

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: 538 Southdale Road East (Z-9480/Mansion Homes Inc./RRW Holdings Inc.)
and
574 Southdale Road East (Z-9481/Mansion Homes Inc./1191097 Ontario Limited)
Public Participation Meeting

Date: July 25, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the applications of Mansion Homes Inc. relating to the properties located at 538 and 574 Southdale Road East:

- (a) the proposed by-law attached hereto as Appendix "A-1" for 538 Southdale Road East **BE INTRODUCED** at the Municipal Council meeting on August 2, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R3 (R3-2) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone;
- (b) the proposed by-law attached hereto as Appendix "A-2" for 574 Southdale Road East **BE INTRODUCED** at the Municipal Council meeting on August 2, 2022 to amend Zoning By-law Z-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R3 (R3-2) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone; and,
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues for 538 and 574 Southdale Road East through the site plan review process:
 - i) Integrate existing, healthy, mature trees into proposed landscaped areas;
 - ii) Infill any gaps abutting property boundaries with trees, fencing and/or other measures to buffer new development from existing uses;
 - iii) Provide enhanced architectural treatment/details on the side facades to add visual interest as these facades are highly visible from the street;
 - iv) Provide a minimum 1.5 metre buffer between all paved areas and the property lines to allow perimeter tree plantings; and,
 - v) Provide a minimum 1.5 metre setback along the west property line for screening between the driveway and the private residence to the west.

Executive Summary

Summary of Request

These two applications for 538 and 574 Southdale Road East are in close proximity to one another and are very similar in nature. Therefore, this report evaluates both sites given their similarities but includes two separate recommended zoning by-law amendments.

538 Southdale Road East

The applicant requested a zoning by-law amendment to allow a 3.5 storey stacked "back-to-back" townhouse with 12 units and 12 surface parking stalls. Special provisions

were requested to allow a reduced lot frontage, reduced front yard, reduced side yard setbacks at the front of the property, increase in density from 60 to 75 units per hectare and a reduction in parking to one space per unit.

574 Southdale Road East

The applicant requested a zoning by-law amendment to allow two, 3 storey stacked townhouse buildings with a total of 14 units and 14 parking stalls. Special provisions were requested to allow a reduced front yard, reduced side yard setbacks at the front of the property, increase in density from 60 to 70 units per hectare and a reduction in parking to one space per unit.

Purpose and the Effect of Recommended Actions

The purpose of these applications is to permit a form of residential intensification close to a Rapid Transit Corridor on lands that have been targeted for intensification in the 1989 Official Plan and in The London Plan. The recommendation is for a Residential R5 Special Provision (R5-7 (L)) Zone on both sites.

Rationale of Recommended Action

1. The recommended amendments are consistent with the Provincial Policy Statement (PPS), 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 amendments conform to the in-force Neighbourhood policies of The London Plan, including but not limited to the use, intensity and form of future development anticipated along a Civic Boulevard;
3. The recommended amendments conform to the Multi-Family, Medium Density Residential policies of the 1989 Official Plan, including but not limited to the permitted height and density of future development; and,
4. The recommended amendments facilitate the development of sites within the Built Area Boundary and the Primary Transit Area in The London Plan with an appropriate form of infill development.

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 within the Urban Growth boundary and avoiding the development of rural lands. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning to facilitate transit-supportive developments and encourage active transportation.

Analysis

1.0 Sites at a Glance

1.1 Property Descriptions

The two properties are located on the north side of Southdale Road East just west of Wellington Road South (800 and 600 metres away) between Nixon Avenue and Verulum Street. The subject properties are separated by five properties. Both properties are located in the White Oaks Planning District.



538 Southdale Road East



574 Southdale Road East

Both sites are relatively flat with some mature trees primarily around the perimeter.

Southdale Road East is classified as a Civic Boulevard in The London Plan and carries approximately 24,500 vehicles per day. Public sidewalks are available on both sides of Southdale Road East.



Southdale Road East looking east from Nixon Medical Centre

1.2 Current Planning Information for Both Sites

- 1989 Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – Residential R3 (R3-2) Zone

1.3 Site Characteristics

	538 Southdale Road East	574 Southdale Road East
Existing Use	Undeveloped	Single family detached
Frontage	29.9 metres	32.4 metres
Depth	55.1 metres	63.1 metres
Area	1647 m ²	2050 m ²
Shape	Rectangular	Rectangular

1.4 Surrounding Land Uses

- North – Single family residential subdivision (VLA subdivision)
- East – Single family residential
- South – Single family residential subdivision protected by a noise wall
- West – Single family residential, two home occupations, 3 storey medical dental clinic



Winblest Ave at Easy Street looking east Winblest Ave looking west

1.5 Intensification (combined 26 units)

Both sites are within the Primary Transit Area and Built-Area Boundary and represent intensification with the number of units proposed to be increased from two to twenty-six.

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposals and Requested Amendments

In January 2021 both applications were submitted to the City by the same owner/developer. They are very similar with slight differences in proposed building form and the total number of units proposed for each property.

538 Southdale Road East

This proposal includes a 3.5 storey stacked back-to-back townhouse which includes 12 units. The applicants are requesting a Residential R5 Special Provision (R5-7 () Zone to permit stacked townhouses with special provisions to reduce the lot frontage from 30 metres to 29.9 metres, the front yard from 8 metres to 1.5 metres, the east interior side yard from 6 metres to 1.9 metres, the parking from 18 spaces to 12 spaces and increase the permitted density from 60 units per hectare to 75 units per hectare.



574 Southdale Road East

The proposal includes a 3 storey, 8 unit and a 3 storey, 6 unit stacked townhouse building. Similar to the above proposal for 538 Southdale Road East, the applicant has requested a Residential R5 Special Provision (R5-7 () Zone with special provisions to reduce the front yard from 8 metres to 1.5 metres, the west interior side yard from 6 metres to 5.4 metres, the east interior side yard from 6 metres to 3 metres, the required parking from 21 spaces to 14 spaces and increase the permitted density from 60 units per hectare to 70 units per hectare.



Comparative Statistics of Both Proposals

	538 Southdale Road East	574 Southdale Road East
Lot Area	1844 m ²	2042 m ²
Lot Frontage	29.9 m	32.4 m
Front Yard	2.2 m	1.5 m
Side Yard	West- 10 m/East -1.86 m	West- 5.3 m/East- 3 m
Rear Yard	28.5 m	7.36 m
Landscaped Open Space	32%	41 %
Lot Coverage	29%	27%
Height	12 m	10 m
Density	74 units/ha	68 units/ha
Parking	12	14

3.0 Relevant Background and Analysis

3.1 Approach to Report

The two applications are very similar and are in close proximity (separated by five properties) to one another. The 1989 Official Plan designation (Multi-Family, Medium Density Residential), The London Plan Place Type (Neighbourhoods) and the existing zoning (Residential R3-2) are the same for both. The applicant and agent are also the same. In addition, because they are so close to one another, the public notification area for each property overlaps and some neighbouring residents commented on both applications. Therefore, in planning staff's opinion it was determined to combine the review and report preparation in an effort to avoid duplication of reports and be more efficient and analyze both sites in one report.

There are slight differences in the two proposals, one is back-to-back stacked townhouses while the other is two separate groups of stacked townhouse buildings.

Because of this slight difference, and because these proposals are on two distinctly separate properties, planning staff have prepared two separate zoning by-law amendments and determined to hold two separate public meetings based on a single report.

The approach is intended to save the public's time, the committee's time and staff time in the preparing, evaluating and considering the requested amendments. If there are objections or a potential appeal to the Ontario Land Tribunal to either one or the other site, it will allow that to occur without delaying the other amendment.

3.2 Community Engagement (see more detail in Appendix B)

As indicated in Appendix "B" public notices were sent on March 10, 2022 to 161 addresses for the two sites. The notification areas for both sites overlapped so some residents commented on both sites or the site closest to them. Londoner notice was provided the same day. In addition, the agent/applicant held a joint community meeting for both sites on January 10, 2022, before the applications were submitted, at which six residents attended. Separate community meetings for each site were also held in March 2022 by the agent/applicant and were attended by five residents each.

The concerns raised were similar to concerns raised in the consideration of other infill applications in the City; introduction of a new housing form in an existing neighbourhood, height, density, loss of trees, more noise, more garbage, more light, drainage, rear yard depth, not enough parking and the setting of a precedent for future development. These resident concerns will be discussed and evaluated later in Section 4.

3.3 Policy Context

Provincial Policy Statement, 2020

General Policies

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “*shall be consistent with*” the PPS. Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Use Policies

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)).

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).

Intensity Policies

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)).

Form Policies

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

promoting a well-designed built form (1.7.1e)).

Summary

The two proposals meet the intent of the PPS policies by introducing a more intense form of residential intensification within the City built-up area in close proximity to transit and other services.

The London Plan

General Policies

The London Plan is the new Official Plan for the City of London (Council adopted June 23, 2016, approved by the Ministry with modifications on December 28, 2016, and in force and effect on May 20, 2022.)

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. 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 and within the Primary Transit Area.
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

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

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

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

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

Use Policies

The two subject sites are in the Neighbourhoods Place Type on Southdale Road East between Wellington Road South and Nixon Avenue. Southdale Road East is a Civic Boulevard, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Neighbourhoods Place Type at this location include a range of low-rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

It is clear from the in-force policies that the direction is to promote intensification along corridors. Specifically, Policy 919_2 and 3 speaks to the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of

different housing types, intensities, and forms. The development of the two proposed stacked townhouse buildings would contribute to the long term mix of housing types available in the area.

Intensity Policies

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. The maximum permitted height is 4 storeys in a Neighbourhood Place Type on a Civic Boulevard, with the potential to bonus up to 6 storeys. (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (*83_, *937_, *939_ 2. and 5., and *953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

The intensity of development must also be appropriate for the size of the lot (*953_ 3.).

Form Policies

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_ 8).

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

Summary

The two proposals meet the intent of the London Plan policies by introducing a new, more intense housing form, at a height lower than the maximum permitted, along a major transportation corridor in the City.

The 1989 Official Plan

Use Policies

The subject site is designated Multi-Family, Medium Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The designation permits primarily multiple attached dwellings such as row houses or cluster houses, low-rise apartment buildings, emergency care facilities, converted dwellings and small-scale nursing homes, rest homes and homes for the aged.

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii).

Secondary permitted uses, that are considered integral to, or compatible with, medium density residential development including group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments and office conversions may be permitted according to the provisions of Section 3.6.

Intensity/Form Policies

Development within areas designated Multi-Family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of high density residential development. (Section 3.3.3)

Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood. Normally, height limitations will not exceed four storeys... (Section 3.3.3 i)

Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre) (Section 3.3.3 ii).

Summary

In many respects the Multi-Family, Medium Density designation in the 1989 Official Plan and the Neighbourhood Place Type in The London Plan permit a similar form of development. The two proposals also conform to the 1989 Official Plan designation.

4.0 Key Issues and Analysis

4.1 Planning Approach along the Southdale Road East Corridor

Since the late 1980's the planning approach along the north side of Southdale Road East between Wellington Road South and Nixon Avenue has been the same; the area has been identified as an area of redevelopment for mid-rise, medium density residential development. Under the previous 1989 Official Plan it was designated Multi-Family, Medium Density Residential and under The London Plan it is identified as a Neighbourhoods Place Type, both of which allow a similar range of uses at similar heights. The London Plan does not control density. The lots along this corridor are quite deep, ranging from 50 metres to 65 metres (175 ft to 210 feet). The single family residential lots on Winblest Avenue to the rear are a similar depth.

The London Plan policy approach is to encourage street-oriented, transit friendly development along this corridor. By moving the new development closer to the street it allows for a greater separation distance between new development on Southdale Road and the backs of existing single family dwellings on Winblest Avenue.

Even though this has been identified as an area for intensification for over 30 years there is currently no medium density residential development in that area. The corridor is comprised of a mix of different ages, forms and styles of single detached dwellings. The only building that approximates the intent, scale and orientation of future development is the Nixon Medical Centre to the west at Nixon Avenue.



Nixon Medical Centre – 510 Southdale Road East (at Nixon)

This newer building establishes the intended setback and “street wall” for future development along the corridor. Both of the proposals for 538 and 574 Southdale Road East are consistent with this setback and form.

4.2 Discussion of Neighbourhood Concerns

Through the public consultation process the agents/applicant and Planning staff heard a number of concerns from neighbouring residents. These concerns are similar to concerns related to infill development in other existing built-up areas in the City. A discussion and analysis of these concerns follows.

4.2.1 Issue and Consideration # 1 – Setting a Precedent for Future Development

A number of residents expressed concerns about these proposals setting a precedent for future higher intensity residential development. As indicated above, both the 1989 Official Plan and The London Plan, which has recently come into force and effect, provide for and encourage this form of development. Although the corridor is now comprised of single detached dwellings, it has been planned for a higher intensity form of residential development up to a maximum of 6 storeys in height. The two proposals are consistent with the future policy direction, proposed to be 3 storeys and 3.5 storeys in height. Through reduced front yard setback for new development and retaining as much vegetation as possible, especially in the rear yard, it is hoped that there will be sufficient distance and buffering between the existing single family neighbourhood and the new stacked townhouses.

4.2.2 Issue and Consideration # 2 - - Introduction of a New Housing Form into an Existing Neighbourhood

Table 10 (Range of Permitted Uses in the Neighbourhoods Place Type) of The London Plan indicates the following primary uses are permitted along a Civic Boulevard; stacked townhouses, fourplexes, low rise apartments, and emergency care establishments. Consistent with the PPS, The London Plan and the 1989 Official Plan, the recommended stacked townhouses will contribute to the existing range and mix of housing types in the area, which consists almost exclusively of one and two-storey single detached dwellings. A broader variety of housing forms can be found farther west along Southdale Road East west of Nixon Avenue.

The proposed 26 stacked townhouses (replacing 2 units) will provide choice and diversity in housing options for both current and future residents. No new roads or public infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, community facilities and shopping areas and is within reasonable walking distance of the planned Rapid Transit System on Wellington Road South. While the recommended stacked townhouses have a different intensity and built form than the surrounding neighbourhood, the analysis of intensity and form below demonstrates that the stacked townhouses can be developed

on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.2.3 Issue and Consideration # 3 - Height

The maximum permitted height in the existing Residential R3 (R3-2) Zone applied to both sites is 12 metres (39.4 ft.), the same height as the maximum height in the requested zone for 538 Southdale Road. The proposal at 574 Southdale Road has only 10 metre height. The difference is that current development hasn't been built to the maximum allowed. Although the housing form is different, the maximum height is the same. The maximum allowed under the Neighbourhoods Place Type is 6 storeys, with bonusing, or approximately 20 metres. No bonusing has been requested for either site. Neither proposal is proposed to exceed 12 metres of height.

In addition, the height of the proposed stacked townhouses is similar to the Nixon Medical Centre to the west which is 3 storeys in height.

4.2.4 Issue and Consideration # 4 - Density

There were a number of public concerns raised about the proposed density of the two developments. The two proposals have requested increases in density from 60 units per hectare to 75 units per hectare (538 Southdale Road) and 70 units per hectare (574 Southdale Road East). The Multi-Family, Medium Density Residential designation in the 1989 Official Plan allows a maximum density of 75 units per hectare, similar to the requested density. The London Plan does not regulate on the basis of density, it regulates by use, intensity and form. The first two criteria are discussed above. Form deals with the size and configuration of the building envelope in which development occurs. The number of units inside that envelope does not matter as long as other zoning regulations are met (eg. Parking). The form of development proposed on the properties is appropriate.

4.2.5 Issue and Consideration # 5 – Rear Yard Depth

Neighbours are concerned that the new buildings will be too close to the existing single family residential neighbourhood to the north. The lots on Southdale Road are between 50 metres and 65 metres deep. If the proposed buildings are set close to the street there will be an increased separation distance between the rear of the new development and the backs of the single family residential buildings on Winblest Avenue (approximately 30 metres). The normal setback under the current Residential R3 (R3-2) Zone is 6.0 – 7.5 metres. At 538 Southdale they are providing a 30 metres rear yard and the Z-1 requirement is only 12.0 metres. At 574 Southdale they are providing 7.2 metres and the requirement is 10.0 metres. The agents have indicated that they intend to make sure the built forms fit within a 45 degree angular plane to address planning/design arguments around fit/compatibility.

The retention of existing mature trees in the rear yards of 538 and 574 Southdale Road, and the addition of new trees, could also help to screen new development from the existing neighbourhood.

In addition, the applicants are planning to install a new privacy fence on three sides of each property.

4.2.6 Issue and Consideration # 6 – Loss of Trees

The use of landscaping, fencing and separation distances are helpful to screen development and soften the impacts of new construction. Tree Assessment Reports have been prepared for both sites and the City Landscape Architect has reviewed both. All the trees are to be removed except for four trees at 574 Southdale Road East. Trees were recommended to be removed as a result of a conflict with the proposed development location. The final tree retention strategy will be established at the site plan approval stage and staff will endeavour to retain as many existing healthy trees as

part of the new developments landscaped/amenity areas and have new trees planted in vacant spaces.

4.2.7 Issue and Consideration # 7 – Parking

Concerns were raised about the amount of traffic that would be generated by this development and whether there was enough on-site parking. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety, on-street parking and the lack of sidewalks on Easy Street.

As part of the complete application, no traffic study (TIA) was required by Transportation. Transportation has reviewed both applications and offer no concerns at the zoning by-law amendment stage but they indicated that “ *detailed comments regarding access design and location will be made through the site plan process.*”

Additionally, Easy Street and Winblest Avenue are classified as Neighbourhood Streets in The London Plan. These streets serve a small number of dwelling units in the area, thus its traffic volumes are low. Neighbourhood (local) streets are typically intended to accommodate traffic volumes of approximately 1000 vehicles per day; however, this threshold varies by location, length of road, types of developments etc.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result.

4.2.8 Issue and Consideration #8 – More Noise

4.2.9 Issue and Consideration #9 – More garbage

4.2.10 Issue and Consideration #10 – More light

All of these issues raised in the public comments are related to the number of people living on the property. It was expressed that the more people that live on the property, the more these concerns could become issues.

It is staff’s opinion that through increased setbacks, building location, landscaping, fencing, and other matters to be addressed as part of the site plan approval process that these concerns can be addressed, and they have been reflected in the staff recommendation of matters for the Site Plan Approval Authority to consider.

4.2.11 Issue and Consideration #11 - Drainage

One resident was concerned that the water that usually drained from his property would no longer drain south after construction of the two new residential buildings. A grading and drainage plan is required to be submitted at the Site Plan Approval stage of the development process and will be reviewed at that time.

4.3 Appropriateness of Zoning By-law Amendment Special Provision Requests

The applicants have requested the following special provisions to the normal Residential R5 (R5-7) Zone regulations. They are;

- 538 Southdale**
1. Reduction of Lot Frontage Minimum from 30 metres to 29 metres;
 2. Reduction of Front Yard Minimum from 8 metres to 1.5 metres;
 3. Reduction of Interior Side Yard Minimum from 6.0 metres to 1.8 metres for the first 30 metres and 3.0 metres for the remainder;
 4. Increase in Maximum Permitted Density from 60 to 75 units per hectare; and,
 5. Decrease Minimum Parking Requirement from 18 to 12 spaces.

- 574 Southdale**
1. Reduction of Front Yard Minimum from 8 metres to 1.5 metres;
 2. Reduction of Interior Side Yard Minimum from 6.0 metres to 1.8 metres for the first 30 metres and 3.0 metres for the remainder;

4. Increase in Maximum Permitted Density from 60 to 70 units per hectare; and,
4. Decrease Minimum Parking Requirement from 21 to 14 spaces.

Rationale for Special Provisions

1. Front Yard

Special provisions are required to allow the buildings to be moved close to Southdale Road East to create a more transit friendly development and provide more separation distance between the back of the new residential buildings and the backs of the existing single detached dwellings on Winblest Avenue. The 1.5 m minimum still allows some landscaping and a possible joint sidewalk to be installed. By reducing this requirement it minimizes the amount of front sidewalk needed to connect to the City sidewalk.

There is no exterior side yard regulation required for either of these properties because they don't abut a street on their sides.

2. Interior Side Yard Depth

A special provision is needed to allow street orientated buildings closer to the lot lines at the front of the property with normal setbacks to the rear. It is anticipated, over time, that similar development will occur on properties on either side of the subject properties. If a consistent setback is established then walls would abut walls at the front of the structure and windows to windows to the rear of the structure. The 1.8 metres separation still allows trees to be planted. A minimum of 1.5 metres is generally needed to plant a tree. A privacy fence is also to be built along the property line. In the consideration of the final site plan increases in separation and vegetation are desirable.

3. Rear Yard

The rear yard setback is important because of the proximity of single family homes to the rear. If the new structure is built to the maximum height of 12 metres and 10 metres, a 12 metre (538) and 10 metres (574) rear yard would be required. The proposed building at 574 Southdale Road is deficient by 2.8 metres but through a combination of moving the new buildings closer to the front of the property, including more amenity space in the rear yard, retaining as many existing trees, or planting new trees, new development can be buffered from existing houses to the north by increasing the rear yard to 10 metres.

4. Density

The London Plan, which is currently in force and effect, does not address density but concentrates on use, intensity and form. The number and size of units within the building form is highly variable and was deemed to be less important now. However, Zoning By-law Z-1 implements the 1989 Official Plan which did address density. Until a new zoning by-law is developed to implement The London Plan special provisions are needed for these sites and others to address the issue of density.

5. Parking Reduction

There were a number of concerns raised about on-site parking spilling out onto neighbouring streets. Both proposals require a considerable reduction in the required parking. The proposed parking reduction is 6 spaces (from 18 to 12) at 538 Southdale and 7 spaces (from 21 to 14) at 574 Southdale. Conversely, this is intended to be a transit friendly form of development where cars may not be needed. These developments are well served by transit, so less parking may be required.

Providing one space per unit is reasonable given the neighbours concerns and the City's long term intent to create a more transit, pedestrian and cycling-friendly City where there is less reliance on the private automobile. The City is currently reviewing its overall parking standards with a view to reducing them. Cities such as Edmonton have recently eliminated parking standards and have allowed the market to determine the amount of parking required.

5.0 Conclusion

The Multi-Family, Medium Density Residential designation in the 1989 Official Plan and the Neighbourhoods Place Type in the London Plan both contemplate redevelopment along major arterial roads such as Southdale Road East which support transit. However, care has been taken to ensure that impacts on abutting single family residential areas are minimized. Through increased rear yard setbacks, limited setbacks from Southdale Road East, retention of as many existing trees as possible and new fencing, Planning staff feel that these impacts will be minimized and the recommended zoning by-law amendments are appropriate.

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. 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.

Prepared by: **W.J. Charles Parker, MA**
Senior Planner, Long Range Planning and Research

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.

July 18, 2022

cc: Heather McNeely, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

D:\11 - Current Planning\DEVELOPMENT APPS\2022 Applications 9472 to\Applications\Southdale Road East 538 (MW-CP) - Z-9480\08-PEC\Report\PEC-Report-(CP) original -538 and 574 Southdale E-July 25 2022.docx

Appendix "A-1"

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

2022

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 538 Southdale Road East.

WHEREAS RRW Holdings Inc. has applied to rezone an area of land located at 538 Southdale Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 538 Southdale Road East, as shown on the attached map comprising part of Key Map No. A107, from a Residential R3 (R3-2) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

2) Section 9.4 of the Residential R5 Zone is amended by adding the following Special Provision:

) R5-7(_)

a) Regulations

i) Lot Frontage 29 metres
(Minimum)

ii) Front and Exterior Side Yard
(Minimum) 1.5 metres
(Maximum) 4.5 metres (where more than one building is to be developed on a lot, the maximum front and exterior side yard depth shall only apply to the building nearest to the lot line shared with the street)

iii) Interior and Rear Yard Depth
(Minimum)

Interior (First 30 metres of Lot Depth): 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms

Interior (remainder): 3.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms.

Rear: 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres.

- | | |
|--------------------------|----------------------|
| iv) Density
(Maximum) | 75 units per hectare |
| v) Parking
(Minimum) | 1 space per unit |

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

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

PASSED in Open Council on August 2, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – August 2, 2022
Second Reading – August 2, 2022
Third Reading – August 2, 2022

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



Appendix "A-2"

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

By-law No. Z.-1-19_____
A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 574
Southdale Road East.

WHEREAS Mansion Homes (1991097 Ontario Inc) have applied to rezone an area of land located at 574 Southdale Road East, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 574 Southdale Road East, as shown on the attached map comprising part of Key Map No. A107, from a Residential R3 (R3-2) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.
- 2) Section 9.4 of the Residential R5 Zone is amended by adding the following Special Provision:

) R5-7(_)

a) Regulations

- i) Front Yard and Exterior Side Yard Depth
(Minimum) 1.5 metres
(Maximum) 4.5 metres (where more than one building is to be developed on a lot, the maximum front and exterior side yard depth shall only apply to the building nearest to the lot line shared with the street)

- ii) Interior and Rear Yard Depth
(Minimum)

Interior (First 30 metres of Lot Depth): 1.8 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms

Interior (remainder): 3.0 metres when the end wall of a unit contains no windows to habitable rooms, or 5.4 metres (west) and 3.0 metres (east) when the wall of a unit contains windows to habitable rooms.

Rear: 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres.

- iii) Density (Maximum) 70 units per hectare
- iv) Parking (Minimum) 1 space per unit

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

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

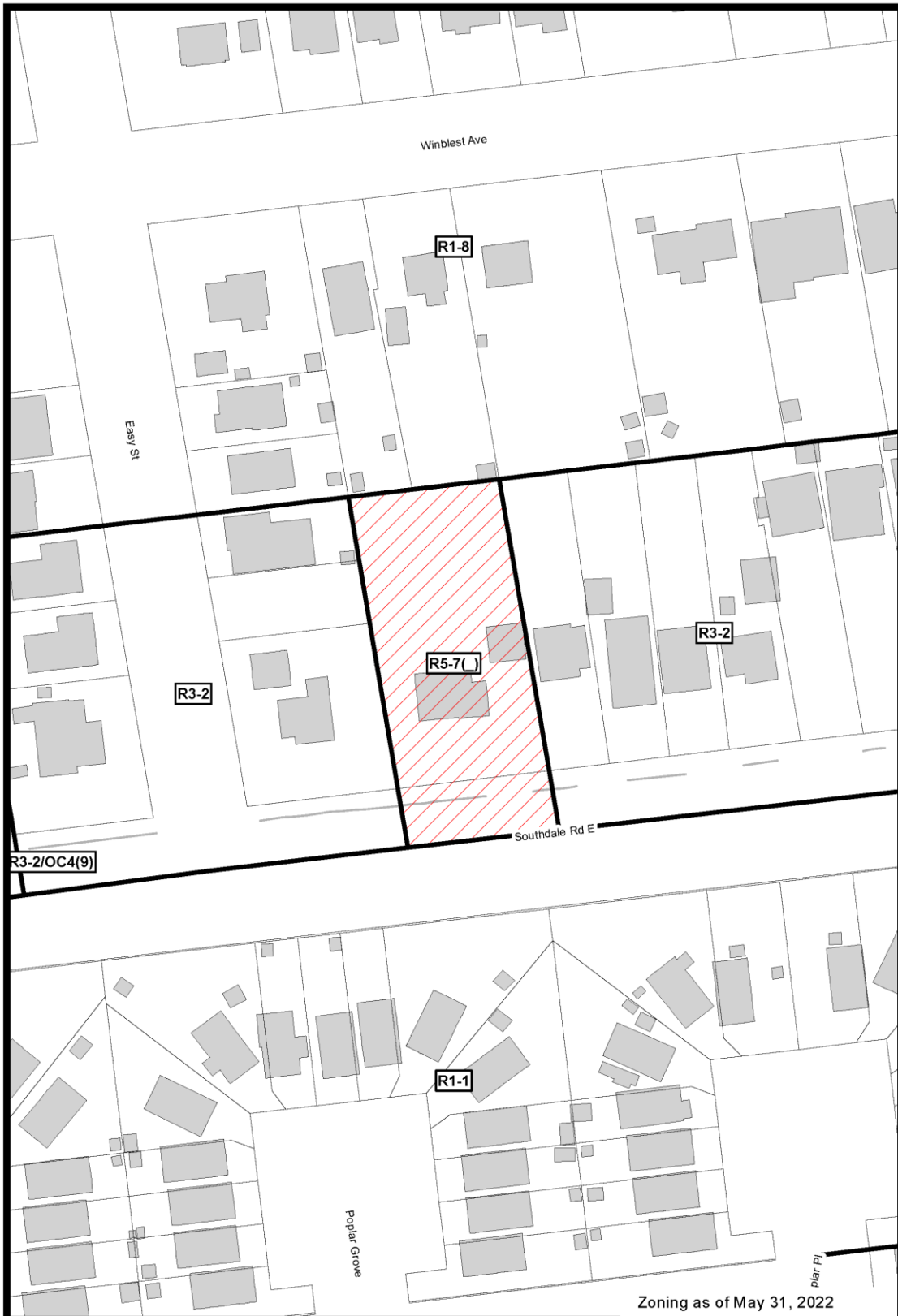
PASSED in Open Council on August 2, 2022

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – August 2, 2022
Second Reading – August 2, 2022
Third Reading – August 2, 2022

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



File Number: Z-9481
Planner: CP
Date Prepared: 2022/06/22
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On March 10, 2022 both applications were liaised to all property owners within 120 metres of the two property boundaries. There was some overlap between the two circulation areas. Notice of Application was sent to 161 (some overlap) property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 10, 2022 for both sites. A “Planning Application” sign was also posted on both sites.

The applicant’s held a joint community meeting for both sites virtually on January 10, 2022 at which six members of the public were involved. On March 24, 2022 (538 Southdale) and March 30, 2022 (574 Southdale) individual community meetings were held for each site and five members of the public were involved in each one.

In total, 16 replies were received (some duplication of public involved)

Nature of Liaison:

538 Southdale Road East

- A 3.5-storey stacked back-to-back townhouse building containing 12 dwelling units.
- Special provisions are required to permit reduced front, exterior, and interior yard depths; an increased rear yard depth; a reduced parking rate; and an increased density.

574 Southdale Road East

- Two, 3-storey stacked townhouse buildings containing a total of 14 dwelling units.
- Special provisions are required to permit reduced front, exterior, and interior yard depths; an increased rear yard depth; a reduced parking rate; and an increased density.

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

Concern for:

1. Proposed housing forms do not fit into existing neighbourhood:

No other stacked townhouse forms in the neighbourhood. One example that does “fit” is 608 Southdale Road. Design will “stick out like a sore thumb”. Alter the character of the neighbourhood.

2. Height of Development:

Keep heights that “fit” in with the neighbourhood. Impact on privacy of neighbouring properties.

3. Density of Development:

More dense than other housing forms in the area.

4. Loss of trees:

Home for wildlife, especially birds. Keep as many existing trees as possible to block view of new housing.

5. Noise

More noise from an increase in number of people living on the property.

6. Additional Light from New Units

7. Drainage

Impact of drainage on neighbouring properties. Loss of trees which soak up water.

8. Precedent for Further Development

Majority of homes in the area are single floor dwellings. Request for 3 or 4 storeys will lead to requests for 6 storeys.

9. Garbage

More garbage from more people

10. Lack of Parking

Not enough visitor parking so more on-street parking. More traffic on side streets- no sidewalks, safety of children walking to school.

11. Reduction of Rear Yard

Brings units closer to existing houses.

Responses to Public Liaison Letter and Publication in “The Londoner” for 538 and 574 Southdale Road East

538 Southdale Road East	574 Southdale Road East
Larry Dann- 541 Winblest Ave.	Karen Carter
Jarret Bruinsma – 581 Winblest Ave.	Jarret Bruinsma – 581 Winblest Ave.
John Collins – 537 Winblest Ave.	Vic and Joanne Danyla-573 Winblest Ave.
Cassandra Skinner – 806 Easy Street	
Emily and Ken Roadhouse-589 Winblest Ave	Emily and Ken Roadhouse – 589 Winblest Ave.
Cindy Sturgeon	Cindy Sturgeon
Randy and Linda McNaught-572 Winblest Ave.	Randy and Lind McNaught-572 Winblest Ave.
Werner Omer- 811 Easy Street	Werner Omer- 811 Easy Street
Thu Lenovo-548 Southdale Rd. E.	
Edna Eggett- 566 Southdale Road East	
Hans Peters-522 Winblest Ave.	
Chuck Carter	
Jason Collins	

Summary of Public Comments on 538 and 574 Southdale Road East

NAME	ADDRESS	DATE	COMMENTS
Larry Dann	541 Winblest Ave	15/03/22	<p>My name is Larry Dann and I live behind this property at 541 Winblest Ave. I am strongly against this development and the bylaw changes.</p> <p>Do you know how many of the 12 units proposed are 1 bedroom or 2 bedroom? Are these units to be sold or rented?</p>
Jarret Bruinsma	581 Winblest Ave	20/03/22	<p>I am writing to you today to express my concerns about the proposed development at 538 Southdale Road East. As a nearby resident, I am worried about the extra tall height of the proposed structure, as well as the very high density of dwelling units that are proposed. With both of these items comes noise and light concerns. This proposal does not fit into the existing neighbourhood surroundings, as the vast majority of homes are single floor dwellings, with a few one and a half story and the odd two-story mixed in. I would urge the city to keep new developments to a height that fits with the existing neighbourhood and does not tower above them.</p> <p>A good example of a more recent development that fits with the existing neighbourhood well can be found at 608 Southdale Road East. Where once there was a single family home, the developer worked with the existing zoning, and made a single story four unit building that blends in with the neighbourhood. I urge the city to prohibit the rezoning of the land at 538 Southdale Rd East, and instead seek a proposal within the existing zoning and height/setback requirements.</p> <p>I have spoken to many neighbours in the area, and they are all opposed to the current proposal. I ask that the city consider the concerns of the existing residents over the desires of outside developer's profits. Even allowing a four unit building to be constructed within the current zoning still increases the density of the property four-fold.</p>
Jarret Bruisma	581 Winblest Ave	20/03/22	<p>I am writing to you today to express my grave concern with the proposed development at 574 Southdale Road East. As a property owner that is directly near this development, I am very concerned. The added height, and special accommodations proposed by this developer will have severe impacts on the surrounding neighbourhood. The structure proposed is vastly taller, and much more dense than anything else in the surrounding area.</p> <p>I urge the city not to re-zone this parcel or allow added height and setback accommodations.</p> <p>A good example of a recent redevelopment can be found at 608 Southdale Road East. This redevelopment worked within the existing zoning, while building a structure that blends seamlessly into the surrounding neighbourhood.</p>
John Collins	537 Winblest Ave	22/03/22	<p>I wish to point out my concerns with the development of the property at 538 Southdale Rd E. First very concerned about the drainage of water from my property, due to the raising of the land due to construction. For right now I have water laying in my back yard that use to drain into 538 Southdale Rd East (538). But it is now laying in my property</p>

			<p>due to the long grass for the property acting as a dam. has not been maintained for a year plus. Put a drainage tile (Black 4" O drainage tile) along or even in my back yard to the (538) Southdale Rd. drainage ditch would end that concern. As for the height and density of the property. This is going cause concern of privacy, noise due to 12 families living in an area that is designated dual housing. Lack of green area for children. This appears to be an increase from the planning decision back on March 4, 2020. Nothing in regarding noise caused by 12 apts. That contain how many people? Fencing, tree preservation {accidents happen with a front-end loader}.</p>
Cassondr a Skinner	806 Easy Street	24/03/22	<p>I'm writing to you to voice my concerns over the proposed development at 538 Southdale Road East. It's been on my mind for quite some time now, but it's been hard to put my words together, so please forgive me.</p> <p>First of all, I'm NOT against any kind of development. I do realize that London needs more housing and that we have a crisis. I'm thankful that we were able to buy our first home a few years ago after many, many years of renting. We looked at many properties, but we settled on this location because of the neighborhood. It was established, obviously working class, diverse, not sterile like so many newer builds, has many trees, and just felt like home. We have great neighbors, we're quiet, and we feel safe. The amount of birds that we have, including a good amount of hawks, is incredible. The trees as well as the smaller (lower) size of our homes contributes to that, which leads me to the proposed development.</p> <p>Again, I am NOT against development in some scale. The proposed unit is for 12 stacked unit townhouses at three storeys (10m). That's much bigger than what is already here. Currently, the existing home is a smaller single storey home with a large backyard and trees and almost all homes are one and one and a half storeys. The majority of the trees on said property will be coming down, including a very large and very healthy (I believe) cottonwood that the wildlife depends on. The only trees left in the plan are smaller, scrubby looking trees. (funny enough, the postcard shows the proposed development surrounded by lush trees- all trees on surrounding properties.)</p> <p>What will happen with drainage? Trees soak up a lot of water, but housing and pavement do not. I know my property doesn't butt up against to proposed site, but I'm still concerned for my neighbors, whose properties do. However, I'm close enough that it could be an issue with it being that large of a scope.</p> <p>If I remember correctly, there are to be 4 guest parking spaces. That's not enough to accommodate visitors without the surrounding streets be affected. Easy St, where I live, isn't that wide. We can't really handle extra parking. We've also become a bit of a raceway at times. Veralum has speed bumps, so people have decided that they can speed down our road as a way to avoid Veralum and Nixon. It's not constant, but if you add the two together it's an accident waiting to happen. It already can be an issue pulling out of</p>

			<p>your driveway only have someone turn from Southdale at high speed as you're pulling out. (I wouldn't say no to speed bumps, but that's another topic.)</p> <p>I am also EXTREMELY concerned that rezoning the proposed property will lead to more and more development at higher density, taller. Again, I'm not against any kind of development. I do realize it's going to happen. Large does not fit in with this neighborhood and it will negatively affect the wildlife here. And once a 3 storey building is in, why not 6? Will the tenants of current rentals in close proximity to the proposed development lose their homes when the owners realize that they, too, can build something bigger and charge more? When instead of a four-plex they can have 12 or 14 and charge more? And once you lose green space and trees, you don't get them back. Current zoning already allows for a four-plex.</p> <p>What would I like to see? I'd be more onboard if it was only going to be 2 storeys, if the developer HAS to plant some trees in the back and side. It will take decades for them to grow, but at least it's something. I'd like for the development to fit in with the existing neighborhood. The proposed building looks fine, but it's too tall for this neighborhood. (side note, what's on the postcard that was sent by the developer doesn't exactly match their website.) They already know the zoning of this area, why can't they work within those bounds? That was established BEFORE they had interest in the area.</p> <p>Please, do NOT rezone our neighborhood!</p>
Cindy Sturgeon		24/03/22	<p>I am writing in concern for the proposed development at 538 and 574 Southdale Rd E.</p> <p>I live in the direct neighbourhood for the last 25 years. I do not think the city should allow the properties to be rezoned or to allow them to be that tall as it will not fit into the design of the houses that are already there and have been there for years upon years.</p> <p>The design for these condo type housing will create parking issues as I'm sure they will park on the side streets and cause problems for owners to park in front of their house or on their street plus more traffic and concerns for the people that walk and bike.</p> <p>The design is too modern for this area and would stick out like a sore thumb. They are way too big for the small property they want to build on. Our neighbourhood is quiet. People have lived here for 20+ years mostly single family homes bringing this type of dwellings into the area would not make sense and cause havoc.</p> <p>I'm sure I am not the only one concerned with these proposed dwellings.</p> <p>Nice idea just wrong neighbourhood.</p>
Emily & Ken	589 Winblest Ave	22/03/22	<p>We are writing to express concerns about the proposed RRW Holdings Inc./Siv-ik Planning & Design developments at 538 Southdale Road East and 574 Southdale Road East.</p>

Roadhouse			<p>While we can appreciate the desire for redevelopment, infilling and increased density, both proposals would require rezoning to allow 12-14 new stacked townhouse units rather than the 4-plexes that are already allowed (and were previously proposed) on the properties. Increased rental density would mean increased noise, traffic and other concerns. <u>We are opposed to the requested Zoning By-law Amendment Application that would increase density so drastically.</u></p> <p>Allowing three storey buildings in an area where most homes are 1-1.5 storeys, with many built in the 1940s and 1950s, would alter the character of our neighbourhood drastically. Quite frankly, these extra tall buildings would stick out like an eyesore. As residents on Winblest Avenue, these balconies would allow residents a bird's eye view into our neighbours' and our own yards. <u>We are opposed to any increased height limits at these proposed developments.</u></p> <p>What's more, the distance to the fence-line on these proposed developments is a concern from both a privacy and safety perspective. <u>We are opposed to any reduction to current residential setback limits at these proposed developments.</u></p> <p>Street parking in the neighborhood is already a concern, particularly during tax season, with many visitors crowding our residential streets to visit the local tax office. Speeding and cut-through traffic also continues to be a concern, despite the addition of speed bumps on Verulum Street. Both development proposals allow for minimal parking on-site. Our street lacks sidewalks and with 4 young children, increased traffic and non-residents parking on our street would represent an increased safety hazard for our family and our neighbours. At the very least, these developments should be required to be self sufficient, with enough parking for all resident needs to be addressed on-site. Street parking by non-residents brings unwanted garbage issues, increased foot traffic across lawns and is generally a nuisance to residents. <u>We are opposed to the minimal parking allotments at these proposed developments.</u></p> <p>Increased density does not need to stand out. There are numerous examples of lower density infill lots within the City where reasonably designed units blend seamlessly into the neighbourhood – take for example the four unit accessible housing complex at 608 Southdale Road East that works within existing zoning by-laws. If these developments are permitted to be built we have major concerns about the precedent for other parcels in the area to be redeveloped in a similar manner.</p> <p>We look forward to the opportunity to comment on a revised development plan from RRW Holdings Inc./Siv-ik Planning & Design that better suits the character of this neighbourhood and meets the current zoning by-laws.</p>
Karen Carter		23/03/22	<p>We have lived in our house for nearly 40 years and our backyard is directly behind this property.</p> <p>This proposal for these 3 story buildings are much taller than anything in this residential area. It will infringe on our privacy</p>

			<p>and neighbours. The parking is limited so we all know that Easy St and our Winblest Ave will be effected. We have young kids who live around here and there are no sidewalks so they use the roads to ride bikes and walk.</p> <p>We urge the city not to allow these three story buildings where we only have one story or story and a half homes.</p> <p>We would be okay with a recent development like the one at 608 Southdale Rd E this would fit into the area . Increased density does not have to stand out but should be done in away that fits into the neighborhood.</p> <p>I hope you take this into consideration. I am sure you would not want this 3 storey high density building in your backyard.</p>
Randy & Linda McNaught	572 Winblest Ave	22/03/22	<p>My wife & I are 40 year home owners at 572 Winblest Ave., London, ON. We have been informed by “siv-ik” planning/design of a plan to develop 2 sites at 538 & 584 Southdale Rd., E., between Nixon Ave & Verulam St. One site has had the single family home demolished and the 2nd site has yet to be raised.</p> <p>In viewing the artists concept drawing and a short description of the project we, along with our neighbours, have serious issues with allowing this project to alter the current existing zoning (R-3) to proceed to development. This type of buildings will increase the population density in an area of single family homes that date back to post World War 2 under the Veterans’ Land Act. In fact, this entire 3 block by 3 block area was set aside for returning veterans of World War 2 to build their homes and raise families in a quiet & open setting. Similar VLA areas in this area of London are also to be found on the S.E. corner of Southdale Rd., E., & Wellington Rd., S. (Dearness Dr., Willow Dr.)</p> <p>Our concerns are as follows:</p> <ul style="list-style-type: none"> - Area is currently zoned to allow UP TO a 4-plex building - Proposed building with be 10 metres high (extra tall) 3 storeys and will allow 12-14 apartment units - Minimal parking ON-SITE of the development with reduced ‘free space’ around the buildings in order to achieve the increased density - Reduced limits to property lines, allowing for a larger than normal building footprint. <p>Extra tall building structures will reduce the privacy of several single family homes that border these properties. As a result there will be a loss of privacy and enjoyment of owned land for neighbouring homeowners in their back & side yards.</p> <p>We hope that the City of London will not allow these two project to go forward as proposed.</p>
Werman Omer	811 Easy Street	23/03/22	<p>This is Werman Omer located at 811 Easy Street London ON contacting you in regards to the proposed redevelopment at 538 & 574 southdale Rd east. I wish to voice my concerns over such a decision as the consequences of approving these plans would negatively impact the current residents of the neighborhood such as</p>

			<p>more street parking, likely more children running on said streets as there are little to no sidewalks in the neighborhood to begin with and lastly the massive impact all these additional homes will have on the plumbing/sewer infrastructure in the area. As someone who's worked in the home restoration business for 6 years and using Windsor as a precedent, I can say with confidence that the number of claims due to flooding or sewer back ups will increase as it typically does when additional homes are built in already developed areas since the high influx of new homes end up over burdening the current plumbing systems in place. Every year in Windsor the city allows new homes to be built in or beside existing neighborhoods/areas WITHOUT updating the plumbing infrastructure and every year those areas suffer flooding damage from either rainfall or sewer back ups. I would ask you please reconsider your decision to approve these new redevelopment plans as it would be in the best interest of the community to DENY these plans, thank you for your time.</p>
Thu Lenovo	548 Southdale Road E	27/03/22	<p>On March 24, 2022 I attended the zoom meeting concerning the 538 Southdale E property and the proposed development of a 3.5 story condo-type building on the property. I am sending my questions and reactions to the proposed development as outlined in the meeting.</p> <p>In recent years there have been many rezoning requests changing land usage from residential into business areas. There is a hairdresser directly to the east of me, a new landscaping business to the west of me, a medical clinic at Ernest and Southdale. Now there is a planned 3.5 story condo-type building, to house 12-14 apartment units. To say the least, it has changed the profile of our neighbourhood. The proposed buildings are quite a bit taller than residences in the surrounding area. It makes one wonder about possible privacy issues.</p> <ul style="list-style-type: none"> • Due to the higher density of people, we need to ensure that adequate parking will be available. The planners are suggesting there will be 16 places available on the property. If there is an overflow the nearest area left for parking would be on Ernest which is a main thoroughfare and impossible to park on. Or, the people will have to park on streets running parallel to Southdale. • During the meeting there were concerns about drainage issues with the clay composition of the earth in back, some destruction of existing trees and other concerns were voiced by those attending the meeting. At this point in time the developers were unable to provide concrete promises as to how these concerns would be met. Understandably it is still early on in the process but these need to be addressed before work can go ahead on the project. They weren't very specific about this. It would also be helpful if they have to remove some existing trees to replace them before construction is completed. These should be mature trees because as we know trees take time to mature. • Realizing that we must all progress to suit the times, multiple dwellings are probably the way of the future. However, there are ways to blend

			<p>seamlessly into the neighbourhood and work within existing zoning (e.g. recent development at 608 Southdale Rd. E., where a single family home was redeveloped into a four-unit accessible housing complex). Increased density does not have to stand out but can be done in a way that suits the neighbourhood.</p> <p>Note: Applicant requested two week extension to provide comments for 574 Southdale Road E due to timing of community consultation meeting. Comments pending...</p>
Vic & Joanne Danyla	573 Winblest Ave	30/03/22	<p>It was a pleasure speaking to you this morning. We live on property that abuts the rear property line of 574 Southdale Road East.</p> <p>We are concerned about the request to increase the density to 70 units (currently) per hectare. The current zoning permits single family to fourplex dwellings; which would be in-line with existing uses along the adjacent Southdale Road corridor and the neighbourhood to the north.</p> <p>The density increase to stacked town housing on such a relatively small property does not complement the existing neighbourhood. If this application were to be approved with all the special provisions included; it would set a precedent for future prospective developers.</p> <p>Other similar smaller parcels along the immediate Southdale Road corridor and to the north could then potentially be redeveloped in an inconsistent manner.</p> <p>There are some other redevelopment choices that should be considered with respect to 574 Southdale Road East and several other properties along the northside of that road. Those uses would include small scale community facilities and medical / dental type services. Some are already in place such as a 4-unit accessible housing complex at 608 Southdale Road East; which is an asset to the community at-large.</p>
Edna Eggett	566 Southdale Road E	23/03/22	Very opposed to building going up. Niece calling on aunt Edna's behalf.
Zen (?) Duda		28/03/22	
Hans Peters	522 Winblest Ave	23/03/22	<p>Garbage and parking main concern.</p> <p>Walks by both properties all the time – seems impossible for garage to be picked-up. Not enough space for garbage truck to go on property, and too close to the road to put any garbage for 14 units (over 50 people potentially) and not enough parking for cars. When it's not going to work, the builder is going to say the City gave us permission.</p>
Chuck Carter		24/03/22	
Jason Collins	Southdale Road?		Not to be confused with John Collins. Has major concerns.

Agency/Departmental Comments

Urban Design

538 Southdale Road East

- *Provide full elevations with colours, materials, and dimensions labelled. Further urban design comments will be provided upon the receipt of the elevations and through the site plan process.*
 - *Provide enhanced architectural treatment/details on the side facades to add visual interest as they are highly visible from the street.*
- *Provide at least a 1.5m buffer between all paved areas and the property lines to allow for perimeter tree plantings.*

574 Southdale Road East

- *Provide full elevations with colours, materials, and dimensions labelled. Further urban design comments will be provided upon the receipt of the elevations and through the site plan process.*
 - *Provide enhanced architectural treatment/details on the side facades to add visual interest as they are highly visible from the street.*
- *Consider opportunities for shared entrances with adjoining properties for future developments.*
- *Provide at least a 1.5m buffer between all paved areas and the property lines to allow for perimeter tree plantings.*

Urban Design Peer Review Panel Comments – Applicant Response

Address of Development Site: **538 Southdale Road E**

Date of Panel Meeting: 04-20-2022

Comment:

The Panel is generally in support of the rezoning application; however, encourage the applicant to return to the Panel once the development is at the detailed design and site plan submission stage.

Applicant Response:

The Project Team agrees with the Panel's support for the Zoning By-law Amendment application. The proposed Zoning By-law will provide a framework for ground-oriented, medium density residential development in the form of cluster townhouses and stacked townhouses up to a maximum of 12.0 metres in height (4-storeys) and a maximum density of 75 units per hectare. The proposed Residential R5 Special Provision (R5-7(_)) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan.

A "Concept Plan" has been provided in conjunction with the application to facilitate early design review and elicit comments from the UDPRP that can (and will) be considered by the Team and the City during the future Site Plan Control application process.

Comment:

The Panel suggests that the applicant conduct a streetscape character study to determine an appropriate landscape/streetscape design for the neighbourhood and future developments. This could include analyzing the benefits of a continuous 'boulevard' between sidewalk and residential entrances versus numerous private pedestrian connections between the sidewalk and residential entrances.

Applicant Response:

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development/landscape design. In this regard, the proposed Zoning By-law Amendment maintains significant flexibility to address site and building design details through the future Site Plan Control application process. Further regard for the streetscape presence and landscape design will be considered at that time in combination with all other detailed design elements of the project.

Comment:

The Panel notes a significant portion of the main frontage is dedicated to the driveway. While the Panel acknowledges that the driveway must meet minimum drive aisle widths, they encourage the applicant to soften the hardscape with higher quality paving materials and vegetation where possible.

Applicant Response:

The site and building design details will be determined and addressed through the future Site Plan Control application process. The project team would support reduced paving width requirements for the primary access, recognizing the valid desire to “soften” the entrance and the low volume of vehicular traffic anticipated to use this driveway. Further collaboration with City of London Staff will be required to achieve the reduced entryway/access width. A 1.5m planting strip has been accounted for on the west edge of the site to address the City of London’s Site Plan Control design requirements.

Comment:

The Panel commends the applicant for an overall pleasing design; however, recommends more attention be placed to articulating the West elevation given it is a prominent view into the site.

Applicant Response:

The project design team appreciates the Panel’s nod to the conceptual design represented in the current artist’s rendering/concept. The Team will seek to incorporate added articulation in the west façade, recognizing its high visibility, through the future detailed design and Site Plan Control process. Modifications to the material treatment and fenestration pattern may also be explored to help add visual interest.

Comment:

The Panel encourages the applicant to refine the proposed building design so that the main floor apartments are accessible (barrier free) for both tenants and visitors. Consider reducing the number of steps required to enter the building and providing an accessible sloped sidewalk at all building entrances.

Applicant Response:

The proposed Zoning By-law provides sufficient flexibility for additional ground floor unit configurations and design treatments to be explored.

Address of Development Site: **574 Southdale Road E**

Date of Panel Meeting: 04-20-2022

Comment:

The Panel is generally in support of the rezoning application; however, encourage the applicant to return to the Panel once the development is at the detailed design and site plan submission stage.

Applicant Response:

The Project Team agrees with the Panel’s support for the Zoning By-law Amendment application. The proposed Zoning By-law will provide a framework for ground-oriented, medium density residential development in the form of cluster townhouses and stacked townhouses up to a maximum of 12.0 metres in height (4-storeys) and a maximum density of 70 units per hectare. The proposed Residential R5 Special Provision (R5-7(_)) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan.

A “Concept Plan” has been provided in conjunction with the application to facilitate early design review and elicit comments from the UDPRP that can (and will) be considered by the Team and the City during the future Site Plan Control application process.

Comment:

The Panel suggests that the applicant conduct a streetscape character study to determine an appropriate landscape/streetscape design for the neighbourhood and future developments. This could include analyzing the benefits of a continuous ‘boulevard’ between sidewalk and residential entrances versus numerous private pedestrian connections between the sidewalk and residential entrances.

Applicant Response:

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development/landscape design. In this regard, the proposed Zoning By-law Amendment maintains significant flexibility to address site and building design details through the future Site Plan Control application process. Further regard for the streetscape presence and landscape design will be considered at that time in combination with all other detailed design elements of the project.

Comment:

The Panel notes a significant portion of the main frontage is dedicated to the driveway. While the Panel acknowledges that the driveway must meet minimum drive aisle widths, they encourage the applicant to soften the hardscape with higher quality paving materials and vegetation where possible.

Applicant Response:

The site and building design details will be determined and addressed through the future Site Plan Control application process. The project team would support reduced paving width requirements for the primary access, recognizing the valid desire to “soften” the entrance and the low volume of vehicular traffic anticipated to use this driveway. Further collaboration with City of London Staff will be required to achieve the reduced entryway/access width. A 1.5m planting strip has been accounted for on the west edge of the site to address the City of London’s Site Plan Control design requirements.

Comment:

The Panel notes that splitting the development into two stand-alone buildings will provide more flexibility for interior unit layouts given that natural light will come from both facades. However, consider providing rear entrances for the at-grade units along Southdale Road, and more significant ‘front yards’ for the units at the rear of the site.

Applicant Response:

Through the conceptual design process we have sought to balance the amount/configuration of private amenity space with a need to be sensitive to the context of the area. In this regard, we’ve sought to ensure that all built elements fit within a 45 degree angular plane measured from the north property line. As a result, the ground floor units on the north building have substantial “rear yard” amenity space. Spacing between the surface parking area and the south building face of the northern building is more limited but allows for sufficient depth for pedestrian circulation and low plantings to help soften the edge condition. Further modifications to the unit orientation/entrances for the southern building will be explored in conjunction with the building/floorplan design during the Site Plan Control process.

Parks Planning and Design - Both Sites

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.

Landscape Architect**538 Southdale Road East**

The City requested a Tree Health Assessment Report following the demolition of the existing building to satisfy “Condition 9 of the Notice of Provisional Consent Decision for B.050/19 – 538 Southdale Road East”.

Condition 9 requires that “A tree preservation report shall be completed prior to demolition of the building and tree protection shall be in place during demolition”. A tree preservation report and drawing was completed by RKLA in July 2020 for this property. The recommendations for tree removal and tree preservation measures therein were related to the proposed site plan. Recommendations for tree preservation measures specifically during demolition were not provided.

The following report includes tree health data from the original.

The applicant will need to include with their SP Application:

- a. Letter consent from Urban Forestry to remove 2 boulevard trees, as identified in report*
- b. Permit to remove off-site distinctive Tree #3 from 530 Southdale issued by Urban Forestry, as identified in report*

Ensure that a minimum 1.5m setback is provided along the west property line to provide screening between the driveway and the private residence to the west. A tree is being removed from the neighbours lot, screening is required.

574 Southdale Road E.

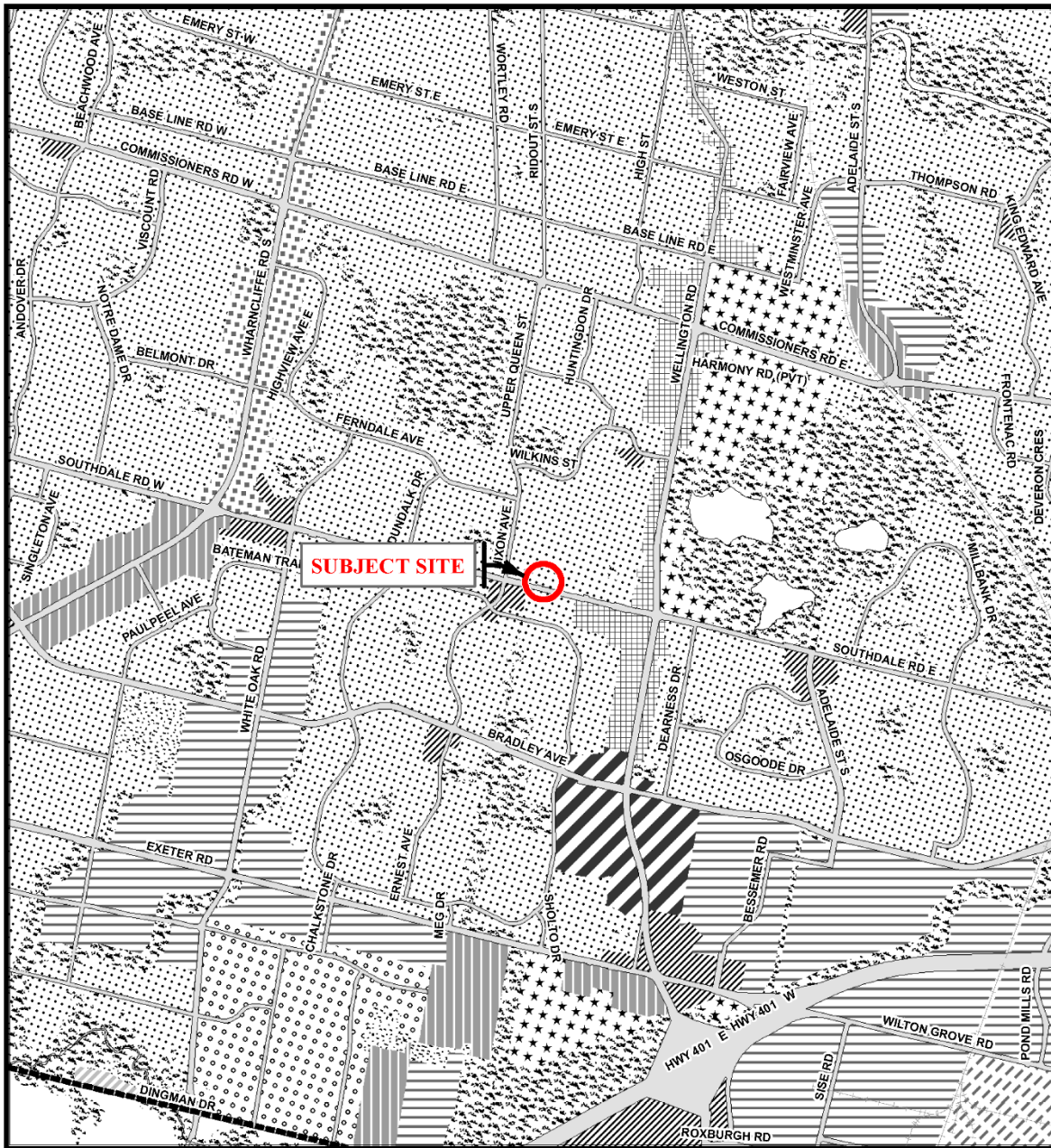
The City Landscape Architect has reviewed the Tree Assessment Report for ZBA prepared by RKLA in January 2022 for 574 Southdale Rd E and provides the following comments consistent with the Official Plan, applicable by-laws, City design requirements and specifications.

- 1. The Tree Assessment Report is complete and acceptable. No rare or endangered species were identified.*
- 2. Confirm that tree #3 is growing completely onsite and does not have any portion of its trunk, from the root-collar to where the first branch appears, crossing the property line shared with the City of London. Every tree whose trunk is growing on the boundary between adjoining lands is the common property of the owners of the adjoining lands and is protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21. If the tree is determined to be a boundary tree, Forestry Operations will need to be contacted to request the tree to be removed. Contact Forestry Dispatcher at trees@london.ca.*
- 3. Ensure that sufficient setback is provided along east property line to provide sufficient soils to support the required Site Plan tree planting and driveway screening to private residence to east. Minimum 1.5m.*

Prior to construction, the Owner's qualified consultant will verify that all tree protection fencing has been installed as per the Tree Preservation Plan [TPP] and will provide periodic inspections to ensure it has been maintained during construction.

Appendix C – Relevant Background

London Plan Excerpt



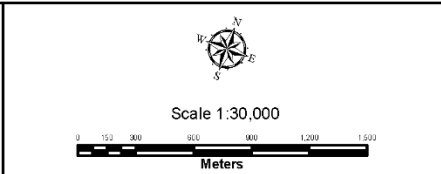
Legend

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

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

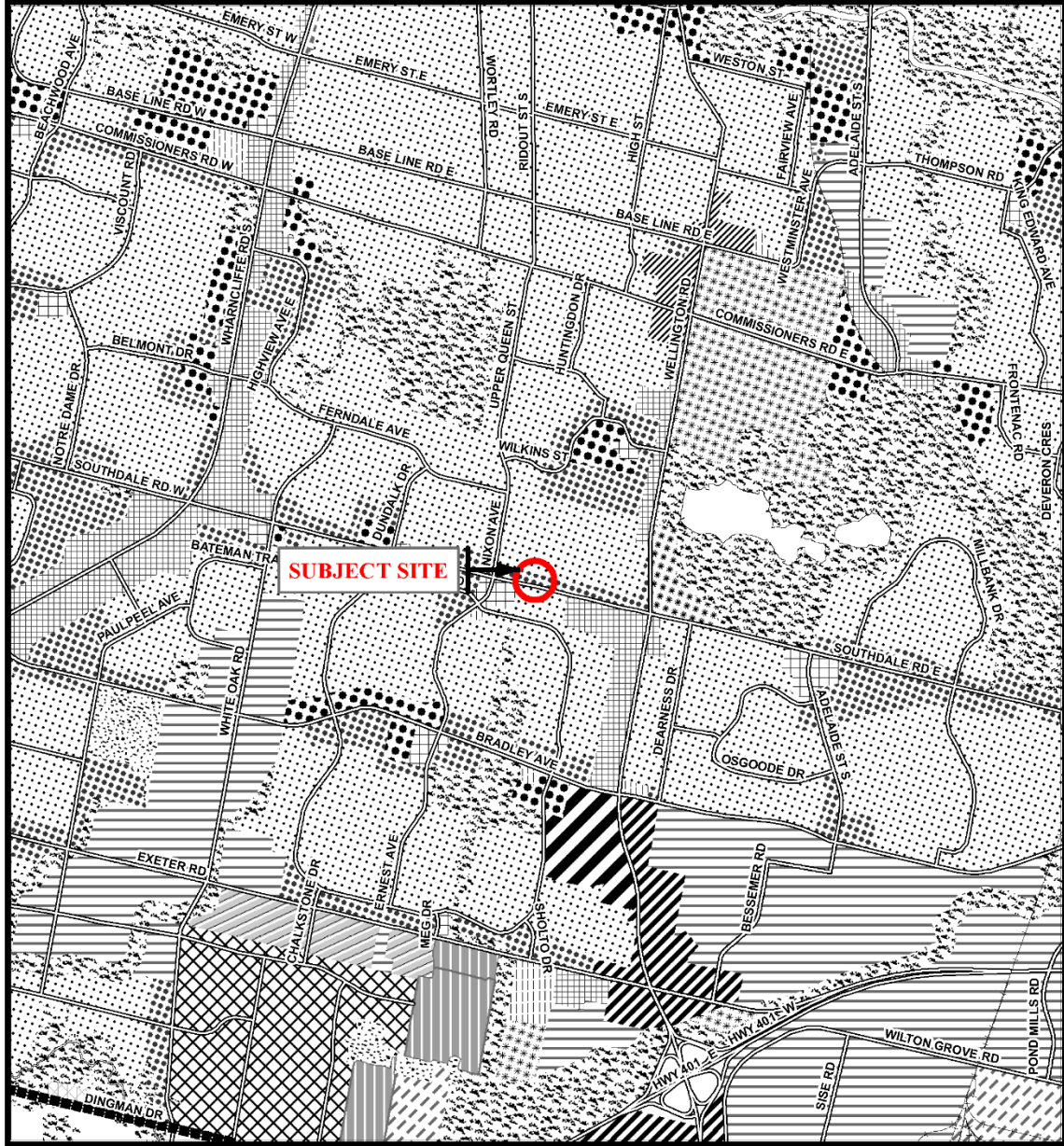
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
 Planning Services /
 Development Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: Z-9480 & Z-9481
Planner: CP
Technician: RC
Date: June 21, 2022

1989 Official Plan Excerpt



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>Meters</p>	<p>FILE NUMBER: Z-9480 & Z-9481</p>
		<p>PLANNER: CP</p>
		<p>TECHNICIAN: RC</p>
		<p>DATE: 2022/06/21</p>

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning By-law Z-1 Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
Z-9480 & Z-9481 CP

MAP PREPARED:
2022/06/22 RC

1:1,250
0 5 10 20 30 40 Meters

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