

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: 644-646 Huron Street, File OZ-9580, Ward 4
Public Participation Meeting
Date: May 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2614442 Ontario Inc. relating to the property located at 644-646 Huron Street:

- (a) the request to amend the Official Plan, The London Plan, for the City of London by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of the Official Plan, **BE REFUSED** for the following reasons:
- i) The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations.
 - ii) The proposed development does not conform to the Official Plan, including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Neighbourhoods Place Type, and Zoning to the Upper Maximum policies contained in Our Tools.
- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone, **TO** a Residential R8 Special Provision (R8-4(_)) Zone, **BE REFUSED** for the following reasons:
- i) The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations.
 - ii) The proposed development does not conform to the Official Plan, The London Plan, for the City of London including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Neighbourhoods Place Type, and Zoning to the Upper Maximum policies contained in Our Tools.
- (c) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on June 6, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The Official Plan, for the City of London, to change the zoning of the subject property **FROM** a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone, **TO** a Residential R9 Special Provision (R9-7(_)*H20) Zone;
- (d) the Site Plan Control Approval Authority **BE REQUESTED** to consider the following design issues through the site plan control approval process:
- i) The recommendations of the Noise Study be implemented;
 - ii) Provide a centrally located and adequately sized outdoor amenity space;
 - iii) A building design that differentiates the ground floor through the use of pedestrian-scaled elements such as but not limited to, canopies and lighting, alternate window sizes/placement than the floors above;
 - iv) A building design that breaks up the perceived mass of the building through façade articulation (recesses and projections), appropriately scaled windows, the use of high quality materials, and appropriate roof forms and pitches;

- v) Differentiate the main building entrance from ground floor units;
 - vi) Investigation by the applicant into whether the Reid Drain storm sewer crossing the property is still active. If active, the Site Plan Control Authority will work with the applicant to consider the possibility of the sewer being re-routed around the building, or alternatively, connected to a storm sewer on the municipal road allowance of sufficient capacity, all to the satisfaction of the City Engineer;
 - vii) Inclusion of a functional layby on site in accordance with the Site Plan Control By-law; and
 - viii) Consent to remove any boundary trees is required prior to final Site Plan Approval.
- (e) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the recommended by-law.

Executive Summary

Summary of Request

The owner has requested to amend The London Plan and Zoning By-law Z.-1 to facilitate the development of a 7-storey, 82-unit apartment building with 41 surface parking spaces. The requested amendment to The London Plan would add a Specific Policy to the Neighbourhoods Place Type to permit an apartment building with an intensity of 7 storeys and a density of 250 units per hectare. The requested Zoning By-law Amendment would rezone the subject lands to a Residential R8 Special Provision (R8-4(_)) Zone, with special provisions to permit: reduced minimum front and interior side yard depths; reduced landscaped open space; increased maximum building height; and increased maximum density.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to refuse the request to add a Specific Policy Area to The London Plan and rezone the subject lands to a Residential R8 Special Provision (R8-4(_)) Zone to facilitate the development of a 7-storey, 82-unit apartment building. The recommended action recommends an alternative Zoning By-law amendment which would facilitate the development of a 6-storey apartment building with appropriate mitigation measures in place to ensure the development is compatible with the surrounding neighbourhood.

Rationale of Recommended Action

It is recommended the requested Official Plan amendment and Zoning By-law amendment be refused for the following reasons:

1. The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations.
2. The proposed development does not conform to the Official Plan, The London Plan, for the City of London including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Neighbourhoods Place Type, and Zoning to the Upper Maximum policies contained in Our Tools.

It is recommended the alternative Zoning By-law amendment be approved for the following reasons:

1. The recommended alternative Zoning By-law amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended alternative Zoning By-law amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, the Neighbourhoods Place Type, and the Zoning to the Upper Maximum policies contained in Our Tools;
3. The recommended alternative Zoning By-law amendment facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of infill development.

Linkage to the Corporate Strategic Plan

A well planned and growing community - London's growth and development is well-planned and considers use, intensity, and form.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The introduction of a Temporary Zone for a surface parking lot continues to foster the use of automobiles and is a use that conflicts with the long-term planning of the subject lands for development, which promotes mobility alternatives that are transit-supportive and pedestrian-friendly. See more detail in Appendix D.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Z-8843 – Report to Planning & Environment Committee – February 20, 2018: 644-646 Huron Street.

1.2 Planning History

The subject lands were previously subject to a Zoning By-law Amendment application in 2018 (Z-8843) to facilitate the development of two, 3-storey apartment buildings and to retain the existing 2-storey apartment building at 646 Huron Street. The existing dwelling at 644 Huron Street was proposed to be demolished.

1.2 Property Description

The subject site is rectangular in shape and is made up of two existing parcels, 644 Huron Street and 646 Huron Street. The subject site has an area of approximately 0.327 hectares. The subject site is currently occupied by a 2-storey duplex dwelling at 644 Huron Street and a 2-storey apartment building at 646 Huron Street. Both properties have a shared driveway providing access from Huron Street and a shared surface parking lot is located at the rear of both properties.



Figure 1: Photo of 644-646 Huron Street (view from Huron Street)

1.3 Current Planning Information

- The London Plan Place Type – Neighbourhoods Place Type on a Civic Boulevard
- Existing Zoning – Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone

1.4 Site Characteristics

- Current Land Use – Duplex dwelling and apartment building
- Frontage – 33.22 metres (108.9 feet)
- Depth – 98.66 metres (323.7 feet)
- Area – 0.327 hectares (0.808 acres)
- Shape – Rectangular

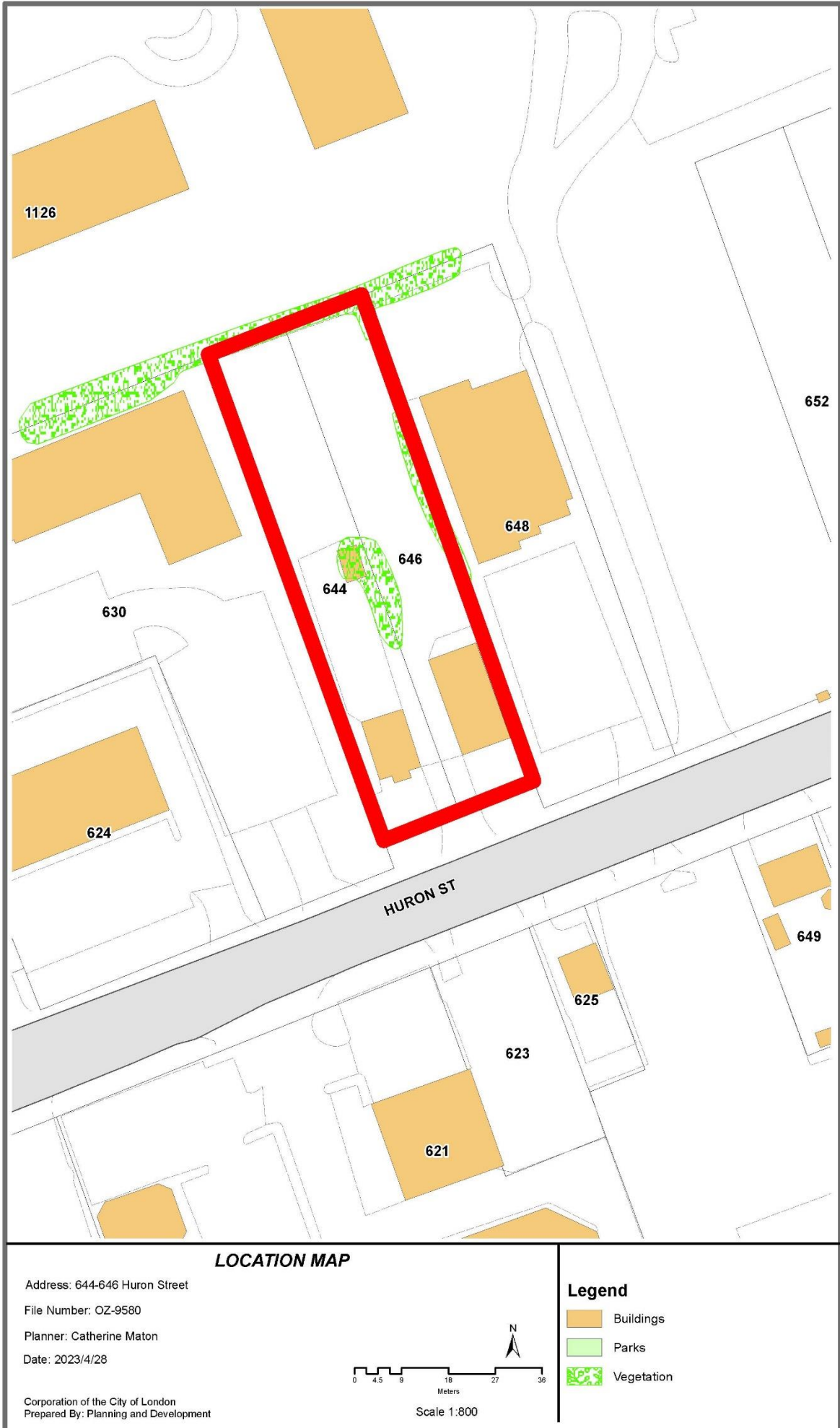
1.5 Surrounding Land Uses

- North – Apartment buildings ranging from 6 to 10 storeys
- East – Emergency care establishment at 648 Huron Street (approved by a Zoning By-law Amendment in 2015); further east is the driveway to the apartments to the north and single detached residential dwellings.
- South – Commercial plaza; 3-storey residential apartment building; 1-storey commercial use within a converted dwelling.
- West – 3-storey apartment building; further east is a commercial plaza.

1.6 Intensification

The proposed 82 residential units represents intensification within the Built-area Boundary and Primary Transit Area.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

Original Development Concept

The original proposed development contemplates demolition of the existing residential buildings to facilitate the construction of a new 7-storey, 82-unit apartment building as depicted in Figures 2 and 3. 41 parking spaces would be provided in a surface parking lot at the rear of the site. The initial request proposed the following special provisions:

- A maximum front yard depth of 1.7m;
- A minimum interior side yard depth of 1.7m;
- A minimum landscaped open space of 28.3%;
- A minimum westerly landscape strip of 1.405m;
- A maximum building height of 22.6m; and
- A maximum density of 238 units per hectare.

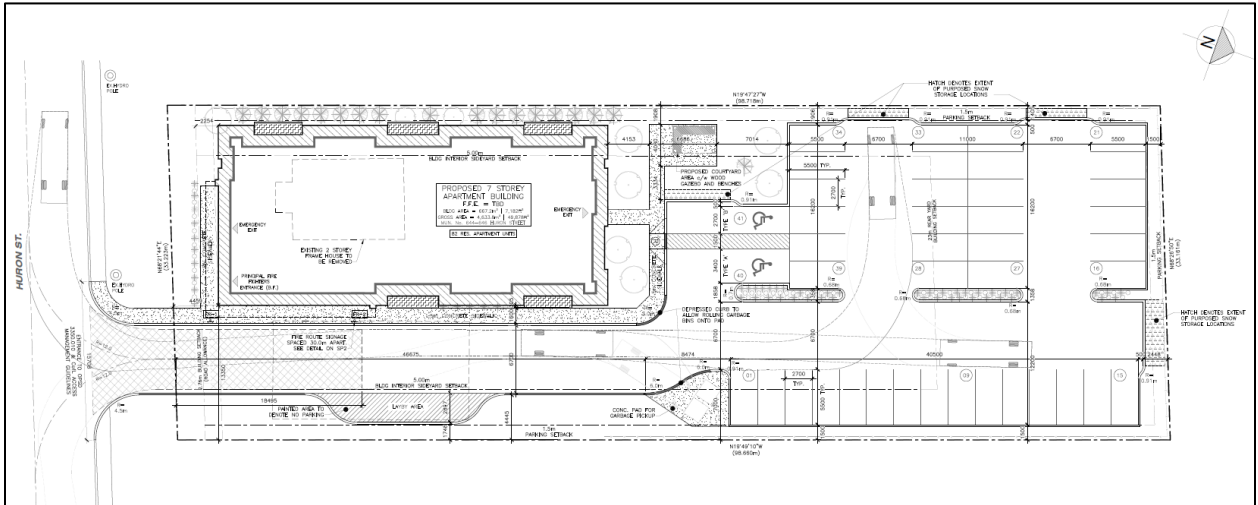


Figure 2: Site concept plan (original proposal)



Figure 3: Conceptual rendering (original proposal)

Through the review of the application, staff raised several concerns with respect to the proposed intensity and form of the site. In addition, the number of special provisions required to facilitate the proposed development were concerning, as these can often be indicative of overdevelopment. A summary of staff's initial concerns is provided below:

- The proposed 7 storey building height is not contemplated in The London Plan and exceeds both the standard maximum of 4 storeys and the upper maximum of 6 storeys, as identified in Table 11.

- Staff are not satisfied the proposed development meets the criteria in policies 1638_ to 1641_ in Our Tools (Zoning to Upper Maximum).
- Staff do not support the proposed 1.7 metre side yard setback. This setback does not provide for adequate separation and buffering between the proposed building and the adjacent property. In addition to creating negative impacts for residents of the proposed building, it may also affect the ability for the adjacent property to redevelop in the future. An appropriate side yard setback would be as follows:
 - Where unit windows and balconies face the side yard: a minimum interior sideyard setback of 6m should be provided, to allow for privacy and not hinder the redevelopment of adjacent properties.
 - Where no unit windows or balconies face the side yard: a minimum interior sideyard setback of 2m should be provided, to accommodate access and maintenance in the side yard.
- The site lacks an adequately sized outdoor amenity area, which is further reflected in the requested reduction in landscape open space.
- A minimum step-back of 2 metres above the 3rd or 4th storey along the street frontage should be provided to create a pedestrian scale interface.
- The parking area is in an awkward configuration that lacks functionality.

Revised Development Concept

In response to the above noted concerns, the applicant provided a revised site concept plan and rendering which are depicted in Figures 4 and 5. The amended application requests a Residential R8 Special Provision (R8-4(_)) Zone, with the following special provisions:

- A reduced minimum front yard depth of 2.5 metres (whereas a minimum of 8 metres is required);
- A reduced minimum interior side yard depth of 5 metres (whereas a minimum of 8 metres is required);
- A reduced minimum landscape open space of 29% (whereas 30% is required);
- An increased maximum building height of 23 metres (whereas a maximum of 13 metres is permitted);
- An increased maximum density of 250 units per hectare (whereas a maximum of 75 units per hectare is permitted).

The revised development proposal provides for a larger interior side yard depth of 5 metres, whereas 1.7 metres was previously proposed. The minimum 1.5 metre parking area setbacks to interior lot lines has been met and no longer requires a special provision.

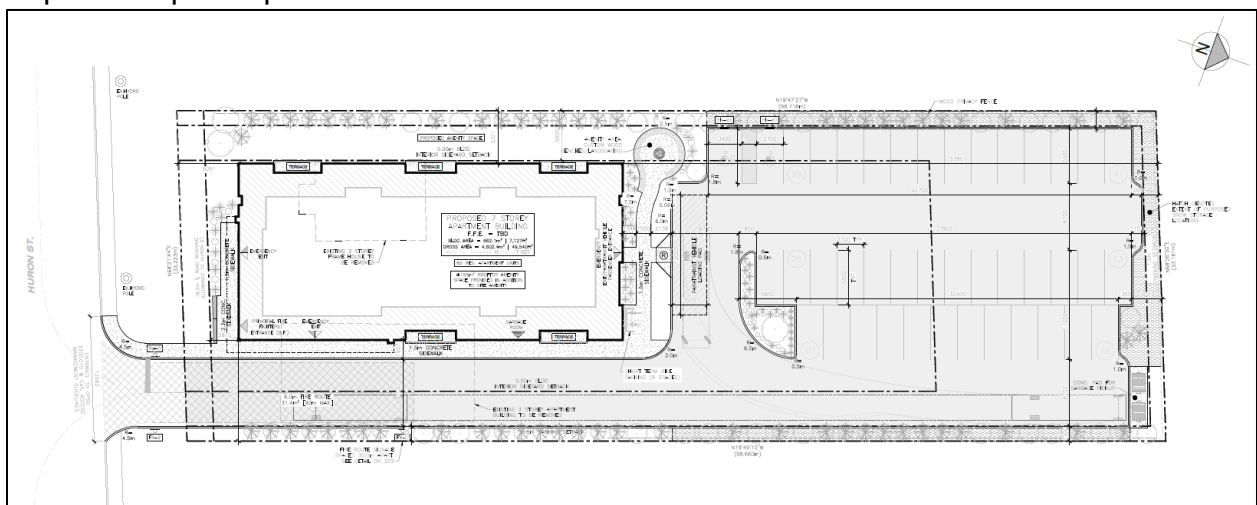


Figure 4: Site concept plan (revised proposal)



Figure 5: Conceptual rendering (revised proposal)

2.2 Requested Amendment

The applicant had initially requested to amend The London Plan by adding a Specific Policy to the Neighbourhoods Place Type to permit an apartment building with a maximum intensity of 7 storeys. The applicant has further requested to change the zoning from a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone to a Residential R10 Special Provision (R10-3(_)*H23) Zone. Special provisions would permit the following:

- A reduced minimum front yard depth of 4.8 metres, whereas 10 metres is required;
- A reduced minimum interior side yard depth of 5.3 metres, whereas 9.6 metres is required;
- A maximum building height of 23 metres; and,
- A maximum density of 238 units per hectare.

In April 2023, the applicant revised the requested amendment. The revised application requests to amend The London Plan by adding a Specific Policy to the Neighbourhoods Place Type to permit an apartment building with a maximum intensity of 7 storeys. The applicant has further requested to change the zoning from a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone to a Residential R8 Special Provision (R8-4(_)) Zone, with the following special provisions:

- A reduced minimum front yard depth of 2.5 metres (whereas a minimum of 8 metres is required);
- A reduced minimum interior side yard depth of 5 metres (whereas a minimum of 8 metres is required);
- A reduced minimum landscape open space of 29% (whereas 30% is required);
- An increased maximum building height of 23 metres (whereas a maximum of 13 metres is permitted);
- An increased maximum density of 250 units per hectare (whereas a maximum of 75 units per hectare is permitted).

2.3 Community Engagement (see more detail in Appendix B)

Two written responses were received from the public. No phone calls were received.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). 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 PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

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

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The subject site is located in an area well serviced by existing transit. As such, staff agree the site would be suitable for residential intensification; however, staff are also of the opinion that residential intensification in this location must be of an appropriate scale and density to meet the Province’s goals for a range and mix of housing options, efficient use of land, and transit-supportive development. Further, policy 1.7e) encourages a sense of place by promoting a well-designed built form. While redevelopment and intensification of the subject lands would contribute to achieving a more compact form of growth, it is important that intensification is done in manner which is appropriate and is sensitive to the context of existing neighbourhoods. The application, as proposed, is not consistent with the PPS.

The recommended amendment is in keeping with the goals of the PPS as it facilitates the development of an underutilized site within a settlement area and represents a form of intensification through infill development. A 6 storey apartment building would contribute to a mix of housing types in the area, providing choice and diversity in housing options for both current and future residents while also ensuring development is appropriate within the context of the site. No new roads or infrastructure are required to service the site, making efficient use of land and existing services. Consistent with the PPS, intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands in accordance with the recommended amendment would contribute to achieving more compact forms of growth and development than the current duplex dwelling and 5-unit low rise apartment building. Lastly, the recommended amendment would facilitate an appropriate built-form that contributes to a sense of place. As such, the recommended amendment is consistent with the PPS.

4.2 Issue and Consideration #2: The London Plan Key Directions

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:

- 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 provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Implementing “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.
- Integrating affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources. (Key Direction #7, Directions 3 and 10).

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

- Ensuring that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
- Thinking “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.
- Avoiding current and future land use conflicts – mitigate conflicts where they cannot be avoided.
- Ensuring new development is a good fit within the context of an existing neighbourhood.
- Ensuring health and safety is achieved in all planning processes. (Key Direction #8, Directions 1, 3, 8, 9, and 10).

4.3 Issue and Consideration #3: Use

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for

affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed 7-storey, 82-unit apartment building would contribute to a mix of housing types, providing more intrinsically affordable housing options.

The subject site is in the Neighbourhoods Place Type of The London Plan fronting on a Civic Boulevard, in accordance with Map 1 – Place Types and Map 3 – Street Classifications. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of residential uses, including apartment buildings. As such, development of the site with an apartment building at an appropriate scale and intensity, as recommended in the alternative recommendation, could be considered.

4.4 Issue and Consideration #4: Intensity

The London Plan contemplates intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_2 and 5, and 953_1). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_).

Table 11 - Range of Permitted Heights in the Neighbourhoods Place Type, provides the range of permitted heights based on street classification (935_1). At this location, Table 11 would permit a standard maximum building height of 4 storeys or an upper maximum of 6 storeys, subject to the policies for Zoning to the Upper Maximum Height contained in policies 1638_ to 1641_ in the Our Tools section of The London Plan. Since the proposed 7 storey intensity exceeds both the standard maximum and the upper maximum height, a site specific Special Policy is requested to be added to the Neighbourhoods Place Type.

Policy 1638_ states that applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to The London Plan, however heights exceeding the upper maximum will require an amendment. In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific zoning by-law amendment will be required to exceed the standard maximum height (1640_). Through the amendment process the community, City Council and other stakeholders can be assured that measures will be implemented to mitigate any impacts of additional height or density. Increases in building height above the standard maximum may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (1641_).

Staff have concerns with the 7 storey intensity and built form of the proposed development and its overall appropriateness for the site. In addition to exceeding both the standard maximum and upper maximum heights identified in Table 11 of The London Plan, staff are of the opinion that the criteria in policies 1640_ and 1641_ have not been satisfied. The site is located mid-block, rather than at an intersection, and is therefore not at a strategic location for additional height as identified in The London Plan policy framework.

While staff is not supportive of the current development concept and 7 storey building height, staff is of the opinion that this site is suitable for redevelopment at a more appropriate scale and intensity. As such, an alternative recommendation is provided which would permit a 6 storey building, in accordance with The London Plan policy framework for the site, with appropriate setbacks and stepbacks to ensure the development is appropriately mitigated and that there are no adverse impacts on adjacent properties.

4.5 Issue and Consideration #5: Form

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

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

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

In accordance with policy 289_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

Although the proposed building has been designed with features differentiating between the base, middle, and top, the recommended zoning would require a minimum step-back of 2m above the 3rd or 4th storey to assist in establishing a human-scale façade and further differentiate between the base and middle of the building. An architectural feature in the form of a lit canopy over-hang, as well as a change in materiality, has been added to the building design to differentiate between the middle and top.

The initial application was reviewed by the Urban Design Peer Review Panel (The Panel) on February 15, 2023. The Panel commented that although the midrise building fits into the area context, the proponent should consider an alternate configuration of the building footprint to address setbacks, future adjacent buildings and relationship with the street. The Panel also expressed concern with certain elements of the site and building design, including the initially proposed 1.7 metre interior side yard setback, building orientation, and expression of the base, middle, and top. The Panel provided the following concluding comments:

- The proponent is encouraged to reconsider the orientation of the building and its relationship to the street and future adjacent developments.
- The proponent should reconsider the expression of the mid-rise building as an undifferentiated mass and steer towards a “base, mid and top” expression.
- The proponent is encouraged to prioritize meaningful outdoor green space over surface parking.

The Panel’s full comments and the applicant’s response are contained in Appendix E.

Staff is generally agreeable that redevelopment of the subject lands with residential development at a higher intensity as it aligns with the intent of the Neighbourhoods Place Type. The subject lands are located on an arterial road in a location where

residential intensification would be appropriate. The consolidation of two properties, currently comprised of a duplex dwelling and a low-rise apartment building, would result in a coordinated and comprehensive approach to redevelopment. However, while the site is of a suitable size and shape to accommodate residential intensification, the intensity of the proposed development is too great and would result in over-intensification and establish an inappropriate form of development. As such, staff are recommending approval of an alternative amendment to permit a 6 storey building with appropriate setbacks, stepbacks, buffering, and minimum amenity area requirements to ensure appropriate mitigation measures are in place to avoid adverse impacts on adjacent properties. Should the alternative recommendation be supported, additional revisions and design refinements will be required to be addressed at the Site Plan Approval stage and are included in the recommendation as considerations to the Site Plan Approval Authority.

4.6 Issue and Consideration #6: Recommended Zoning

As an alternative to the requested amendment, staff is recommending a Residential R9 Special Provision (R9-7(_)*H20) Zone with the following special provisions:

- Minimum front yard depth of 2 metres;
- Maximum front yard depth of 5 metres;
- Minimum interior side yard depth of 6 metres where unit windows and balconies face the side yard; 2 metres where no unit windows or balconies face the side yard;
- Minimum building setback of 2 metres above the 3rd or 4th storey on the front façade; and
- A maximum density of 215 units per hectare.

The minimum and maximum front yard depths would ensure development is oriented towards the street, while the minimum setback of 2 metres would ensure the development is at a human-scale. This helps contribute to a transit-oriented, pedestrian-friendly development consistent with the vision and direction of The London Plan. The recommended interior side yard depth would ensure appropriate minimum separation distances are provided where windows and balconies face the interior side yard, preventing issues will overlook and loss of privacy. The recommended setback of 2 metres where no unit windows or balconies face the side yard would allow flexibility where overlook and privacy are less of a concern.

Lastly, staff are recommending a maximum building height of 20 metres and density of 215 units per hectare. The recommended building height would achieve a 6 storey building, while the density would yield 70 units based on the gross site area of 3,274.2 square metres. In reviewing the floor plans submitted with the application, each floor of the proposed 7 storey building contains 12 units. With a reduction of one storey, the total number of units would be 70 and would equate to a density of 215 units per hectare.

Conclusion

The proposed application is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations, and does not conform to The London Plan, including, but not limited to, the Key Directions, City Design policies, Intensity and Form policies of the Neighbourhoods Place Type, and Zoning to the Upper Maximum policies contained in Our Tools. The requested Official Plan Amendment, Zoning By-law Amendment, and proposed development represent an over-intensification of site with little effort made to mitigate impacts of the proposed increased intensity. As such, it is recommended the requested amendment be refused.

Alternatively, staff recommend approval of a Zoning By-law Amendment to permit a 6 storey apartment building with appropriate setbacks, stepbacks, buffering, and minimum landscaped open space requirements to ensure appropriate mitigation measures are in place to avoid causing adverse impacts on adjacent properties. The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to

the in-force policies of The London Plan, including but not limited to the Key Directions, City Design policies, and the Neighbourhoods Place Type. The recommended amendment would facilitate the development of an underutilized site within the Built Area Boundary and Primary Transit Area with a use, intensity, and form that is appropriate for the lands and surrounding context.

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Senior Planner, Planning Implementation

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

cc:

Britt O'Hagan, Manager, Current Development

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 644-
646 Huron Street

WHEREAS 2614442 Ontario Inc. has applied to rezone an area of land located at 644-646 Huron Street, 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 the lands located at 644-646 Huron Street, as shown on the attached map comprising part of Key Map No. A103, from a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone to a Residential R9 Special Provision (R9-7(_)*H20) Zone.
- 2) Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provision:

R9-7(_) 644-646 Huron Street

a) Regulations

- | | |
|--|--|
| i) Front Yard Depth
(Minimum) | 2.0 metres |
| ii) Front Yard Depth
(Maximum) | 5.0 metres |
| iii) Interior Side Yard Depth
(Minimum) | 6.0 metres where unit windows
and balconies face the side yard;
2.0 metres where no unit
windows or balconies face the
side yard |
| iv) Building Stepback
(Minimum) | 2.0 metres above the 3 rd or 4 th
storey on the front façade |
| v) Density
(Maximum) | 215 UPH |

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.

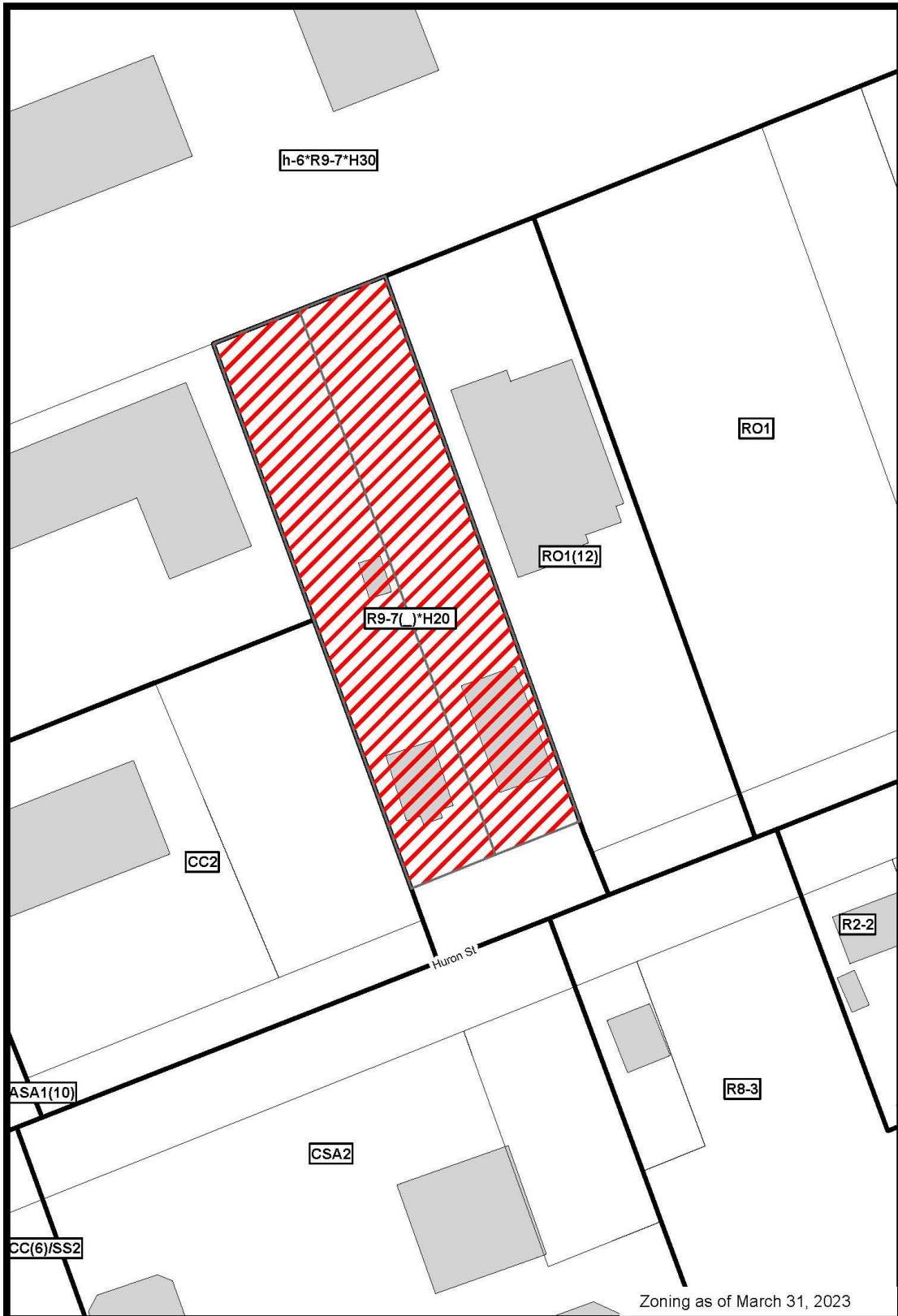
PASSED in Open Council on June 6, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – June 6, 2023
Second Reading – June 6, 2023
Third Reading – June 6, 2023

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



File Number: OZ-9580
Planner: CM
Date Prepared: 2023/4/28
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On January 25, 2023, Notice of Application was sent to 26 property owners and 36 tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 26, 2023. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 7-storey, 82-unit apartment building. Possible amendment to The London Plan to add a specific policy to the Neighbourhoods Place Type to permit an apartment building with an intensity of 7 storeys and a density of 238 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Holding Residential R9 Special Provision (h-5*R9-3(14)*H13) Zone **TO** a Residential R10 Special Provision (R10-3()) Zone. Special provisions would permit: a maximum front yard depth of 1.7m; a minimum interior side yard depth of 1.7m; a minimum landscaped open space of 28.3%; a minimum westerly landscape strip of 1.405m; a maximum building height of 22.6m; and a maximum density of 238 units per hectare. File: OZ-9580 Planner: C. Maton.

Responses: Two written responses were received.

Concern for: Loss of privacy, increased traffic, and lowered property values.

From: Greg Simon
Sent: Wednesday, February 1, 2023 12:51 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 644-646 Huron Street

Hello Catherine,

I am writing to express support for the proposed development on Huron Street. It is encouraging to see infills and intensification in our community and hopefully the additional population will spark continued investment and improvements by the City in the future (bike lanes and transit frequency come to mind although I recognize these are outside of the scope of the Planning department).

Respectfully,
Greg Simon

From: Marian Sypek
Sent: Tuesday, February 14, 2023 10:50 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 644-646 Huron St Zoning Amendments

Hi Catherine,

I think the change in zoning to allow a 7 story building would have the following negative impact on my property [at] :

-I would have reduced privacy, as some of the units would likely have a view over my fence, into my backyard.

-It is currently difficult enough to exit my driveway by backing out onto Huron St. during high traffic times. Besides the traffic coming down Huron, I need to pay attention to the various high traffic driveways nearby that could have vehicles merging onto Huron St. The 82 unit apartment would not only contribute to increased traffic on this part of Huron St, but add another busy driveway to have to pay attention to when backing out of my driveway.

-I think the new building would also likely have a negative impact on the value of my property.
Thank you

Agency/Departmental Comments

Site Plan – January 26, 2023

- Underground parking or a parking garage would resolve many issues here.
- With such an intense form, I would want to see how much amenity is being provided. The parking is awkward, especially turning into the accessible parking spaces.
- Comments from the Site Plan consultation still apply.

Parks Long Range Planning & Design – January 30, 2023

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of site plan approval.

Landscape Architecture – February 6, 2023

- The City's Landscape Architect has reviewed the Tree Preservation Report prepared by RKLA and has no concerns with the methods used to assess the trees or the format of the report. The inventory captured 35 individual trees within the subject site, within 3 meters of the legal property boundary, and within the City ROW of Huron Street. No species classified as endangered or threatened under the Ontario Endangered Species Act, 2007, S.O. 2007, c. 6 were observed during the tree inventory.
- There are multiple boundary trees associated with this site. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, boundary trees can't be removed without written consent from co-owner. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Approval of Tree Preservation Plan will require neighbours' letters of consent for removal, see below for details.
- In accordance with LP Policy 399.4, total 575 cm dbh proposed for removal will require 57 trees planted on site, 1 tree for every cm dbh removed.
- Provide minimum of 3m setback from north property line, to protect offsite trees and to provide sufficient soil volumes for required tree planting at site plan. Screening of parking area will be required. One tree on the north property line is co-owned with 1126 Adelaide St. This tree is protected by the Forestry Act and cannot be removed or injured without the co-owners permissions.
- Provide a minimum of 1.5m setback along west and east property lines to provide sufficient soil volume to support required tree growth.
- Consent to injure boundary trees will need to be forwarded to Development and Planning:
 - Tree #10- 1126 Adelaide St N
 - Trees #33, 34, 35 – 648 Huron St

UTRCA – February 10, 2023

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (2020), and the Upper Thames River Source Protection Area Assessment Report.

CONSERVATION AUTHORITIES ACT

The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

RECOMMENDATION

The UTRCA has **no objections** or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

London Hydro – February 14, 2023

- 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.

Ecology – February 15, 2023

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

Urban Design Peer Review Panel (UDPRP) – February 15, 2023

Comments under separate cover.

Engineering – February 17, 2023

Comments on the Re-Zoning Application:

- Written confirmation from adjacent land owner regarding the closure of the shared parking.
- Confirmation that the required Road Dedication of 18.0m from centreline (2.76m) on Huron Street is shown correctly on the plan. Building setbacks may be impacted.
- There is a 200mm municipal storm drain tile crossing this property. This is the old Reid Drain and may still be active. Investigation shall be undertaken by the applicant into whether the Reid Drain storm sewer crossing the property is still active.

If active, the Site Plan Control Authority will work with the applicant to consider the possibility of the sewer being re-routed around the building, or alternatively, connected to a storm sewer on the municipal road allowance of sufficient capacity, all to the satisfaction of the City Engineer.

The following items are to be considered during a future development application stage:

Noise:

- Refer to the noise study recommendations when designing the building.
- Any HVAC equipment exhausts from the building to the exterior shall be designed to ensure noise levels are within MECP guidelines. Further, these exhausts shall be located to minimize exposure of potential noise on sensitive receivers (i.e., the exhausts shall be located as distant from windows and OLA's as possible).

Transportation:

- A TMP is required for any work in the City ROW, including servicing, restoration, proposed access construction, etc. To be reviewed as part of a PAW submission;
- Delineate curb radii on the site plan and it should be minimum 6.0m as per City's Access Management Guideline;
- A turnaround facility is required for waste collection vehicle;
- Presently the width from centerline of Huron Street adjacent to MN 644 and 646 is 15.24m. Therefore an additional widening of 2.76m is required to attain 18.0m from centerline as per Z-1. Please register Draft Reference Plan with City's Geomatic Department for required widening.

Water:

- Water is available to service the subject site from the municipal 200 mm diameter PVC watermain on Huron Street.

- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- Water servicing is to meet City of London Design Standards.
- Existing water services are to be decommissioned as per City Standards.

Wastewater:

- The municipal sanitary sewer available to service the subject site is a 400 mm diameter sanitary sewer on Huron Street.

Stormwater:

Specific comments for this site:

1. As per as-constructed drawing No 2575 & Drainage area plan drawing No 5707S1, the site at C=0.55 is tributary to the existing 1650 mm storm sewer on Huron Street. The applicant should be aware that any peak flow beyond the allocated 2-year pre-development AxC discharge from this site will have to be accommodated on-site through SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, alternative infiltration devices, etc.
2. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
3. The proposed land use of a medium density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
4. The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
5. As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4); therefore, the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.

The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.

6. As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site and safely convey the 250 year storm event.
7. Roof runoff from the proposed should be directed to controlled areas of the property, and the owner shall ensure that stormwater flows are self-contained on site.

8. Stormwater run-off from the subject lands shall not cause any further adverse effects to adjacent properties.

General comments for sites within Central Thames Subwatershed:

9. The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
10. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
11. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
12. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
13. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
14. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
15. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Urban Design – February 27, 2023

Major Comments:

The proposed development is located on a Civic Boulevard and within the Neighbourhood Place type, which allows for a maximum height of 6 storeys unless its fit and compatibility within the neighbourhood can be demonstrated. Urban Design generally supports the proposed use. However, we have concerns with the proposed intensity and form.

1. Rotate the building 90 degrees or design it as an L- Shaped built form with more presence along the street and units oriented to face north and south (as opposed to east and west). Incorporate the driveway underneath/through the building. This will prevent privacy and separation issues with the neighbouring property and create a more street-oriented development with additional space to configure parking and amenity space in the rear.

Zoning Provisions:

The following zoning provisions should be provided to ensure the development is compatible with the surrounding neighbourhood:

1. A minimum front yard setback to ensure building elements such as footing, and canopies do not encroach into the right-of-way (approx. 2m).
2. A maximum front yard setback to provide a sense of enclosure of the street and establish an urban condition (approx. 5m)
3. Appropriate interior sideyard setbacks based on the orientation and configuration of the building:
 - o Where unit windows and balconies face the side yard: a minimum interior sideyard setback of 6m should be provided, to allow for privacy and not hinder the redevelopment of adjacent properties.

- Where no unit windows or balconies face the side yard: a minimum interior sideyard setback of 2m should be provided, to accommodate access and maintenance in the side yard.
- 4. A minimum step-back of 2m above the 3rd or 4th storey along the street frontage to create a pedestrian scale interface.
- 5. A minimum area of amenity space based on the number of residents anticipated (i.e., at grade and/or rooftop).

Items to be addressed at Site Plan:

1. Design a functional site layout with accessible walkways, parking and outdoor amenity space.
 - Avoid the dead-end drive aisles proposed in the parking layout.
 - Provide direct, safe and accessible walkways from entrances, unit entrances, parking and amenity areas.
 - Provide an adequately sized and located amenity spaces for the number of units proposed.
2. Relocate the layby area along the building façade to avoid pedestrian vehicle conflict and to improve the side yard setback to the west
3. Reconfigure the garbage pick-up area away from the entrance driveway, or alternatively, enclosure and/or screen the area to ensure it does not have a negative visual impact from the street.
4. If feasible, consider providing one level of underground parking to reduce the visual impact of parking and making efficient use of land by providing adequate outdoor amenity space
5. Provide a convenient way to access the underground bike parking
6. Provide grading plans to ensure that the proposed building responds to the topography in terms of entrances, orientation and built form.
7. The proposal should take into consideration any existing significant mature trees on the site especially along property boundaries.

Heritage – March 7, 2023

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (OZ-9580):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 644-646 Huron Street [...]* Middlesex County, Ontario (PIF P1131-0045-2022), June 2022.

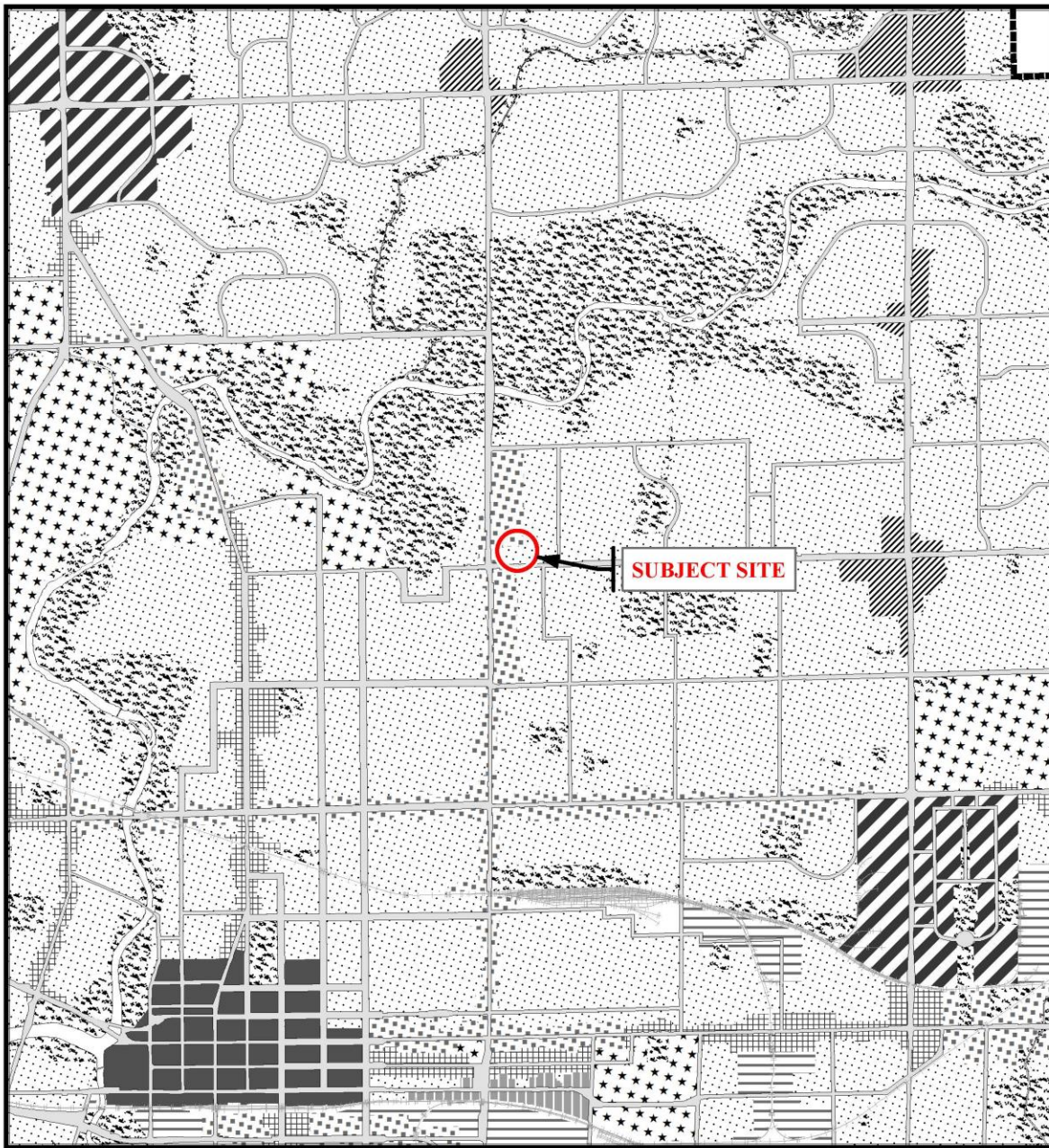
Please be advised that heritage planning staff recognizes the conclusion of the report that states that: “[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such **no further archaeological assessment of the property is recommended.**” (p 2)

An Ontario Ministry of Citizenship and Multiculturalism (MCM) archaeological assessment compliance letter has also been received (*without technical review*), dated Jan 17, 2023 (MCM Project Information Form Number P1131-0045-2022, MCM File Number 0016717).

Archaeological conditions can be considered satisfied for this application.

Appendix C – Relevant Background

Additional Maps



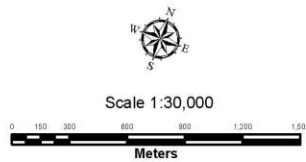
Legend

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

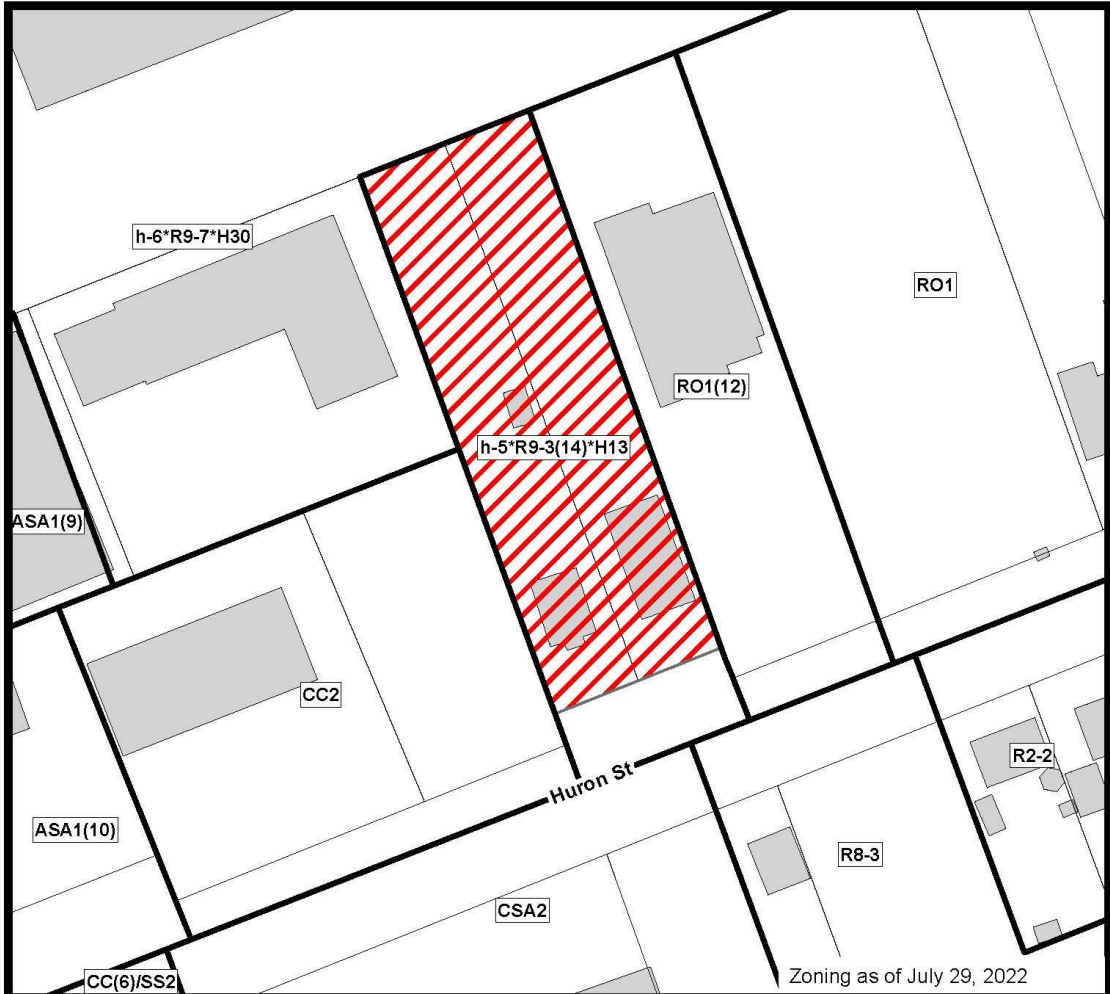
This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: OZ-9580
Planner: CM
Technician: JI
Date: 2023/4/28



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-5*R9-3(14)*H13

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9580

CM

MAP PREPARED:

2023/04/28

Jl

1:1,000

0 5 10 20 30 40

Meters

Appendix D – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: Yes
Located within the Primary Transit Area: Yes
Net density change: 192.4 units per hectare
Net change in affordable housing units: 41 units

Complete Communities

New use added to the local community: No
Proximity to the nearest public open space: 400 metres
Proximity to the nearest commercial area/use: 83 metres
Proximity to the nearest food store: 170 metres
Proximity to nearest primary school: Northbrae Public School, 700 metres
Proximity to nearest community/recreation amenity: JCC London, 500 metres
Net change in functional on-site outdoor amenity areas: N/A

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 130 metres
Completes gaps in the public sidewalk network: No
Connection from the site to a public sidewalk: Yes
Connection from the site to a multi-use pathway: N/A
Site layout contributes to a walkable environment: Yes
Proximity to nearest dedicated cycling infrastructure: 160 metres
Secured bike parking spaces: 86 spaces
Secured bike parking ratio: 0.9 spaces per unit
New electric vehicles charging stations: 0
Vehicle parking ratio: 0.5 spaces per unit

Environmental Impacts

Net change in permeable surfaces: - 2,321.41 square metres
Net change in the number of trees: - 17
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: N/A
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): Yes

Construction

Existing structures on site: Yes, 2
Existing structures repurposed/adaptively reused: No
Green building features: No
District energy system connection: No

Appendix E – Applicant’s Response to UDPRP Comments

Comment:

Although the midrise building fits into the area context, the proponent should consider an alternate configuration of the building footprint to address setback, future adjacent buildings and stronger relationship with the street.

Applicant Response:

The owner has considered an alternative configuration of the building footprint, but due to the constraints of the lot this is not feasible. The proposed building location has a strong, positive street presence and fits well within the context of existing and future adjacent developments. The only way to achieve the desired density and accommodate the requested building configuration would be to increase the height of the building.

Comment:

The 1.7M setback off the west property line is insufficient for those units on that side of the building. The units at grade are just too close to the property line to have any feeling of comfort. Consider removing the layby lane and repositioning the building.

Applicant Response:

The layby lane has been removed and the West setback increased to 5m as requested.

Comment:

The proposed building orientates the units facing east and west. There are over 40 units proposed facing the west side. If the property west of this is going for redevelopment in the future, these proposed residential units will have a narrow separation distance to the neighbours to the west.

Applicant Response:

The West setback has been increased to 5m to provide the required building setback.

Comment:

Considerations should be given to re-orienting the building so that the residential units can face either the street or the rear yard. The proposed height may remain, but a different floor plan layout is required.

Applicant Response:

The owner has considered an alternative configuration of the building footprint, but due to the constraints of the lot this is not feasible. The proposed building location has a strong, positive street presence and fits well within the context of existing and future adjacent developments. The only way to achieve the desired density and accommodate the requested building configuration would be to increase the height of the building.

Comment:

With a building that address the street, a port cochere could be considered to access the rear yard. Alternatively, the site may be able to accommodate two lower buildings with one situated in the front, the other at the back and parking in between.

Applicant Response:

The owner has considered an alternative configuration of the building footprint, but due to the constraints of the lot this is not feasible. The proposed building location has a strong, positive street presence and fits well within the context of existing and future adjacent developments. The only way to achieve the desired density and accommodate the requested building configuration would be to increase the height of the building.

Comment:

Suggest removing the layby area on the east side of the property, shift the building to the east and providing a minimum 5.5m setback to the west property line.

Applicant Response:

The West setback has been increased to 5m to provide the required building setback.

Comment:

Reduce surface parking in the backyard, enlarge outdoor amenity space and plant more trees to reduce urban heat island effect. If possible, suggest putting one level underground parking and remove some of the surface parking space in the back yard.

Applicant Response:

Due to the size and constraints of the site a parking garage or underground parking has been considered but is not feasible and will add little to resolving the issues on the site

Comment:

The proposed L shaped metal overhang at the front entrance is too shallow. Suggest a depth of minimum 1.8m to cover the pedestrian walkway.

Applicant Response:

The L shape metal overhang at the front entrance has been increased from 610mm to 1220mm to provide cover for pedestrians. The suggested 1800mm suggested depth was considered but didn't fit with the overall scale of the building.

Comment:

The building as presented demonstrates an acceptable use of materials which brings interest and life to the building. The "commercial look" at the street is unsuccessful. The use of super graphics for the street address should be reconsidered as it does not enhance the building's appearance.

Applicant Response:

The super graphics of the street address have been removed as suggested.

Comment:

To enhance a "base, body and top" expression, the dark framing elements on the facades should stop at the 7th floor.

Applicant Response:

As requested, the dark framing elements at the 7th floor have been reduced to provide the base, body and top expression.

Comment:

The bicycle storage facility needs a second look in the basement.

Applicant Response:

To accommodate the bicycle storage in the basement the elevator has been brought down to this level.

Comment:

The landscape plan lacks sufficient detail to provide any serious comment.

Applicant Response:

Acknowledged, additional landscaping detail will be provided during site plan approval.

Comment:

The proponent is encouraged to reconsider the orientation of the building and its relationship to the street and future adjacent developments.

Applicant Response:

The owner has considered an alternative configuration of the building footprint, but due to the constraints of the lot this is not feasible. The proposed building location has a strong, positive street presence and fits well within the context of existing and future adjacent developments. The only way to achieve the desired density and accommodate the requested building configuration would be to increase the height of the building.

Comment:

The proponent should reconsider the expression of the mid rise building as an undifferentiated mass and steer towards a “base, mid and top” expression.

Applicant Response:

As requested, the dark framing elements at the 7th floor have been reduced to provide the base, body and top expression.

Comment:

The proponent is encouraged to prioritize meaningful outdoor green space over surface parking.

Applicant Response:

The West setback has been increased to 5m to provide the required building setback and deliver additional outdoor green space as requested.