighbourhood Assoc. was not notified of the Farhi Tower development at Harris Park even though the boundary of that development borders on the boundary of North Talbot. North Talbot was not notified of the Auburn development at Victoria Park and so on.

<https://london.ca/sites/default/files/2021-06/Z-9367-Notice%20of%20Application.pdf>

Ignore the deadline for comment and comment as you see fit. This notice has been copied to the planner who failed to notify residents and Council who consistently ignore the problem of residents not being notified.

North Talbot Community

Hello...This project goes against any semblance of proper. It is eight stories....DOUBLE any other building in the neighbourhood. We fought a local builder to keep his projects to 4 stories. Not to mention it would absolutely BLOCK any view of downtown. Is a good view of downtown going to only be had by the "chosen few"?

Dave Morrice
Dear Ms Riley,

I am writing with my comments regarding the subject Zoning By-Law Amendment application by Westdell Development Corporation.

I live at 156 Central Avenue (at the corner with St George Street) and have resided there for 35 years. Over that period of time I have seen many changes but the most distressing has been the devolution of a mixed, diverse neighbourhood of seniors, students, families and young working professionals of Greek, Italian and Canadian origin, into a ghetto of primarily students who have exhibited little respect for City noise and sanitation by-laws. They live in a neighbourhood but are not neighbourly.

Students only contribute to the City's economy for eight months of the year for four years before moving on and, while they are here, they place a disproportionate burden on the City's resources for policing and sanitation which ultimately makes its way down to the tax payer. As the key to financial growth is diversification, I find it curious that the City of London has placed so many of its economic eggs in the student basket.

To the best of my knowledge, most of the new construction in my part of the city is targeted to students (3 bedrooms/unit). I have seen very little specific information about the nature of the residential units in the Westdell development aside from "affordable

housing” but, my comment is that they should be a combination of bachelor, 1, 2 and 3 bedroom units to enable the return to the diversity of the old neighbourhood.

With Respect,

Patricia Cullimore

One more resident name as been added. Please ignore two previous letters and use this letter. It is important to ensure appeal process if necessary.

We apologize for any inconvenience.

File: Z-9367: Applicant Westdell Development Corporation

599-601 Richmond Street

The section of the London Plan that applies to this area is under appeal. Therefore, the 1989 Official Plan applies. However, it is anticipated that the planning department will apply policies within the London Plan.

The London Plan.

The north leg of the proposed Bus Rapid Transit system was cancelled. This was a decision of council. Therefore, there is no Bus Rapid Transit system along Richmond Street. The decision by council was made after the London Plan was adopted. Defaulting to the Bus Rapid Transit Corridor Policies would not apply here.

Even within the Bus Rapid Transit and Urban Corridor policy, it is noted:

- Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.
- Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail;
- Note 3 - Type 1 Bonus Zoning may be permitted up to the standard maximum height. Map 7 London Plan

This area doesn't even fall under the Downtown Protected Major Transit Station Area. See map 7 of the London Plan. But even if it did, it states in section 803F of the London Plan:

803F_ Development within the Downtown Protected Major Transit Station Area will conform with all other policies of the London Plan including the Downtown Place Type and any Specific Area Policies. (LPA 30)

The specific policy for this area is Main Street Commercial Corridor which limits heights to 6 storeys with 2 bonuses.

The concern is that planning staff will oscillate between the 1989 Official Plan and the London Plan to achieve the density they want and will rationalize as they can – picking and choosing between policies.

It is preferred that policies are chosen because those are the policies that apply and best fit and complement the neighborhood and the residents that will be living in this new development. We prefer if people were put back into the equation. It is not just about buildings.

1989 Official Plan.

Zoning for this site is Business Commercial Development 1 and 2 which allows a residential development, and the specific policy for this site is Main Street Commercial Corridor.

This development is not on a main street. It is on a residential street and the 1989 Plan specifically states that new development abutting a residential neighbourhood within the Main Street Commercial Corridor requires setbacks and streetscape that conforms to the

residential neighbourhood. In other words, it must be respectful of the neighbourhood 'type' place.

What is supported:

- five parking spaces for car sharing

In this sense, this development is forward looking for the City of London. While Central Ave may be a primary traffic corridor, this section of Central Ave. between Richmond and Talbot streets is not well suited for such a designation as the homes are not set back far enough to buffer against increased traffic as they are on Central Ave east of Richmond Street.

- open to a diverse mixed population;
- should include affordable family suites

What is not supported:

The planning department automatically defaults to the urban design guidelines which encourages new development to build to its property boundaries to preserve a 'commercial corridor streetscape' regardless of whether that new development is a commercial building.

Again, this is development is a residential building, on a residential street that abuts a residential neighbourhood and the Urban Design requirements that encourage no setbacks to do apply here. Again, the 1989 Plan is clear. This development requires setbacks and streetscapes that conform to the neighbourhood 'texture'.

This trend to waiver all setbacks and build to the outer boundaries of properties has serious consequences over the long term because it literally removes outdoor 'ground' green space and as approvals are site by site, there is no assessment of the long term accumulative impacts of such a policy.

In conjunction with the London Hydro generic 'zone' tree planting guidelines in which no shade trees are permitted anywhere in the Downtown Core because of hydro lines, the only place to plant shade trees is on private property and the current trend in the Downtown area is to eliminate all private open space and build to the boundaries.

This is achieved by waiving all property setback zoning requirements.

Setbacks are a protective zoning requirement. It protects space between buildings to ensure privacy, safety and greenspace and this in turn protects residents.

Setbacks are a protective policy.

That's the purpose of a setback and by waiving setbacks in new development results in no open land for shade trees anywhere in the downtown core. You want people to walk? They are not going to walk blocks in the sweltering heat and hot sun without protective shade trees.

This policy of infill targets 'dilapidated' (direct quote from the 1989 Official Plan) buildings which tend to be low income older neighbourhoods. It is inequitable. Protective setback zoning is not waived for new development in other areas within the city. The Urban Design guidelines are intended to apply to commercial streetscapes. They are discriminatory if applied to new residential development differently depending on the neighbourhood where people live.

This idea of density to protect farmland is not working and will not work without building in the fine essential details that make new development 'home'. Green space are those essentials. The sprawling housing boom in smaller surrounding cities is telling us it is not working. So, while London can preach that density is needed to protect farmland, in reality it is doing no such thing as towns like St Thomas, Kilworth and so on are booming sprawls of single family homes that offer outdoor green space, privacy and affordability.

Those same qualities should also apply to all new highrise development and must be family friendly. Ground green amenity space is essential so residents can take their dogs out, children can play and sit under canopy (shade) trees for relief from the heat and have some

privacy. It is also essential in meeting the goals of the Urban Forestry Strategy and Climate Change Action Plan.

It is not just about feeding people to the commercial corridor for the benefit of business. Without green space, these developments force people onto the public street for outdoor space and that is inequitable.

This developer argues that Victoria Park serves as its ground green space.

A public space is not a semi-private space for residents. There is no impact assessment on the increased dependence of public space to serve as outdoor space for private development.

It is in real terms a subsidy to the developer on the backs of residents.

The building is oversized and not complementary to the heritage quality of this section of Richmond Row or the North Talbot Community. Every house on Central Ave. west of Richmond Street on the south side was present on the 1881 Fire Insurance Map. And it is believed the present day homes, with few exceptions, are original.

We would be supportive of a 6 storey, including bonusing, mixed use new development that offered 5 car share parking spaces, required setbacks, back and front as required in the 1989 Plan for ground open green amenity space for its residents with a landscaping plan that includes space for canopy trees and rent geared to income units specifically for families current living on the street or in temporary housing.

There is no housing crisis - there is an affordability housing crisis that can be directly blamed on wealthy investment developers. It is time to strike a balance and ask them to give back in a way that is meaningful.

Sincerely,

Dave Morrice

Cindi Talbot

Paul Latorre

Quinn Fisher

Kass Fisher-Talbot

Louise White

Jan Sayles

AnnaMaria Valastro

Noll Stevens

Felicity Stevens

Jill Jacobson

Steve Olivastri

Heather Chapman

Carol Hunter

Frank Devereaux

David Hallam

D Fraser

Maureen O'Dwyer

Gayle Harrison

Ben Benedict

Dear Ms. Riley,

I am writing to provide you with comments about the proposed Zoning Amendment of 599-601 Richmond Street and the building proposed to extend into our neighbourhood on Central Avenue.

Having resided on Albert St. for the past 25 years and within 6 blocks of the this address for most of the previous 40 years, I am seeing an alarming trend towards builds that are geared to mainly post secondary students who only contribute to the economics of our city for a maximum of 8 months of the year. I would like to remind the City of London Zoning Department, Planning Committee and members of City Council that permanent year round residents are the life blood of the downtown and Richmond Row corridor as we are the taxpayers and residents who support it.

In the last 5 to 10 years we have experienced an unbalanced ratio of post secondary student rentals in home conversions and builds. Our experience is that, demographically these rental addresses represent a disproportionately high percentage of renters who are anti-community in their attitude and treat the rest of the community with disrespectful behaviour. This creates disharmony in the community and requires a disproportionate amount of City of London tax base funded Policing, By-law Enforcement and Sanitation resources to deal with the fall out. Those of us who are tax paying home owners in this neighbourhood and others would like to see more of the new apartment housing units geared towards a diverse age and occupation demographic. This is what keeps us a economically healthy, liveable and viable community.

My neighbours agree that this proposed building needs to have more bachelor apartments for elderly people on fixed incomes and young people starting out in their careers who cannot drive or cannot invest in a personal vehicle. There should also be some 3 bedroom rental opportunities for families with children looking to live in the downtown so they can walk to school or work. Diversity of ages and life/work phase is what makes a community strong.

We also feel that the building plan must continue to adhere to a proper 6 meter setback and have a proper landscape designed and maintainable green space. Any physical parts of the building that impact this residential neighbourhood should be discussed in a meeting with the neighbourhood groups and individuals who reside in the streets west of Richmond Row. We appreciate and expect to be continually updated and notified by mail of any and all proposed changes.

Thank you.

Heather D. Chapman
Kathy Kopinak
Hello Alanna and Arielle,

I adamantly disprove of the plans for a Zoning By-Law Amendment for this project.

My reasons are

- 1) first off it appears to be a Central Ave address not Richmond as it seems that the exiting building which Starbucks is in will remain. So that makes me wonder if there is a reason that is not above board that it's being addressed as Richmond
- 2) I'm uncomfortable with the no variances that are in the application - the no set backs only 5 parking spaces for 53 units. -and even 8 storey is not to my liking. I also think that if you allow for these the special provisions of 0m for minimum front, side and back yard

the city will then be setting a precedent for special provisions for future buildings and projects. And that is where I adamantly disagree with.

And the affordable housing in return for these special provisions sounds like a you scratch my back I'll scratch yours. I know that Arielle had an agenda for affordable housing and I really don't think it should be downtown at one of the more upscale shopping district this city has to offer. This should be reserved for upscale living - expensive housing - if housing were to be considered. I don't agree with changing of zone for residential.

3) I don't agree with the request to have the zone changed from business to business and residential. There are many other area that are more appropriate for residential and affordable housing.

It almost sounds like it's additional student housing or if not I just do not agree with affordable housing in this area and for that matter the change to residential.

I would appreciate if I can be kept updated on this matter.

I have also signed a letter from the North Talbot group.

Thanks. Maureen

I tried to use "planapps" but nothing came up for this address - unless it takes forever to load.

Please provide me with the design brief so that I can figure out what they are trying to build.

Thank you

Hazel Elmslie

Hello Alanna,

Could you please tell me the planner's and architect's names, on behalf of Westdell Development Corporation, in regards to 599 - 601 Richmond Street, London, Ontario | Z-9367-Notice of Application project?

Thank you.

George A. Vrbos

Hi Alanna,

I received mail in regards to a notice of planning application back in July 2021. I currently own property on Central Ave. Can you give me an update as to where this application stands? Was the street approved for the zoning amendment to allow 8 storey mixed use?

Thank you,

Rick Chhabra

Departmental and Agency Comments

Original Urban Design

The design of the site should implement the following features as part of the bonus zone as demonstrated in the submitted plans, elevations and renderings.

- A built form located along the Sarnia Road that establishes a built edge with primary building entrance, street oriented units and active uses along those frontages.
 - A step-back and terracing above the 3rd storey for the building along Sarnia Road frontage and at the intersection providing a human-scale along the street(s).
 - A significant setback from the property to the South to provide a transition to the existing low-rise buildings.
 - Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
 - A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
 - Common outdoor amenity space at ground level and using rooftop terraces(Level 4) located at the intersection to protect the privacy of adjacent properties
 - Locates majority of the parking behind the building and screened away from the street.
- As this application contemplates a bonus zone, please include the following revisions and improvements consistent with the previous staff and panel comments:
 - Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
 - Include a 1-2m setback from the Sarnia Road frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc.
 - We acknowledge the ground-floor residential units along Sarnia Road. Provide direct individual or a common walkway that connects the ground floor units to the City sidewalk, to encourage and allow residents and visitor to easily walk to transit and nearby commercial amenities to the North East.
 - Ground floor doors should be lockable 'front door' style to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street, as well as for security.
 - Ground floor private amenity spaces should be designed to extend into the setback as front porches or courtyards. Low height railings(up to 4ft/1.2m) and lockable 'patio gates' can be considered for the ground floor private amenity spaces, if there is a desire to control access.
 - Break-up the horizontal length of the building above 3 stories along Sarnia Road by introducing more variation in the design with a vertical mass or volume, articulation with recesses or balconies, and/or material or colour changes to provide interest and a more human-scale design along the street.

Updated Urban Design

- The design of the site and building should implement the following features as part of the bonus zone as demonstrated in the submitted plans, elevations and renderings.
 - A built form located along the Central Avenue that establishes an active built edge with primary building entrance and street oriented commercial units along that frontage.
 - An active above-ground podium floors with street oriented residential units along Central Avenue.
 - An appropriately designed and massed mid-rise building with a 2 storey podium and step backs of minimum 1.8m above podium for floors 3 to 6 and further step backs of minimum 1.2m for 7th storey along Eastern half and 1.2m for 8th storey along Western half facing Central Avenue that provides for human-scale along the Central Avenue.

- An appropriate built form with terracing and step backs at 7th and 8th stories along Richmond Street
- Well-articulated facades including recesses, projections, balconies and terraces to break the linearity of the façade and provide depth and variation in the built form to enhance the pedestrian environment along Central Avenue and Richmond Street
- A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
- Locates all of the parking integrated in the building and away from the street.
- As this application contemplates a bonus zone, please include the following revision consistent with the previous staff and panel comments as part of the subsequent site plan application.
 - Include a minimum of 0.5 to 1m setback from the Central Avenue frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc.
 - The main entrance setback from the property line is acknowledged.
 - The commercial unit doors need to be recessed (a minimum of 0.5m or as required) to be within the property line.
 - The canopies proposed above the commercial units shall also be within the property line or included in an encroachment agreement.

Urban Design Peer Review Panel

- See Appendix F for comments and applicant replies

Parks

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Heritage



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: November 30, 2021
Re: **Heritage Impact Assessment Requirements
– Heritage Comments
599-601 Richmond Street/205 Central
Avenue (Z-9367)**

This memo is to confirm that I have reviewed the following and find the report sufficient to fulfill the heritage impact assessment requirements for (Z-9367):

- MHBC Planning Ltd. (December 12, 2020). *Cultural Heritage Impact Assessment, 599-601 Richmond Street/205 Central Avenue, City of London, ON.*

599-601 Richmond Street/205 Central Avenue (subject property) is a LISTED property on the City's *Register of Cultural Heritage Resources* and is also adjacent to another LISTED property at 595 Richmond Street.¹ The proposal is for an 8-storey mixed-use residential development with ground floor commercial fronting Central Avenue. The development is proposed at the rear of 599-601 Richmond Street; the existing 2-storey brick heritage building on the property is being retained. Per *The London Plan* (policy 565_), potential impacts to properties on, and adjacent to LISTED properties on the *Register* must be evaluated to demonstrate that heritage attributes are conserved.

Heritage planning staff has reviewed the heritage impact assessment (HIA) and appreciates the completeness and thoroughness with which the HIA has been prepared. Staff notes that the heritage resources identified in the HIA's cultural heritage evaluation have been conserved, principally through the retention of the heritage resources in-situ, along with retention of specific attributes identified in the HIA that are associated with these heritage resources. Staff recognizes that the proposed development will remove the remains of a brick ancillary structure (140m², w/no roof structure) and a portion of rear additions (30m²) associated with 599 Richmond Street. The impacts of the removals were deemed negligible in the HIA, due to their limited scope and location at the rear of the property, and that their removal will not impact identified heritage attributes along the east (front elevation) and north elevation of 601 Richmond Street (pp58, 60, 62 – HIA).

Further, staff particularly notes and supports the following measures proposed to mitigate impacts identified in Section 7.0 of the HIA (p5):

- The preparation of a Temporary Protection Plan is recommended which will include:

¹ At the time of the Heritage Impact Assessment preparation, the definition of adjacent was limited to contiguous properties. With the recent adoption of the "Glossary" in *The London Plan*, properties located across a street or laneway are now considered adjacent.

- A Vibration Monitoring Plan to ensure that no damage will occur to the existing buildings on and adjacent to the subject property during targeted building removals and construction.
- Location of the entry and exit points for construction traffic to the west of the site.
- A structural engineer's report describing how targeted building removals (i.e., staging and protection) will occur, and measures that outline how the integrity of the existing heritage buildings will be maintained.
- Documentation, with high resolution photographs, of the portions of the building fabric that are to be removed. (p5 – HIA)

Finally, to enhance compatibility and conserve the historical context of the existing heritage buildings within the context of Richmond Row, staff encourages the applicant to consider the following design-related measures outlined in the HIA (pp5-6):

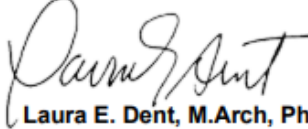
- *Materials should be sympathetic to historic buildings at street level (the first and second floor level) and preferably the use of high-quality materials (i.e., brick, stone);*
- *Proposed lighting and associated signage be sympathetic to the existing buildings on the subject lands; and,*
- *Mechanical equipment on the roof be screened to not detract from overall character.*

Additional design suggestions also include the following:

- More carefully consider form and massing of the new development in relationship to the existing heritage building on the subject property, and along the streetscape at Central Avenue.
 - Consider staggering the height of the new development to avoid the juxtaposition of 8-stories against the 2-storey heritage buildings.
 - Better define the base of the new development by visually carrying through the datum line of the existing heritage buildings through to the new development.
- Consider how the rear at 599 Richmond Street will be treated post-removal of addition(s).
- Consider limiting the primary colour palette on the elevations to 3 colours (presently 4-colours are being proposed, making it challenging to create a cohesive elevation).
- Drawings depicting the east elevation should show 599-601 Richmond Street in front of the proposed new development (i.e., as the base); this is how it will be read from the street.

Based on the review of the heritage impact assessment (HIA), heritage staff is satisfied that impacts to the heritage resources with CHVI will be conserved and sufficiently mitigated. The HIA can be accepted to meet heritage requirements (Z-9367).

Sincerely,



Laura E. Dent, M.Arch, PhD, MCIP, RPP

Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development

Ecology

- There are currently no ecological planning issues related to this property or associated study requirements.

Major issues identified

- No Natural Heritage Features on the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.
- Adjacent lands include naturalized vegetation and indications of previous disturbance.

Upper Thames River Conservation Authority

- These lands are not regulated by the UTRCA; no comments

Archaeological

- Archaeological conditions can be considered satisfied for this application.

Housing Development Corporation

May 16, 2022

sent electronically

TO: **City of London Development Services (via e-mail only)**
Attention: Mike Corby, Manager, Planning Implementation, Planning and Development
Alanna Riley, Senior Planner, Planning Implementation, Planning and Development

REGARDING: **Bonusing for Affordable Housing**
599-601 Richmond Street ("Subject Lands")

Background:

Housing Development Corporation, London (HDC) was engaged to work with Westdell Development Corporation (the "Proponent") and their consultant (Strik Baldinelli Moniz, or SBM) to provide a fair recommendation to the Director, City of London Development Services in response to a Zoning By-law Amendment application (City of London Planning File: Z-9367) for height and density "bonusing" in exchange for the provision of affordable housing. The application serves to provide for the development of an eight-storey, mixed-use building containing 57 residential units and 265 square metres of ground floor commercial space.

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

RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

- 1. Two (2) one-bedroom residential units and two (2) two-bedroom residential units be dedicated to affordable rental housing in the proposed eight-storey, mixed-use building in exchange for the granting of increased height and density.**
- 2. "Affordability" for the purpose of an agreement be defined as rent not exceeding 85% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:**
 - AMR is defined at the one-bedroom rate and two-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
 - the identified units will be mixed throughout and not otherwise identifiable within the building; and
 - Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance with the *Residential Tenancy Act* or any successor legislation but not to exceed 85% of the CMHC AMR.
- 3. The duration of the affordability period be set at 50 years** calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
- 4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London.** This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.
- 5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies.** This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.



Housing Development Corporation, London

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

The Proponent's application proactively aligned their bonus interests to the City's affordable housing priorities and the associated discussions establishing the above recommendation were achieved with their concurrence.

Rationale for Affordable Housing Bonus:

Guiding Policy: The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. The Plan identifies bonusing as a planning tool in support of the provision of affordable rental housing within planning and development proposals.

Location and Application Considerations: The Subject Lands are on located on the west side of Richmond Street between Albert Street and Central Avenue. The lands about the downtown and are proximate to a broad range of residential, commercial, retail, office, institutional and open space uses. The lands are also served by public transit, bicycle and pedestrian infrastructure.

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

Conclusion:

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

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

Sincerely,

Melissa Espinoza, CEO, Housing Development Corporation, London (HDC)



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

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Rationale for Affordable Housing Bonus:

Guiding Policy: The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability. The Plan identifies bonusing as a planning tool in support of the provision of affordable rental housing within planning and development proposals.

Location and Application Considerations: The Subject Lands are on located on the south side of Sarnia Road west of Wonderland Road North. The lands are proximate to a broad range of residential, community shopping, convenience commercial, neighbourhood facility and office uses. The lands are served by public transit, bicycle and pedestrian infrastructure.

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

Conclusion:

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

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

Sincerely,



Brian Turcotte, Development Manager, HDC

- c. Isabel da Rocha, Business and Program Manager, HDC
- Melissa Espinoza, Acting CEO and Program Manager, HDC



Appendix D – 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 a), b), c), d), e),

1.1.3

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 55_ Our Strategy, Key Directions, Direction #1 Plan Strategically for a Prosperous City

Policy 57_ Our Strategy, Key Directions, Direction #3 Celebrate and Support London as a Culturally Rich, Creative, and Diverse City

Policy 59_ Our Strategy, Key Directions, Direction #5 Build a Mixed-Use Compact City

Policy 60_ Our Strategy, Key Directions, Direction #6 Place a New Emphasis on Creating Attractive Mobility Choices

Policy 61_ 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

193_ City Building Policies, City Design, What Are We Trying to Achieve?

252_ City Building Policies, City Design, Site Layout

253_ City Building Policies, City Design, Site Layout

289_ City Building Policies, City Design, Buildings

293_ City Building Policies, City Design, Buildings

807_ Place Type Policies, Transit Village, Role Within the City Structure

*813_ Place Type Policies, Transit Village, Intensity

815C_ Place Type Policies, Transit Village, Transit Village Protected Major Transit Station Areas

827_ Place Type Policies, Rapid Transit and Urban Corridors, Our Vision for the Rapid Transit and Urban Corridor Place Types

830_ Place Type Policies, Rapid Transit and Urban Corridors, How Will We Achieve Our Vision?

833_ Place Type Policies, Rapid Transit and Urban Corridors, Interpretation of Corridor Place Type Boundaries

834_ Place Type Policies, Rapid Transit and Urban Corridors, Interpretation of Corridor Place Type Boundaries

835_ Place Type Policies, Rapid Transit and Urban Corridors, Interpretation of Corridor Place Type Boundaries

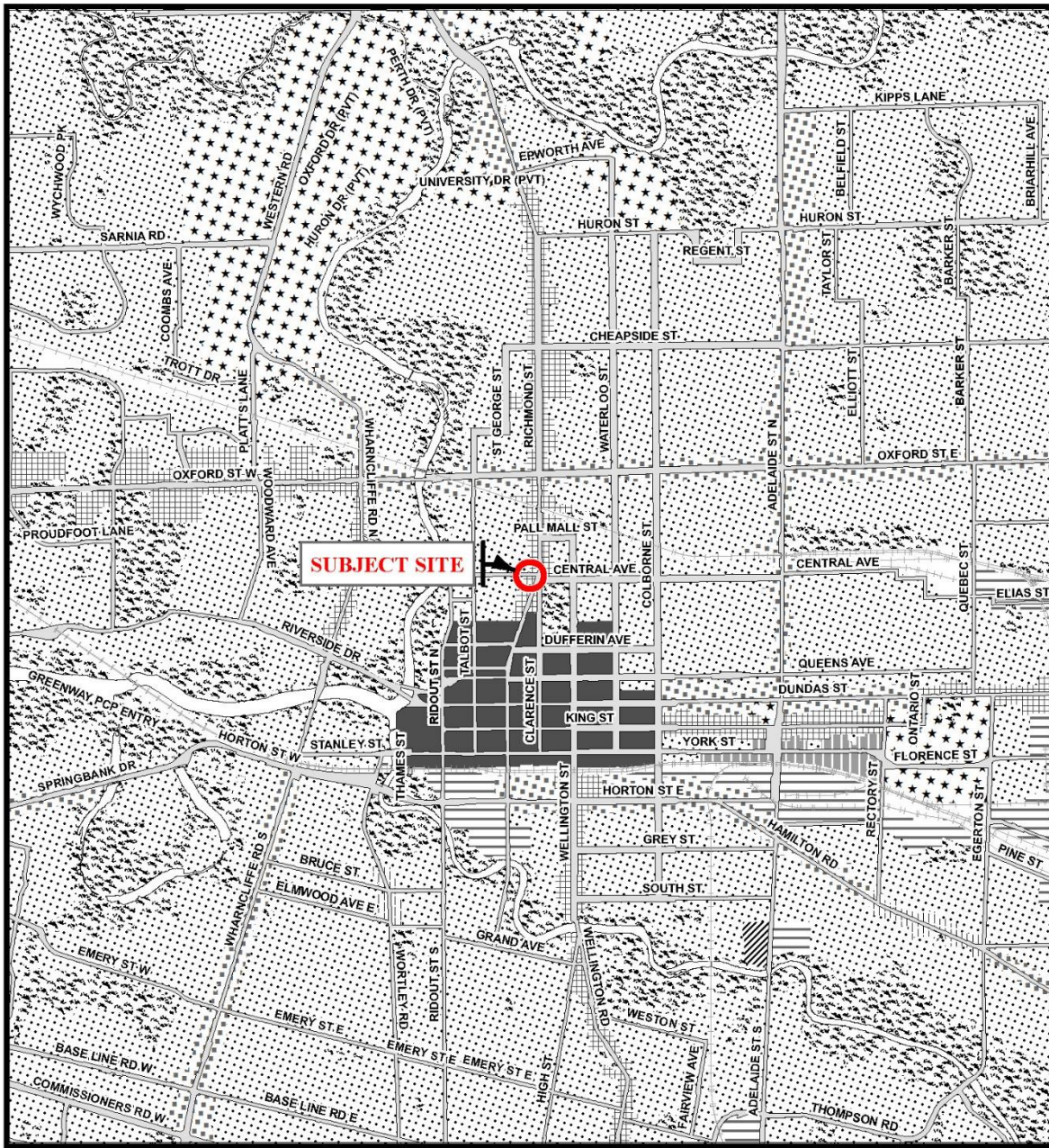
*837_ Place Type Policies, Rapid Transit and Urban Corridors, Permitted Uses
*840_ Place Type Policies, Rapid Transit and Urban Corridors, Intensity
841_ Place Type Policies, Rapid Transit and Urban Corridors, Form
860A_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
860B_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
860C_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
860D_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
860E_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
860F_ Place Type Policies, Rapid Transit and Urban Corridors, Rapid Transit Corridor Protected Major Transit Station Areas
963_ Place Type Policies, Neighbourhoods Place Type, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood
964_ Place Type Policies, Neighbourhoods Place Type, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods
965_ Place Type Policies, Neighbourhoods Place Type, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Vision for Near-Campus Neighbourhoods
969_ Place Type Policies, Urban Place Types, Specific Policies for the Neighbourhoods Place Type, Near-Campus Neighbourhood, Intensification and Increases in Residential Intensity in the Neighbourhoods Place Type Within Near-Campus Neighbourhoods
*1649_ Our Tools, Planning and Development Controls, Bonus Zoning, Type 2 Bonus Zoning
*1650_ Our Tools, Planning and Development Controls, Bonus Zoning, Type 2 Bonus Zoning
*1652_ Our Tools, Planning and Development Controls, Bonus Zoning, Type 2 Bonus Zoning
*Table 9
*Map 1 – Place Types
Map 3 – Street Classifications
*Map – Specific Area Policies
Map 10 – Protected Major Transit Station Areas

Official Plan (1989)

Chapter 4 – Commercial Land Use Designations
Chapter 14 – Heritage Resources Policies
Chapter 15 – Environmental Policies
Chapter 18 - Transportation 11 – Urban Design Principles
11.1.1 ii), v), x), xi), xiii), xiv), xv), xvi), xvii), xviii)
19 Implementation
19.4.4 – Bonus Zoning

Appendix E – Relevant Background

The London Plan – Map 1 – Place Types



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.

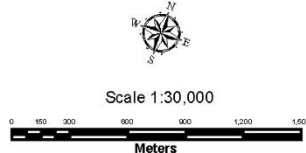
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



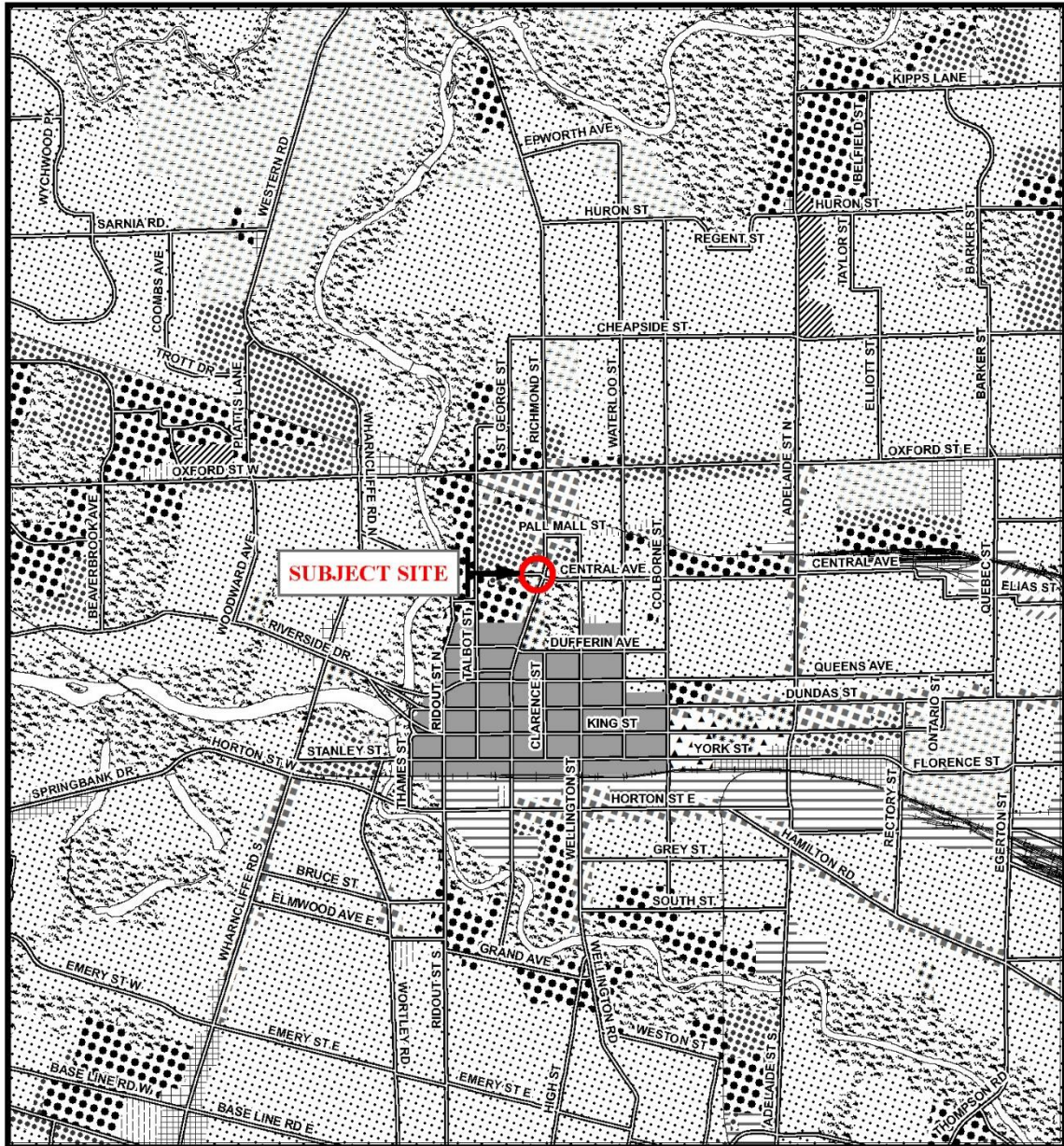
File Number: Z-9367

Planner: AR

Technician: RC

Date: May 30, 2022

1989 Official Plan – Schedule A – Land Use

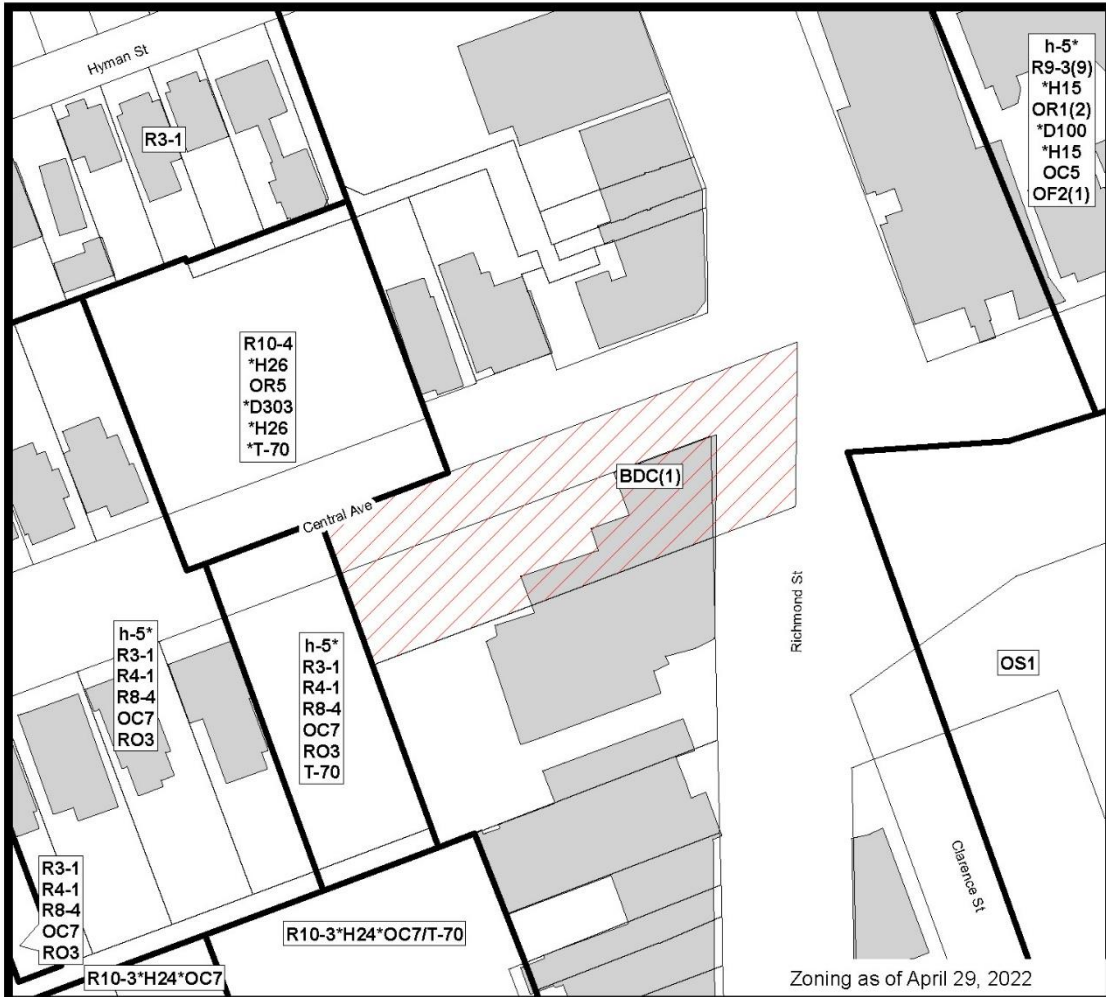


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 155 310 620 930 1,240 1,550</p> <p>Meters</p>	<p>FILE NUMBER: Z-9367</p> <p>PLANNER: AR</p> <p>TECHNICIAN: RC</p> <p>DATE: 2022/05/30</p>
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PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\lmd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9367

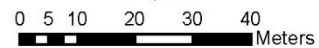
AR

MAP PREPARED:

2022/05/30

RC

1:1,000



Appendix F – Response to UDPRP

<p>Comment:</p> <p>Given the prominence/visibility of the site and the scale of the building, exceptional design attention should be given to the shape and articulation of the building to diminish the overall scale and impact of the building mass. In this regard the Panel recommends:</p> <ul style="list-style-type: none"> • Balconies have been introduced along the Central Avenue façade. Consider the introduction of a step-back from Central Avenue above the 3rd storey to better relate to the proportions of the adjacent heritage buildings and the Central Avenue ROW. • Explore significant “stepping back” or terracing of upper components (e.g., above 3- storeys) of the building from Richmond Street. • Review the orientation/alignment of the east façade to better align with the orientation of Richmond Street and the existing street-wall alignment. • Remove the expansive portions of “blank façade” by introducing additional fenestration, openings and material changes.
<p>Applicant Response:</p> <ul style="list-style-type: none"> • A 1.8 m step back from Central has been provided at the top of the second floor AND a further step back of 1.2 m at the 7th storey • A step-back and terracing has been provided in the east elevation (Richmond Street) of the 7th and 8th floors. Two balconies are located on each level from 3 to 6 and the 7th and 8th floors have terrace decks – all to enable exposure to Richmond Street. • The first two storeys of the east elevation back onto the existing heritage building fronting onto Richmond Street. No balconies are proposed on these two levels. • The following changes have removed what some contended to be too much of a 'slab' look. There is now increased spandrel glass at the centre and recessed the centre back 32". This breaks the massing down. The easterly portion has been lowered (in colour and setback only) a floor lower than the west. This also breaks down the massing, scales the bldg. to Richmond, creates visual interest.

<p>Comment:</p> <p>The relationship between the existing building on Richmond Street and the new building is not clear in the submitted materials and suggests problematic residual space. The Panel strongly recommends further horizontal separation between the proposed building and the existing building at 601 Richmond Street to avoid a perception of “overcrowding”.</p>

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<p>Applicant Response:</p> <p>The space between the buildings has been re-designed and designated to become a corridor for existing. From Central Avenue, it would have a door and glazing one storey in height and extended to abut the existing Richmond Street building. The size of the site is small and if more horizontal separation is required, the unit yield is severely compromised. The contended “overcrowding” point is offset by taking a different approach which is to efficiently utilize the space for an important occupant exiting function and at the same time ensure the building materials and colours are appropriate to fit with both buildings.</p>

<p>Comment:</p> <p>The Panel noted that the proposed north façade plane is overly flat and recommends the introduction of more significant recesses and projections that better relate to the scale of the adjacent historic built form.</p>
<p>Applicant Response:</p> <p>The deep red-brown colour brick on the first two levels contrasted with the lighter main colour creates a more 'lively' appearance and brightens the bldg., all adding interest to the bldg. The spandrel glass has been increased at the centre and recessed the centre back about 0.8 m to breaks the massing down. The asymmetry of the east and west ends of the building at the 6th, 7th and 8th storeys also help to remove the contended slab-like appearance of the original design.</p>

<p>Comment:</p> <p>The Panel noted that the regard for scale and historic context is nominal in the current proposed design. The Panel recommends providing architectural expression and design elements, such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to the neighbouring buildings and engages pedestrians.</p>
<p>Applicant Response:</p> <p>Marsh Katsios and Tome Design have taken this comment into account and with the new building design using colour and architectural elements to make a proper fit with the existing Neighbourhood and integrating the “old” with the “new” resulting in a balanced juxtaposition.</p>

Comment:

It is recommended that the material selection be revisited to include a greater proportion of masonry materials (e.g., brick) to better relate to the adjacent heritage buildings.

Applicant Response:

The first two storeys are to be brick and a red brown colour to be similar but compliment the heritage buildings nearby.

Comment:

The Panel recommends removing the proposed "layby". This feature would severely disrupt the pedestrian environment along the Central Avenue frontage.

Applicant Response:

The lay-by is important for pedestrian pick-up and drop-off function and adds to defining the building entrance. RKLA Landscape Architects has now prepared a Landscape Plan and Rendering. The distance from street curb to building face is 6 m. the space has been divided between the pedestrian sidewalk which would be about 3 m in width and the lay by which is also about 3 m in width. The lay by and sidewalk have been designed using an integrated approach with the result producing an aesthetic and functional SHARED SPACE.

Comment:

While proposed tree plantings along Central Avenue should be commended, consideration should be given to the provision of appropriate soil volumes for trees as a large portion of the outdoor street frontage along Central Avenue is proposed to be hard surfaced. Structural soil cells should be utilized if necessary.

Applicant Response:

RKLA has carried out a comprehensive Tree Inventory and Preservation Plan which is part of the revised application submission. New trees are proposed and located where soil volumes can be sufficient. The newly prepared Landscape Plan shows this careful placement of new trees and shrub planters and planting.

Form Completed By: Laverne Kirkness, Claudio, Tome, Bill Katsios and Barry Murphy