

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, Deputy City Manager, Planning and Economic Development

Subject: 2796538 Ontario Inc. c/o RPH Developments
129-131 Base Line Road West
File Number: Z-9578, Ward 11

Date: Public Participation Meeting
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 2796538 Ontario Inc. c/o RPH Developments relating to the property located at 129-131 Base Line Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **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 London Plan, for the City of London to change the zoning of the subject lands **FROM** a Residential R9 (R9-7*H32) Zone **TO** a Holding Residential R9 Special Provision (h*h-(_)R9-7()*H51) Zone;
- (b) the Site Plan Approval Authority **BE REQUESTED** to consider the following issues for 129-131 Base Line Road West through the site plan review process:
 - i) A Water Capacity Analysis shall be submitted with the first submission of site plan;
 - ii) Ensure a 3 metre planting area for trees between the property edge and the edge of the parking garage to provide full protection to any boundary trees and critical root zones;
 - iii) Additional landscaping and/or setbacks will be required to address the removal of the watercourse.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject site to permit the construction of a 14-storey, 176-unit residential apartment building with 194 parking spaces (158 underground spaces and 36 surface parking spaces) with a maximum density of 306 units per hectare. The requested Residential R9 Special Provision (R9-7()*H51) Zone would permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities.

Staff are recommending the following special provisions to implement the proposed development: The requested zoning special provisions would permit:

- a front yard setback of 2.0 metres whereas 10.0 metres is required;
- a front yard step back for 2.0 metres above the 2nd, 3rd or 4th floor;
- an east interior side yard setback of 5.0 metres whereas 16.8 metres is required;
- a west interior side yard setback of 13.0 metres whereas 16.8 metres is required;
- a 3.0 metre setback for the underground parking garage to the property edge along the east and rear yards;
- a maximum of 36 surface parking spaces, with the rest being provided underground;
- a building orientation and entrance to Base Line Road West;
- a building height of 14 storeys/51 metres whereas 10 storeys/32 metres maximum is required; and
- a density of 302 units per hectare whereas a maximum of 150 units per hectare is required.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a 14 storey, 176-unit residential apartment building with 194 parking spaces (158 underground spaces and 36 surface parking spaces) with a maximum density of 306 units per hectare and a maximum height of 14 storeys or 51 metres.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of *The London Plan*, including, but not limited to the High Density Residential Overlay, the Neighbourhoods Place Type, City Building and Design, Our Tools, and all other applicable policies in *The London Plan*; and
3. The recommended amendment facilitates the development of a site within the Primary Transit Area and Built-Area Boundary with an appropriate form of new development.

Linkage to the Corporate Strategic Plan

Housing and Homelessness - A well-planned and growing community.

Analysis

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

In August 2017, an application (A.125/17) was approved by the Committee of Adjustment for variances related to front yard and interior side yard setbacks to permit a 5-unit apartment building on 129A Base Line Road West.

1.3 Property Description

The subject site is located on the south side of Base Line Road West, east of West Street, and west of Wharncliffe Road South. The subject lands are comprised of three parcels with a total area of approximately 0.58 ha, with a combined frontage along Base Line Road West of 57.3m, and a maximum lot depth of approximately 99.6m. The lands are relatively flat and are currently developed with two single-detached dwellings, detached garages, and several accessory buildings (129 and 131 Base Line Road West).

The subject lands are located adjacent to residential uses with a range of densities, including: an 11-storey apartment building to the east; an 8-storey apartment building and single-detached dwellings to the south (with frontage on Commissioners Road West); and, a 9-storey apartment building to the west. A 10-storey apartment building is under construction to the east of the subject lands (101 Baseline Road West). Areas to the north of Base Line Road West, opposite the subject lands, include an existing townhouse development oriented perpendicular to the street, and a recently constructed 4-storey apartment building containing 61 dwelling units (122 Base Line Road West). Several mature trees provide buffering at the east and west interior lot lines.

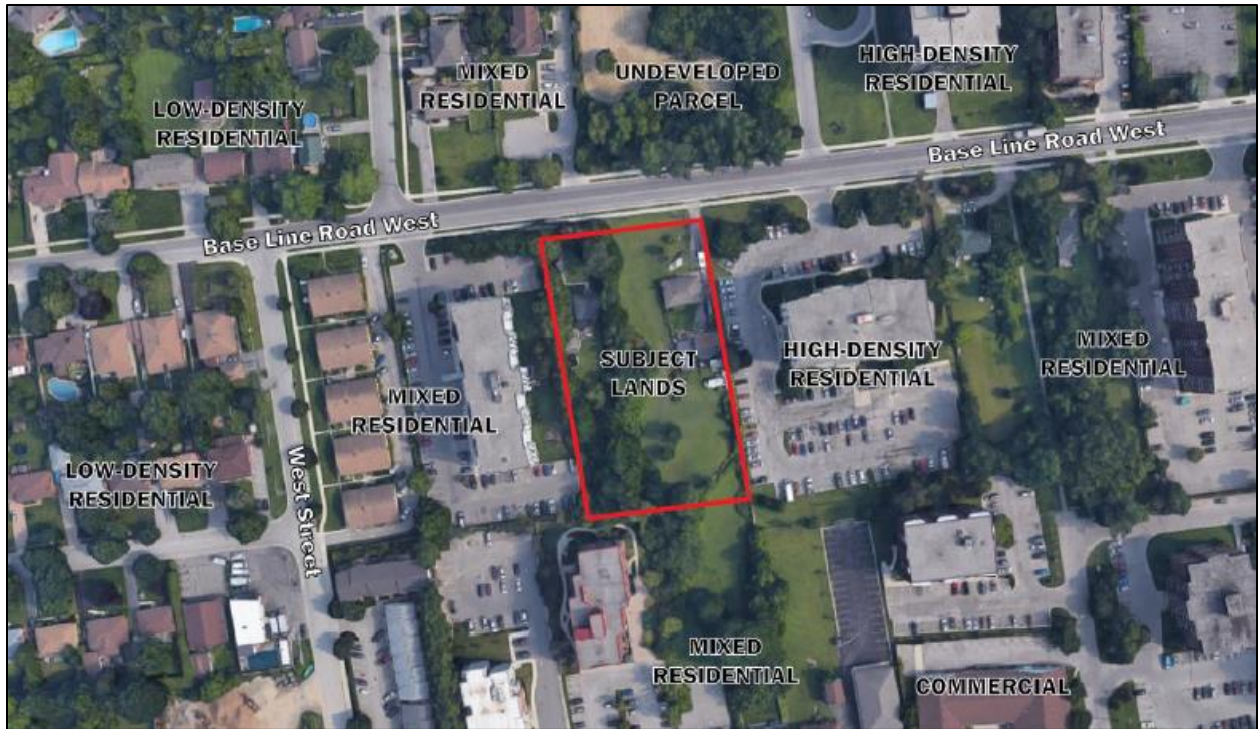


Figure 1- Aerial Photo of 129-131 Base Line Road West and surrounding lands



Figure 2 - Streetview of 129 Base Line Road West (view looking south)



Figure 3 - Streetview of 131 Base Line Road West (view looking south)

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

- The London Plan Place Type – Neighbourhoods Place Type fronting a Neighbourhood Connector
- Special Planning Areas – Map 2 - High Density Residential Overlay (from 1989 Official Plan); Map 6 – Hazards and Natural Resources (Conservation Authority Regulated Area); Map 7 – Specific Policy Areas (Site Specific Policies in the HDR Overlay)
- Existing Zoning – Residential R9 (R9-7*H32) Zone

1.5 Site Characteristics

- Current Land Use: single detached dwelling (129 Base Line Road West and 131 Base Line Road West)

- Frontage – 57.3 metres (187.99 ft)
- Depth – 99.6 metres (326.77 ft)
- Area – 0.58 hectares (5759 m² or 1.4 acres)
- Shape – regular (rectangle)

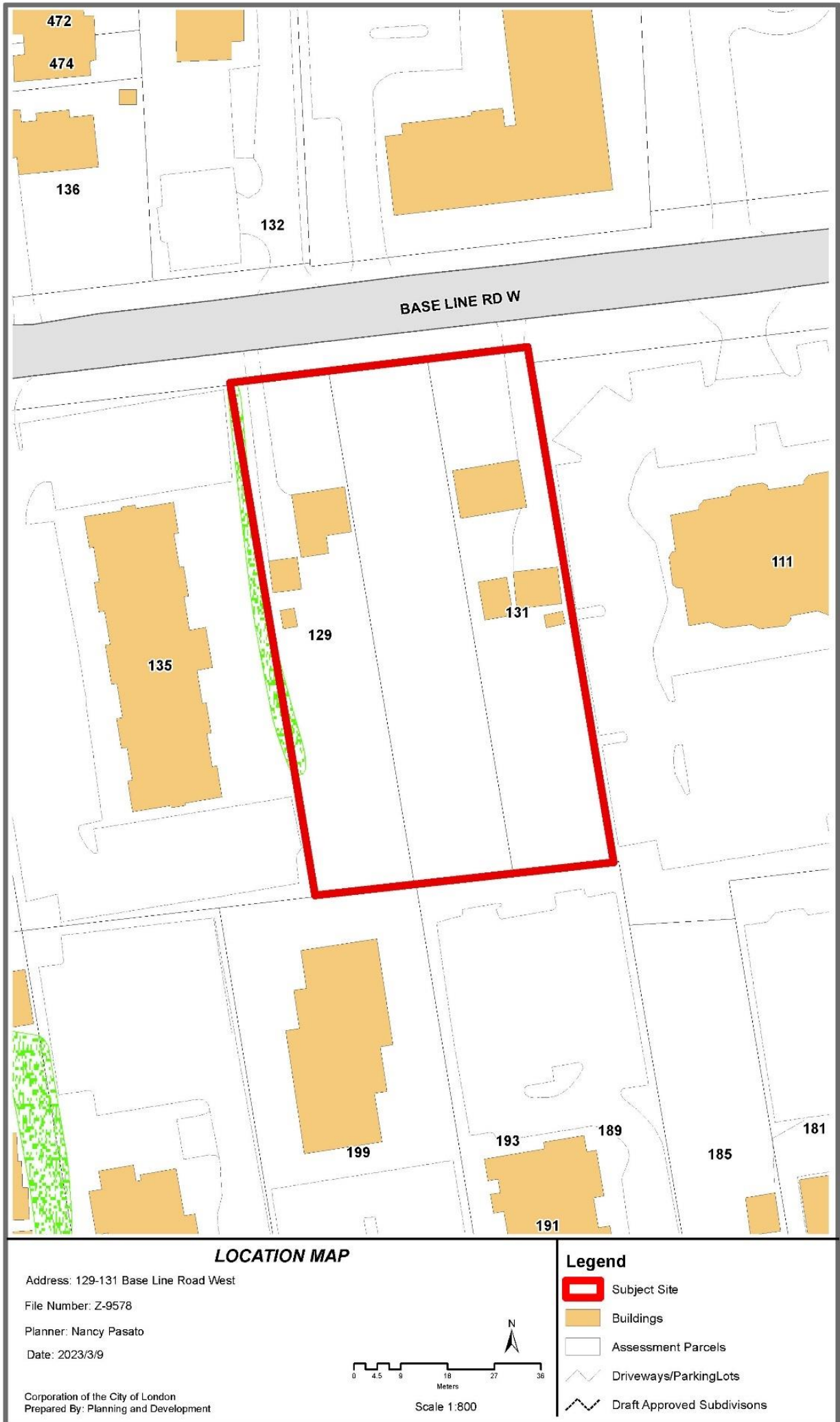
1.6 Surrounding Land Uses

- North – 2 storey townhouses(co-op); 4-storey apartment building (affordable housing)
- East – 11-storey apartment building
- South – 7-storey and 8-storey apartment building
- West – 9-storey apartment building

1.7 Intensification

- The proposed development will represent intensification within the Built-Area Boundary.
- The proposed development will represent intensification within the Primary Transit Area.

1.8 Location Map



Description of Proposal

2.1 Development Proposal

In December 2022, the applicant submitted a zoning by-law amendment application to permit a 14-storey residential apartment building containing 176 dwelling units and 197 parking spaces (158 underground spaces and 39 surface parking spaces, at a rate of 1.1 space per unit). The proposed development would consist of 109 one-bedroom units, 66 two-bedroom units, and 1 three-bedroom unit. The design of the building includes step backs at the 11th and 13th storey, a flat roof design, and proposed amenity areas in the front yard (a landscaped front yard amenity porch), adjacent to the building (a lawn and gazebo in the central portion of the site), and towards the east interior side yard/rear of the site (a landscaped seating area and path along the east interior side yard). A common amenity terrace is also provided at the twelfth storey, and private balconies/patios are provided for each dwelling unit.

Vehicular access for residents, visitors, and service vehicles is provided by a single, full-turn driveway (6.7m) along the western portion of the Base Line Road West frontage. 176 bicycle parking spaces (1.0 spaces per unit; broken down as 0.9 long-term spaces and 0.1 short-term spaces) will also be provided in the west interior side yard (bicycle racks) and underground garage (secure storage).

The application includes a conceptual site plan, shown below as Figure 4. Building renderings are shown in Figures 5-8. Elevations are shown in Figures 9-12.

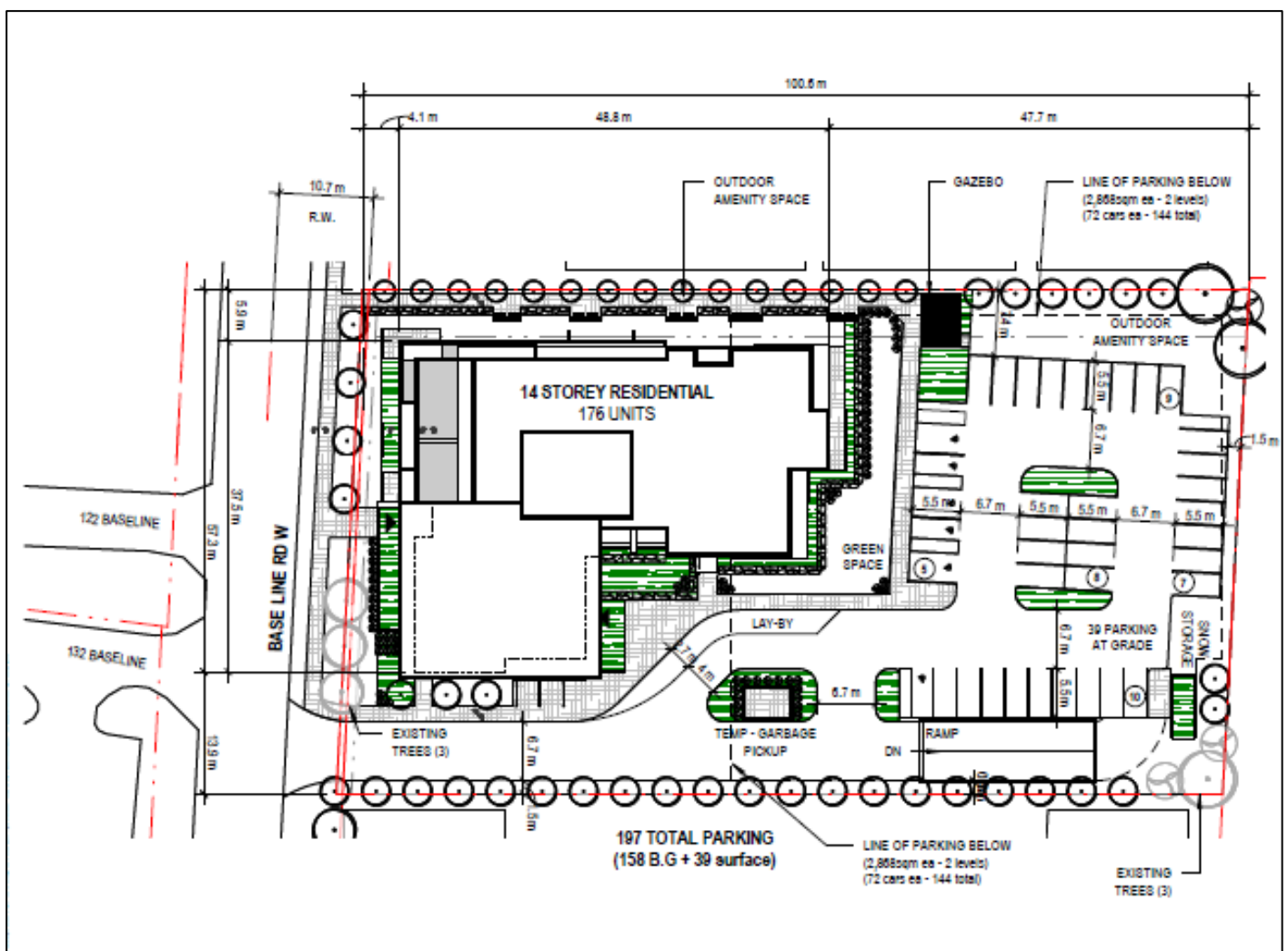


Figure 4 - Conceptual Site Plan (December 2022)



Figure 5 - Rendering of building looking east on Base Line Road W



Figure 6 - Rendering of building looking west from Base Line W



Figure 7 - Rendering of building looking north from Commissioners Road properties



Figure 8 – Rendering of building in context of neighbourhood

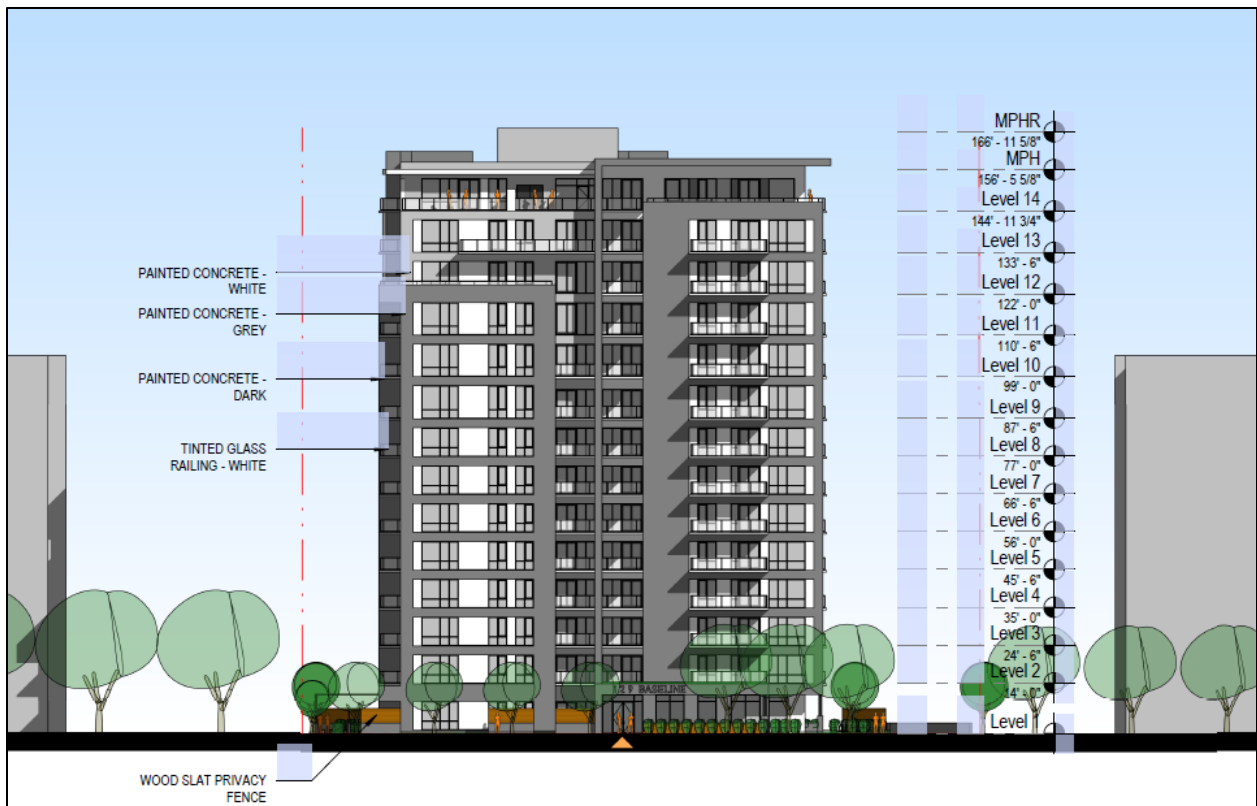


Figure 9 – North elevation (Base Line Road West)

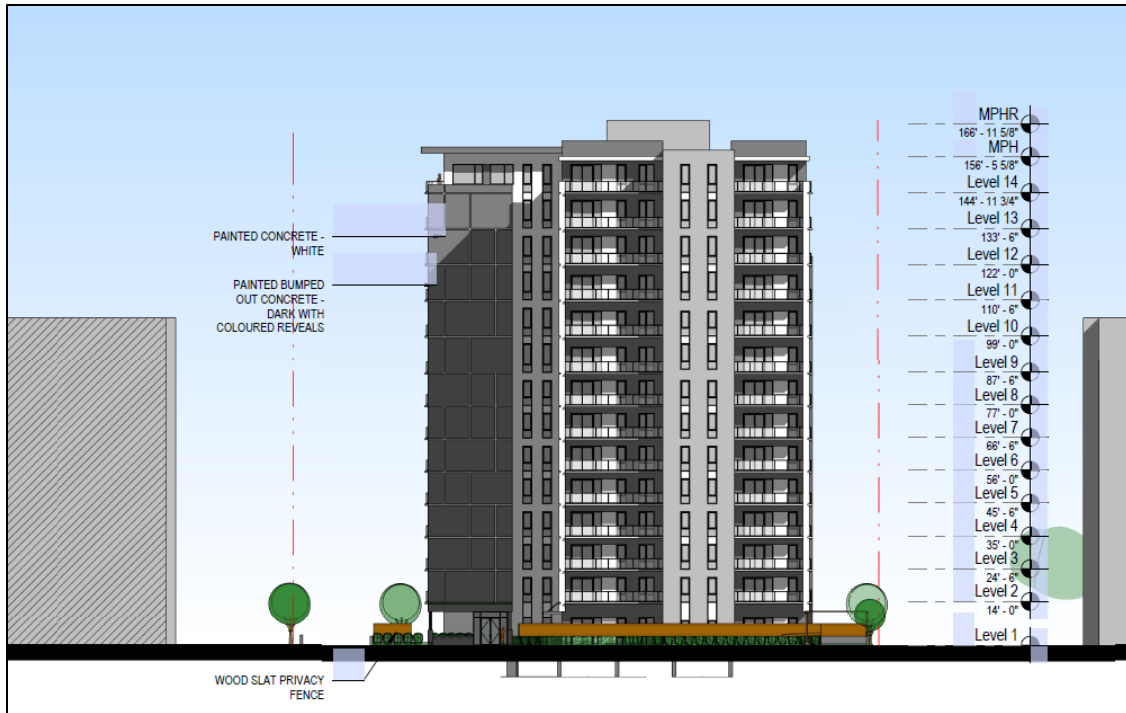


Figure 10 – South elevation

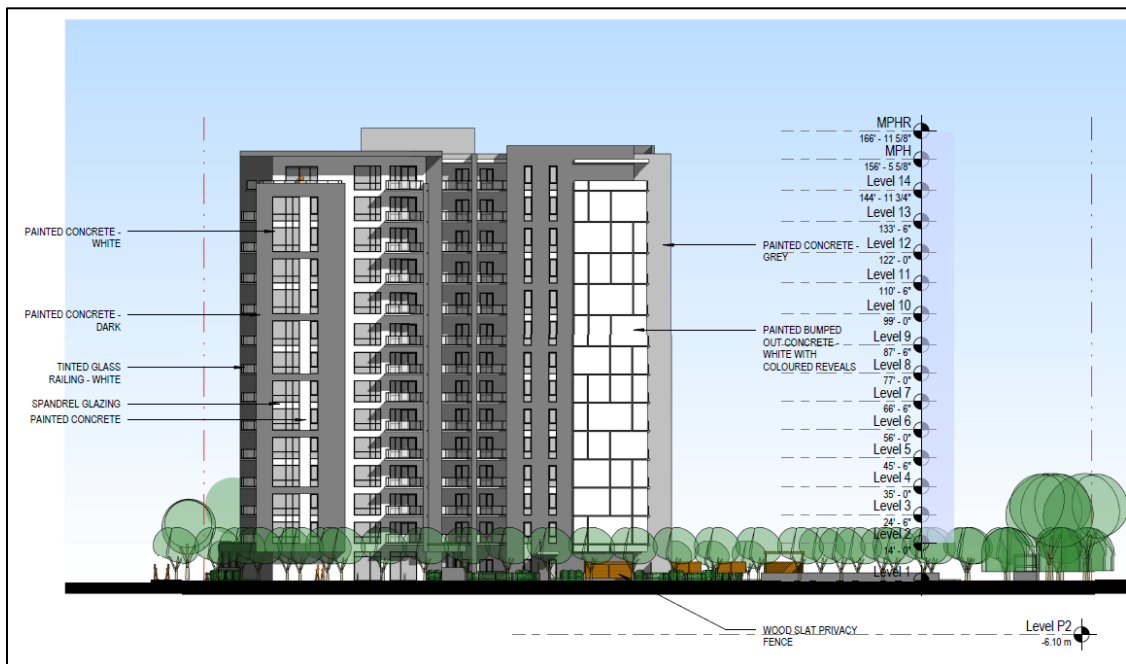


Figure 11 – West elevation

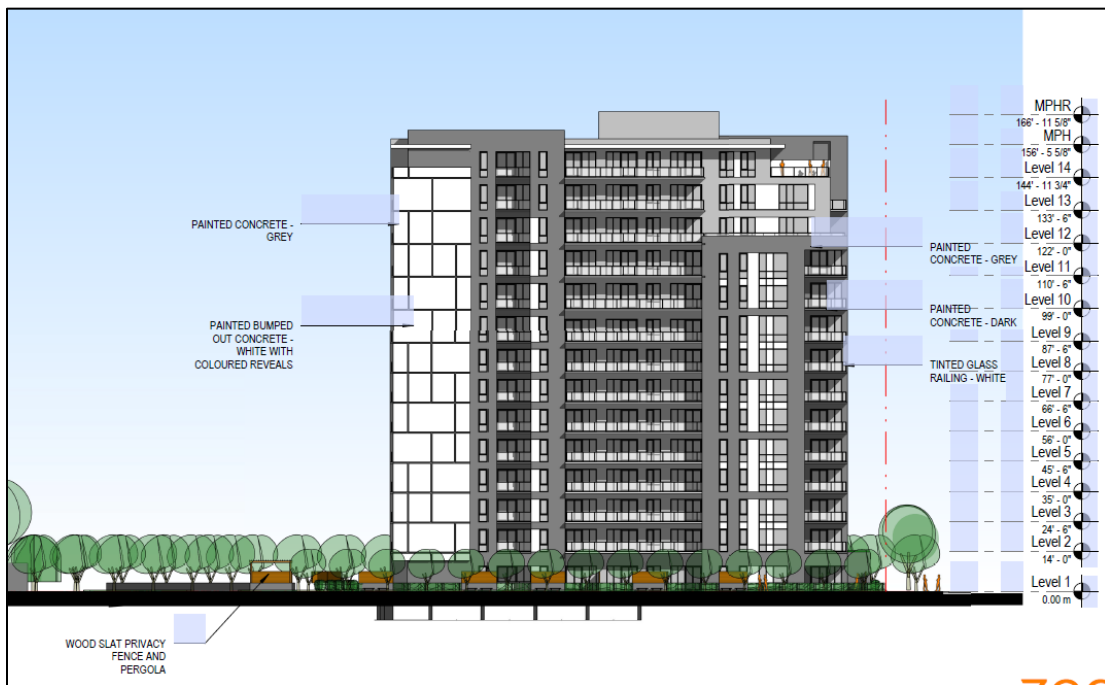


Figure 12 – East elevation

Based on comments from staff, the applicant submitted a revised site plan, and first floor/ground floor concept, shown in Figure 13 and 14 below. This revised plan includes a reduction in surface parking spaces (from 39 to 36 spaces) and an increase in amenity area, provided primarily along the eastern/rear edge of the property. No other changes were made to the design of the building. The plans provided also updated the unit composition, which now includes: 102 x one bedroom units, 72 x two bedroom units, and 2 three bedroom units.

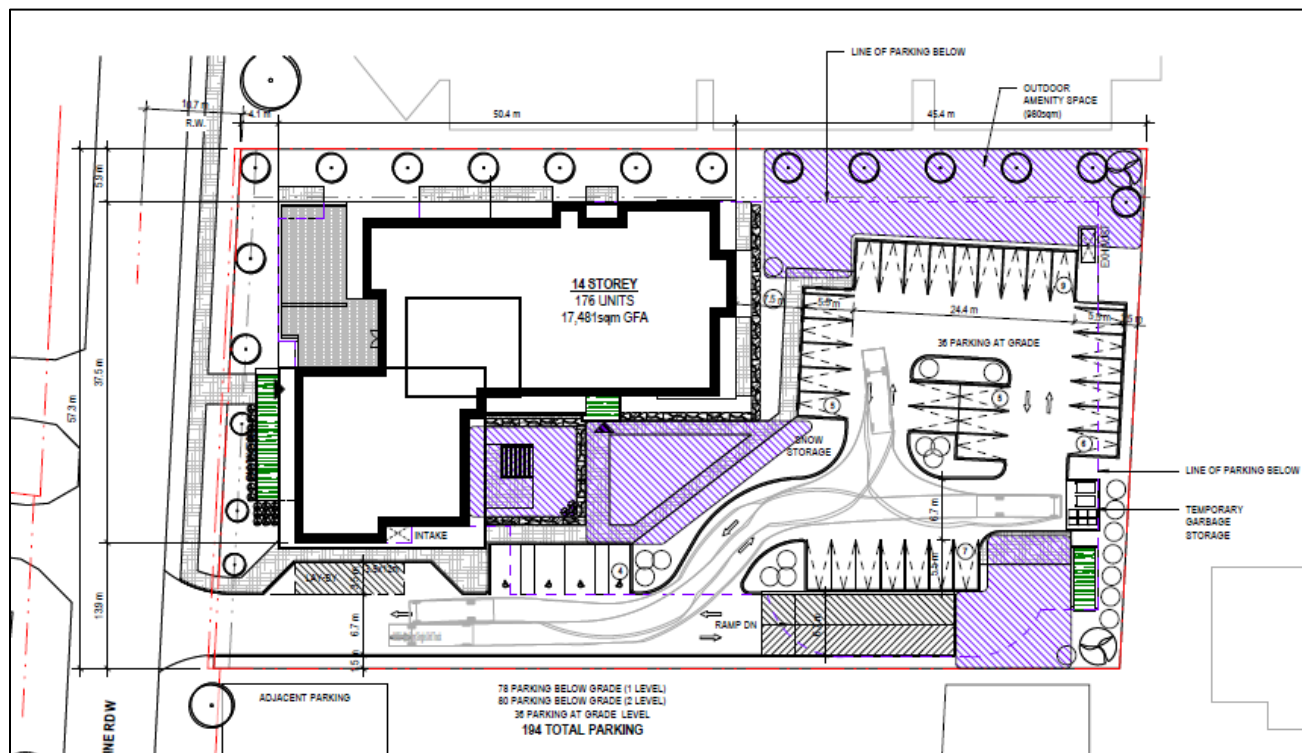


Figure 13 - Revised Site Concept Plan (March 2023)

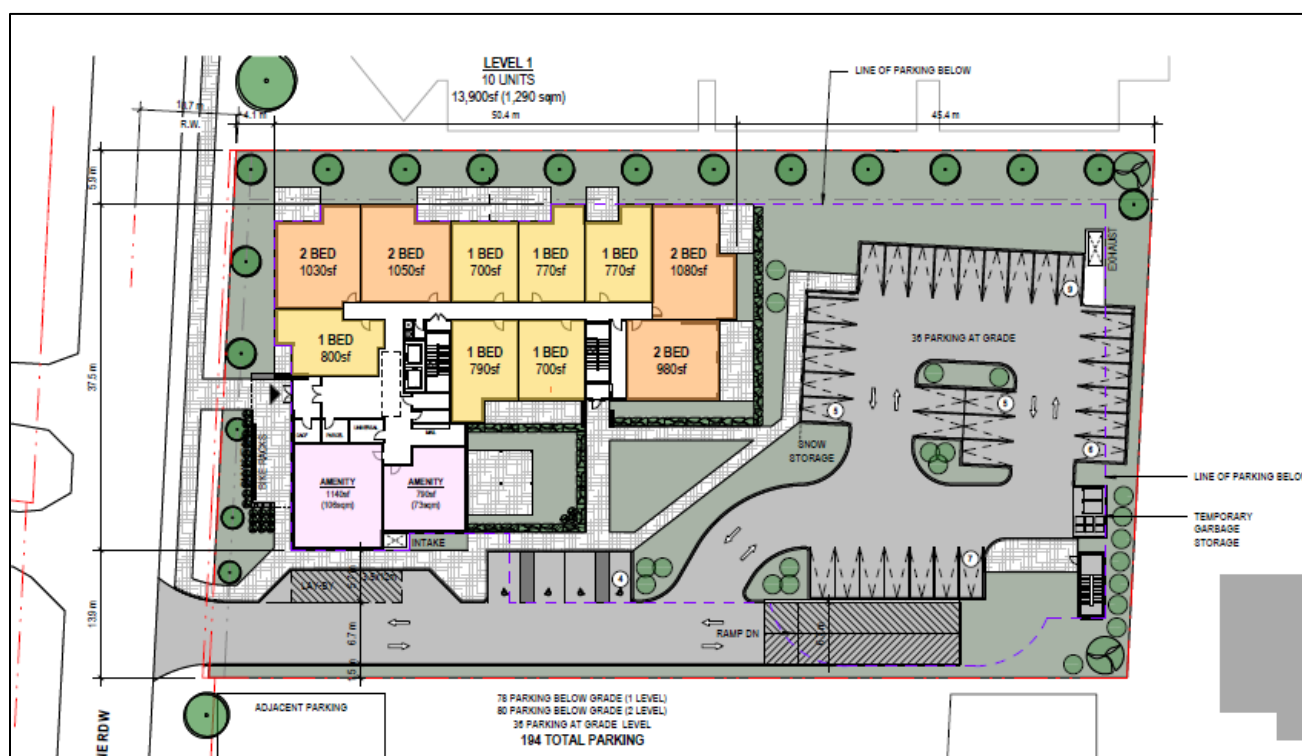


Figure 14 - Revised first floor concept (March 2023)

2.2 Requested Amendments

The applicant had requested a Residential R9 Special Provision (R9-7(_)*H51) Zone, with special provisions as follows:

- a front yard setback of 4.0 metres whereas 10.0 metres is required;
- an east interior side yard setback of 5.0 metres whereas 16.8 metres is required;
- a west interior side yard setback of 13.0 metres whereas 16.8 metres is required;
- a height of 51 metres whereas 32 metres is the maximum;

- a density of 306 units per hectare whereas 150 units per hectare is the maximum;
- 6 barrier free parking stalls whereas 7 spaces is required.

2.3 Community Engagement

On January 25, 2023, Notice of Application was sent to 520 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday January 26, 2023. A “Planning Application” sign was also placed on the site.

The public was provided with opportunities to provide comments and input on the application. There were 8 responses received during the community consultation period, and these comments have been included in Appendix B.

Concerns expressed by the public relate to:

- Height and density too great/results in decreased setbacks/impacts on adjacent sites
- Lack of affordable housing
- Lack of amenity and greenspace
- Stormwater impacts/runoff
- Unit sizes not suitable for families
- Number of parking spaces too much
- Removal of trees
- Lack of ground floor commercial/office
- Area construction/fatigue

2.4 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report. Detailed comments are included in Appendix B of this report.

2.5 Policy Context (see Appendix C for more detail)

The London Plan, 2016

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 also provides direction to make wise planning decisions by:

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

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

- Thinking “big picture” and long-term when making planning decisions – considering the implications of a short-term and/or site-specific planning

- decision within the context of this broader view. (Key Direction #8, Direction 3)
- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).
- Ensuring new development is a good fit within the context of an existing neighbourhood. (Key Direction #8, Direction 9).

3.0 Financial Impacts

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1. Issue and Consideration #1 – Provincial Policy Statement, 2020

The PPS encourages an appropriate, affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing, and housing for older persons to meet long-term needs (1.1.1b)). A mix of housing options and densities are required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Section 1.1 of the PPS encourages healthy, livable, and safe communities which are sustained by promoting efficient development and land use patterns which stimulate 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 communities (1.1.3).

The PPS is supportive of development standards which facilitate intensification, redevelopment, and compact forms (1.1.3.4). Densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)). The policies also identify that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Consistent with the PPS, the recommended amendment will facilitate the development of underutilized properties within an established residential neighbourhood and represents a form of intensification through infill development. This development will contribute to the mix of housing types in the area by providing choice and density in housing options for both current and future residents. Further, the proposed development will be located within an established area of the City, and intensification of the site would optimize the use of land and existing infrastructure, while contributing to achieving more compact forms of growth within the City.

4.2. Issue and Consideration #2 – Use

The London Plan

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 site is within the Neighbourhoods Place Type of The London Plan fronting a Neighbourhood Connector. At this location, permitted uses include a range of single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, group homes, triplexes, and small-scale community facilities (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

The subject site is also located within the High-Density Residential Overlay of the London Plan (Map 2). High-rise apartment buildings play a significant role in supporting the fundamental goal of linking our land use plans to our mobility plans. This type of development generates significant densities which can create a high demand for transit services (954_). While recognizing this strategy moving forward, The London Plan also

recognizes High Density Residential (HDR) areas that were designated in the previous Official Plan (955_). Map 2 identifies these lands as High-Density Residential Overlay (from 1989 Official Plan) which permits high-rise apartment buildings, in addition to the policies of the underlying place type (955_).

The proposed residential apartment building use is in conformity with The London Plan. The proposed form of development currently exists within the immediate area and will have limited impacts on adjacent uses. The site also has appropriate access to public transit, community facilities and retail uses, to support the proposed residential use and intensity. The apartment is not out of character for the neighbourhood and impacts will be minimal.

The proposed residential units will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit. Although mixed-use buildings are encouraged, they are not required by the policies of the London Plan.

The proposed residential apartment building is in conformity with the permitted uses as per The London Plan.

4.3. Issue and Consideration #3 – Intensity

The London Plan

The London Plan contemplates residential intensification in appropriate locations and in a way that is sensitive to and a good fit with existing neighbourhoods (83_). Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods (937_).

The London Plan uses height as a measure of intensity. The subject site is located within the High-Density Residential Overlay of the London Plan (Map 2). A site-specific policy within the HDR overlay is also applicable to the subject lands. The special policy permits a maximum height of 11 storeys and a maximum density of 150 units per hectare (1077C_2.). However, notwithstanding this special policy, the HDR Overlay policies state that within the Primary Transit Area, residential development may be permitted up to 14 storeys in height (958_1.). Zoning may not allow for the full range of height and density identified in these policies (958_5.).

The subject property is of a size and configuration capable of accommodating a more intensive development than the 11-storeys that is currently permitted on the lands. The total developable lot area consists of 0.57 hectares, and the proposed increase in density (from 150uph to 306uph) can be accommodated. The subject site is well suited for the development of a 14-storey apartment building, as the site is surrounded by other medium and high-rise apartment uses to the east (11-storeys), west (9-storeys) and south (7 and 8 storeys). The subject lands have access to surrounding transit and is within walking distance to commercial and institutional uses. Given the size of the subject site and the context of the existing neighbourhood, a 14-storey building is considered appropriate and can be accommodated, without significant impacts on adjacent amenity areas and the existing neighbourhood.

The proposal is considered to be in keeping with the intensity policies set out by The London Plan.

4.4. Issue and Consideration #4 – Form and Design

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing growth. The London Plan encourages growing 'inward and upward' to achieve compact forms of development (Policy 59.2, Policy 79). The London Plan accommodates opportunities for infill and intensification of various types and forms

(Policy 59.4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (Policy 59.8).

Within the Neighbourhoods Place Type, 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 (Policy 953.3 a. to f.). The Our Tools section of *The London Plan* contains various form and design considerations for the evaluation of all planning and development applications (Policy 1578). Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

The proposed development is located towards the front of the site, to allow for the building to be positioned adjacent to Base Line Road, and to ensure that surface parking is located to the rear and screened by building and landscaping. The main building entrance will be accessed from Base Line Road, and provisions will be added to the zoning by-law to ensure this occurs. Currently, the applicant is proposing a 4 metre setback from the building to the property line. In order to site the building with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment (259_), and to ensure the base of the building will establish a human scale façade with active frontages (259_1), a minimum 2 metre step-back above the 2nd, 3rd or 4th storey is required to establish a human scale façade along Base Line Road West and to reflect the design and character of the 4-storey building located to the north of the site. This could be achieved by extending the lower floors closer to the street. To ensure these design elements and human scale is achieved staff are recommending a further reduction in the front yard setback from 4 metre to 2 metre, to allow for that additional projection of the main floor(s). In terms of height transitions, a 14-storey building will be the tallest building in the immediate area, however adequate separation is being provided between the buildings to ensure the impact of the higher height is minimized. The massing of the building could be further reduced by limiting the tower floor plate (293_) or including additional step backs for the middle and the top of the building (289_2 & 3). The proposed building as shown recognizes and is sympathetic to the existing buildings in the area, which include large building footprints and massing, therefore the proposed design provides an appropriate scale within the surrounding neighbourhood.

Specific City Design policies indicate that principal 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_). Policies require residential buildings to include outdoor amenity spaces (295_) and support reduced parking rates in place types and parts of the city that have high accessibility to transit (271_). Large amounts of onsite parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements (936_4)

The proposed development will face the public right-of-way with direct access for pedestrians to Base Line Road. Outdoor ground level amenity space has been added to the rear of the site. Currently the applicant is proposing 194 parking spaces in total, with 36 surface parking spaces which is well above the required 0.5 spaces per unit. Through the application review process the applicant has reduced the amount of surface parking in an effort to help minimize the amount of paved surface and provide additional amenity area on site. The bulk of the parking spaces will be provided underground which will minimize the visual impact.

Overall, the proposed form and design meets the intent of The London Plan.

Zoning By-Law

The 'R9' Zone is intended to permit and regulate medium to high-density development in various forms of apartment buildings. The 'R9-7' Zone permits apartment buildings and special population's accommodations, in the form of lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. The subject lands currently permit 150 units per hectare, based on the

HDR Overlay designation on the site in The London Plan (Policy 1077C_3). The proposed maximum density of 306 uph will allow for the implementation of the proposed 14-storey apartment building and will align with the High-Density Residential Overlay policies that have no outright restrictions on density for sites within the Primary Transit Area.

The proposed R9-7 Zone requires a minimum lot area of 1,000m² and a minimum lot frontage of 30 metres. The application satisfies the lot frontage and area requirements however, additional special provisions are required as follows:

Front yard setback and 2nd, 3rd or 4th floor step back – The Applicant submitted a request to reduce the front yard setback to 4.0 metres, from the required 10.0 metres as per the Zoning By-law. Staff are recommending a further reduction to 2.0 metres, to ensure the first floor can be brought closer to the street to allow for a 2.0 metre step back above the 1st floor, to create a better pedestrian environment along Base Line Road.

Side yard setbacks – The Applicant has also requested an east interior side yard setback of 5.0 metres whereas 16.8 metres is required and a west interior side yard setback of 13.0 metres whereas 16.8 metres is required. Staff have no concerns with the reduced side yard setbacks, as the proposed side yards and building placement will ensure appropriate spacing between apartment buildings allowing for light, and sufficient amenity area within the side yards.

Setbacks from the parking garage – to ensure that there is sufficient space to plant trees along the periphery of the site, staff are recommending an additional setback of 3.0 metres for the underground parking garage to the property edge along the east and rear yards. This will ensure sufficient space to allow for more robust plantings and trees.

Maximum surface parking and barrier free spaces – In order to ensure sufficient amenity area and an overall reduction in paved surface, staff are recommending a maximum of 36 surface parking spaces within the by-law. Staff are not recommending any reduction in barrier free spaces. The original request was to reduce the barrier free parking spaces from 7 to 6 spaces. However, given the amount of parking provided there is no rationale to support a reduction.

Entrance orientation – Staff are also recommending a provision with the zone to ensure the main entrance for the building is oriented to Base Line Road West, as per the policies of the London Plan.

Density - The proposed maximum density provision of 306 uph will allow for the implementation of the 14-storey apartment building and will align with the High-Density Residential Overlay policies that have no outright restrictions on density for sites within the Primary Transit Area.

Overall, the proposed Zoning By-law amendment maintains the general intent and purpose of the City of London Zoning By-law Z.-1.

The full set of comments have been included in Appendix B.

4.5 Issue and Consideration #5 – Water Capacity

Through the circulation process, it was determined that the Base Line Road West watermain will need to be reviewed to ensure it has sufficient capacity for this development. A water servicing study is required and will need to be reviewed and approved by Water Engineering prior to a development agreement.

A holding (h) provision will be added to the zone to ensure the appropriate studies are provided through first submission of the site plan.

4.6 Issue and Consideration #6 – Watercourse

The southeast portion of 131 Base Line Road West is located within the Upper Thames River Conservation Authority (UTRCA) regulated area, as shown on Map 6 of the

London Plan. The regulation limit is comprised of a riverine flooding hazard associated with an open watercourse (drainage channel/swale).

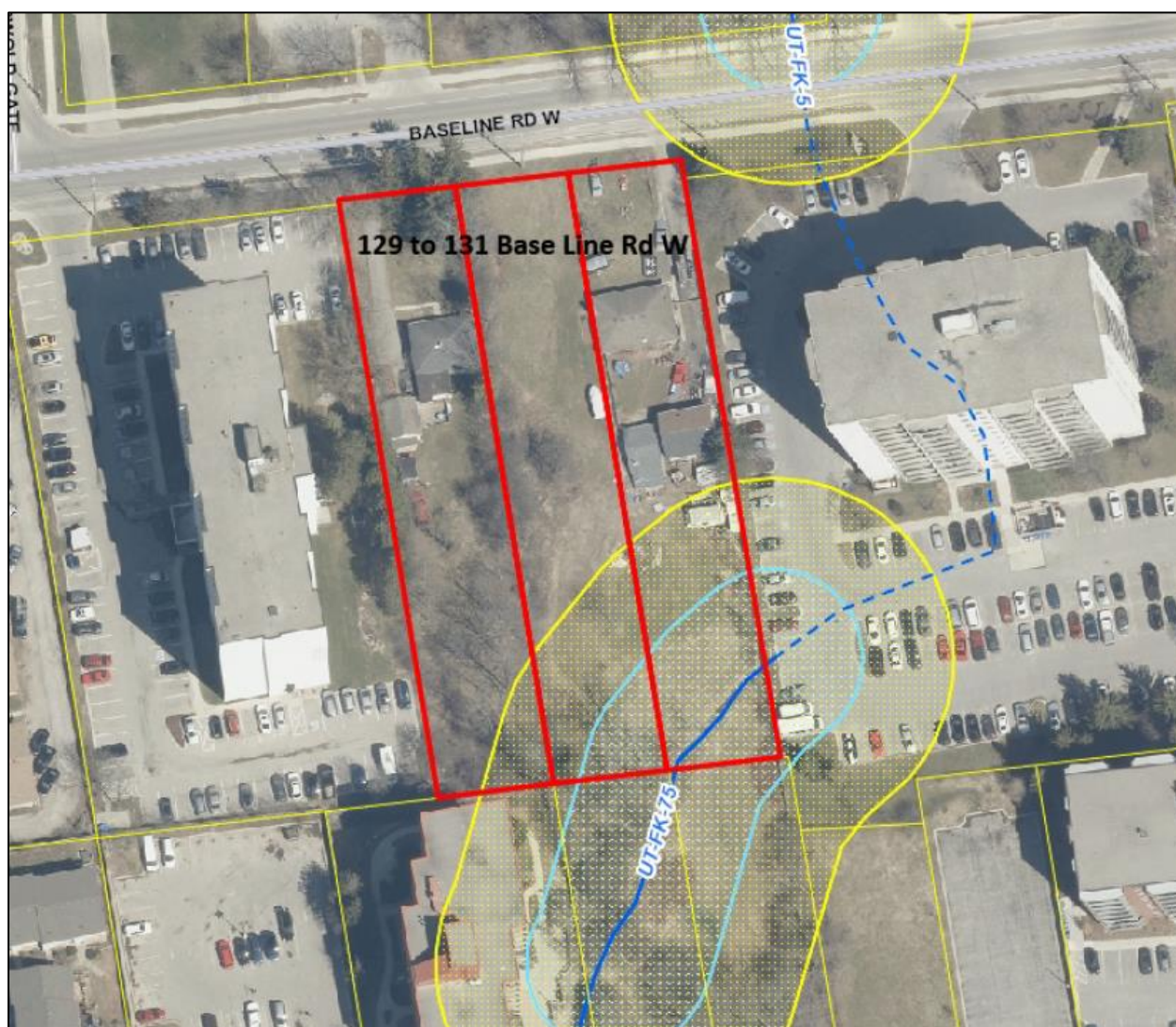


Figure 12 - UTRCA map showing drainage channel/swale

The UTRCA indicated a scoped Environmental Impact Study or ecological opinion letter was required to summarize the existing state of this feature and recommend any buffers or mitigation measures based on the proposed development.

In order to ensure this requirement is addressed, a holding provision (h-(_)) has been added to the site:

Purpose: To ensure that development will address the watercourse on site, a scoped Environmental Impact Study (EIS) is required to address whether the watercourse is to remain open or to be enclosed, if buffer(s) need to be implemented, and if compensation is required to offset the loss of the feature, to the satisfaction of the UTRCA and the City.

4.7 Issue and Consideration #7 – Neighbourhood & Agency Concerns

Public comments received on the proposed application expressed concerns relating to the following:

- Height and density too great/results in decreased setbacks/impacts on adjacent sites
- Lack of affordable housing
- Lack of amenity and greenspace
- Stormwater impacts/runoff
- Unit sizes not suitable for families
- Too many parking spaces
- Removal of trees
- Lack of ground floor commercial/office
- Area construction/fatigue

Discussions on height, density, setbacks, and amenity space can be found within the previous sections of the report (Section 4.1-4.4, Use, Intensity, Form and Design).

Lack of Affordable Housing

The City cannot dictate whether units can be “affordable” or offered at below market rates. The recent Planning Act changes limits the ability for the City to negotiate and secure below market rates through new development (Bonusing Provisions, formerly Section 37 of the Planning Act). Noting, there are opportunities that Applicants can explore to incorporate affordable housing units as part of their development. The City has a Municipal Housing Development division in Planning and Economic Development Service Area where Applicants can obtain funding for affordable housing units, and, alternatively, Homelessness Prevention and Housing Department administers various programs including rent subsidies and rebates, as well as Community Housing.

Stormwater Impacts/Runoff

Stormwater is proposed to be conveyed on site to the existing stormwater pipes that are located on Base Line Rd W. As with all applications, they are required to control all stormwater runoff including overland flow to the satisfaction of our Engineering Department.

Unit Sizes Not Suitable for Families

With respect to diversity of units, there is no mechanism to ensure that larger units with 2 or more bedrooms are provided. This development proposes 102 units with two bedrooms and 2 units with three bedrooms. Planning can not control who will reside in the units.

Removal of trees

Members of the public expressed concerns about the removal of trees proposed for the site. As shown through the Tree Preservation Plan and Report, nearly all of the on-site trees will be removed. However, staff are recommending additional side yard setbacks from the parking garage to ensure more robust landscaping and to allow for trees to be planted.

Lack of Ground Floor Commercial

Within close proximity/walking distance to the site are multiple commercial buildings that provide daily shopping needs for area residents, including a supermarket, a drug store, a post office, and several restaurants. There is no demonstrated need for additional commercial uses on site.

Area Construction/Fatigue

While this area has recently seen development projects, the subject site is one of the last remaining areas with the potential for additional development/infill. This project could also provide the area with upgraded water connections depending on the outcome of the water capacity analysis.

Conclusion

The requested amendments and special provisions are recommended to permit a fourteen (14) storey, 176 unit apartment building, with a maximum density of 306 units per hectare.

The recommended amendments are 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, the Neighbourhoods Place Type and the High-Density Residential Overlay. The recommended amendment will facilitate the development of new residential dwellings in an established neighbourhood, with a land use, intensity, and form that is appropriate for the site.

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

Submitted 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**

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

Cc: Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering
Britt O'Hagan, Manager, Current Development

Appendix A

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

By-law No. C.P.-XXXX-____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 129-
131 Base Line Road West.

WHEREAS 2796538 Ontario Inc. c/o RPH Dev has applied to rezone an area of land located at 129-131 Base Line Road West, 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 129-131 Base Line Road West, as shown on the attached map comprising part of Key Map No. A107, from a Residential R9 (R9-7*H32) Zone to a Holding Residential R9 Special Provision (h*h-()*R9-7()*H51) Zone.
- 2) Section Number 3.8 2) of the Holding "h" Zones section is amended by adding the following Holding Zone:

h-__ Purpose: To ensure that development will address the watercourse on site, the h-() shall not be deleted until a scoped Environmental Impact Study (EIS) is provided to address whether the watercourse is to remain open or to be enclosed, if buffer(s) need to be implemented, and if compensation is required to offset the loss of the feature, to the satisfaction of the Upper Thames River Conservation Authority (UTRCA) and the City of London.

- 3) Section Number 14.4 of the Residential R9-7 Zone is amended by adding the following Special Provision:

) R9-7() 129-131 Base Line Road West

a) Regulations

- | | |
|---|----------------------------|
| (i) Front Yard Setback (Minimum) | 2.0 metres (6.6 feet) |
| (ii) Building Step Back Above the 2 nd , 3 rd or 4 th Storey (Minimum) | 2.0 metres (6.6 feet) |
| (iii) East Interior Side Yard Setback (Minimum) | 5.0 metres (16.4 feet) |
| (iv) West Interior Side Yard Setback (Minimum) | 13.0 metres (42.7 feet) |
| (v) East and Rear Yard Setback from Underground Parking Structure to Property Line (Minimum) | 3.0 metres (9.8 feet) |
| (vi) Surface Parking Spaces (Maximum) | 36 spaces |

- (vii) The main building entrance shall be oriented to Base Line Road West.
- (viii) Density (Maximum) 306 units per hectare
- (ix) Height (Maximum) 51 metres (or 14 Storeys)

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.

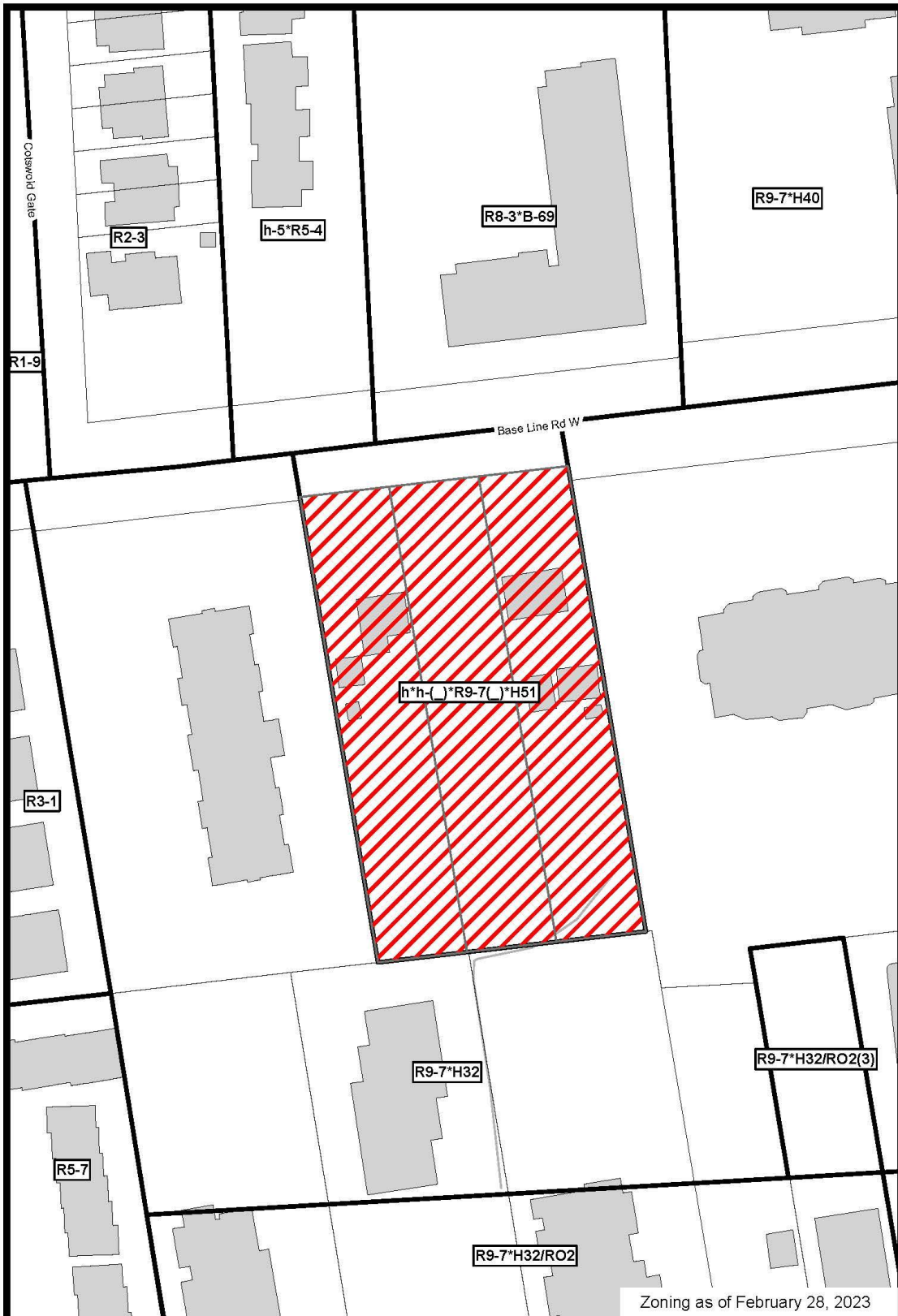
PASSED in Open Council on June 6, 2023.

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: Z-9578
Planner: NP
Date Prepared: 2023/4/21
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix B – Public Engagement

Community Engagement

Notice of Application:

On January 25, 2023, Notice of Application was sent to prescribed agencies and City departments.

Public liaison: On January 25, 2023, Notice of Application was sent to 520 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday January 26, 2023 . A “Planning Application” sign was also posted on the site.

Replies were received from 8 households.

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of a 14-storey residential apartment building with 176 units, with 39 at grade parking spaces, and 158 underground parking spaces. Possible change to Zoning By-law Z.-1 FROM a Residential R9 (R9-7*H32) Zone TO a Residential R9 Special Provision (R9-7()*H51) Zone, which would permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. The proposed special provisions would also permit a front yard setback of 4.0 metres whereas 10.0 metres is required; an east interior side yard setback of 5.0 metres whereas 16.8 metres is required; a west interior side yard setback of 13.0 metres whereas 16.8 metres is required; a height of 51 metres whereas 32 metres is the maximum; a density of 306 units per hectare whereas 150 units per hectare is the maximum; and 6 barrier free parking stalls whereas 7 spaces is required.. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions.

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

Concern for:

- Height and density too great/results in decreased setbacks/impacts on adjacent sites
- Lack of affordable housing
- Lack of amenity and greenspace
- Stormwater impacts/runoff
- Unit sizes not suitable for families
- Number of parking spaces too much
- Removal of trees
- Lack of ground floor commercial/office
- Area construction/fatigue

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

| Telephone | Written |
|---------------|----------------|
| Bill Martinez | Melanie DePauw |
| Becky Goodale | Lisa Raby |
| | Spencer Cook |
| | Kris Popiolek |
| | Luiza Kaminska |
| | Cathy Riedl |

Public Comments

Bill Martinez - January 27, 2023 – phone

- Oppose another apartment building
- Criminal activity since three storey walk up
- Broken into cars – insurance has one up
- Steal packages
- This building should go somewhere else
- People don't respect the area
- Broken fences so people can walk through to Commissioners Rd

Melanie DePauw - January 31, 2023 – email

Good morning Ms. Pasato,

I live at xxxxxx in London. I received notice of the proposed development planned for 129-131 Baseline Road West. I do not approve of this zoning change for our neighborhood. It looks extremely huge and pretentious and will stick out like a sore thumb. I understand that new development is progressive for the city but does it have to be so overpoweringly huge. Maybe 11 stories like other buildings in the area? Why is it necessary to go up 14 stories?

Thank you for considering the neighbor's opinions. Have a nice day.

Lisa Raby – February 1, 2023 – email

Hello Nancy, Skylar,

My name is Lisa, and I live at xxxxxxx. I recently received a Notice of Planning Application in regards to a new 14-storey development being built across the street from my current residence, on 129-131 Base Line. I'd like to offer some comments on the building.

I moved to London six years ago to become a high school teacher. I've been on Base Line ever since, and have absolutely loved my time here. My street is a gem for the people who live here - it's on a very convenient bus route, there's nice bike lanes, beautiful wide sidewalks, a grocery store within walking distance - Shoppers and No Frills are close enough even for the many, many seniors in my building with mobility issues. There's a high school at the end of my street and a bus stop for the elementary school out front of my building. This is all to say: it's very, very good for people who do not need nor want a car.

I am ALL for medium density in-fill. I have to practice what I preach - I teach geography! I just wrapped up a course called ""The Environment and Resource Management"" where we learned about Ontario's Bill 23, land use, and human impacts. I teach every student I have about the dangers of urban sprawl and how cities need to grow up, not out, in order to promote density, walkability, and local businesses. Removing vehicle dependency is crucial in building a modern, sustainable city. It may sound oxymoronic, but I am against changing the zoning of 129-131 Base Line W to allow for a higher building with more parking for a number of reasons.

Allowing only a 4.0M front yard setback and 5.0 M side yard setback removes an immense amount of green space. I am nervous about the ability for the local creek, which runs into the Coves, to deal with the increased runoff from the building and its accompanying parking spaces. This will carry additional physical and chemical pollution to the Coves and then to the Thames. In addition, children will not have a safe place on apartment property to play, nor will pets have an appropriate place to exercise. Green space is necessary for the health of humans AND the environment.

I'm concerned about the size and affordability of the units. I do not know whether they will be condo or rentals, but regardless, I assume they will be above market rate for this neighbourhood. Base Line W is full of families and senior citizens. I'm concerned that due to the density of 306 units/hectare, the units will be small, bachelor or 1 bedroom units, which will discourage families who need more space from moving in. In addition, how many of the units will be geared-to-income, or will they all be available at the

(astronomical) market rate? The gist of this concern is, is this going to be building units that will meet the needs of Londoners, or units that will make the developer money?

I'm concerned about the number of parking spaces per unit available - mainly that there are too many, yet not enough of them will be barrier-free! As previously stated, this neighbourhood is particularly suited to people who do not need or can not afford a vehicle. Why is the developer catering to a car-centric society when there are available public transportation options literally at the building's front doorstep? Offering less at-grade parking allows for amenities like resident gardening plots, open space for children to play, or a quiet space for people to spend time outside. These are the things that make dense living feel like home, not a temporary stepping stone "until we can break into the housing market."

I would love to see a more daring or radical approach to infill in my neighbourhood. A building with shops, amenities, offices or services on the ground floor to promote a walkable neighbourhood. Bike lockers to promote active transportation. A smaller building that offers more family-friendly options that may be partially geared-to-income, such as the building that was recently completed next door to mine. That is a model of sustainable low-rise infill that the city should be pressing for, instead of bowing to the demands of off-site developers who are looking to make as much money as possible. Housing needs to be thought of in terms of a human right, not a business opportunity.

Becky Goodale – February 2, 2023 – phone

- are these Affordable Housing Units?;
- need more affordable housing; want to stay in neighbourhood;
- need pathway back through 121 Base Line Rd to access commercial;
- ok with proposed height and density

Spencer Cook – February 7, 2023 – email
Hello,

My name is Spencer and I am an undergraduate student studying Urban Development at Western who lives in the area of the proposed development. I was shown the notice of planning application for a development on 129-131 baseline for a 14- story apartment. While this development is great for addressing the housing shortage that London is facing, I have a few questions regarding this development.

- First, of the 176 units in the building, is there a number that is anticipated to be at- or below-market rate? Given the high rates for rent in the city, there needs to be some form of rent subsidies for individuals and families who may wish to rent here.
- Second, the development has parking at 1.25 spots/unit, totalling 197 for the proposal. While it is true that the company is trying to reduce the footprint allocated to ground-level parking and that they provide a generous number of spots for bikes both inside and outside (176 according to the issue for rezoning document), but would it not be best for developments in London going forward to have less parking for cars? The City of London has declared a climate emergency and is a part of Vision Zero, so why should there be so much infrastructure allocated for vehicles that go directly against these two missions? I understand that this is London, a car-centric city in which cars cannot reasonably be totally rejected, but based on the climate emergency and Vision Zero, shouldn't the city do more to de-incentivize car-based travel and try to push the residents in this building to use the existing bike lane or multiple convenient bus routes that would be very convenient for residents?
- Third, I see that on visualizations of the outside of the building have outdoor bike parking racks. Would it be possible to push for some kind of cover over the bike racks. Since underground parking would be for residents, its safe to assume that users of these racks would be guests. In which case, I think it would be reasonable to ask for some weather protection for bikes that are locked in these racks.

I appreciate you taking the time to listen to my concerns. These issues matter very much to me, and I wish to use my strong beliefs in city planning to advocate for what I

believe would make London a leader in the fight against climate change and against vehicle deaths. Please let me know if you would like to discuss any of the points I have made further.

I look forward to hearing back from you.

Kris Popiolek – February 13, 2023 – email
Hello Nancy,

I want to comment on the proposed zoning changes for 129-131 Base Line Rd. W.

I believe that the proposed building is too big for this site - it is too tall (nearly twice the height currently allowed, and much higher than buildings next to it).

The number of trees that need to be removed also seems too large.

Also, the proposed shape (width) of the building will result in very little space between the new building and buildings at 111 and/or 135 Base Line. This obviously will have a very negative impact on the privacy of all residents (current and new).

The current application asks for near each zoning aspect (height, setback, density, number of barrier free parking, etc.) to be changed. To me that's a clear indication that the application is for a building that does not fit the site!

I think that the application must be revised - the building should be lower, different shape (to allow more space between buildings), and to prevent as many trees as possible (especially on the property lines).

Luiza Kaminska – February 13, 2023 – email
Hello Nancy,

I am writing in regards to the File:Z-9578. applicant 2796538. Building a 14 story apartment is very disturbing. The land is way too small for such a huge building. It will infringe on our privacy! All of the tenants will be seeing everything in both of the buildings. What a horrific way to make people live. We all deserve some privacy. Are we suppose to live with our blinds shut, just because some developer wants to cram such an outrageous size of a building? There is plenty of land on the outskirts of the city for this huge project. We don't want something like that in our neighbourhood. There is not enough space for it!

Cathy Riedl – February 17, 2023 – email
Good morning Skylar,

Thank you for your reply, although it is not good news except for the developers. It truly makes sick!

Forward it to anyone who can stop obscenities like this and all that follow.

March it straight to Doug Ford with my regards.

Thank you again.

Good afternoon Skylar,

I have read the notice I received at 112 Baseline Rd. W, several times and it makes no sense. It doesn't look as if any zoning is going to be changed. If it is, not by much. I went on london.ca for the zoning map and was sent all over the map.

I have a few question and concerns. What happened to the people who lived in the houses on those properties? Did the city buy the land and I thought it, along with a few other surrounding properties, they were Indigenous. Well if you want to get technical, the entire country is.

This area has been under construction for years, including the two buildings in this complex.

How long do the residents of this area need to deal with constant construction. Not to mention the loss of trees and all green space?

How many of these buildings are affordable housing or are they all, including the proposed new building, not? The only ones I am aware of, are the buildings next door at 122 Baseline Rd. west and 30 Baseline Rd. west.

New builds, other than affordable housing are exempt from rent control. Landlords can increase the rents to whatever they wish, at the twelve month mark. Sadly, many tenants are not informed of this, are unaware until they are taken advantage of by greedy landlords and the PCs of this province. At the end of twelve months, they face losing housing due to outrageous increases, both in their current rental or a rental they need to find after the twelve months. No wonder the homeless situation is so incredibly bad. The rent increase exemption needs to be abolished! At the very least, it needs to be on rental applications and leases for new builds.

In conclusion, unless this new building is one hundred percent affordable and will actually make a difference in the housing crisis, it is NOT necessary.

Thank you for your time.

Agency/Departmental Comments

Parks Planning – January 27, 2023

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-25 and will be finalized at the time of site plan approval.

UDPRP – February 2, 2023

The panel commends the applicant for a proposal of appropriate scale and density, and for consideration given to architectural character and addressing the street frontage.

Site Strategy and Landscaping

- The panel notes the east side yard setback seems too tight relative to the height of the building and the length of the west facade. Consider increasing the side yard setback to an appropriate tower setback such as 12.5m. If proposed setback is to remain, we suggest an agreement should be made with the adjacent property owner to ensure plans for future development are considered.
- The panel recommends removing the walkway on the east side of the building, as it reduces site security and privacy for patios. This space could be used for larger private patios, increased landscaping, and a continuous tree canopy with an appropriate setback from the property line.
- The panel notes the underground parking should be set back minimum 3m from all property lines (including south and west) to allow for a continuous landscape buffer. All tree plantings should be set back from the property line to allow adequate space for planting and maintenance. We recommend underground parking levels be designed to accommodate adequate soil depth for shrubs and ornamental trees to be planted at grade.
- The panel suggests that the west property line landscape buffer be increased to a minimum of 3.0 m to ensure there is adequate room for trees along the property line on the applicant's side. Planting trees on the property line or on the adjacent site as shown in their plan cannot be accomplished through the future site plan process without this zoning setback.
- The panel recommends reducing the amount of surface parking to allow for increased landscape and open space. If proposed parking count is truly necessary, additional parking could be accommodated below grade. It appears underground parking could be made more efficient. The panel suggests considering integrating the underground parking ramp into the ground floor plan of the building to reduce visual and noise impact to neighbours and residents.
- The panel recommends reconsideration of the location and design of outdoor amenity space on site. The paved outdoor amenity space adjacent to the road is not appropriate as a lounge space for furniture, barbecues, etc. The outdoor amenity space in the south-east corner of the site is awkwardly sized and shaped. The panel suggests consolidating a larger outdoor amenity space in the rear of the site, ideally adjacent to indoor amenity space and provided with direct access from the building.

- The panel recommends reconsideration of the location for garbage pick-up. We suggest relocating the garbage pick-up to a discreet location at the rear of the site, designed to be convenient for pick-up, drop-off, and to accommodate loading and turn-around requirements for a garbage truck.
- While it seems appropriate to have the frontage of the building relatively close to the north property line to frame and animate Base Line Road, the panel suggests the precise setback should be informed by the existing prevalent pattern along the street. We suggest shifting the building slightly south to accommodate more generous landscaping and a continuous tree canopy planted on the property with appropriate setbacks, to improve the experience of both pedestrians and building occupants along Base Line Road. We suggest replacing the privacy fences along Base Line Road with planter boxes and shrubs.

Architectural Expression

- Given the context and the underlining policy and zoning, and the concerns of the proximity of the tower to the eastern property boundary, considerations may be given to revising the building massing to an 11-storey volume fronting and framing Baseline Road and a higher volume that is perpendicular to Baseline Road with increased setbacks from both Baseline Road and the eastern boundary. The result may be a “T” shape building rather than the currently proposed “L” shape configuration.
- The attempt to break up the massing vertically through articulation and introduction of vertical elements is understood and appreciated. The emphasis at the northwest corner is interesting however not entirely convincing. We suggest considering reducing the height of the ‘grey masses’ of the building frontage to adjust the proportions and provide more emphasis to the main entrance and common area at grade. Consider providing more prominent and continuous glazing at the entrance and around the perimeter of the proposed amenity and lounge space at ground floor level.
- The panel recommends further consideration be given to the portions of blank façade on the building. These areas would benefit from more fenestration, particularly at the south-west interior corner of the building where there are opportunities to provide views to potential landscape space at grade. Consider ‘unboxing’ the corner balconies at the three locations where proposed exterior walls currently extent past the corner of the building to box-in the balconies.
- The panel has concerns with the use of painted concrete as the primary material used to clad the building façade. We recommend real consideration be given to providing cladding material that will provide more substantial material differentiation, that will age well, and that will require less ongoing maintenance to maintain its character and visual contrast.

Concluding comments:

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process. Subject to incorporation of the comments and recommendations noted above, the proposed redevelopment of this site will make a positive contribution to the evolving neighbourhood. Consider the panel’s recommendations as noted above for future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent’s response.

Landscape Architect – February 6, 2023

The City’s Landscape Architect has reviewed the Tree Preservation Plan prepared by RKLA and has no issues with the methods of inventory and assessment or with the format of plan.

Three City of London trees growing in the Base Line Rd allowance are proposed for removal [1, 42, 44]. Their removal is to be coordinated with Forestry Operations. At time of Site Plan Application, the owner/applicant is to forward receipt for the payment to have the trees removed issued by Forestry Operations.

Six boundary trees growing on the shared property line with 135 Baseline have been identified for removal. 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 at time of site plan application will require neighbour's letter of consent.

One off site tree, 56, is identified for removal. A letter of consent for removal must be forwarded with Site Plan Application documents, for approval of Tree Preservation Plan.

The proposed setbacks along the east, west and south property lines do not provide sufficient soil volumes for successful tree planting as will be required by the City. A minimum of 1.5 meters is to be provided. The proposed LP shows, pathways, and curbs abutting the property lines with no free soil area for tree planting. These setbacks are not in line with the London Plan Policy and the City's Urban Forestry Strategy to provide tree canopy. Setbacks need to be increased along all interior property lines.

Site Plan - February 14, 2023

I have reviewed the submitted concept site plan and can provide the following comments:

1. The lay-by as proposed does not function. In accordance with the Site Plan Control By-law (Section 6.8.1), lay-by's are to be a minimum of 3.5m x 12.0m.
2. Ensure the landscape planting islands in the parking area are a minimum width of 3.0 metres (Site Plan Control By-law, Section 9.5.a)iii)).
3. The following dimensions are required to confirm compliance with the Site Plan Control By-law and Zoning By-law Z.-1:
 - a. Parking stall widths (including the proposed widths for barrier-free stalls, access aisles and underground parking stalls)
 - b. Landscape planting islands (see comment 2 above)
 - c. Sidewalk widths (it being noted that 2.1 metres is required abutting parking stalls to accommodate vehicle overhangs)
4. Identify the building access points on the underground parking plans. The plan provided shows 2 parking stalls that appear to be going into the building?
5. Relocate some of the barrier-free stalls to the underground parking.

As another note – I'm not sure if Solid Waste Management will like the new garbage pick-up location. The best bet is to likely remove parking stalls and locate it closer to the building.

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

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.

Urban Design – February 16, 2023

Complete Application Requirements:

1. The applicant's response to the **January 2023 UDPRP memo** - After attending the UDPRP, the applicant received a formal memo from the UDPRP Chair, or their designate. For deeming the application complete, a Comment Response Table outlining in detail the applicant's response to the UDPRP is required.
2. Provide updated drawings that reflect the revisions made to address the UDPRP comments.

Comments for Zoning

- A zoning provisions for the massing height, separation distance, setback, and step back should be provided to mitigate negative impacts on the existing neighbourhood. Refer to the London Plan (TLP), 253.
 - Provide a front yard 5m step-back above the 2nd storey to establishes a human scale façade along Base Line Road West.
 - To mitigate shadow impacts and promote sunlight penetration to abutting properties, provide a side yard step-back above the 2nd storey based on an angular plane.
 - Provide a minimum 3m setback from the western side yard frontage to provide adequate space for urban trees and landscaping.
 - Provide a 12.5m eastern side yard setback to mitigate impact on future development on abutting properties.
 - As recommended by the UDPRP, urban design supports the suggested building height of 11 storeys along Baseline Road West to frame the streetscape. A second higher volume can be placed perpendicular to the 11-storey street-oriented volume, to create a "T" shaped building.
- If a high-rise form is deemed to be appropriate, design the tower portion (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters and a length to width ratio of 1:1.5) to reduce the "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces. The top should provide a finishing treatment, such as roof or cornice treatment, to integrate the mechanical penthouse into the overall design (TLP, 289).
- The inclusion of an underground parking facility is commended and should be retained as the proposal changes to further reflect City of London policies, by-laws, and recommendations.
 - Setback the parking facility a minimum of 3m from the property line to provide adequate space and soil depth for a continuous planting strip (TLP, 258).
 - Consider integrating the parking ramp entrance into the ground floor level of the proposed built form.

Items to be Addressed at Site Plan

- Provide a centrally located outdoor amenity space (TLP, 295).
- As a wayfinding provision, urban design supports a prominent main entrance along Base Line Road West that is differentiated from the amenities and lounge space entrance and residential units along the ground floor level of the proposed built form (TLP, 291).
- Design the ground floor units along any active frontage to include open courtyards or front porches that extend into the front setback to create a pedestrian-oriented and active streetscape.
 - Provide direct walkway access from ground floor units to the public sidewalk (TLP, 255)
- The waste receptacle pick-up zone should be relocated and screened (TLP, 266).

Urban Design – revised March 7, 2023

Urban Design generally supports the use and intensity of the proposal in this location.

Comments for Zoning

- If the use and intensity is deemed appropriate, the following zoning provisions should be included:

- A minimum 2m step-back above the 2nd, 3rd or 4th storey to establish a human scale façade along Base Line Road West. This could be achieved by extending the lower floors closer to the street.
- Identify the sideyard setbacks provided to lock in the building location and separation from existing neighbouring buildings.
- A setback for both surface and below grade parking of a minimum of 3m from the property line to provide adequate space and soil depth for a continuous planting strip (TLP, 258).
- Identify a maximum number of surface parking spaces, to ensure the landscape open space and amenity area are provided. Alternatively, identify the minimum size of the contiguous amenity space provided.
- A provision for the primary entrance to be located on the street-facing (north) building façade.
- Considering the surrounding context, the proposed floorplates may be appropriate. Ideally, the east-west width of the tower above the 8th floor should be reduced to mitigate shadow impacts on the streetscape and reduce the mass of the building. A maximum floorplate of 1000m² above the 8th storey is preferred.

Items to be Addressed at Site Plan

- The following elements should be retained for the future site plan application:
 - The inclusion of an underground parking.
 - The centrally located amenity space to the south-west of the building
 - The prominent main entrance along Base Line Road West that includes signage, a canopy, and a forecourt area.
 - The sculpted treatment provided at the top of the building, including the terracing on the 12th and 14th floors.
- The following additional issues should be considered through the site plan
 - Integrating the parking ramp entrance into the ground floor level of the proposed built form and/or providing adequate screening.
 - Design any ground floor units along the Baseline Rd frontage and facing common driveways and amenity areas to include courtyards or front porches, lockable front doors, landscape or built buffer to delineate private and public spaces, and convenient connections to the sidewalk to create an active streetscape and promote walkability.
 - The waste receptacle pick-up zone should be relocated and screened.

Engineering – February 23, 2023

Items to be addressed as a part of a complete re-zoning application (Or prior to site plan application):

- The Base Line Rd W watermain will need to be reviewed to ensure it has sufficient capacity for this development. A water servicing study will need to be reviewed and approved by Water Engineering prior to the submission of a complete application. The study will need to include the Base Line Rd W watermain from West Street to the 300mm diameter DI watermain located at 101 Baseline Rd W and include all existing customers fed off the watermain.
- As there is speculation that the existing watermain on Base Line Rd may be undersized for the proposed development, a holding provision is recommended until adequate water supply/capacity has been demonstrated.

The following items are to be addressed during the site plan application stage:

Wastewater:

- The Municipal sanitary sewer available is an existing 1050 mm diameter sanitary sewer on Baseline Road West. The proposed development is 14 - storey apartment building (176 units).
- As per City record drawings, the proposed population request is higher than the allocated density. A sanitary capacity report will be required to confirm if the proposed population can be accommodated (Pending confirmation).

- A new 150mm diameter or larger PDC will be required consistent with City of London Standard and design criteria for the proposed use. A PDC 200mm in diameter will require that the connection to the main sewer using a maintenance hole. In addition, any existing services (PDCs) no longer proposed for use are to be properly abandoned.

Water:

- Water is available to the site via the municipal 200mm DI watermain on Base Line Rd W.
- The Base Line Rd W watermain will need to be reviewed to ensure it has sufficient capacity for this development. A water servicing study will need to be reviewed and approved by Water Engineering prior to the submission of a complete application. The study will need to include the Base Line Rd W watermain from West Street to the 300mm diameter DI watermain located at 101 Baseline Rd W and include all existing customers fed off the watermain.
- It is proposed that the applicant and their engineer should meet with Water Engineering to further scope the study and to receive information on demands for other customers on the street.
- All comments on SPC shall be addressed in complete application

Stormwater:

Comments Specific to the Site

- It would appear surface run off from 199 Commissioners and minor/major flows from 191 Commissioners discharge into the subject parcel(s), and are conveyed to an existing storm inlet to be maintained at the easterly property limit (111 Base Line Rd W). The Owner shall allow for conveyance of minor and overland flows from external drainage areas that drain by topography through the subject lands. The consultant is requested to provide preliminary servicing/grading information to prove feasibility of the this requirement and how these existing flows will be maintained through the development prior to setbacks being established.
- As per the City of London's Design Requirements for Permanent Private Systems, the development's major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the 250-year storm event. The consultant is expected to reserve space within the site plan for an LID strategy(ies), or traditional stormwater management, in efforts to achieve the storm water storage requirement. The consultant is requested to provide support for feasibility of this requirement, prior to setbacks being established.
- The site is located within the UTRCA regulated area and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements, including, but not limited to, approvals, permits, or setbacks required for this site.
- The proposed land use of a high density residential will trigger 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.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 3a, therefore the following design criteria should be implemented:
 - the flows from a site being developed are to be restricted to those flows which were allowed for the site in the design of the receiving storm sewer; and,

- the major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the 250-year storm event; and,
- 100% of quality and erosion controls are to be provided for the lands to be developed, as per the applicable Subwatershed Study.

The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.

- As per attached as-constructed 12436, the site at C=0.65 is tributary to the existing 750mm storm sewer on Base line Road West. For proposed development in exceedance of the approved C-value of the downstream sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- 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.
- 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.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- 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.

Transportation:

- Right-of-way dedication of 10.75 m from the centre line be required along Base Line Road West. Currently, the street line is 10.06m from the C/L of the original road allowance. Therefore, an additional 0.69m widening is required to attain 10.75m from C/L.
- A Transportation Impact Assessment (TIA) will be required, the TIA will evaluate the impact the development will have on the transportation infrastructure in the area and provide recommendations for any mitigation measures. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines.
- Detailed comments regarding access design and location will be made through the site plan process.

UTRCA – March 8, 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 (PPS, 2020), and the Upper Thames River Source Protection Area Assessment Report.

BACKGROUND & PROPOSAL

The subject lands are located in southeast London fronting on Base Line Road West with an approximate area of 0.58ha (1.43ac). The lands are comprised of three (3) separate parcels that have been acquired by the applicant. Two (2) of the parcels contain existing single detached dwellings with associated accessory uses, whereas the central parcel is vacant of any uses and appears to be a combination of natural and landscaped space.

The subject lands are presently:

- Zoned *Residential R9-7, H32* ; and
- Within the *Neighbourhoods Place Type* in the London Plan, with a High Density Residential Overlay.

The applicant contacted the UTRCA for informal pre-consultation in the fall of 2020, as the southeast portion of 131 Base Line Road West is located within the regulated area, as captured on Map 6 of the London Plan.

The purpose of this Zoning By-law Amendment application is to place a special provision on the existing zoning, and modify the maximum height; the proposed rezoning would be presented as *Residential R9-7()*H51*. The special provisions would include a reduced front yard setback, reduced interior side yard setbacks, an increased height, an increased density, and a reduction in barrier-free parking stalls.

The proposed development consists of a 14-storey residential apartment building containing 176 units, 39 surface parking spaces, and 158 underground parking spaces.

DELEGATED RESPONSIBILITY & STATUTORY ROLE

Provincial Policy Statement 2020

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the “Provincial One Window Planning System for Natural Hazards” Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNR) and the Ministry of Municipal Affairs and Housing. Accordingly, the Conservation Authority represents the provincial interest in commenting on development applications with respect to natural hazards and ensures that applications are consistent with the PPS.

The UTRCA’s role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and with the policies in the UTRCA’s Environmental Planning Policy Manual (2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the policies of the UTRCA’s Environmental Planning Policy Manual (2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

Section 28 Regulations - Ontario Regulation 157/06

The subject lands **are** regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of:

- A riverine flooding hazard associated with UT-FK-75.

Please refer to the attached mapping for the location of the regulated features. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA’s Environmental Planning Policy Manual is available online at:

<http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>
NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on *Planning Act* applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority's regulations with respect to site alteration and development activities.

The UTRCA's natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach and uses that may be allowed in the flood plain subject to satisfying the UTRCA's Section 28 permit requirements.

3.2.5 Watercourse Policies

The UTRCA discourages the conversion of open surface watercourses and/or drains to closed drains. The watercourse that transects the southeast corner of the subject lands is the last remaining segment of this watercourse that remains open in this area.

In considering any proposed channel alterations, the following matters need to be addressed to the satisfaction of the UTRCA:

- Downstream and upstream flooding
- Loss of floodplain
- Flow and velocity
- Adjacent land use
- Biodiversity habitat
- Loss of stream functions
- Loss of groundwater infiltration
- Loss of buffers – corridors and terrestrial habitat
- Increased maintenance and chance of blockage

The application proposed to keep the watercourse in an open state, however critical information is lacking as to appropriate buffers, connections to surrounding systems, etc. This information/justification should be included in a scoped Environmental Impact Study/ecological opinion letter.

1. The various reports identify that the southeast corner of the subject lands are regulated by the UTRCA due to the presence of a drainage channel/swale. A scoped Environmental Impact Study or ecological opinion letter is required to summarize the existing state of this feature and recommend any buffers or mitigation measures based on the proposed development. Please refer to Section 3.2.5 above for considerations that shall be given to the existing and proposed function of this feature.
 - a. Should the applicant wish to enclose the watercourse, we strongly encourage continued consultation with UTRCA staff to satisfy our requirements under Section 28 of the Conservation Authorities Act. The UTRCA has worked with other landowners in this area that are connected to this feature and are implementing a consistent approach.
2. The Stormwater Management Plan states that the existing swale will be re-aligned to convey external flows through the lands, however no drawings or details have been provided to delineate/detail this feature throughout the various documentation submitted alongside this application. Please provide further details in this regard.

SUMMARY & RECOMMENDATION

As indicated, the subject lands are regulated by the UTRCA due to the presence of a riverine flooding hazard associated with a watercourse that transects the southeast corner of 131 Base Line Road West.

The UTRCA recommends that this application be deferred until the requested technical information has been submitted and reviewed by UTRCA staff.

We remind the applicant that a Section 28 permit application is required to prior undertaking any site alteration or development within the regulated area.

Appendix C – Policy Context

| 1577_ Evaluation Criteria for Planning and Development Applications | |
|--|--|
| Criteria – General Policy Conformity | Response |
| Consistency with the Provincial Policy Statement and in accordance with all applicable legislation. | The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered. |
| Conformity with the Our City, Our Strategy, City Building and Environmental Policies of this Plan. | The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy, and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage. |
| Conformity with the policies of the place type in which they are located. | The proposed 14 storey apartment building will provide a use and intensity that is contemplated within the High-Density Residential Overlay. |
| Consideration of applicable guideline documents that apply to the subject lands. | No additional guideline documents apply to the subject lands. |
| The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan. | The site will be fully serviced by municipal water, sanitary and storm sewers. A water capacity study will be required as part of the site plan submission to ensure adequate water service for the site. |
| Criteria – Impacts on Adjacent Lands | |
| Traffic and access management | A Traffic Impact Assessment was provided, and any mitigation measures or additional controls will be addressed at the Site Plan Approval Stage. |
| Noise | The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. An Environmental Noise Impact Assessment Report identified the road traffic noise impacts above the NPC 300 requirements and recommends appropriate mitigation measures including warning clauses and air condition units. The stationary noise impacts from the site were evaluated and the sound level predictions were determined to be below site-specific noise limits for all façades. These development details will be implemented through the Site Plan process. |

| | |
|---|---|
| Parking on streets or adjacent properties | The proposal provides for 1.1 parking spaces for each unit. It is not anticipated that overflow parking will be required on local streets. |
| Emissions generated by the use such as odour, dust or other airborne emissions. | The proposed development will not generate noxious emissions. |
| Lighting | Lighting details will be addressed at the site plan approval stage. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties. |
| Garbage generated by the use. | There are garbage storage facilities proposed within the ground floor of the building. Detailed functional aspects of garbage would be addressed as part of standard site plan review. |
| Privacy | The site plan shows enhanced landscaping along the south, west and east property lines to mitigate any potential compatibility concerns, however, it is also noted that the adjacent land uses are unlikely to be impacted by the proposed development. |
| Shadowing | Based on the proposed siting and orientation of the development, the proposed development will not have adverse impacts to adjacent landowners. |
| Visual Impact | Enhanced landscaping will have a positive visual impact on the area. Architectural design details and materials will be implemented through the Site Plan Process. |
| Loss of Views | There are no view corridors to significant features or landmarks to be affected by the proposed development. |
| Trees and canopy cover | The development will result in an overall decrease in trees and canopy cover on site. However additional trees and plantings will be provided through the additional side yard setbacks from the parking garage. This will be implemented at site plan. |
| Cultural heritage resources | Not applicable. |
| Natural heritage resources and features | The open watercourse located on the south east portion of the site will need to be addressed. A holding provision to ensure the appropriate information is provided has been added to the site. |
| Other relevant matters related to use and built form | Not applicable. |

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: 306 uph
Net change in affordable housing units: 0

Complete Communities

New use added to the local community: Yes
Proximity to the nearest public open space: Southcrest Park, 950 metres
Proximity to the nearest commercial area/use: Wharncliffe/Base Line Road, 850 metres
Proximity to the nearest food store: No Frills, 1000 metres
Proximity to nearest primary school: W. Sherwood Fox Public School, 2200 metres
Proximity to nearest community/recreation amenity: Springbank Civic Gardens, 2800 metres
Net change in functional on-site outdoor amenity areas: - (includes patios at ground floor to rear of site and 3rd floor outdoor amenity space) + 980 square metres

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 130 metres
Completes gaps in the public sidewalk network: No (sidewalks already exist)
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 (buildings are easily accessible from the sidewalk; pedestrians do not have to walk through large expanses of surfaces parking to reach the building entrance)
Proximity to nearest dedicated cycling infrastructure: Base Line Road West (portion), 0 metres
Secured bike parking spaces: 193 spaces
Secured bike parking ratio: 0.75 per unit
New electric vehicles charging stations: unknown
Vehicle parking ratio: 0.6 parking space/unit

Environmental Impacts

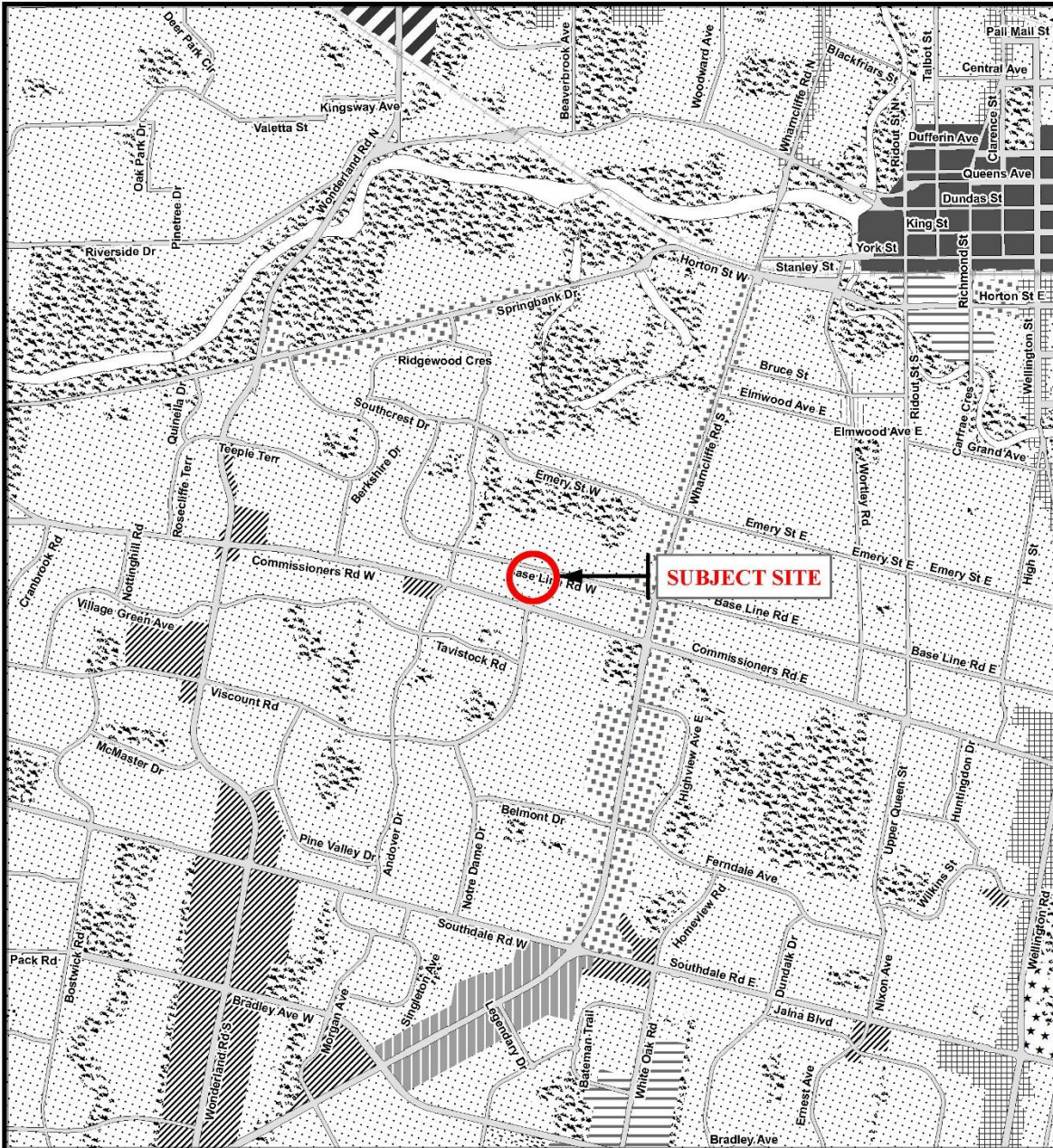
Net change in permeable surfaces: -0.3 ha approx.
Net change in the number of trees: - 36
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: N/A
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): N/A

Construction

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

Appendix E – Relevant Background

The London Plan Map 1 – Place Types



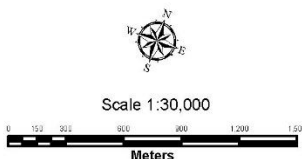
Legend

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

This is an excerpt from 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: Z-9578
Planner: NP
Technician: RC
Date: 2023/3/9

Zoning By-Law No. Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9578

NP

MAP PREPARED:

2023/03/09

RC

1:1,250

0 5 10 20 30 40
Meters

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

Appendix F – Urban Design Peer Review Panel Comments and Responses from Applicant

Comment:

The panel notes the east side yard setback seems too tight relative to the height of the building and the length of the west facade. Consider increasing the side yard setback to an appropriate tower setback such as 12.5m. If proposed setback is to remain, we suggest an agreement should be made with the adjacent property owner to ensure plans for future development are considered.

Applicant Response:

Proposed Building is +/- 26.5m away from existing 11 Storey Building (existing building has no windows on wall facing new construction). 25m minimum setback achieved with existing building.

Comment:

The panel recommends removing the walkway on the east side of the building, as it reduces site security and privacy for patios. This space could be used for larger private patios, increased landscaping, and a continuous tree canopy with an appropriate setback from the property line.

Applicant Response:

Noted and implemented. Walkway has been removed.

Comment:

The panel notes the underground parking should be set back minimum 3m from all property lines (including south and west) to allow for a continuous landscape buffer. All tree plantings should be set back from the property line to allow adequate space for planting and maintenance. We recommend underground parking levels be designed to accommodate adequate soil depth for shrubs and ornamental trees to be planted at grade.

Applicant Response:

Noted and implemented. Underground parking is now setback 5.9m from east, 3m from south.

Comment:

The panel suggests that the west property line landscape buffer be increased to a minimum of 3.0 m to ensure there is adequate room for trees along the property line on the applicant's side. Planting trees on the property line or on the adjacent site as shown in their plan cannot be accomplished through the future site plan process without this zoning setback.

Applicant Response:

Planting adjust along East and South property line, No space available due to drive isle at the west property line – trees are removed along here.

Comment:

The panel recommends reducing the amount of surface parking to allow for increased landscape and open space. If proposed parking count is truly necessary, additional parking could be accommodated below grade. It appears underground parking could be made more efficient. The panel suggests considering integrating the underground parking ramp into the ground floor plan of the building to reduce visual and noise impact to neighbours and residents.

Applicant Response:

Parking at grade re-organized to maintain the same amount of spaces, but reduce amount of drive isles.

Underground parking has been reorganized as per panel comments, however moving the ramp into the ground

floor plan is not feasible as it would negatively impact the ground floor functions, and the site is big enough to have a dedicated ramp.

Comment:

The panel recommends reconsideration of the location and design of outdoor amenity space on site. The paved outdoor amenity space adjacent to the road is not appropriate

as a lounge space for furniture, barbecues, etc. The outdoor amenity space in the south-east corner of the site is awkwardly sized and shaped. The panel suggest consolidating a larger outdoor amenity space in the rear of the site, ideally adjacent to indoor amenity space and provided with direct access from the building.

Applicant Response:

Outdoor amenity space has been relocated to a more appropriate space, at the southern end of the building, adjacent to indoor amenity spaces.

Comment:

The panel recommends reconsideration of the location for garbage pick-up. We suggest relocating the garbage pick-up to a discreet location at the rear of the site, designed to be convenient for pick-up, drop-off, and to accommodate loading and turn-around requirements for a garbage truck.

Applicant Response:

Noted and implemented, Garbage pickup relocated and garbage vehicle turning shown in plan.

Comment:

While it seems appropriate to have the frontage of the building relatively close to the north property line to frame and animate Base Line Road, the panel suggests the precise setback should be informed by the existing prevalent pattern along the street. We suggest shifting the building slightly south to accommodate more generous landscaping and a continuous tree canopy planted on the property with appropriate setbacks, to improve the experience of both pedestrians and building occupants along Base Line Road. We suggest replacing the privacy fences along Base Line Road with planter boxes and shrubs.

Applicant Response:

Building setback was designed to allow the building to address the street and urban environment. The adjacent buildings have parking in the front yard space, which allows them to be setback. As this is contradictory to City of London policies, we cannot provide this. Privacy fences removed in favor of landscaping.

Comment:

Given the context and the underlining policy and zoning, and the concerns of the proximity of the tower to the eastern property boundary, considerations may be given to revising the building massing to an 11-storey volume fronting and framing Baseline Road and a higher volume that is perpendicular to Baseline Road with increased setbacks from both Baseline Road and the eastern boundary. The result may be a "T" shape building rather than the currently proposed "L" shape configuration.

Applicant Response:

Building massing adjusted to provide a setback at level 12, to provide visual conformity at the eastern corner, while the mass remains at the western corner to define the building at the corner.

Comment:

The attempt to break up the massing vertically through articulation and introduction of vertical elements is understood and appreciated. The emphasis at the northwest corner is interesting however not entirely convincing. We suggest considering reducing the height of the 'grey masses' of the building frontage to adjust the proportions and provide more emphasis to the main entrance and common area at grade. Consider providing more prominent and continuous glazing at the entrance and around the perimeter of the proposed amenity and lounge space at ground floor level.

Applicant Response:

More glazing was introduced, however, some restrictions do occur at these areas considering the mass concrete construction of the building above.

Comment:

The panel recommends further consideration be given to the portions of blank façade on the building. These areas would benefit from more fenestration, particularly at the

south-west interior corner of the building where there are opportunities to provide views to potential landscape space at grade. Consider 'unboxing' the corner balconies at the three locations where proposed exterior walls currently extend past the corner of the building to box-in the balconies.

Applicant Response:

Noted and implemented – These architectural feature panels pulled back from balcony.

Comment:

The panel has concerns with the use of painted concrete as the primary material used to clad the building façade. We recommend real consideration be given to providing cladding material that will provide more substantial material differentiation, that will age well, and that will require less ongoing maintenance to maintain its character and visual contrast.

Applicant Response:

Noted. Method of construction has not yet been determined, however, mass concrete would be most economically feasible for this project.