

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: Wellington Gate Inc. c/o Westdell Development Corporation
712 Base Line Road East
Public Participation Meeting on: August 22, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Wellington Gate Inc. c/o Westdell Development Corporation relating to the property located at 712 Base Line Road East:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 6, 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 Community Shopping Area (CSA3) Zone **TO** a Holding Residential R9 Special Provision Bonus (h*R9-7()*B()) Zone;

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a mixed-use commercial/office and residential apartment building, with a maximum height of 16 storeys or 52.6 metres, 150 residential units, 547 square metres of commercial and office uses at grade, and a maximum mixed-density of 654 units per hectare. The development will generally implement the following design criteria:

1) Design Standards

The building design and site plan will be bonused for features which serve to support the City's objectives of promoting a high standard of design, to be implemented through a development agreement:

- i. Site Layout
 - a) Provide for additional outdoor amenity areas within the west interior side yard and front yard, which includes transit-oriented amenities such as benches and bike racks close to the principal entrance.
 - b) Provide direct and convenient access throughout the site for pedestrians from the public sidewalks on Baseline Road East to primary building entrances. Pedestrian circulation should consider desire lines to the intersection of Baseline Road and Wellington Road and to the main transit station.
 - c) Provide for a front yard setback of 2-4m for more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline Road East.
 - d) Provide a functional forecourt leading to the main entrance of the proposed building.
 - e) Provide a functional drop off area.
- ii. Ground Floor Design and Uses
 - a) Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points.

- b) Locate the principal residential building entrance (lobby) on the Baseline Road East-facing elevation.
 - c) Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
 - d) Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.
- iii. Podium Design
 - a) Parking for high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Minimize the exposure of the above ground structured parking along Baseline Road by providing residential units, amenity spaces, and/or providing a treatment which allows for windows and views into the building's interior areas disguising the parking garage.
 - b) Include a minimum 5 metre step-back at the 4th floor along Base Line Road to enhance the pedestrian-oriented street wall.
- iv. Tower Design
 - a) Design high-rise building (above 8 stories) as slender towers (seek to achieve a maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the tower, reduce shadow impacts, reduce obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
 - b) Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the building.
 - c) Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.
 - d) Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.
 - e) Design and distinguish the top of the buildings (i.e. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building.

2) Provision of Affordable Housing

- i. A total of 10% of the lift (12 affordable housing units based on 156 total units) will be provided in the development, representative of the bedroom and unit mix of the overall building;
- ii. Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-bedroom and three-bedroom rate for the London CMA at the time of building occupancy;
- iii. The duration of affordability set at 50 years from the point of initial occupancy of the respective building;

- iv. The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v. These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

(b) **IT BEING NOTED** that the following site and building design criteria, not shown on the proposed renderings, will also be addressed as part of the site plan submission:

- i) Consider the incorporation of patio or forecourt space that spills out into the front yard setback(s) to further activate the space and provide an amenity for tenant businesses;
- ii) Explore additional roof top amenity areas at various levels in addition to the private rooftop amenity areas proposed;
- iii) Provide grading plans and particularly explain/articulate the building interfaces at the West and North edges;
- iv) Explore opportunities to increase the ground floor presence on the site to accommodate active uses along the North Façade of the building and explore opportunities to direct the principal residential building entrance (lobby) closer to Wellington Road for convenient access to the transit corridor;
- v) Consider relocating the Central Alarm and Control Facilities (CACF) room to the adjacent internal service block on the ground floor such that the residential lobby appears open from the street;
- vi) Consider locating all podium level parking behind active uses (such as residential units fronting Base Line Road), underground or elsewhere on the site;
- vii) Consider an addition of a podium floor (4 storey podium) with enlarged podium area along the North edge to integrate parking and provide active facades (residential units) along Baseline Road East;
- viii) Consider moving some parking to another basement level or explore opportunities for access and parking agreements with the neighbouring property to reduce the number of parking spaces required onsite; and

(c) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning implements the site concept submitted with the application.

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 from a Community Shopping Area (CSA3) Zone to a Residential R9 Special Provision Bonus (R9-7()*B-()) Zone with the intent of constructing a sixteen (16) storey mixed-use apartment building with 150 residential units and 547 square metres of commercial/office uses. Additional permitted uses, limited to the first floor, would include: animal hospitals; apartment buildings, with any or all of the other permitted uses on the first floor; bake shops; clinics; commercial recreation establishments; commercial parking structures and/or lots; converted dwellings; day care centres; dry cleaning and laundry depots; duplicating shops; emergency care establishments; existing dwellings; financial institutions; grocery stores; laboratories; laundromats; libraries; medical/dental offices; offices; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; video rental establishments; cinemas; brewing on premises establishment; food store; animal clinic; convenience store; post office; convenience service establishments; dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; bed and breakfast establishments; antique store; police stations; artisan workshop; craft brewery; a reduced minimum front yard depth of 0.5m, whereas 11m is required; a reduced minimum rear yard depth of 0.5m, whereas 19.2m is required; a reduced

minimum interior side yard depth of 5.5m, whereas 19.2m is required; a maximum lot coverage of 53%, whereas 30% maximum is required; a reduced landscape open space of 23.5%, whereas 30% minimum is required; a reduced minimum parking requirement of 135 spaces, whereas 225 spaces are required; and a reduced minimum parking setback of 0m, whereas 1.5m is required.

Purpose and Effect of Recommended Action

The recommended zoning is a Residential R9 Special Provision Bonus (R9-7()*B()) Zone, providing for:

- a base zone that would apply in the event development occurs without the use of bonusing, to allow a 12 storeys or 36m mixed-use apartment building at a maximum density of 150 units per hectare, with a reduced minimum front yard depth of 2.0 m, whereas 8m is required and a maximum front yard depth of 4.0m. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Base Line Road East.
- a Bonus Zone to facilitate the development of the subject lands with a 16 storey/52.6 metres, mixed use commercial/office and residential apartment building, with 150 residential units, 547 square metres of commercial/office uses on the first floor, and a maximum mixed-use density of 654 units per hectare, a reduced minimum front yard depth of 1.5m whereas 8m is required, and a maximum front yard depth of 4.0m, a reduced minimum rear yard depth of 0.5m , whereas 19.2m is required; a reduced minimum interior (east) side yard depth of 4.0m, whereas 19.2m is required; a maximum lot coverage of 53% , whereas 30% maximum is required; a reduced landscape open space of 23%, whereas 30% minimum is required; a reduced minimum parking requirement of 134 spaces, whereas 232 spaces are required; a reduced parking area setback of 0m, whereas 1.5m is required; a drive-through with a 0m setback along the west property boundary (to facilitate the drive-through on the lands); a west interior side yard setback of no closer than 6.8m from the edge of the drive-through to the building; and a landscape buffer of no less than 3.0 metres from the edge of the drive-through within the 6.8m setback between the edge of the drive-through and the building.
- A Holding (h) provisions is also recommended. The City is accommodating the sanitary servicing for the subject site within it's Rapid Transit Project along Wellington Road and this site will utilize the upgraded sewers along Wellington. However, the expected/tentative timing for these upgrades is 2026. Therefore, a holding provision is necessary to ensure adequate sanitary servicing is available within a reasonable time frame for development.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020 which promotes intensification, redevelopment and a compact form in strategic locations to minimize land consumption and servicing costs. The amendment will provide for a range of housing types and densities to meet projected requirements of current and future residents, by promoting a land use pattern, density and a mix of uses that serve to minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes;
2. The recommended amendment conforms to the policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
3. The recommended amendment is appropriate for the site and surrounding context and will contribute to housing options within a Rapid Transit Corridor;
4. The recommended amendment secures units for affordable housing through the bonus zone; and

5. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area 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. The proposed development contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The development is well-located within a strategic location for growth and intensification, with good access to local services, amenities, public transit and future rapid transit. The affordable housing units provided as part of the bonus zone increase the provision of local housing options and add to the affordable housing stock.

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 located on the north side of Base Line Road East, east of Wellington Road. The subject lands are comprised of one single parcel of land that is approximately 0.24 ha in area and has approximately 67m of frontage along Base line Road East. The site previously contained a Beer Store, which closed in 2021.

The subject site is surrounded on three sides by a larger commercial development, known as Wellington Gate, which is in the process of redevelopment (Site Plan application). Currently, this adjacent commercial site includes a Staples office supplies store, a convenience store, a bakery/restaurant, and a nail salon, as well as a Tim Hortons restaurant. To the south of the subject site is the London Health Sciences Centre.

Although it is a separate parcel, it appears the subject site relies on the adjacent commercial lands at 332 Wellington Road to provide access and parking.



Figure 1 - Photo of existing building and site at 712 Base Line Road East



Figure 2 - Subject Site

Base Line Road East is a primary collector/neighbourhood connector with an average annual daily traffic volume of 17,000 vehicles per day, and Wellington Road is an arterial road/rapid transit boulevard with an average annual daily traffic volume of 40,500 vehicles per day.

The traffic volume on Baseline Road East is 20,500 vehicles per day, and on Wellington Road is 32,000 vehicles per day (City of London). Public sidewalks are available along both sides of Base Line Road East and Wellington Road.

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

- Official Plan Designation – Community Commercial Node (CCN)
- The London Plan Place Type – Rapid Transit Corridor on a Rapid Transit Boulevard (Wellington Road) and a Neighbourhood Connector (Base Line Road)
- Existing Zoning – Community Shopping Area (CSA3) Zone

1.4 Site Characteristics

- Current Land Use – vacant/commercial
- Frontage – 67.02m (219.88 ft)
- Depth – 37m (121.39 ft)
- Area – 0.24 ha (0.59 ac)
- Shape – rectangular

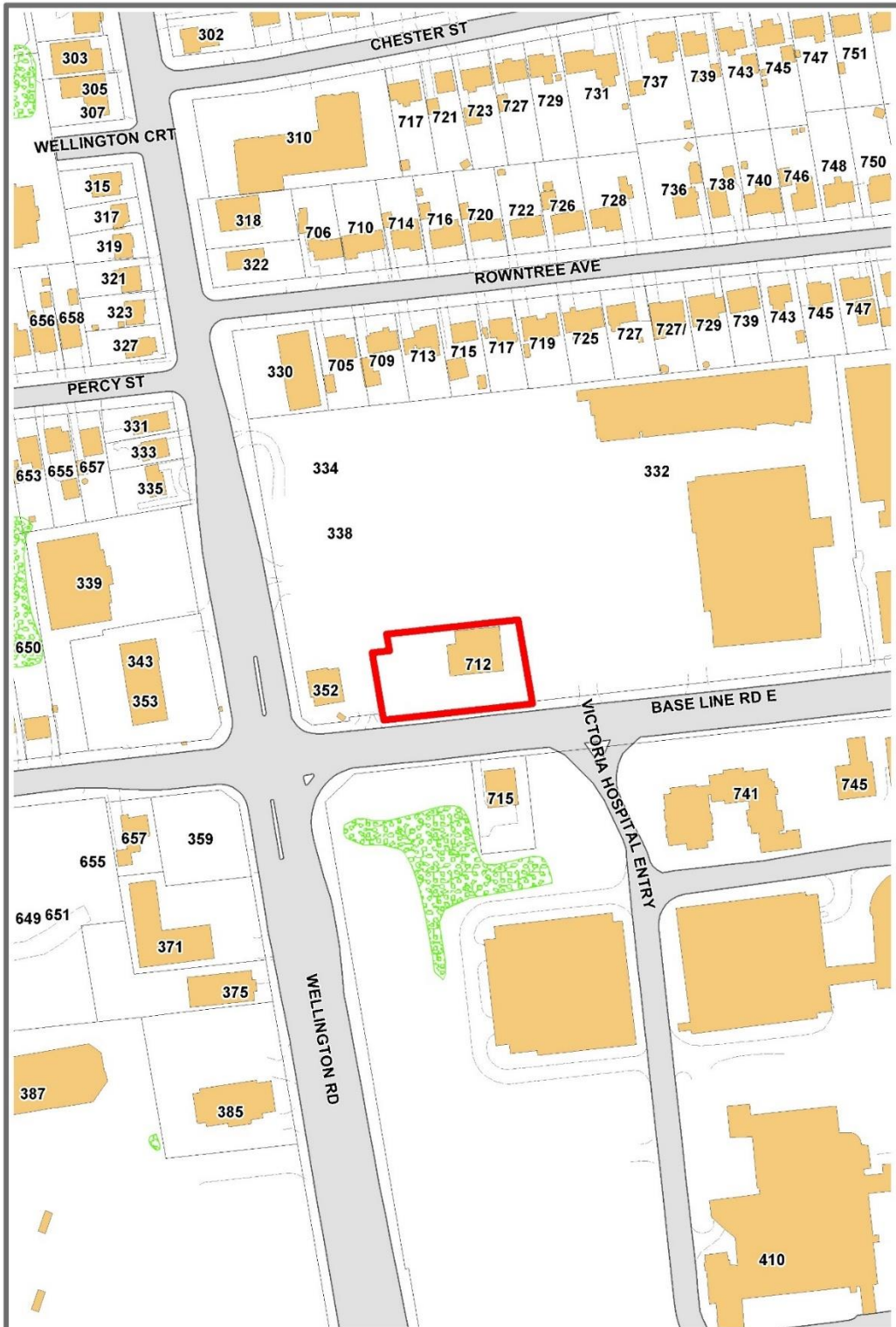
1.5 Surrounding Land Uses

- North – commercial
- East – commercial
- South – regional facility (hospital)
- West – commercial

1.6 Intensification

The proposed 150 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

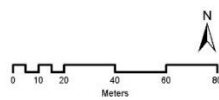
1.7 Location Map



LOCATION MAP

Subject Site: 712 Base Line Road East
 File Number: Z-9474
 Planner: Nancy Pasato
 Date: 2022/20/05

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



Scale 1:2000

Legend

- Subject Site
- Assessment Parcels
- Buildings
- Driveways/ParkingLots

2.0 Discussion and Considerations

2.1 Original Development Proposal and Requested Amendments (February 2022)

In February, 2022, the City accepted a complete application that proposed a 16 storey, mixed commercial/office and residential apartment building with 150 residential units and 650 square metres of commercial/office on the ground floor. The building is orientated to address Base Line Road East. The proposed development will be accessed from a driveway off of the adjacent commercial lands. The proposed development will provide a total of 149 parking spaces. Additional details on the development include:

- 150 residential units, consisting of 74 one-bedroom suites, and 73 two-bedroom suites, and 3 three bedroom suites;
- 650m² commercial/office floor space on the first floor within four units;
- Parking will be provided in a parking structure, with two underground levels (63 spaces), 2 above ground levels (72 spaces), and 14 surface parking spaces for a total of 149 spaces;
- Amenity areas – located on top of the 4th floor podium, 9th floor roof top of 8 storey building – 35.7 m x 23.8 m = 849.7square metres being the outdoor area, and 184 square metres the interior (gym), for a total being 1033.7 square metres
- Density – 150 residential units and 6.5 equivalent commercial units = 660 units per hectare

The site concept is shown in Figure 3. The building renderings are shown in Figures 4-11.

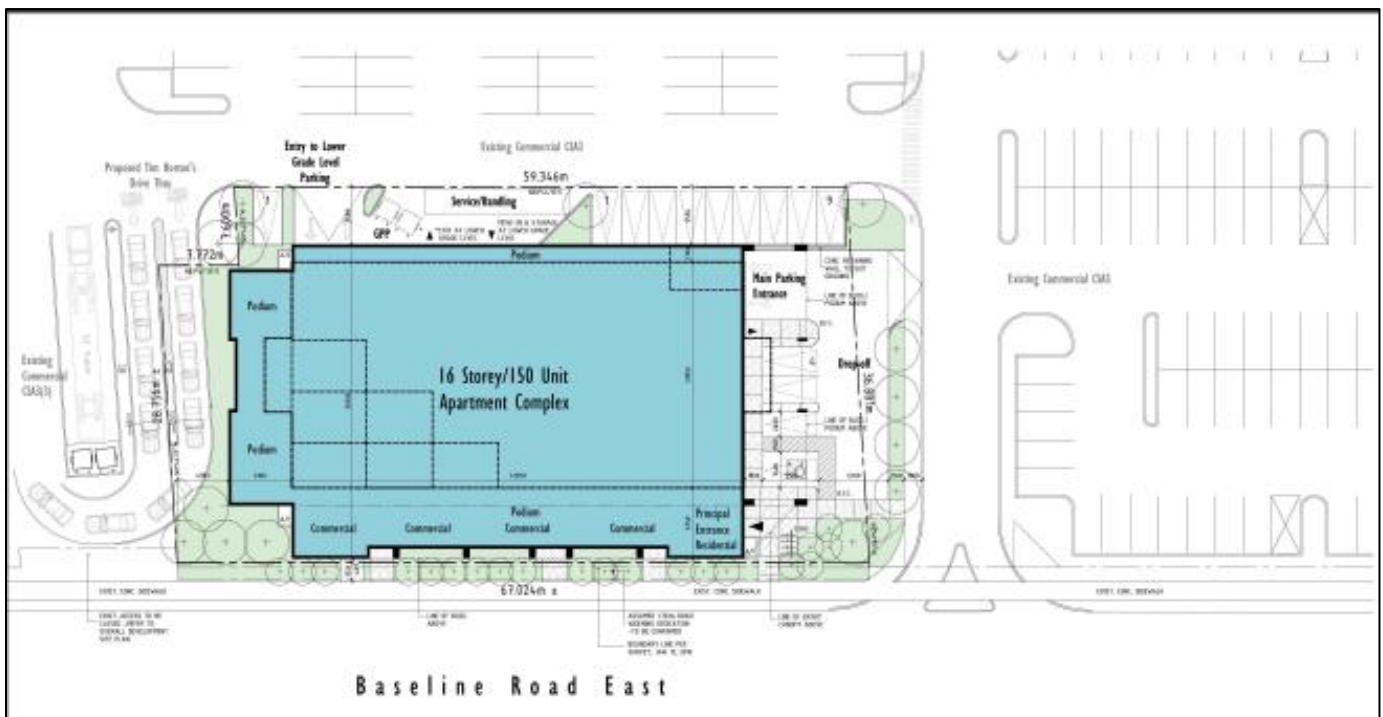


Figure 3 - Site concept plan for 712 Base Line Road East (February 2022)



Figure 4 - Rendering looking north from Base Line Road East



Figure 5 – Rendering looking southwest towards Base Line Road East



Figure 6 - Conceptual Rendering looking northwest from Base Line Road East



Figure 7 - Rendering east side



Figure 8 - Rendering northeast



Figure 9 - Rendering east side of building



Figure 10 - Rendering of ground floor east side of building



Figure 11 - Rendering of entrance along Base Line Road East

The applicant submitted a request to amend the zoning by-law on the subject site To change the zoning from a Community Shopping Area (CSA3) Zone to a Residential R9 Special Provision/Bonus (R9-7()*B-()) Zone. Special provisions were requested for:

- Additional permitted uses: animal hospitals; apartment buildings, with any or all of the other permitted uses on the first floor; bake shops; clinics; commercial recreation establishments; commercial parking structures and/or lots; converted dwellings; day care centres; dry cleaning and laundry depots; duplicating shops; emergency care establishments; existing dwellings; financial institutions; grocery stores; laboratories; laundromats; libraries; medical/dental offices; offices; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; video rental establishments; cinemas; brewing on premises establishment; food store; animal clinic; convenience store; post office; convenience service establishments; dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; bed and breakfast establishments; antique store; police stations; artisan workshop; craft brewery; all limited to the first floor
- a reduced minimum front yard depth of 0.5m, whereas 11m is required;
- a reduced minimum rear yard depth of 0.5m, whereas 19.2m is required;

- a reduced minimum interior (west and east) side yard depth of 5.5m, whereas 19.2m is required;
- a maximum lot coverage of 60.5%, whereas 30% maximum is required;
- a reduced landscape open space of 19.5%, whereas 30% minimum is required;
- a reduced minimum parking requirement of 149 spaces, whereas 232 spaces are required;
- and a reduced minimum parking setback of 1.4m, whereas 1.5m is required.

A Bonus Zone was requested to permit a maximum mixed-use density of 660 units per hectare and a maximum height of 16 storeys (47m). The Applicant's submission indicated that the facilities, services and matters proposed to support Bonus Zoning included exceptional site and building design, sustainable forms of development, contribution to the development of transit amenities, features and facilities, affordable housing, and extraordinary tree planting, which may include large calliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

2.2 Revised Development Proposal and Revised Amendments (July 2022)

In July, 2022, the applicant submitted a revised site plan concept and building renderings.

Details on the revised development include:

- 150 residential units, consisting of 73 one-bedroom suites, and 77 two-bedroom suites;
- 547m² of commercial/office floor space on the first storey/ground floor;
- Parking will be provided in a parking structure, with two underground levels (64 spaces), 2 above ground levels (2nd and 3rd floor) (66 spaces), and 4 surface parking spaces for a total of 134 spaces;
- Amenity areas include a roof top area (109.32m²) and a roof top terrace (587.36m²) area.
- Density – 150 residential units and 5.5 equivalent commercial units = 654 units per hectare

Key changes to the proposal include:

- A decrease in the amount of commercial/office space;
- A decrease in the mixed-use density from 660 units per hectare, to 654 units per hectare;
- A reduction in parking spaces, from 149 to 134 spaces;
- An overall change in building design - the tower has been refined as more of a point tower design, the overall floorplate was reduced, more landscaping was incorporated across the base, more amenity area has been created, particularly with the podium rooftop;
- The commercial uses at the base are street oriented with the entrances facing Baseline Road with direct pedestrian connections from the sidewalk;
- All units are now either one or two-bedroom apartment units.

The applicant also requires some minor changes to the requested zoning by-law amendment. Revised special provisions include:

- an increase in the requested minimum interior (west and east) side yard depth of 4.0m, whereas 19.2m is required;
- a decrease in maximum lot coverage to 53% (30% maximum is required);
- an increase in landscape open space 23.46% (30% minimum is required);
- a reduced minimum parking requirement of 134 spaces (232 spaces are required);
- a reduced minimum parking area setback of 0m, whereas 1.5m is required.

- a drive-through with a 0m setback along the west property boundary (to facilitate a portion of the drive-through on the lands);
- a west interior side yard setback of no closer than 6.8m from the edge of the drive-through to the building;
- and a landscape buffer of no less than 3.0 metres from the edge of the drive-through within the 6.8m setback between the edge of the drive-through and the building.

The revised site concept is shown in Figure 12. The revised building renderings are shown in Figures 13-17.

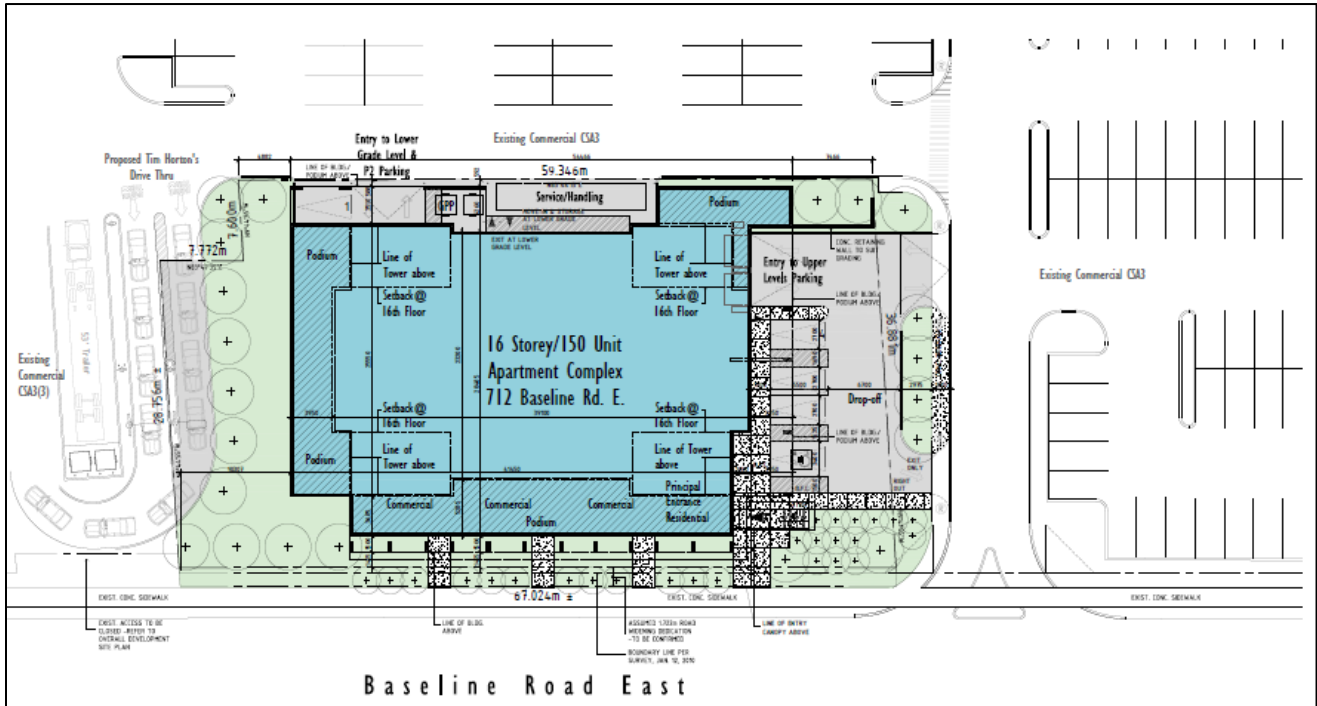


Figure 12 - Revised site concept (July 2022)



Figure 13 - Revised rendering of Base Line Road East frontage



Figure 14 - Revised rendering of east side of building



Figure 15 - Revised rendering of north side of building



Figure 16 - Revised rendering of building along Base Line Road East



Figure 17 - Revised rendering east elevation

2.3 Community Engagement (see more detail in Appendix B)

No written or verbal responses were received on this application.

2.4 Policy Context

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS. Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. 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).

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).

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 and within 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).

The site is in the Rapid Transit Corridor Place Type in The London Plan on a Neighbourhood Connector, as identified on Map 1 – Place Types and Map 3 – Street Classifications. Our rapid transit corridors will be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services. Not all the segments of our corridors will be the same in character, use and intensity. Some segments will be primarily residential in nature, allowing only for small-scale commercial uses. In other segments, where large amounts of commercial floor space already exist, opportunities will be made for new stand-alone commercial uses while opening new opportunities for mixed-use development (826_).

The vision for the Rapid Transit Corridor Place Type is for a mix of residential and other uses to establish demand for rapid transit services, and to allow for a wide range of permitted uses and greater intensities close to rapid transit stations (830_4.and 5.). This Place Type should support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied (830_11.).

Standard heights range from a minimum of 2 storeys, a maximum of 8 storeys, or consideration of 12 storeys, with bonusing (Table 9). Properties located on a Rapid Transit Corridor within 100m of rapid transit stations can also consider heights of up to 16 storeys, with bonusing (Table 9). The direction of the London Plan is to promote intensification along corridors.

1989 Official Plan

The subject site is designated Community Commercial Node (CCN) on Schedule ‘A’ of the 1989 Official Plan. The CCN designation is intended to provide for a wide range of goods and services which are needed on a regular basis. Community Commercial Nodes are smaller in size and there is less emphasis on comparison shopping needs and more emphasis on community specialized services. Their trade areas are subsidiary to the trade areas of Enclosed and New Format Regional Commercial Nodes and primarily consist of the surrounding community which includes a number of neighbourhoods within convenient driving or walking distance. Community Commercial Nodes can have either an enclosed shopping centre or a strip plaza focus with either a supermarket or food store as an integral part of the centre.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1 – Provincial Policy Statement, 2020 (PPS)

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). The proposed development will be located within a transitioning area, will avail of existing infrastructure, and will provide intensification and transit-oriented development to meet future lands needs. The proposed development will provide a mix and range of uses (commercial, office, residential) and will promote the provision of an appropriate mix of affordable and market-based residential types, which is achieved by the provision of affordable housing units that form part of the bonus zone.

4.2 Issue and Consideration # 2 – Use

The London Plan

The Rapid Transit and Urban Corridors contemplate a range of residential, retail, service, office, cultural, recreational and institutional uses (837.1). Mixed-use buildings such as the proposed development are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor (837. 2.). Large floor plate, single use buildings will be discouraged in Corridors (837. 3.).

The proposed mixed-use building with main floor commercial/office uses area generally permitted in the London Plan. The application proposes 547 square metres of commercial/office gross floor area, to be located on the first floor of the development. These uses will help to activate the site and provide for local employment and shopping options. Residential units in the apartment buildings will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (830.11). The recommended amendment will result in the provision of 12 affordable housing units as part of the bonusable provisions which will be implemented through an agreement with the City of London.

1989 Official Plan

The subject site is designated Community Commercial Node (CCN) on Schedule ‘A’ of the 1989 Official Plan. Permitted uses within the CCN designation include all types of retail outlets including department stores, home improvement and furnishings stores, supermarkets, food stores and pharmacies, convenience commercial uses, personal

services, restaurants; commercial recreation establishments, financial institutions and services, a limited range of automotive services, service-oriented office uses such as real estate, insurance and travel agencies, community facilities, such as libraries or day care centres, professional and medical/dental offices, and commercial and private schools. Multi-family, high density residential uses and community facilities may also be permitted in the designation through a zoning by-law amendment application, site plan application and consideration of design features which provide for the proper integration of the two uses (4.3.7.3.). Mixed use developments which permit a substantial residential component shall be implemented through specific zoning by-law amendments and concurrent site plan applications (4.3.3.).

As noted above the proposed mixed-use apartment and main floor commercial/office uses are permitted within the existing CCN designation. The application proposes 547 square metres of commercial/office gross floor area, to be located on the first floor of the development. The proposed uses have been shown to be integrated into one development. This development will ensure residents can access nearby goods and services in a walkable environment with convenient access to higher order transit now and in the future.

The 1989 Official Plan limits density to a maximum of 150 units per hectare. However, given the recent approval of The London Plan and rescinding of the 1989 Official Plan, no official plan amendment is required.

4.3 Issue and Consideration # 3 – Intensity

The London Plan

The London Plan places an emphasis on growing ‘inward and upward’ to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The London Plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact City (59_3).

The Rapid Transit Corridor policies encourage intensification along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas (832_). Buildings will be between 2-12 storeys, with bonusing contemplated up to 16 storeys (*Table 9). Greater residential intensity may be permitted on sites located within 100 metres of a rapid transit station (840.6.). The development is within 100m of a proposed transit station, located just north and south of Base Line Road East at Wellington Road. The proposed development, at 16 storeys, meets the maximum height with type 2 bonusing. The subject site is within a commercial corridor and is not directly adjacent to low rise residential uses, which helps to ensure compatibility with the surrounding area.

Within the Rapid Transit Corridor individual buildings will not contain more than 2,000 square metres of office space, except within 100 metres of rapid transit stations where buildings may contain up to 5,000 square metres of office space. The proposed first floor office/commercial gross floor area is well below the maximum permitted and will engage the street with active uses.

1989 Official Plan

There is additional intensity contemplated through the permissions in the Community Commercial Node, and subsequently the Multi-Family, High Density Residential designations. Within the Community Commercial Node, commercial development normally ranges in size from 13000 to 50000 square metres of gross floor area (4.3.7.5). There is a total of 547 square metres of office and commercial space proposed for this development which is appropriate in a mixed-use format and under the total amount contemplated for the Community Commercial Node designation. Residential densities within the Community Commercial Node (CCN) Designation should be consistent with the densities allowed in the Multi-Family, High Density Residential designation, which allows for a scale of development up to 150 units per hectare outside of central London (3.4.3. OP). Proposals to allow for higher densities than would normally be permitted may be considered through a site-specific bonus

zone, such as the requested amendment for the subject site. As the proposed density is for 654uph where 150uph is permitted, a bonus zone is being recommended to support this increase in density. Further analysis on the proposed bonusing can be found in section 4.5 of this report.

4.4 Issue and Consideration # 4 – Form

The London Plan

High rise buildings should be designed to express three defined components including a base, middle and top (289). The Base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (289).

Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (289_1). Through this current proposal, a podium of 3 storeys is shown. The use of podiums at the building base reduces the apparent height and mass of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (292). Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm establish an active frontage and provide convenient pedestrian access (291).

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing slender towers without long axes that create an overwhelming building mass (293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 sqm of GFA, and a length to width ratio of generally not more than 1:1.5, as per industry standards and best practices.

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3).

In order to implement the policies for design within the London Plan, the Bonus Zone will contain design criteria to assist in the ultimate design of this development. Criteria for site layout, ground floor design and uses, podium design and tower design have been added to the Bonus Zone to ensure the ultimate development will meet the minimum requirements of the London Plan and the associated Place Type.

1989 Official Plan

The 1989 Official Plan policies identify principles for Urban Design within Chapter 11 which provides guidance and direction for the design of buildings and sites. Most of these principles are incorporated into the policies of The London Plan, which provides greater direction and design specifications for mixed-use and commercial development. However, some of the same principles from the City's Design Guidelines for pedestrian connections through sites to sidewalks, reducing the overall visual impact of paved parking, and having principal entrances oriented to the street is echoed in more recent direction and achieved by the site layout and built form.

Parking

Rapid Transit corridors are intended to be vibrant, mixed-use, mid-rise communities that will be fundamentally walkable, with development that is pedestrian and transit-oriented (826_, 827_).

The proposal has two underground levels (64 spaces), 2 above ground levels (2nd and 3rd floor) (66 spaces), located in the podium/internal of the building. Buildings should be sited to minimize the visual exposure of parking areas to the street (269). Minimal

surface parking is provided for this site (4 spaces), but the site is surrounded by surface parking for the existing commercial development. Parking requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to uses that generate high levels of attraction (271).

The proposal is for 134 parking spaces overall, which amounts to 0.85 spaces per unit for the residential and commercial/office uses. The requested reduction in parking is appropriate, as the site is well-located with direct access along the Rapid Transit Corridor with existing and future transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips. The site also has access to adjacent commercial surface parking. A reduction in the number of vehicle parking spaces is reasonable given the active and public transit options.

R9-7 Zone Considerations for Intensity

Bonus zones are usually paired with a base zone that establishes the maximum regulations within which development must occur if the requirements of the more permissive Bonus (B-_) Zone are not met. As per the Rapid Transit Corridor policies, a maximum height of 12 storeys may be permitted, and as per the zoning by-law, a maximum density of 150 units per hectare is standard for high rise buildings. These will be recommended in the base zone.

Staff are also recommending the following special provisions within the base h*R9-7() Zone:

- A reduced front yard setback of 1.5m from Base Line Road East, and a maximum setback of 4m – this will ensure canopies and doors, robust landscaping, and a possible building forecourt etc. can be accommodated, while maintaining urban design objectives;
- A height of 12 storeys (36m) as per the London Plan for a Rapid Transit Corridor;
- 150 units per hectare, which closely aligns with 1989 OP designation and permissions for HDR;

A Holding (h) provisions is also recommended. The City is accommodating the sanitary servicing for the subject site within it's Rapid Transit Project along Wellington Road and this site will utilize the upgraded sewers along Wellington. However, the expected/tentative timing for these upgrades is 2026. Therefore, a holding provision is necessary to ensure adequate sanitary servicing is available within a reasonable time frame for development.

4.4 Issue and Consideration # 5 - Bonusing

The London Plan

Through the previous versions of the London Plan, Type 2 Bonus Zoning was proposed to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (*1650_). These policies were previously under appeal and not in full force and affect. However, as of May 25,2022, these policies no longer exist in the London Plan and were not to be the basis for calculating the lift for bonus applications.

1989 Official Plan

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

Affordable Housing

The provision of affordable housing units through bonusing is a preferred feature and a recent priority identified by Municipal Council to address the housing crisis. As part of

the Roadmap to 3,000 Report, an immediate next step was identified to “*double the current rate at which affordable units are obtained through bonusing*” (p.11). This direction establishes the provision of affordable housing units above other potentially eligible bonusable features and should be the main component of the requested bonus zone. The Housing Development Corporation (HDC) staff have advised there is a need for affordable housing units and that the locational factors align with housing needs and priorities defined in the Housing Stability For All Plan and CMHC analytics related to vacancy rates and rental rates. The HDC has recommended the bonus zone provide 10% of the lift as affordable residential units.

The calculation of the lift to determine the total number of affordable housing units was based on the base density of 150 units per hectare (uph) permitted in the 1989 Official Plan which would equate to 36 units for a site with 0.24ha. The increase above the base permission (mixed-use density) is an additional 121 units, based on the current proposal of 150 residential units, plus 5.5 “commercial” units. A rate of 10% of the total increase in units (10% of 121) equates to 12.1 units which is the “lift” and the consistent approach to calculating the total number of affordable housing units through a bonus zone. The 12 units are to be representative of the mix overall and distributed evenly throughout the development to the greatest extent possible. The units will be based on 80% of the Average Market Rent for a duration of 50 years.

Urban Design

Normally, as part of the Bonus zone, drawings, site concepts and renderings would be attached to the Zoning By-law amendment to facilitate the exact development as proposed. However, in order to advance this application and ensure Bonusing can be implemented prior to the September deadline, staff are recommending design criteria to be implemented in the Bonus zone, to assist with the site plan submission, and ensure any development meets the design policies of The London Plan.

Urban Design provided the following comments with respect to the original application’s (February 20220) design:

- The applicant is commended for providing a site and building design that incorporates the following design features: provides a continuous built frontage that establishes an urban street-wall and strong built edge condition along Baseline Road East; appropriate step backs (a minimum of 5m) above 3rd or 4th storey, active uses at grade with direct walkway connections to city sidewalk and locating majority of parking underground/structured parking internal to the site.
- 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.

Site Layout

- Provide for a legible and usable public realm to support the proposed intensity and density of the development in terms of outdoor amenity spaces, privately owned public spaces (POPS), transit-oriented amenities, pedestrian connectivity and safety [TLP 255].
- Provide direct and convenient access throughout the site for pedestrians from the public sidewalks on Baseline Road East to primary building entrances. Pedestrian circulation should consider desire lines to the intersection of Baseline Road and Wellington Road and to the main transit station.
- Provide for a front yard setback of 3-4m for more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline Road East [TLP 211, 222].
- Consider the incorporation of patio or forecourt space that spills out into the setback to further activate the space and provide an amenity for tenant businesses.
- Provide a functional forecourt leading to the main entrance of the proposed building.

- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance.
- Provide for appropriately sized and located outdoor amenity spaces (including private amenity spaces) and/or privately-owned public spaces (POPS) throughout the site for the number of residents anticipated [TLP 295].
- Amenity spaces should also be provided as roof top amenity areas at various levels in addition to the private rooftop amenity areas proposed.
- Provide a functional drop off area.
- Provide grading plans and particularly explain the building interfaces at West and North edges.

Ground Floor Design and Uses

- Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points [TLP 285, 291]. Explore opportunities to increase the ground floor presence on the site to accommodate active uses along North Façade of the building.
- Locate the principal residential building entrance (lobby) on the Baseline Road East -facing elevation and explore opportunities to direct it closer to Wellington Road for convenient access to the transit corridor. Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
- Consider relocating the Central Alarm and Control Facilities (CACF) room to the adjacent internal service block on the ground floor such that the residential lobby appears open from the street.
- Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.

Podium Design

- Parking for high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Minimize the exposure of the above ground structured parking along Baseline Road by providing residential units, amenity spaces, and/or providing a treatment which allows for windows and views into the building's interior areas disguising the parking garage [TLP 285].
- Parking shall not be located on the podium floors of the building along the street frontage. Locate all parking behind active uses, underground or elsewhere on the site.
- Parking shall not be provided in podium floors along Baseline Road East which should consist of residential units facing the street to provide an active pedestrian environment along the street.
- Consider an addition of a podium floor (4 storey podium) with enlarged podium area along the North edge to integrate parking and provide active facades (residential units) along Baseline Road East.
- Consider moving some parking to another basement level or explore opportunities for access and parking agreements with the neighbouring property to reduce the number of parking spaces required onsite.
- Step-back along Base Line Road to enhance the pedestrian oriented street wall.

Tower Design

- Design high-rise building (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1

length: width ratio) in order to reduce "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces [TLP 293].

- Reduce the slab like appearance of the tower portion by optimizing the length and width within a 1.5:1 ratio.
- Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the building.
- Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.
- Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.
- Provide for an appropriate tower separation distances (25m between high-rise portions and a minimum of 12.5m between the high-rise portions of the building and the shared property line) in order to maintain development potential of adjacent properties and to reduce the overall impact of the building mass, improve sunlight penetration and increase access to sky views.
- Design and distinguish the top of the buildings (i.e. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building [TLP 289_3, 296].

These comments have been revised to form the Bonus Zone urban design criteria which will be used to evaluate the subsequent site plan submission for this site. Additional site and building design criteria, not shown on the proposed renderings, will also be addressed as part of the site plan submission have been added to the recommendation clause as a note for the Site Plan Approval Authority.

The recommended bonus zone is based on the provision of enhanced design and affordable housing which are appropriate for the area and commensurate with the requested increase in building height.

More information and detail is available in the Appendices of this report.

Conclusion

The site is within the Rapid Transit Corridor Place Type, which is anticipated to develop as vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services. The vision for this place type is to allow for a wide range of permitted uses and greater intensities of development along Corridors close to rapid transit stations, and to permit a mix of residential and commercial/office uses along corridors to establish demand for rapid transit services.

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to *The London Plan* policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Rapid Transit Corridor Place Type. The recommended amendment is also in conformity with in-force policies of the 1989 Official Plan, including the Bonus Zoning policies. The recommended amendment will facilitate an infill and intensification development with an appropriate range of uses, intensity and built form for the site and surrounding area.

Prepared by: Nancy Pasato, MCIP, RPP
Senior Planner, Planning Implementation

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**

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 712 Base Line Road East.

WHEREAS Wellington Gate Inc. (c/o Westdell Development Corp.) has applied to rezone an area of land located at 712 Base Line 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 712 Base Line Road East, as shown on the attached map comprising part of Key Map No. A107, from a Community Shopping Area (CSA3) Zone to a Holding Residential R9 Special Provision Bonus (h*R9-7()*B-()) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Special Provision:

4.3.4) B-() 712 Base Line Road East

The Bonus Zone shall be implemented through one or more agreements to facilitate a development comprised of a mixed-use apartment building with a maximum height of 16 storeys (52.6 metres), and a maximum mixed-use density of 654 units per hectare.

1) Design Standards

The building design and site plan will be bonused for features which serve to support the City's objectives of promoting a high standard of design, to be implemented through a development agreement:

i. Site Layout

- a) Provide for additional outdoor amenity areas within the west interior side yard and front yard, which includes transit-oriented amenities such as benches and bike racks close to the principal entrance.
- b) Provide direct and convenient access throughout the site for pedestrians from the public sidewalks on Baseline Road East to primary building entrances. Pedestrian circulation should consider desire lines to the intersection of Baseline Road and Wellington Road and to the main transit station.
- c) Provide for a front yard setback of 2-4m for more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline Road East.
- d) Provide a functional forecourt leading to the main entrance of the proposed building.
- e) Provide a functional drop off area.

ii. Ground Floor Design and Uses

- a) Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points.
- b) Locate the principal residential building entrance (lobby) on the Baseline Road East-facing elevation.
- c) Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
- d) Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.

iii. Podium Design

- a) Parking for high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Minimize the exposure of the above ground structured parking along Baseline Road by providing residential units, amenity spaces, and/or providing a treatment which allows for windows and views into the building's interior areas disguising the parking garage.
- b) Include a minimum 5 metre step-back at the 4th floor along Base Line Road to enhance the pedestrian-oriented street wall.

iv. Tower Design

- a) Design high-rise building (above 8 stories) as slender towers (seek to achieve a maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the tower, reduce shadow impacts, reduce obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
- b) Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the building.
- c) Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.
- d) Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.
- e) Design and distinguish the top of the buildings (i.e. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building.

2) Provision of Affordable Housing

- i. A total of 10% of the lift (12 affordable housing units based on 156 total units) will be provided in the development, representative of the bedroom and unit mix of the overall building;
- ii. Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-

- bedroom and three-bedroom rate for the London CMA at the time of building occupancy;
- iii. The duration of affordability set at 50 years from the point of initial occupancy of the respective building;
- iv. The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v. These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

a) Additional permitted uses, limited to the first floor

- i) Animal hospitals
- ii) Bake shops
- iii) Clinics
- iv) Commercial recreation establishments
- v) Day care centres
- vi) Dry cleaning and laundry depots
- vii) Duplicating shops
- viii) Financial institutions
- ix) Grocery stores
- x) Laboratories
- xi) Laundromats
- xii) Libraries
- xiii) Medical/dental offices
- xiv) Offices
- xv) Personal service establishments
- xvi) Private clubs
- xvii) Restaurants
- xviii) Retail stores
- xix) Service and repair establishments
- xx) Studios
- xxi) Video rental establishments
- xxii) Cinemas
- xxiii) Brewing on premises establishment
- xxiv) Food store
- xxv) Convenience store
- xxvi) Post office
- xxvii) Convenience service establishments
- xxviii) Bed and breakfast establishments
- xxix) Antique store
- xxx) Artisan workshop
- xxxi) Craft brewery

b) Regulations

- | | | |
|------|--|---|
| i) | Gross Floor Area of Commercial And Office Uses (Maximum) | 547 square metres (5887.9 square feet) |
| ii) | Height (Maximum) | 16 storeys or 52.6 metres (175.6 feet), whichever is less |
| iii) | Density (Maximum) | 654 units per hectare |
| iv) | Front Yard Depth (Minimum) | 1.5 metres (4.9 feet) |

v)	Front Yard Depth (Maximum)	4.0 metres (13.1 feet)
vi)	Rear Yard Setback (Minimum)	0.5m (1.6 feet)
vii)	East Interior Side Yard Setback (Minimum)	4.0m (13.1 feet)
viii)	West Interior Side Yard Setback (Minimum)	4.8 m (15.7 feet)
ix)	Parking (Minimum)	134 spaces
x)	Lot Coverage (Maximum)	53%
xi)	Landscaped Open Space (Minimum)	23%
xii)	Parking Area Setback	0.0m (0 feet)
xiii)	A drive-through with a 0m setback along the west property boundary	
xiv)	Notwithstanding clause viii) above, a west interior side yard setback of no closer than 6.8m (22.3 feet) from the edge of the drive-through to the building is required	
xv)	A landscape buffer of no less than 3.0 metres from the edge of the drive-through within the 6.8m setback between the edge of the drive-through and the building	

3) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

) R9-7() 712 Base Line Road East

a) Additional permitted uses, limited to the first floor of an apartment building

- i) Animal hospitals
- ii) Bake shops
- iii) Clinics
- iv) Commercial recreation establishments
- v) Day care centres
- vi) Dry cleaning and laundry depots
- vii) Duplicating shops
- viii) Financial institutions
- ix) Grocery stores
- x) Laboratories
- xi) Laundromats
- xii) Libraries
- xiii) Medical/dental offices
- xiv) Offices
- xv) Personal service establishments
- xvi) Private clubs
- xvii) Restaurants
- xviii) Retail stores
- xix) Service and repair establishments

- xx) Studios
- xxi) Video rental establishments
- xxii) Cinemas
- xxiii) Brewing on premises establishment
- xxiv) Food store
- xxv) Convenience store
- xxvi) Post office
- xxvii) Convenience service establishments
- xxviii) Bed and breakfast establishments
- xxix) Antique store
- xxx) Artisan workshop
- xxxi) Craft brewery

b) Regulations

- | | | |
|------|--|---|
| i) | Front Yard Depth
(Minimum) | 1.5 metres (4.9 feet) |
| ii) | Front Yard Depth
(Maximum) | 4.0 metres (13.1 feet) |
| iii) | Height
(Maximum) | the lesser of 36.0 metres,
or 12 storeys |
| iv) | Density
(Maximum) | 150 units per hectare |
| v) | A drive-through with a 0m setback along the west property boundary | |
| vi) | A west interior side yard setback of no closer than 6.8m from the edge of the drive-through to the building is required | |
| vii) | A landscape buffer of no less than 3.0 metres from the edge of the drive-through within the 6.8m setback between the edge of the drive-through and the building. | |

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.

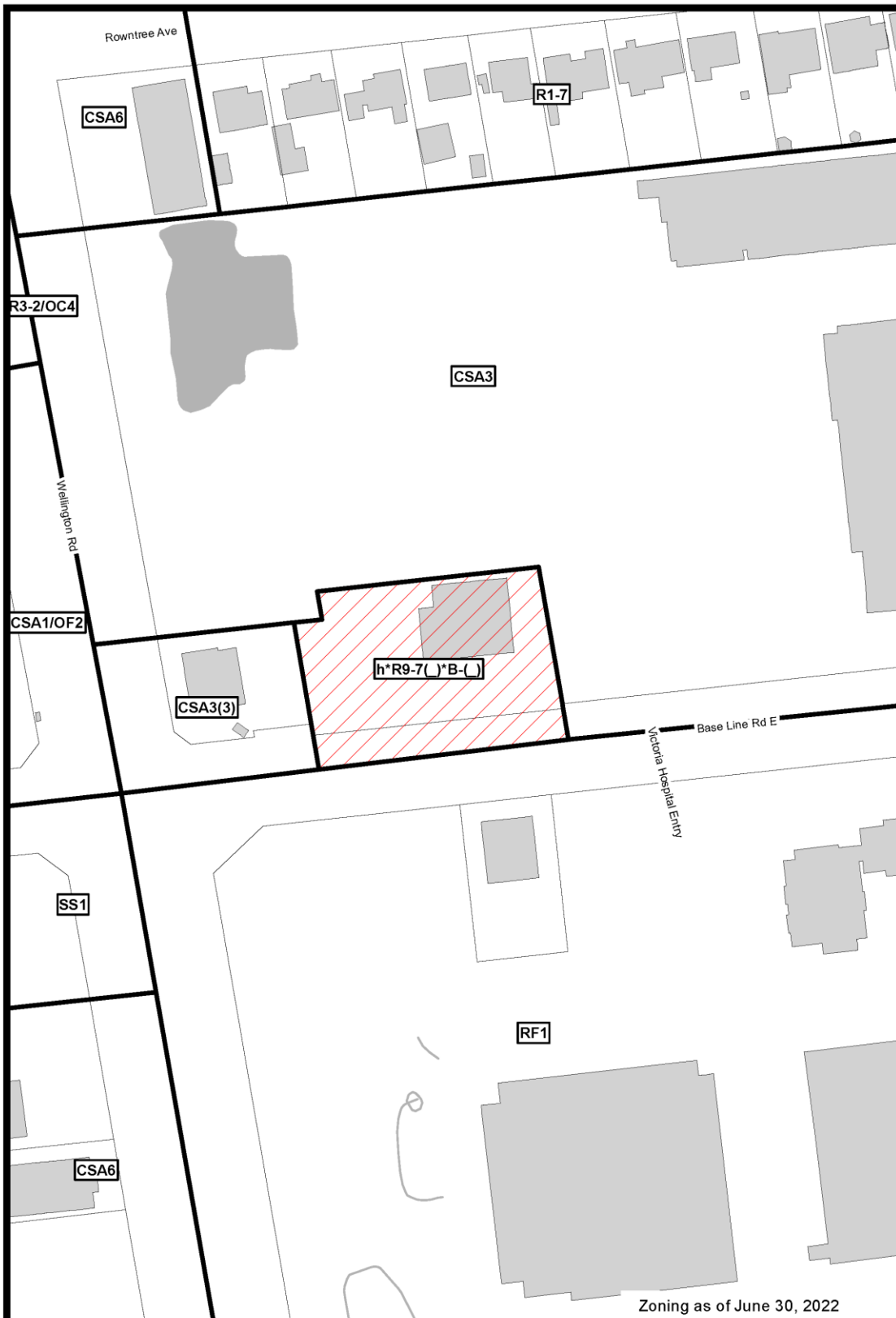
PASSED in Open Council on September 6, 2022.

Ed Holder
Mayor


Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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




File Number: Z-9474
Planner: NP
Date Prepared: 2022/08/15
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

1:1,250

0 5 10 20 30 40
Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On March 9, 2022, Notice of Application was sent to 24 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. A “Planning Application” sign was also posted on the site.

No replies were received.

Nature of Liaison: The purpose and effect of this zoning change is to permit a mixed-use (commercial/office and residential) apartment building with a height of 16 storeys, 150 residential units, and 650 square metres of commercial.

Possible change to Zoning By-law Z.-1 **FROM** a Community Shopping Area (CSA3) Zone **TO** a Residential R9 Special Provision/Bonus (R9-7(_)*B-(_) Zone, which would permit apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings; continuum-of-care facilities. The proposed special provisions would also permit additional permitted uses, such as: animal hospitals; apartment buildings, with any or all of the other permitted uses on the first floor; bake shops; clinics; commercial recreation establishments; commercial parking structures and/or lots; converted dwellings; day care centres; dry cleaning and laundry depots; duplicating shops; emergency care establishments; existing dwellings; financial institutions; grocery stores; laboratories; laundromats; libraries; medical/dental offices; offices; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; video rental establishments; cinemas; brewing on premises establishment; food store; animal clinic; convenience store; post office; convenience service establishments; dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor; bed and breakfast establishments; antique store; police stations; artisan workshop; craft brewery; a reduced minimum front yard depth of 0.5m, whereas 11m is required; a reduced minimum rear yard depth of 0.5m , whereas 19.2m is required; a reduced minimum interior (west and east) side yard depth of 5.5m, whereas 19.2m is required; a maximum lot coverage of 60.5% , whereas 30% maximum is required; a reduced landscape open space of 19.5%, whereas 30% minimum is required; a reduced minimum parking requirement of 149 spaces, whereas 232 spaces are required; and a reduced minimum parking setback of 1.4m, whereas 1.5m is required. The Bonus Zone would permit a maximum building height of 16 storeys (47m) and a maximum density of 660 units per hectare, whereas 150 units per hectare is the maximum, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan. The proposed facilities, services, and matters to support Bonus Zoning include: exceptional site and building design, sustainable forms of development, contribution to the development of transit amenities, features and facilities, affordable housing, and extraordinary tree planting, which may include large calliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate. The City may also consider additional considerations such as a different base zone (such as a Business District Commercial Special Provision (BDC1(_)) Zone, the use of holding provisions, and/or additional special provisions.

Agency/Departmental Comments

Engineering – April 6, 2022

The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Zoning By-Law Amendment:

Comments for a future development application:

Transportation

1. Road widening dedication 13.0m from centerline along Base Line Road East, 1.722m required, to be confirmed via survey;
2. Detailed comments regarding access design and location will be made through the site plan process
3. We reviewed the parking and TDM measurement, and we would like to see the additional secure bike facilities, and to consider on site ride share. Note that this will be finalized at site plan.

Rapid Transit Comments:

1. RT does not have any impacts on 712 Baseline Rd E, however there is potential for cycling infrastructure to be implemented during the Wellington Gateway construction;

This is dependent on Transportation's needs, which could affect the dedication required. Otherwise, no comments from RT.

2. Wellington Road is a Bus Rapid Transit (BRT) Corridor. Construction of South Corridor of the BRT system is tentatively planned for 2023-2026.

Sanitary

1. The City is accommodating the subject site within it's Rapid Transit Project along Wellington Road and will be tributary to the upgraded sewers along Wellington. Expected/tentative timing for these upgrades is 2026.
2. A holding provision is recommended until these works are completed.

Water

Water Engineering has no comment on the zoning by-law amendment (Z-9474) for 712 Base Line Road East. Comments regarding the site's water servicing requirements

Urban Design – April 14, 2022

Please find below revised UD Comments for OP/ZBA application related to **712 Baseline Road East**.

- The applicant is commended for providing a site and building design that incorporates the following design features: provides a continuous built frontage that establishes an urban street-wall and strong built edge condition along Baseline Road East; appropriate step backs(a minimum of 5m) above 3rd or 4th storey, active uses at grade with direct walkway connections to city sidewalk and locating majority of parking underground/structured parking internal to the site.
- 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.
 - **Site Layout**
 - Provide for a more legible and usable public realm to support the proposed intensity and density of the development in terms of outdoor amenity spaces, privately owned public spaces (POPS),transit oriented amenities, pedestrian connectivity and safety**[TLP 255]**.
 - Provide direct and convenient access throughout the site for pedestrians from the public sidewalks on Baseline Road East to primary building entrances. Pedestrian circulation should consider desire lines to the intersection of Baseline Road and Wellington Road and to the main transit station.
 - Provide for a wider front yard setback of 3- 4m for more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline Road East **[TLP 211, 222]**. Consider the incorporation of patio or forecourt space that spills out into the setback to further activate the space and provide an amenity for tenant businesses.
 - Provide a functional forecourt leading to the main entrance of the proposed building.

- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance.
 - Provide for appropriately sized and located outdoor amenity spaces (including private amenity spaces) and/or privately-owned public spaces (POPS) throughout the site for the number of residents anticipated **[TLP 295]**.
 - Amenity spaces should also be provided as roof top amenity areas at various levels in addition to the private rooftop amenity areas proposed.
 - Provide a functional drop off area as the proposed location is inadequate and does not allow for exclusively forward movement of the vehicle.
 - Provide grading plans and particularly explain the building interfaces at West and North edges.
 - Include all requirements of the Site Plan Control By-Law in the site design, in particular as it relates to parking (landscape islands, parking setbacks) and garbage collection/loading areas (location).
- **Ground Floor Design and Uses**
 - Active building façade should be directed to public streets as a priority. Additional active uses may line the internal streets / drive aisles and priority should be given to highly visible areas from key entry points. Explore opportunities to increase the ground floor presence on the site to accommodate active uses along North Façade of the building. **[TLP 285, 291]**.
 - The Baseline Road East façade with active commercial uses at grade with direct access from the public street is acknowledged. The active uses along east and west facades are also acknowledged. The north façade is blank and lacks animation due to the location of parking ramp.
 - Locate the principal residential building entrance (lobby) on the Baseline Road E-facing elevation and explore opportunities to direct it closer to Wellington Road for convenient access to the transit corridor. Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
 - Consider relocating the CACF room to the adjacent internal service block on the ground floor such that the residential lobby appears open from the street
 - Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.
- **Podium Design**
 - Parking for high-rise developed should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Minimize the exposure of the above ground structured parking along Baseline Road by providing residential units, amenity spaces, and/or providing a treatment which allows for windows and views into the building's interior areas disguising the parking garage. **[TLP 285]**.
 - Remove the parking located on the podium floors of the building along the street frontage. Locate all parking behind active uses, underground or elsewhere on the site.
 - Remove the parking provided in podium floors along Baseline Road East and consider residential units facing the street to provide an active pedestrian environment along the street.
 - Consider an addition of a podium floor (4 storey podium) with enlarged podium area along the North edge to integrate parking and provide active facades (residential units) along Baseline Road East.

- Consider moving some parking to another basement level or explore opportunities for access and parking agreements with the neighbouring property to reduce the number of parking spaces required onsite.
- **Tower Design**
 - Design high-rise buildings (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces **[TLP 293]**.
 - The proposed floor plate of approximately 1000 sqm is acknowledged. Reduce the slab like appearance of the tower portion by optimizing the length and width within a 1.5:1 ratio.
 - Design the tower to include a high degree of fenestration in order to add interest and break-up the massing of the buildings.
 - Increase the size & scale of proposed windows and use material change, balconies and articulation to break up the facades.
 - Include a high proportion of glazing and modulation such as projections/recesses which use material differentiation in order to break up the consistent vertical plane and massing of the tower.
 - Provide for an appropriate tower separation distances (25m between high-rise portions and a minimum of 12.5m between the high-rise portions of the building and the shared property line) in order to maintain development potential of adjacent properties and to reduce the overall impact of the building mass, improve sunlight penetration and increase access to sky views.
 - Design and distinguish the top of the buildings (i.e.. top 4-5 floors) through an articulated roof form, step-backs, cornices, material change and/or other architectural details and screen/integrate the mechanical and elevator penthouses into an architecture of the building. **[TLP 289_3, 296]**.

Site Plan – April 11, 2022

- The following zoning deficiencies have been identified based on the regulations of the R9-7 Zone:
 - Density - 633 UPH
 - Parking Area Setback - 0.0m
 - Parking - 149 spaces (188 required for residential portion, commercial use not to defined to determine parking rate)
 - Landscape Open Space - 19.5%
 - Lot Coverage - 60.5%
 - Interior Side Yard Setback - 5.5m
 - Rear Yard Setback - 0.5m
 - Front Yard Setback - 0.5m
 - Commercial GFA - 650.6m² (not permitted in R9-7 Zone)
- Revise at-grade parking area, the 4 spaces on the east side of the building are difficult to maneuver - consider keeping the barrier-free space and creating additional landscaped open space. Ensure the other at-grade spaces have a safe and convenient pedestrian connection to the main building entrance.
- Screen loading and parking areas exposed to Baseline Road E with enhanced landscaping and/or low landscape walls (max. 1m high).
- Ensure clearly defined and separated pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.
- Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance.

- Based on the number of units, approximately 15-20 recycling carts will need to be managed at the waste collection pick up point. All garbage and recycling facilities are to be stored internal to the building. Consider locating the internal garbage room closer to the pickup point for ease of access.
- Provide an appropriately sized and centrally located amenity space for the number of units proposed.
- Locate barrier-free parking close to the elevators in the underground parking levels.
- Ensure visitor parking is provided at a rate of 1 space per 10 units, consistent with the Site Plan Control By-law.

Ecology – March 29, 2022

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

Parks Planning – March 15, 2022

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- 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.

London Hydro – March 10, 2022

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Upper Thames River Conservation Authority (UTRCA) – March 10, 2022

Please be advised that the subject lands are not regulated by the UTRCA, therefore we have no objections to this application.

Appendix C – Planning Impact Analysis and Evaluation of Our Tools

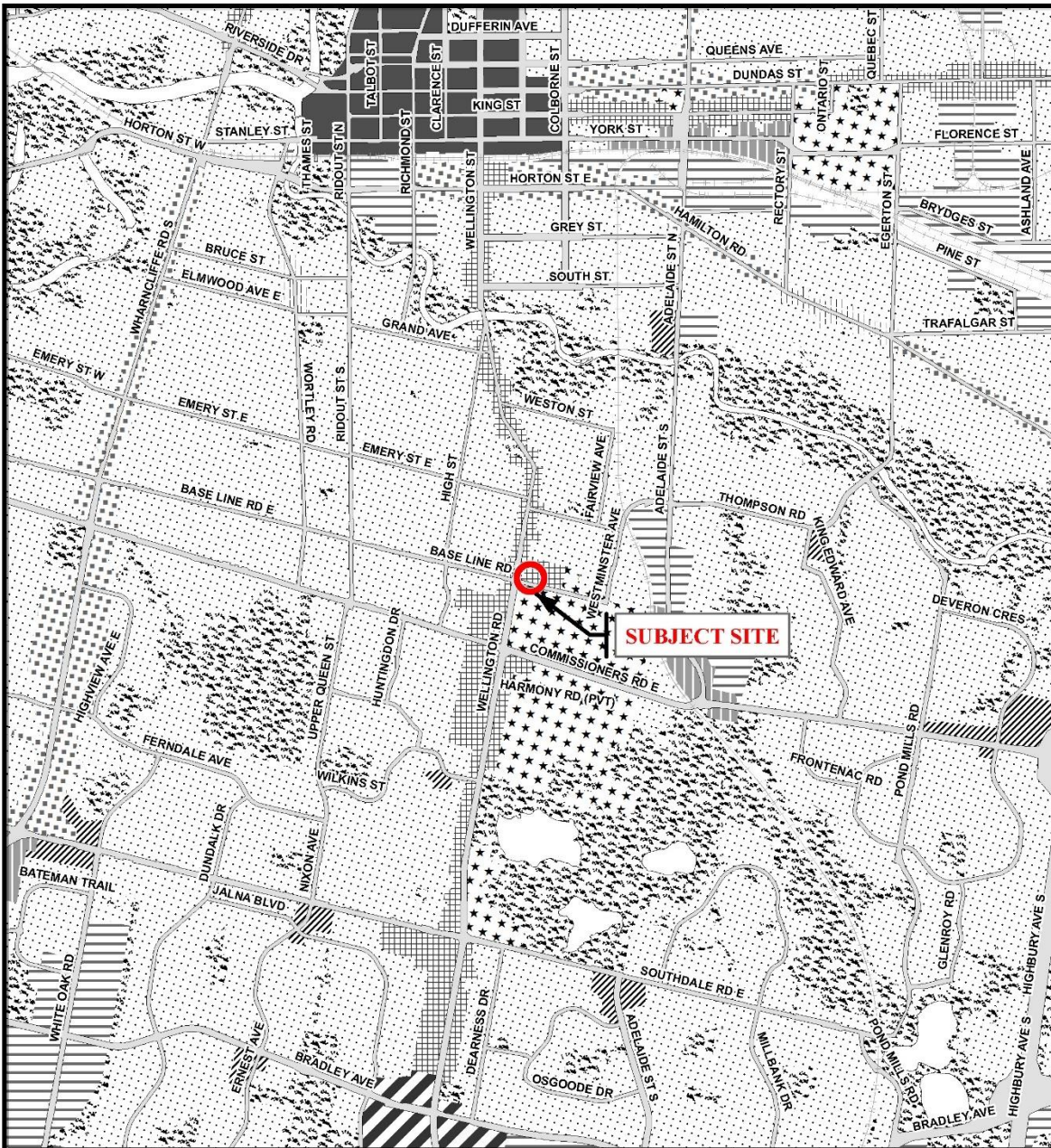
Planning Impact Analysis (3.7) and Evaluation of Our Tools Planning and Development Applications (1578)

Criteria	Response
3.7.a) Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is contemplated in the current designation and place type. The site is in a location with convenient access to services, shopping and public transit. The proposed development and recommended regulations result in a compatible form to existing and future land uses. The site is not directly adjacent to any low-rise residential uses.
b) The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site is of an adequate size and shape to accommodate higher densities and the mix of uses proposed. Special provisions are recommended to ensure any future development and design (such as landscape open space and coverage) can be accommodated fully on site.
c) The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	The rapid transit corridor along Wellington Road is characterized by a variety of existing commercial, large scale institutional uses (hospital), and smaller commercial plazas with a broad range of uses. There are some under-utilized lands along the Wellington Road corridor with larger surface parking lots that could facilitate redevelopment and intensification, however much of this area is occupied by existing developments. The subject site is a good opportunity to accommodate additional population in a location directly along the transit corridor.
d) The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;	The site is located in fairly close proximity to several parks (Rowntree Park) and parkettes (Gartshore Park) to the north and is within 1.5km of the Westminster Ponds Environmental Area to the south, and the Thames Valley Parkway system to the north. There are existing transit services along Wellington Road and future rapid transit services proposed.
e) The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;	Affordable housing is a need identified City-wide, and any bonusing of development on the site should provide for affordable housing units within the parameters provided by the HDC.
f) The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses; 1578_6) g) privacy	The height is located along the frontage of Base Line Road East. There are no low-rise residential uses directly adjacent to this development. Low rise residential is located approximately 100m away from the site. Impacts such as shadowing,

<p>1578_6) h) shadowing 1578_6) i) visual impact 1578_7) f) height 1578_7) g) density 1578_7) h) massing 1578_7) i) scale 1578_7) j) placement of buildings 1578_7) k) setback and step-back 1578_7) l) relationship to adjacent buildings</p>	<p>visual impact and privacy therefore will be minimized. The greatest building height of 16 storeys is concentrated along the Base Line Road East frontage. The ultimate use of building podiums and stepbacks will provide for a compatible transition to the existing neighbourhood, and minimizes the visual impact, shadow impacts and overall massing and scale. The added regulations will mitigate further impacts and facilitate a more sensitive interface.</p>
<p>g) The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area; 1578_6) m) natural heritage features and areas 1578_6) k) trees and canopy cover 1578_6) n) natural resources 1578_7) p) landscaping and trees</p>	<p>The existing site is a developed commercial plaza with no natural heritage features or substantial tree canopy. A landscape plan will be required through site plan to provide screening, buffering, green space and plantings.</p>
<p>h) The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties; 1578_6) a) traffic and access management 1578_7) q) coordination of access points and connections</p>	<p>Vehicular access is proposed from an internal driveway from the existing commercial development along the east side of the building. A Transportation Impact Assessment (TIA) was provided as part of the application submission. Transportation Planning and Design staff are satisfied with the access arrangement and the conclusions of the TIA. Easements and access will further be refined at the site plan approval stage.</p> <p>It should be noted that a portion of the adjacent Tim Hortons development/drive thru is proposed on a portion of this site. Additional special provisions will be necessary to recognize this use on site and provide adequate setbacks from the facility.</p>
<p>i) The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area; 1578_7) c) neighbourhood character 1578_7) d) streetscape character 1578_7) e) street wall 1578_7) m) proposed architectural attributes such as windows, doors and rooflines</p>	<p>The proposed development provides a large setback (over 100m) from existing low-rise residential uses to the north. The height and scale of the development is focused along the Base Line Road East frontage which will help to minimize impacts. The existing neighbourhood character is comprised of low-rise commercial developments, and an intensive institutional use (hospital). The proposed first floor commercial units accessed from Base Line Road East, will provide for active uses along the street and add to the streetscape character and provide a street wall to assist with the</p>

	pedestrian environment. Additional architectural considerations will be added to the Bonsu Zone for exceptional urban design, and will be further refined through site plan.
<p>j) The potential impact of the development on surrounding natural features and heritage resources;</p> <p>1578_6) l) cultural heritage resources</p> <p>1578_7) o) relationship to cultural heritage resources on the site and adjacent to it</p>	The site does not contain any heritage significance and is not abutting or adjacent to any properties with heritage significance.
<p>k) Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p> <p>1578_6) b) Noise</p> <p>1578_6) d) emissions generated by the use such as odour, dust or other airborne emissions</p>	The site is located on two major roads which has potential noise impacts for future residents. A noise study was required as part of the complete application, and mitigation measures will be implemented into the ultimate development agreement. No other environmental constraints have been identified.
<p>l) Compliance of the proposed development with the provisions of the City's <i>Official Plan (1989)</i>, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p> <p>1578_6) e) lighting</p> <p>1578_6) f) garbage generated by the use</p>	<p>The proposed development is generally in compliance with the 1989 Official Plan and the policies within the London Plan. An amendment to the Zoning by-law is required to facilitate the use and intensity. The development will also be required to comply with the requirements of the City's Site Plan Control By-law.</p> <p>There are garbage storage facilities within the ground floor of the building. Detailed functional aspects of lighting and garbage would be addressed as part of standard site plan review.</p>
<p>m) Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	Additional regulations proposed by staff will improve and enhance the design and mitigate certain visual impacts and shadowing.
<p>3.7) n) Impacts of the proposed change on the transportation system, including transit</p> <p>1578_6) c) Parking on streets or adjacent properties</p>	The intensification of the site is within an identified location for growth along a future rapid transit corridor. The proposed intensification on this site will support and benefit from the transit system. Parking is proposed on site within 2 levels of underground, 2 levels above ground, and surface parking spaces that will provide adequate parking spaces to cater to personal vehicle trips and storage.

Appendix D – Additional Maps



Legend

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

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

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

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000

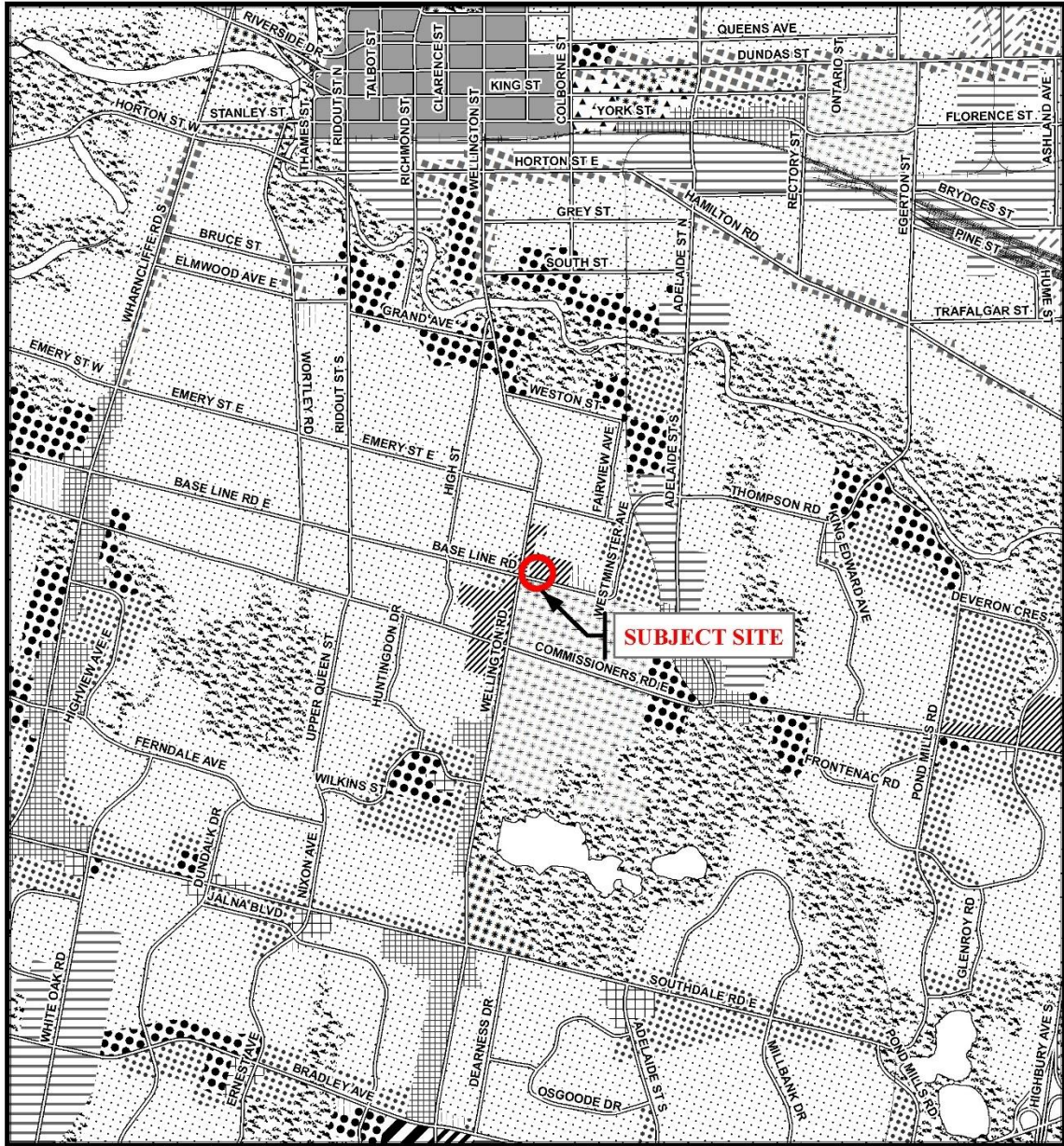


File Number: Z-9474

Planner: NP

Technician: RC

Date: May 20, 2022



Legend

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

CITY OF LONDON

Planning Services /
Development Services

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000

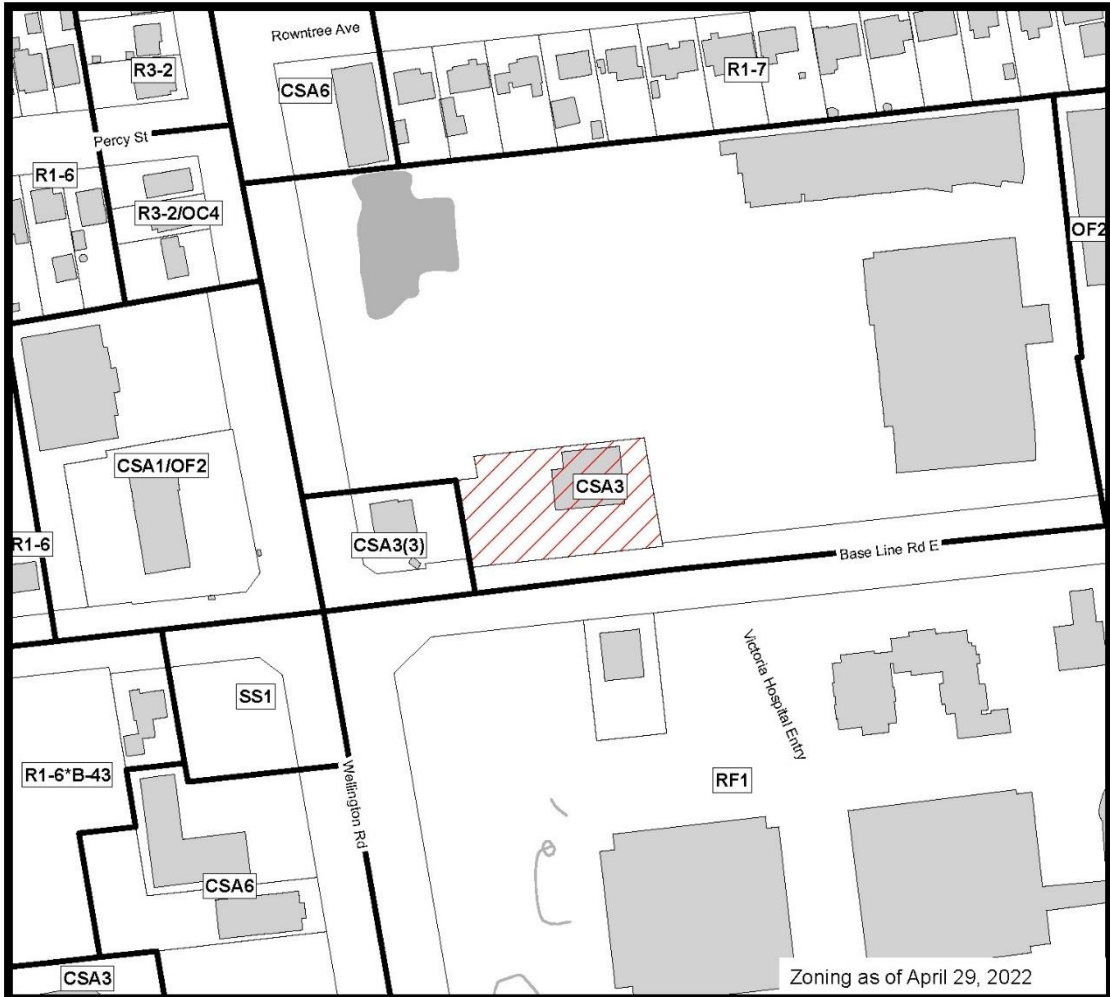


FILE NUMBER: Z-9474

PLANNER: NP

TECHNICIAN: RC

DATE: 2022/05/20



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9474

NP

MAP PREPARED:

2022/05/20

RC

1:2,000

0 10 20 40 60 80

Meters

Appendix E – Applicant’s Reply to UDPRP Comments

Comment:

The UDPRP notes the proposed building appears without context and a master plan is needed to guide the long-term transformation of the existing mall into a mixed-use hub. The master plan should identify proposed land uses, building massing, scale and layout the overall structure of the mixed-use hub. The proposed locations of critical neighborhood infrastructure such as streets, service lanes, pedestrian circulation networks, parks and open spaces should be conceptually delineating in order to provide direction and context for individual lot design. This is vital for the City of London to consider the proposed project and comprehend how it will function in relation to the future surroundings.

Applicant Response:

A master plan site concept has been developed for the subject lands (please see attached). The site will be developed in a comprehensive manner that is harmonious and responsive to the future bus rapid transit. As noted by City engineer staff the South Corridor of the BRT system will not start development till 2023, and is not scheduled to be completed till 2026

Comment:

In absence of a master plan for the site, the current proposal is thought to appear isolated with the site being too small for the density proposed. To support the proposed density a more generous public realm in and around the site is required, including a wider pedestrian streetscape along Baseline Road, continuation of sidewalks around the site connecting to the larger pedestrian network, and a functional forecourt leading to the main entrance of the proposed building.

Applicant Response:

As noted above, a master plan site concept has been developed for the subject lands (please see attached). A more generous public realm has been created around the planned high-rise building. The building is street oriented and will allow direct connection from the public sidewalk into the building entrance.

Comment:

The limited size of the site does not adequately allow for a public realm commensurate with the scale and density of the development. The applicant should investigate creating a larger site boundary that includes public spaces and green space. These spaces should be planned within the context of a larger comprehensive master plan of the entire site.

Applicant Response:

The proposed 16 storey building initially appears in isolation but is one of multiple components of the redevelopment of the existing commercial plaza outlined in the master plan. As the BRT system becomes better established, there is planned to be continued residential intensification of the site with greater conversion of surface parking area to more pedestrian and greener/amenity space.

Comment:

The applicant is encouraged to consider shifting or extending the building to the corner of Wellington Road and Baseline Road East, which would demonstrate a more appropriate location for a high rise building.

Applicant Response:

The significance of being located at the corner is appreciated by the proponent, however, pragmatically, the location of the proposed building is logical taking into account the existing derelict commercial space and present access and paths of travel into the site. Further, there is a proposed multi-use pathway proposed by the City that would terminate at the western edge of the commercial plaza. Details for the said multi-use pathway are not yet available.

Comment:

The applicant is encouraged to consider shifting or extending the building to the corner of Wellington Road and Baseline Road East, which would demonstrate a more appropriate location for a high rise building.

Applicant Response:

The significance of being located at the corner is appreciated by the proponent, however, pragmatically, the location of the proposed building is logical taking into account the existing derelict commercial space and present access and paths of travel into the site. Further, there is a proposed multi-use pathway proposed by the City that would terminate at the western edge of the commercial plaza. Details for the said multi-use pathway are not yet available.

Comment:

The applicant is encouraged to consider the following strategies to break up the slab like appearance of the tower:

- a) remove the beige horizontal band of colour shown on the 4th- 6th floors
- b) provide material differentiation with materials such as brick or metal panel to break up the consistent vertical plane, while providing a stronger contrast of material on the tower

Applicant Response:

The proponent is exploring options with respect to colour, materials and architectural details to reduce the 'slab-like' appearance of the tower. Please refer to attached elevations/renderings showing improvements in the visual appearance of the proposed building.

Comment:

The floor plans indicate stepping (terracing) of the upper floors of the building however the architectural elevations and renderings do not reflect this. The applicant is encouraged to continue to develop the terracing at the top of the building in order to enliven the expression of the development and create a distinct base, mid and top motif.

Applicant Response:

The building has a defined base, middle and top in keeping with urban design guidelines. The building has been designed as a point tower. Accordingly, further terracing would result in a substantial loss of units. Please see attached updated floor plans.

Comment:

The applicant is encouraged to consider relocating the CACF room to the adjacent internal service block on the ground floor such that the residential lobby appears open from the street.

Applicant Response:

The design and location of the CACF room was done in keeping with OBC requirements. However, the proponent will explore options to potentially relocate the CACF room.

Comment:

The UDPRP noted that the second and third floor of the building are entirely concealed above grade parking. The applicant should consider the following strategies to reduce the quantity of parking required within the building, such that more apartments can be provided, particularly along the street frontage:

- a) reduce the overall parking ratio to accommodate tenants who either walk or use public transit
- b) reconfigure the parking of the overall site to possibly provide more surface parking
- c) utilize existing parking from the larger adjacent parking lots within the site plan area
- d) relocate more parking into an underground parking garage

Applicant Response:

The proponent is using a combination of surface, underground and upper-level parkade parking within the building to meet minimal parking rates that are accepted by the City. As rapid transit progresses, it is anticipated that fewer individual parking spaces will need to be allocated to residents as there is increasing reliance on bus rapid transit and active transportation

Comment:

The parkade podium expression belies its internal function. The applicant is encouraged to develop an expression that creatively interprets its internal function.

Applicant Response:

The internal function of the podium will not be emphasized along Base Line Road East. However, the roof of the podium will serve as an amenity area and highlight the transition from the base to the middle of the building where the residential units will begin.

Comment:

The drop off area is inadequate and does not allow for exclusively forward movement of the vehicle, while detracting from much needed outdoor amenity space. This appears to be due in large to the small size of the site upon which the building sits.

Applicant Response:

The drop off area for the building has been expanded but is still segregated from the general vehicular flow in and out of the site from Base Line Road to reduce potential for vehicular conflict. Concurrently the general amenity space around the base of the building has also been expanded.

Comment:

The UDPRP noted the two vehicular access points into the internal parkade are confusing and place the priority on vehicles over pedestrians. The Panel also noted that the site is entirely surrounded by vehicular activity leading to safety concerns for pedestrians and site users. The applicant is encouraged to provide a single point of vehicular access to the development that is coordinated with a larger comprehensive master plan for the entire site.

Applicant Response:

At this time, there is dual access to the commercial plaza from both Base Line Road East as well as Wellington Road. The commercial plaza was developed historically as part of Community Commercial Node that was designed to be vehicular oriented. As BRT service increasingly supplants the use of the individual automobile, it may be possible to close one of the two internal parkade access points. However, given existing access locations into the subject lands, the two access points will be kept in the short-term.

Comment:

The uses proposed for the ground floor appear appropriate and allow for activation of three of the buildings facades. However, the North facade remains blank and unanimated due to the proposed vehicular ramp. The applicant is encouraged to enlarge the ground floor – and associated site – to allow for active ground level uses along the North facade. These spaces should be planned within the context of a larger comprehensive master plan of the entire site.

Applicant Response:

The north building façade serves an important functional purpose with the vehicular access/ramp into the building. It is important to note that average annual daily traffic flows along Wellington Road are substantially greater than Base Line Road East historically and at present. As mentioned previously, the transition to more residents utilizing the BRT service in the future will allow this façade's function to evolve over time, allowing it to become more active, and the creation of a more pedestrian oriented environment along the ground floor.

Comment:

The applicant is encouraged to revisit the proposed grading of the site in relation to the surroundings. For the grade differential on the West side of the proposed building, there is a proposed retaining wall shown within the applicants West elevation drawing, however it is not shown on the architectural plans or other elevation drawings. It is also unclear and not identified within the plans as to how this grade differential will transition to the existing Tim Hortons drive-thru to the neighboring West.

Applicant Response:

It is anticipated that a retaining wall will be needed along the west elevation of the building. The current preliminary grading plan will be revisited, and a detailed grading plan will be prepared for the site plan approval.

Comment:

The UDPRP acknowledged the presence of existing hydro poles along Baseline Road East directly in front of the proposed building. It is unclear to the Panel how the building

design has mitigated the close proximity to these hydro poles. It should also be noted the locations of these hydro poles are not shown on the applicants drawings.

Applicant Response:

The existing hydro-poles may have to be relocated. As noted by City Engineering staff. A road widening dedication will be required along Base Line Road East. If the hydro-poles have to be relocated they will be done so in coordination with the City and London Hydro. The detailed engineered site plan that will be submitted for site plan approval will reflect the location of these utilities in the future.

Comment:

Although residential in nature, the expression of the building above the parkade podium seems appropriate, albeit conventional and reflects the internal function of the building.

Applicant Response:

Acknowledged

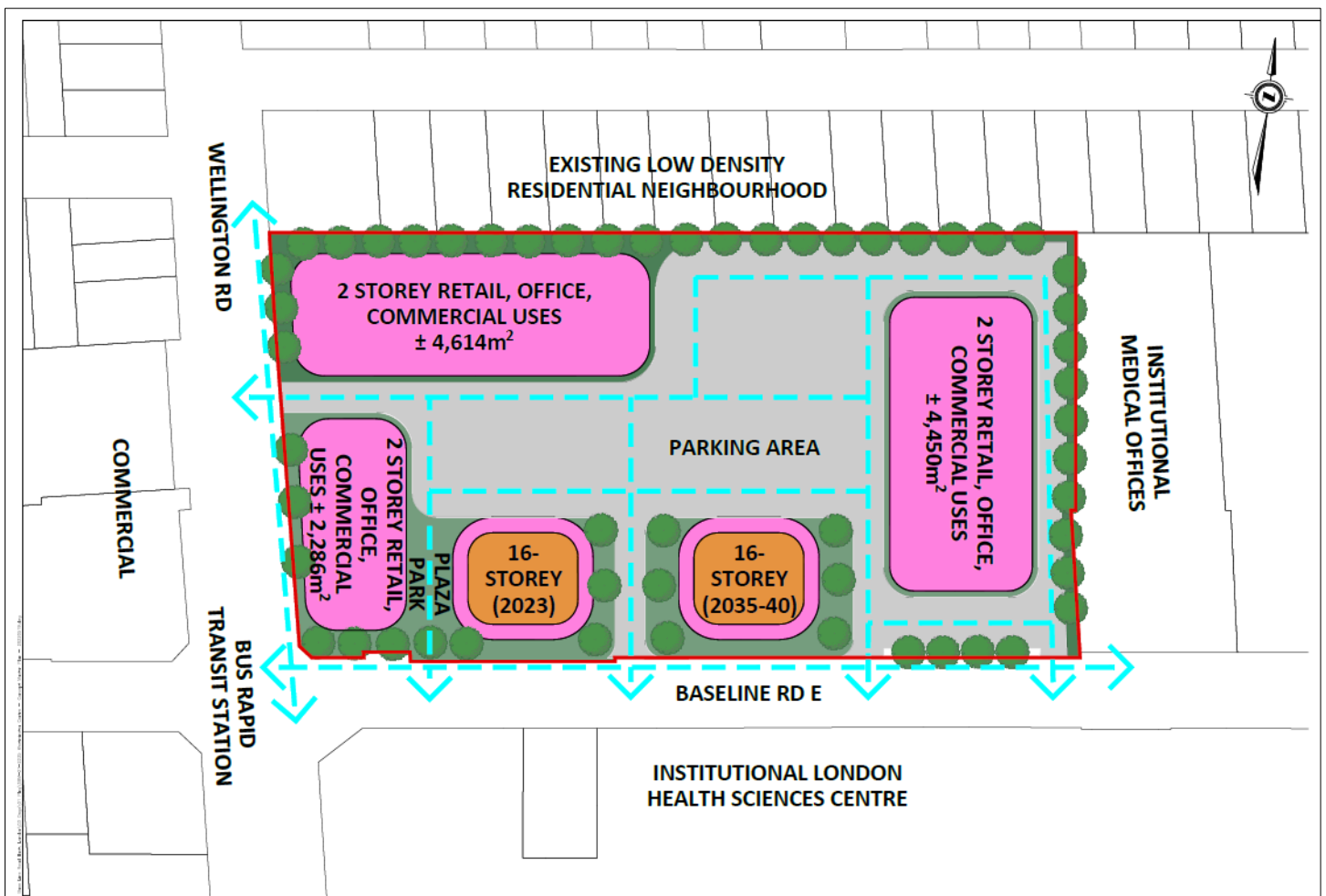


Figure 18 - Proposed Site Master Plan submitted by Applicant July 2022