

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: 1120-1126 Oxford Street East and 2 & 6 Clemens Street
Public Participation Meeting
City File No: Z-9560 Ward 4

Date: May 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2863382 Ontario Inc. c/o Royal Premier Developments relating to the property located at 1120-1126 Oxford Street East and 2 and 6 Clemens Street:

- (a) Consistent with Policy 43_1 of the Official Plan, The London Plan, for the City of London, a portion of the subject lands, representing 2 and 6 Clemens Street, **BE INTERPRETED** to be located within the Urban Corridor Place Type;
- (b) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting 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 property **FROM** a Residential R2/Office Conversion (R2-2/OC5) Zone and a Residential R1 (R1-6) Zone **TO** a Residential R9 Special Provision (R9-7(_)*H34) Zone;
- (c) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Provide adequate outdoor amenity space, either at grade or through a combination of at grade amenity space and roof top terrace(s);
 - ii) Differentiate the main building entrance from ground floor units;
 - iii) Provide a functional layby on site in accordance with the Site Plan Control By-law;
 - iv) Consent to remove any boundary trees is required prior to final Site Plan Approval;
 - v) Execution of the lane closure and the provision of a public access easement/easement agreement should be coordinated to occur prior to final Site Plan Approval;
 - vi) At the time of Site Plan Approval, the building design is to be similar to that which was considered at the time of the Zoning By-law Amendment application; and
 - vii) Any future Site Plan application for the subject site **BE CONSIDERED** by the Urban Design Peer Review Panel.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site from Residential R2/Office Conversion (R2-2/OC5) Zone and a Residential R1 (R1-6) Zone to a Residential Special Provision (R9-7(_)) Zone to permit a 10-storey, 131-unit apartment building. Special provisions are requested to permit the following: minimum and maximum front and exterior side yard depths of 1.8 metres and 6.0 metres, respectively; a minimum 0 metre setback to the sight triangle; a maximum building height of 34 metres; a maximum density of 415 units per hectare; a maximum lot coverage of 40%; a minimum

interior side yard depth of 1.5 metres; and a minimum unit size of 44.6 square metres for a one-bedroom unit.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to rezone the lands to a Residential Special Provision (R9-7(_)*H34) Zone to permit a 10-storey, 131-unit apartment building. Special provisions are recommended to permit the following: minimum and maximum front and exterior side yard depths of 1.8 metres and 6.0 metres, respectively; a minimum 0 metre setback to the sight triangle; minimum rear yard depths of 20 metres to the 4th storey, 21 metres to the 5th and 6th storeys, and 1 metre per 1 metre of building height beyond the 6th storey; a maximum density of 415 units per hectare; a maximum lot coverage of 40%; a minimum interior side yard depth of 1.5 metres; and a minimum unit size of 44.6 square metres for a one-bedroom unit. A maximum building height of 34 metres is recommended through the H34 height provision.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, City Building policies, and the Urban Corridor Place Type policies;
3. The recommended amendment would permit development at a transitional scale and intensity that is appropriate for the site and the surrounding neighbourhood;
4. The recommended amendment facilitates the development of an underutilized site within the Built-Area Boundary and Primary Transit Area with an appropriate form of development that is geared towards the intent, and growth, of the Urban Corridor Place Type.

Linkage to the Corporate Strategic Plan

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

Climate Emergency

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

Analysis

1.0 Background Information

1.1 Property Description

The subject lands are located at the northeast corner of Oxford Street East and Clemens Street within the Carling Planning District. The subject lands currently consist of a City-owned public laneway and five properties addressed as 1120, 1122, and 1126 Oxford Street East and 2 and 6 Clemens Street. The consolidated site is 0.31 hectares in size with frontages on Oxford Street East and Clemens Street. 1120, 1126 Oxford Street East and 2 and 6 Clemens were previously occupied by single detached dwellings, whilst 1122 Oxford Street East was occupied by an upholstery business. All

five buildings have since been demolished. The surrounding area primarily consists of a mix of residential development in the form of low-rise homes, apartment buildings, and townhouses with municipal services available along Oxford Street East.



Figure 1: Photo of 1120-1126 Oxford Street East and 2 & 6 Clemens Street from Oxford Street East

1.2 Current Planning Information (see more detail in Appendix F)

- The London Plan Place Type – Urban Corridor Place Type and Neighbourhoods Place Type
- Existing Zoning – Residential R2/Office Conversion (R2-2/OC5) Zone and Residential R1 (R1-6) Zone
- Street Classification – Urban Thoroughfare (Oxford Street East) and Neighbourhood Street (Clemens Street)

1.3 Site Characteristics

- Current Land Use – Vacant
- Legal Frontage – 41.5 metres (Oxford Street East)
- Area – 0.31 hectares
- Shape – Rectangular

1.4 Surrounding Land Uses

- North – Residential
- East – Residential / Converted Dwellings
- South – Commercial
- West – Residential / Converted Dwellings

1.5 Intensification

The proposed development represents intensification within the Built-Area Boundary through the addition of 131 new residential units. The site is also within the Primary Transit Area.

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

Original Development Concept (October 2022)

The original development concept proposed 136 residential units with a maximum density of 430 units per hectare (UPH) and a height of up to 34 metres (10 storeys). Vehicular access was proposed by way of a driveway off Clemens Street that would lead to 12 surface parking spaces and the remainder of the stalls located underground. The original proposal illustrated that the building would include 10 storeys at the intersection of Oxford Street East and Clemens Street and would incorporate a transitional height down to 6 storeys towards the northern elevation abutting the low-rise single detached dwellings. The site concept plan, rendering, and massing models for the original development concept are contained in Figures 2 to 5.

Through the review of the application, staff raised several concerns with the proposed development. The original development concept proposed an easterly interior side yard depth of 1 metre, with residential units and balconies proposed, which staff raised concern with. In addition, staff raised concern that the site lacks an adequately sized and centrally located outdoor amenity area. Staff also requested a larger stepback and greater transition in height be provided at the rear of the building.

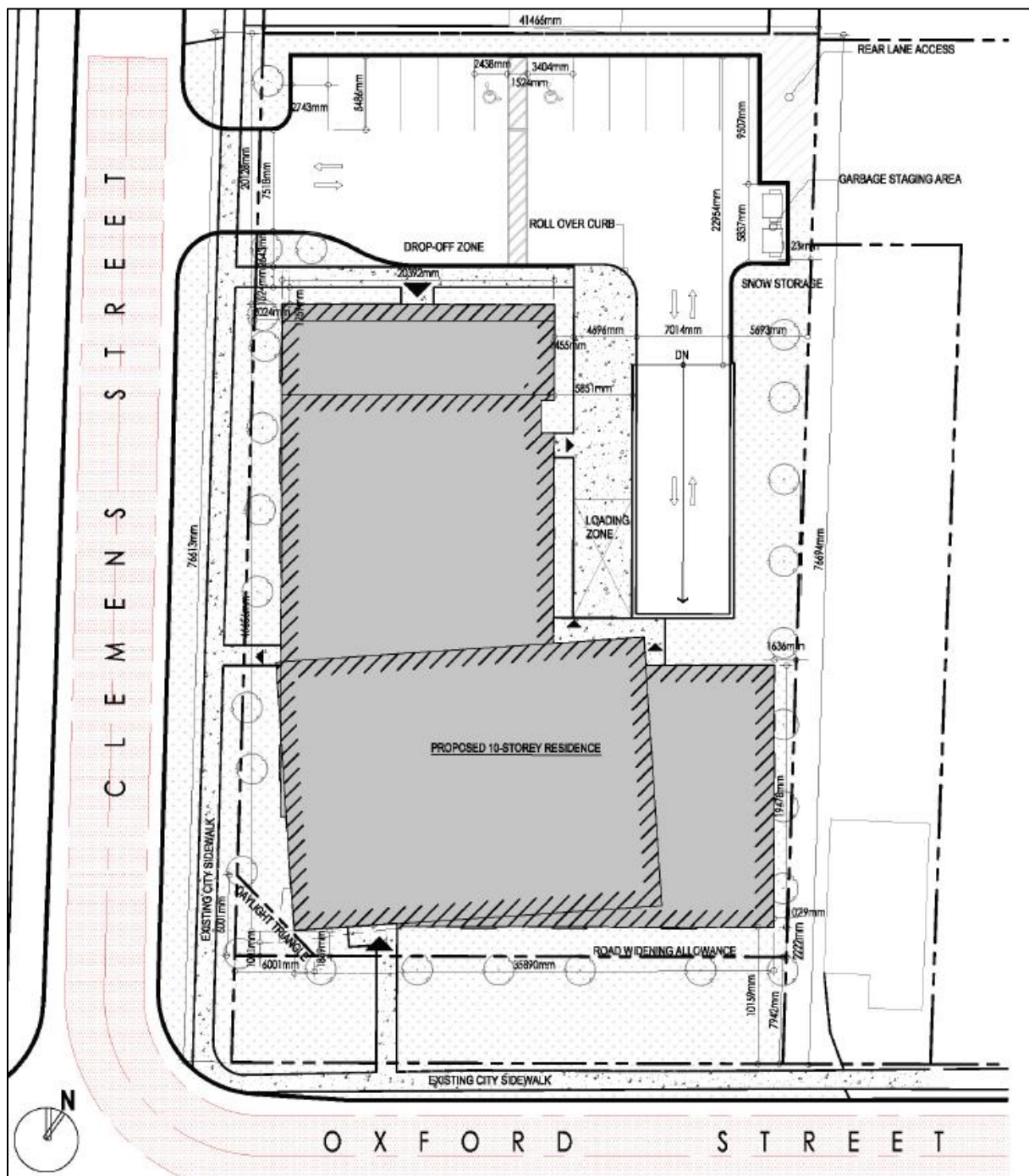


Figure 2: Site concept plan (original proposal)



Figure 3: Conceptual rendering (original proposal)



Figure 4: Conceptual massing model – Oxford Street East views (original proposal)



Figure 5: Conceptual massing model – Rear and Clemens Street views (original proposal)



Figure 7: Massing model – view from intersection (revised proposal)



Figure 8: Massing model – aerial view (revised concept)

2.2 Requested Amendment

The applicant had initially requested to rezone the subject site from a Residential R2/Office Conversion (R2-2/OC5) Zone and a Residential R1 (R1-6) Zone to a Residential R9 Special Provision (R9-7(_)) Zone to permit a 10-storey, 136-unit apartment building. The special provisions would permit:

- A minimum front and exterior side yard depth of 0 metres;
- A maximum building height of 34 metres;
- A maximum density of 430 units per hectare, whereas 150 units per hectare maximum is permitted;
- A minimum interior side yard depth of 1.0 metre; and
- A minimum unit size of 44.6 square metres for a one-bedroom unit (whereas a minimum of 47square metres is required)

Through the review of the application, the applicant amended the proposed development in response to departmental/agency comments. The requested amendment was revised to permit a 10-storey, 131-unit apartment building. The requested amendment was revised to request the following special provisions:

- Minimum and maximum front and exterior side yard depths of 1.8 metres and 6.0 metres, respectively;

- A minimum 0 metre setback to the sight triangle;
- A maximum building height of 34 metres;
- A maximum density of 415 units per hectare;
- A maximum lot coverage of 40%;
- Interior side yard depth of 1.5 metres;
- A minimum unit size of 44.6 square metres for a one-bedroom unit (whereas a minimum of 47 square metres is required)

2.3 Community Engagement (see more detail in Appendix B)

Staff received seven (7) comments during the public consultation period, which will be addressed under Section 4 of this report. The comments can be summarized as follows and are aimed to be addressed throughout this report:

- Inappropriate and incompatible height and intensity
- Increased Traffic
- Concerns on lack of greenspace and lack of/removal of existing trees on site
- Privacy

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

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

Provincial Policy Statement, 2020

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

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment where it can be accommodated. The PPS also takes into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3) and is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure, 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)).

Lastly, the PPS is supportive of development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4) and identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-

designed built form, and by conserving features that help define character (1.7.1 e)).

The recommended amendment is in keeping with the PPS as it will permit a compatible use within an existing residential neighbourhood in an area that is targeted for greater intensities of development. The amendment will also contribute to providing an appropriate range and mix of housing options and densities essential to meeting the projected requirements for current and future residents. The development will contribute to a land use pattern that makes efficient use of 5 underutilized parcels within an established neighbourhood and settlement area and represents an appropriate form of residential intensification, which assists in avoiding the need for unjustified, and uneconomical, expansion of land. It should also be noted that the proposed development is at the intersection of two streets allowing for easy access to bus transit facilities and commercial uses that assist in supporting a complete community.

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

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the Plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

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

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

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

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

The recommended amendment supports these Key Directions by proposing a development that achieves a form of residential intensification that builds inward and upward, resulting in compact growth that utilizes existing services and facilities, specifically along Oxford Street East as well as all available municipal services. Further, the proposed 10-storey, 131-unit apartment building contributes to a mix of housing options within the neighbourhood, providing a more intrinsically affordable housing

option in the community.

The area surrounding the subject lands primarily consists of a mix of low rise residential and commercial uses. The recommended amendment would permit a form of residential intensification that is transitional in height towards the surrounding low-rise residential uses and allows for a height and density that assists in thinking “big-picture” by contributing to the mix of housing options in the neighbourhood. The proposed development would also maximize the use of the land to accommodate appropriate residential density within the neighbourhood thereby allowing existing residents to age in place whilst efficiently taking advantage of existing municipal services and facilities.

4.3 Issue and Consideration #3: Urban Corridor Place Type Boundary Interpretation

The applicant has requested all five properties be interpreted to be within the Urban Corridor Place Type, pursuant to policies 833_ to 835_ of The London Plan. The depth of the Corridor Place Types shown on Map 1 is generally aligned with the lot fabric that is adjacent to the major street. In some instances, it may be desirable to allow for the assembly of additional lots outside of the Corridor, together with a lot that is clearly located within the Corridor identified on Map 1 (833_). The interpretation of the Corridor Place Type boundary may allow for the consolidation of lots to create a viable development parcel, such that a property may be developed in accordance with the vision for the Corridor while managing and mitigating potential impacts on the adjacent neighbourhood (834_). In accordance with policy 835_, the following criteria will be used to guide the interpretation of the Corridor Place Type boundary:

- 1. A boundary interpretation shall only be made concurrent with the review of a zoning by-law amendment application. This will allow for considerations of planning impact and compatibility to be addressed when such interpretations are made.*
- 2. The zoning by-law amendment application will be reviewed in conformity with the Planning and Development Applications section in the Our Tools part of this Plan.*
- 3. The by-law amendment application shall demonstrate the need for lot assembly to achieve a development form that is in keeping with the vision for the Corridor Place Type and will provide justification for the boundary interpretation.*
- 4. If the site is located on a corner, the proposed front face of the building shall be oriented to the Civic Boulevard or Urban Thoroughfare, and shall not be oriented to the more minor “side-street”.*
- 5. The evaluation of a development proposal will have consideration for how automobile access and circulation will be managed to mitigate potential impacts on the interior portions of the neighbourhood.*
- 6. The interpretation of the Place Type boundary should not result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to be developed in accordance with the long-term vision for the Corridor. Design concepts may be required to demonstrate how remnant lots can ultimately be developed*

In addition, policy 43_1 of The London Plan states that the boundaries between place types, as shown on Map 1, are not intended to be rigid except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council and Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable.

The applicant is commended for assembling all five properties, with no remnant parcels left orphaned, to facilitate a comprehensive redevelopment. Staff agree the assembly of these properties facilitate a more comprehensive redevelopment. While there is a City-owned laneway separating the properties from those along Oxford Street East, there are no streets, railways, rivers, or streams between the Downtown and Green Space Place Types. The applicant is proposing to acquire the current 3-metre-wide city lane in

exchange for a public access easement to the north-south lane on the block, which would be formalized at the Site Plan Approval stage. As such it is recommended the properties addressed as 2 and 6 Clemens Street be interpreted to be within the Urban Corridor Place Type.

4.4 Issue and Consideration #4: Use

The site is located within the Urban Corridor and Neighbourhoods Place Types of The London Plan, with frontage on an Urban Thoroughfare (Oxford Street East) and a Neighbourhood Street (Clemens Street), in accordance with Map 1 – Place Types and Map 3 – Street Classifications. As discussed in Section 4.3 above, it is recommended the site in its entirety be interpreted to be within the Urban Corridor Place Type.

The Urban Corridor Place Type is intended to allow for a wide range of uses and intensities of development with greater intensities being permitted in close proximity to rapid transit stations. Urban Corridors are also intended to support the development of a variety of residential types, with varying size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied (830_4 and 830_11). Large-scale development proposals within the Place Type will also need to carefully manage the interface between the proposals along these corridors and the adjacent lands within less intense neighbourhoods (830_6).

Lastly, while mixed-use buildings are encouraged along the Corridors, it is not a requirement (837_2). Based on the foregoing, staff is satisfied the proposed apartment building use is contemplated in the Urban Corridor Place Type.

4.5 Issue and Consideration #5: Intensity

Table 9 establishes the minimum height, standard maximum height, and upper maximum height that may be permitted in the Rapid Transit and Urban Corridor Place Types (839_). In accordance with Table 9 – Maximum Height Within the Rapid Transit Corridor and Urban Corridor Place Type, development shall have a minimum height of 2 storeys (or 8 metres) and is permitted a standard maximum height of 8 storeys. An upper maximum height of 10 storeys may be contemplated, subject to the policies for Zoning to the Upper Maximum Height contained in policies 1638_ to 1641_ in the Our Tools section of The London Plan.

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

The proposed development has been reviewed from a form-based perspective to evaluate the appropriateness of the proposed intensity and to ensure the site is of a sufficient size to accommodate it. Staff are satisfied appropriate mitigation measures are in place to justify the additional two storeys in building height as discussed in Section 4.6 of this report. As such, staff is satisfied the proposed intensity is in conformity with the policies of The London Plan and satisfies the criteria for Zoning to the Upper Maximum.

4.6 Issue and Consideration #6: Form

In accordance with policy 841_, the following form policies apply within the Rapid Transit and Urban Corridor Place Types:

- Buildings should be sited close to the front lot line, to create a pedestrian-oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line.
- The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment.
- Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
- Development should be designed to implement transit-oriented design principles.
- While access to development along Corridors may be provided from “side streets”, such accesses to development will be located and directed in a manner that minimizes impacts on the internal portions of adjacent neighbourhoods. Underground parking and structured parking integrated within the building design. Surface parking areas should be located in the rear and interior side yard.

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

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

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

The application was reviewed by the Urban Design Peer Review Panel (the Panel) in December 2022. The Panel applauds the design team for a thoughtful application, locating the majority of parking below grade and situating the building on site to frame the corner. While the Panel was generally supportive of the proposed development, comments were provided highlighting key areas for improvement, namely with respect to the easterly side yard setback, building transition to adjacent properties, and landscaping. The Panel's comments and the applicant's response are contained in Appendix D.

The applicant met with Planning and Development staff through the review of the application to address several form-based concerns and to provide for a design solution that justifies the additional building height. The following is a summary of the changes made to the site and building design:

Building Orientation and Built Form

The proposed building has been sited close to the front and exterior side lot lines, with the greatest mass oriented to the intersection. Appropriate setbacks from both Oxford Street East and Clemens Street have been incorporated into the design, creating a strong street wall and setting the context for a comfortable pedestrian environment. The main building entrance and individual entrances will front directly onto the right-of-way, animating the streetscape. This also allows for substantial separation from the rear lot line to preserve access to sunlight and minimize overlook into rear yard amenity spaces, and to ensure development remains oriented towards Oxford Street East to encourage an active streetscape. A Shadow Study was prepared for the initial development concept. The Shadow Study images are contained in Appendix E.

The building design has been revised to provide a greater transition in height, stepping down from 10 to 4 storeys at the rear of the site towards the existing low density residential neighbourhood. The setback at the 6th storey has been increased to offer greater separation between the taller portions of the building and the adjacent low density residential properties, as well as to provide opportunity for a roof top amenity space. A 45-degree angular plane was applied to ensure the building mass appropriately stepped down as it approaches the adjacent low density residential properties and is measured from the shared lot line with the adjacent dwelling/side yard on Clemens Street to the north. The 45-degree angular plane would be secured through the recommended minimum rear yard setbacks based on the various building heights.

Interior Side Yard Setback

Through the initial review of the application, staff raised concern with the proposed 1 metre interior side yard setback. As the original development concept included primary windows into habitable space on this façade, staff had concerns that the 1 metre setback did not provide adequate separation between the building and the adjacent property, which in turn could affect the long-term redevelopment potential of the adjacent property at 1128 Oxford Street East. In the revised development concept, this setback was increased to 1.5 metres and the unit configuration was revised to address staff's concerns for overlook, privacy, and potential impact for future development opportunities on the adjacent property. The east-only facing units along the eastern most elevation have been removed, as well as primary windows into the habitable space of the units. However, smaller "sliver" type windows have been added to avoid a large, expansive blank wall and to add visual interest to the east building façade. This is especially important as this façade will be highly visible from the public realm.

Parking and Vehicular Access

Both surface and underground parking are proposed as part of this application, with surface parking located at the rear of the building to limit visual impacts of the parking lot on Oxford Street East. The proposed 66 parking spaces meets the minimum required by the Zoning By-law, at a rate of 0.5 spaces per unit. Vehicular access is provided from Clemens Street, the lower order street, consistent with the City's Access Management Guidelines and the Urban Corridor Place Type policies (841_8).

Outdoor Amenity Area

Concerns were raised through the review of the application that there was little opportunity provided for a functional and centrally located outdoor amenity area at grade. While the revised development concept does not include additional amenity space at grade, the setback between the 6th and 8th storeys has been substantially increased to accommodate a roof top amenity space to supplement the limited amenity space provided at grade. As well, the site is in close proximity to a City-owned park (Mornington Park) which provides additional recreation opportunities for residents of the site. However, to ensure an outdoor amenity area is provided on site, it is included as a recommended consideration to the Site Plan Approval Authority.

Staff are satisfied the revised building and site design has adequately addressed comments from staff and the Panel. Further design refinements, including landscaping details and final determination of the common outdoor amenity area(s), will occur through the detailed design at a future Site Plan Approval stage. Site plan matters raised through the review of this application have been included in the recommendation as considerations for the Site Plan Approval Authority. As such, staff are satisfied the proposed form is in conformity with policies of The London Plan.

4.7 Issue and Consideration #7: Near-Campus Neighbourhoods

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

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

In Near-Campus Neighbourhoods, residential intensification or an increase in residential intensity may be permitted in the Neighbourhoods Place Type where the following criteria is met (968_):

- The proposed development is consistent with Tables 10 to 12 in the Neighbourhoods Place Type;
- The development provides for adequate amenity area;
- Mitigation measures are incorporated which ensure surrounding residential land uses are not negatively impacted;
- The proposal does not represent a site-specific amendment for a lot that is not unique within its context and does not have any special attributes;
- The proposal is appropriate in size and scale and does not represent over-intensification of the site; and
- The proposal establishes a positive and appropriate example for similar locations in the Near-Campus Neighbourhoods areas.

Policy 969_ of The London Plan further discourages forms of intensification within Near-Campus Neighbourhoods that:

- Are inconsistent with uses and intensity shown in Tables 10 to 12 of The London Plan;
- Are within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity;
- Require multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied;
- Are located on inadequately sized lots that do not reasonably accommodate the use, intensity or form of the proposed use;
- Contain built forms that are not consistent in scale and character with the neighbourhood;
- Continue an ad-hoc and incremental trend towards residential intensification within a given street, block or neighbourhood.

While the site is not within the Neighbourhoods Place Type, the proposed development has been reviewed under the evaluative framework for planning applications in the Near-Campus Neighbourhoods. The consolidation of five properties, previously developed as single detached dwellings and an upholstery business, would result in a more coordinated and comprehensive approach to redevelopment. The recommended

site-specific regulations would ensure the use, intensity, and form are appropriate for the context of the neighbourhood. The site is of a suitable size to accommodate the proposed apartment building, as well as an adequate supply of parking and outdoor amenity space (provided in a combination of at-grade amenity and rooftop amenity), and the proposal is appropriate in size, scale, and does not represent over-intensification. As such, staff is satisfied the proposed development is in conformity with the Near-Campus Neighbourhoods policies.

4.8 Issue and Consideration #8: Zoning

The applicant has requested to rezone the lands from the existing Residential R2/Office Conversion (R2-2/OC5) Zone and a Residential R1 (R1-6) Zone to a Residential R9-7 Special Provision (R9-7(_)*H34) Zone. The requested amendment also seeks special provisions to permit: minimum and maximum front and exterior side yard depths of 1.8 metres and 6.0 metres, respectively; a minimum 0 metre setback to the sight triangle; an interior side yard depth of 1.5 metres; a maximum building height of 34 metres; a maximum density of 415 units per hectare; a maximum lot coverage of 40%; and a minimum unit size of 44.6 square metres for a one-bedroom unit.

The proposed R9-7 Zone variation provides for, and regulates, a wide range of medium and higher density residential developments in the form of apartment buildings which are suitable for the intended nature of Urban Thoroughfares within an Urban Corridor Place Type.

In the Residential R9 Zone, minimum front/exterior side, interior side, and rear yard depths are established relative to building height resulting in larger setbacks for taller buildings. However, larger front yard depths are generally less conducive to achieving a street-oriented and transit-oriented building design. The reduced front yard and interior side yard depth reflects current urban design standards in The London Plan, which encourage buildings to be positioned with minimal setbacks to public rights-of-way to create a street wall/edge that provides a sense of enclosure within the public realm (259_). In addition, the applicant has requested a 0 metre setback to the sight triangle. With the building oriented to corner, there is a pinch point at the corner where a sight triangle has been dedicated to the City. Staff has no concerns with the requested reductions, as they facilitate a development that is better oriented towards the intersection of Oxford Street East and Clemens Street, consistent with the vision for the Urban Corridor Place Type and City Design policies in The London Plan.

The required interior side yard depth is intended to provide adequate separation between the proposed development and adjacent buildings, while also providing perimeter access to the rear yard. The applicant has requested a reduced interior side yard depth of 1.5 metres along the 5-storey easterly portion of the building. The reduced setback provides for a more urban and pedestrian-oriented character by establishing a street wall with minimal breaks, consistent with the vision of the Urban Corridor Place Type. The reduced setback would be restricted to the first 26 metres of lot depth (provided there are no windows into habitable space), after which a minimum interior side yard setback of 15 metres would be required. It should be noted that due to the tapering lot lines, the building is only setback 1.5 metres at the southeast pinch point, with the northeast corner of the building having a setback of over 2 metres.

An additional special provision for appropriate minimum rear yard setbacks based on the various building heights is recommended to implement the 45-degree angular plane while also providing certainty that the building height will transition down towards the rear of the site and appropriate separation from the existing low residential development to the north. Specifically, a minimum rear yard depth of 20 metres to the 4th storey, 21 metres to the 5th and 6th storeys, and 1 metre per 1 metre of building height beyond the 6th storey is recommended.

Staff is satisfied the requested 10-storey (34.0 metres) building height and density of 415 units per hectare are appropriate for the site. The proposed 10-storey intensity is in conformity with the upper maximum height for the Urban Corridor Place Type. The recommendation establishes appropriate setbacks to ensure there are no adverse

impacts as a result of the additional height and density and is in keeping with the policies of The London Plan where applications seek the upper maximum height. Further, adequate outdoor amenity space will be considered at a future Site Plan Approval stage and has been included as a recommended consideration to the Site Plan Authority. As such, staff is satisfied the proposed 10-storey building height and density of 415 units per hectare is appropriate, implementing the vision of the Urban Corridor Place Type and providing for higher density, transit-oriented development.

Staff is satisfied the requested 40% lot coverage is appropriate, as it would allow for a more compact urban form of apartment development and does not result in a reduction to the minimum landscaped open space requirement. Notwithstanding the increase in lot coverage, staff is satisfied sufficient space is available on site for landscaping and buffering, as well as opportunities for some amenity space at grade. The amenity space at grade can also be supplemented by rooftop amenity, which would be formalized through a future Site Plan Approval process.

Lastly, the applicant has requested a minimum unit size of 44.6 square metres for a one-bedroom unit. The reduced unit size for one-bedroom units will allow for greater flexibility in unit configuration, and to provide for densities that align with the vision of the Urban Corridor Place Type. The reduction in unit size will also assist in providing a range and mix of unit types, consistent with the policies of the PPS.

For the reasons identified above, staff are of the opinion that the proposed Residential R9 Special Provision (R9-7(_)*H34) Zone is appropriate for the site and would facilitate a specific development proposal at an appropriate scale and intensity that is compatible with the surrounding area.

4.9 Issue and Consideration #9: Traffic and Parking

The applicant is proposing 66 parking spaces (0.5 spaces per unit), 12 of which are provided in a surface parking lot in the rear yard with the remaining spaces provided in an underground parking garage. Section 4.19 of Zoning By-law Z.-1 requires parking for apartment buildings at a rate of 0.5 spaces per unit. As such, the proposed parking meets the minimum required by the Zoning By-law. In addition, the site is located in close proximity to bus routes #1279 and #1278 which can both be accessed directly outside of the property at the intersection of Oxford Street East and Clemens Street. There are also a number of transit stops located both east and west along Oxford Street East, as well as the future BRT station planned for Highbury and Oxford which is approximately 600m from the subject lands.

As part of the submission for the revised development concept, the applicant provided a Transportation Impact Assessment prepared by Strik, Baldinelli, Moniz dated December 2022 (TIA). The TIA provided the following conclusions and recommendations:

- It is forecast that the proposed development will generate 49 new trips in the AM peak hour (13 in and 36 out) and 60 trips during the PM peak hour (37 in and 23 out).
- Under existing conditions, all movements at the study area intersections are operating acceptably during the peak hours. The northbound left turn movement from the commercial access on Oxford Street opposite Clemens Street, operates at Level of Service (LOS) F, however, this is not uncommon at unsignalized intersections on busy arterial roads, and the volume of left turns is very low (4 vehicles per hour), so there are no concerns about this operation.
- Under 2028 background and total traffic conditions, the study area intersections will continue to operate well with all movements at LOS D or better during the peak hours, with the exception of the northbound left turn movement from the commercial access on Oxford Street East opposite Clemens Street, which will continue to operate at LOS F, as it does under existing conditions.
- The proposed site access on Clemens Street is expected to function well. The location provides good sightlines and there are no spacing concerns.
- Swept path analysis was performed to confirm garbage and delivery/moving trucks can navigate the site acceptably. The proposed site plan provides a

loading zone for delivery/moving trucks which also provides space for garbage/recycling trucks to use to turnaround within the site, so there are no concerns with truck circulation.

- The existing sidewalks on the surrounding road network and the internal sidewalk connections will provide good pedestrian access to the site and there is excellent transit access with multiple routes running along Oxford Street East.
- No improvements to the external road network are required to accommodate the proposed development.

The City's Transportation Division has reviewed the TIA and has accepted the conclusions and recommendations.

4.10 Issue and Consideration #10: City-Owned Laneway

The site is currently bisected by an existing 3 metre wide City-owned laneway running east-west and north-south between the Oxford Street South and Clemens Street properties, as depicted on Figure 9. The applicant is proposing to acquire this laneway in exchange for a public access easement through the site leading to the north-south lane on the block. The majority of the easement would be utilizing the paved driveway through the parking lot, leading to the grassed area south of the remaining north-south lane. In its current state, the City-owned lane is not traversable by car as there are a number of trees, fences and hydro poles located within the lane. The details of the laneway acquisition and details on the proposed easement would be determined at a future Site Plan Approval stage. The execution of the lane closure and the provision of a public access easement/Easement Agreement should be coordinated to occur prior to final Site Plan Approval.



Figure 9: Subject Site and City-Owned Laneway

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the policies of The London Plan, including but not limited to the Key Directions, the City Design policies, and the policies of the Urban Corridor Place Type. The recommended amendment would facilitate efficient use of several underutilized properties within an established residential neighbourhood and would also succeed in broadening the range and mix of housing options within the area to support the needs of current and future residents.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

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

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

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

Cc:

Britt O'Hagan, Manager, Community Planning, Urban Design and Heritage

Michael Pease, Manager, Site Plans

Ismail Abushehada, Manager, Development Engineering

Appendix A

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

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1120-1126 Oxford Street East and 2 & 6 Clemens Street

WHEREAS 2863382 Ontario Inc. c/o Royal Premier Developments. has applied to rezone an area of land located at 1120-1126 Oxford Street East and 2 & 6 Clemens Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1120-1126 Oxford Street East and 2 & 6 Clemens Street, as shown on the attached map comprising part of Key Map No. A103, **FROM** a Residential R2/Office Conversion (R2-2/OC5) Zone and a Residential R1 (R1-6) Zone **TO** a Residential R9 Special Provision (R9-7(_)*H34) Zone.
- 2) Section Number 13.4 of the Residential (R9) Zone is amended by adding the following Special Provisions:

R9-7(_) 1120-1126 Oxford Street East and 2 & 6 Clemens Street

a) Regulations

- | | | |
|-------|---|---|
| i) | Front and Exterior Side Yard Depth (Minimum) | 1.8 metres |
| ii) | Front and Exterior Side Yard Depth (Maximum) | 6.0 metres |
| iii) | Setback to the Sight Triangle (Minimum) | 0.0 metres |
| iv) | Rear Yard Depth (Minimum) | 20.0 metres for the first 4 storeys; 21.0 metres for the 5 th and 6 th storeys; and 1.0 metre for each 1.0 metre of building height beyond the 6 th storey |
| v) | Interior Side Yard Depth For the First 5 Storeys (Minimum) | 1.5 metres for the first 26.0 metres of lot depth where there are no windows to habitable rooms |
| vi) | Interior Side Yard Depth For the 6 th to 8 th Storeys (Minimum) | 3.5 metres for the first 26.0 metres of lot depth |
| vii) | Interior Side Yard Depth Above the 8 th Storey (Minimum) | 9.0 metres for the first 26.0 metres of lot depth |
| viii) | Interior Side Yard Depth | 9.0 metres beyond 26.0 metres of |

	for All Other Portions of the Building (Minimum)	lot depth
ix)	Density (Maximum)	415 UPH
x)	Unit Size (Minimum)	44.6 square metres for a one-bedroom unit
xi)	Lot Coverage (Maximum)	40%

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.

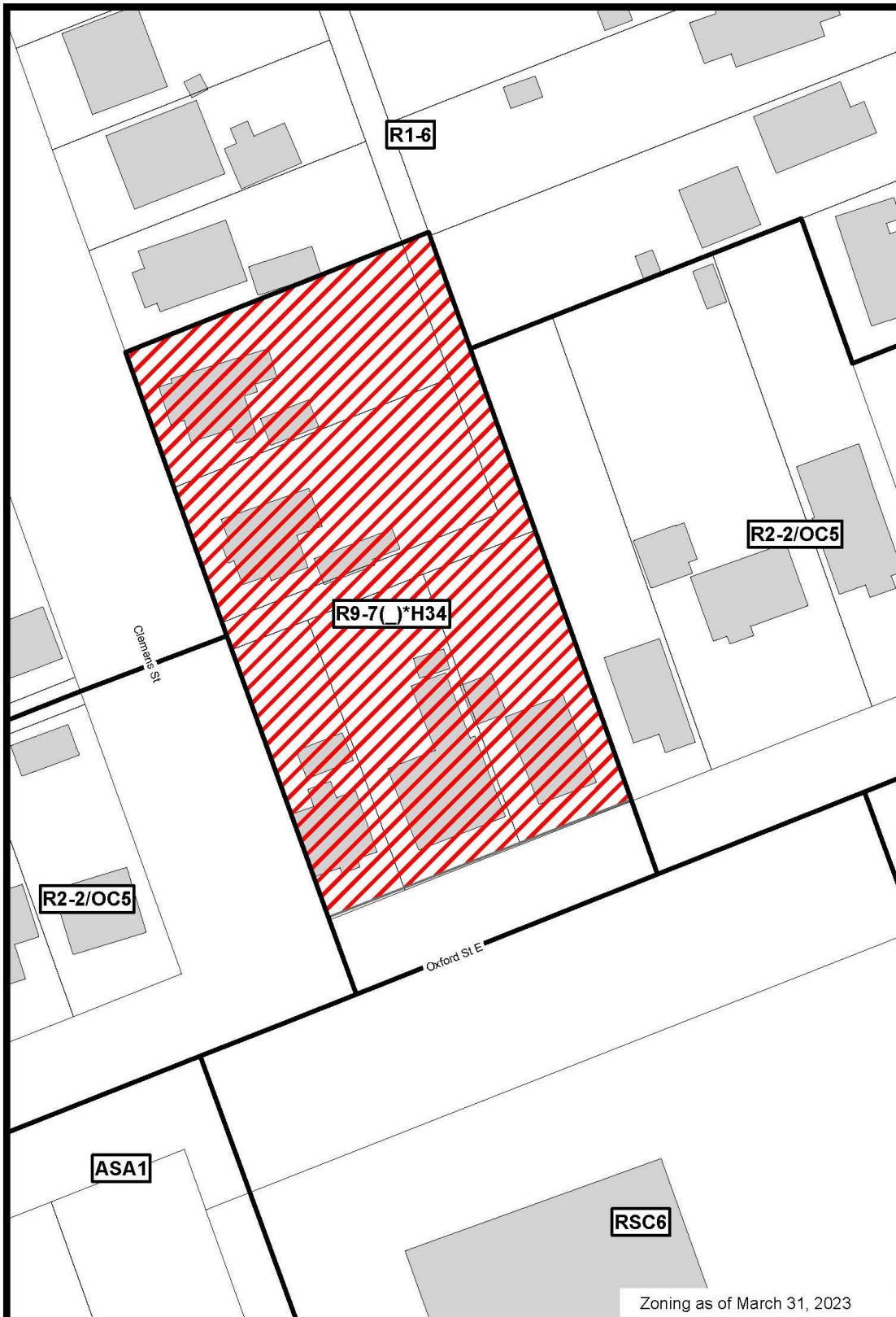
PASSED in Open Council on June 6, 2023

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-9560
Planner: CM
Date Prepared: 2023/4/20
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:600

0 3 6 12 18 24 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On November 9, 2022, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 10, 2022. A “Planning Application” sign was also posted on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a mid-rise apartment building up to a maximum of 10 storeys in height consisting of 136 units at 429 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** a Residential R2/Office Conversion (R2-2/OC5) and Residential R1 (R1-6) Zone **TO** a Residential R9 Special Provision (R9-7(_)) Zone. Permitted Uses would include: apartment buildings; handicapped person’s apartment buildings; lodging house class 2; senior citizens apartment buildings; continuum-of-care facilities. Special Provisions are requested to permit a reduced minimum front and exterior side yard depth of 0m whereas 8m is required; a maximum height of 34m in the R9 Zone; a density of 430 units per hectare, whereas 150 units per hectare maximum is permitted; an interior side yard depth of 1.0m; and a unit size for 1-bedroom of 480ft², whereas a unit size of 506ft² is the minimum required. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions. File: Z-9560 Planner: A. Singh.

Public Responses: Six (6) written responses were received from five (5) interested parties. Two (2) phone calls were also received.

Concern for:

Height and intensity:

Concern that the proposed 10-storey building is too intense for the site and should not be placed adjacent to single detached dwellings.

Traffic and Parking:

Concern that insufficient parking is provided and that the proposed development will result in traffic issues. Concern that vehicles will drive dangerously up Clemens Street.

Environmental:

Concern regarding tree removal and lack of green space provided on site.

Student rentals:

Concern that the development will be occupied by students who could create a nuisance.

Shadowing:

Concern that the proposed development will result in shadow issues on adjacent properties.

From: marcm.toth

Sent: Monday, November 28, 2022 10:37 PM

To: Singh, Anusha <asingh@london.ca>

Subject: [EXTERNAL] Notice of Planning Application - FILE : Z-9560 (Marc Toth - 14 Clemens St)

28 11 2022

Planning & Development, City of London (File : Z-9560)
c/o Anusha Singh - City Planner

This is a reply to the Notice of Application for a Zoning By-Law Amendment at the corner of Oxford St. E. and Clemens St.. (File : Z-9560)

My name is Marc Toth. I live at and own the property at . I've lived here for nearly 29 years, since January 4, 1994.

It is a great neighbourhood with the area becoming more impacted with student housing.

I'm not opposed to this area being developed but I am totally opposed to this current 10 story monstrosity. This current proposal is clearly inappropriate, unreasonable, which disrespects this neighbourhood and The City of London. I am in absolute disgust at the audacity of this proposal and its total disregard for The Official Plan, the environment and the local neighbourhood.

When the developer purchased and owned the four properties of 1120, 1122, 1126 Oxford St E and 2 Clemens St., their initial development was a 'modest' six storey housing project. The owners of 6 Clemens St., not wishing to be right next to this proposed project, then sold their property to the developer. At this point, I thought the 6 Clemens St. property would be incorporated as green space for that initial six storey proposal. Boy, was I wrong !!! The developer altered the plan to maximize their profit and changed the original proposal to this ten storey monstrosity!

I was advised this development proposal is in the early stages and upon my first learning of some of the details, I have some serious questions and concerns. The "Building Renderings" attached to the "Notice of Planning Application" itself is deliberately misleading and inaccurate, to make the ten storey building appear less impactful and imposing. The "Aerial view looking northeast from Oxford St. E." shows a one storey structure that is FOUR storeys in height compared to the proposed ten storey structure. This rendering is meant to mislead ! It's intended to minimize the size and impact of the proposal.

Right now, with only a limited time to respond, some of my other concerns are noise, the environment , parking and inaccuracies in their information.

The Aerial Plan "Fig 1" of the STRIK BALDINELLI MONIZ "Location Plan" does NOT include the 6 Clemens St. property in its hi-lited area with the thick black boundary with the 'red star' within it. Again, it misrepresents the size and impact of this proposal.

Another concern is the "Tree Preservation Plan". Why it's called a "Tree Preservation Plan" is beyond me and misrepresentative as EVERY TREE ON THE DEVELOPERS LAND IS TO BE REMOVED !!!! Only 3 trees are to be preserved and those are the three located on the City Boulevard on Clemens St.. Right now, on the south side of my property, the north side of this development, there are a number of trees that mitigate noise and provide privacy ! None of these trees are being incorporated in this proposal, some are not even recognized as trees at all. On the "Tree Preservation Plan" (The Tree Plan), they are Tree # 's 12, 14 and 15. A healthy Colorado Blue Spruce. a young multi-stemmed Willow and a tall, mature Maple. Also along this property line (and my driveway) are a group of five multi-stemmed Lilac trees shown on "The Tree Plan" as "mature Lilac Hedge". Amongst these Lilac trees there is a young, healthy 6 m tall, 10 cm diameter Sugar maple that is not shown on The Tree Plan. This tree would die because of the construction of this development. Again, all of these trees are incredibly beneficial for noise mitigation and privacy ! YET, all are to be removed because this ten storey monstrosity is too large for this site !! It does not allow for the preservation for ANY of the trees located on the perimeter of this development. This lack of concern for and the total disregard of these existing, functioning beneficial trees exposes the developers profit driven goals at the expense of the environment. London, The Forest City ?

[Note : I've attached images of TREE #'s 12, 14 & 15]

The PARKING dilemma and chaos that will be created by this planned ten storey rogue structure is another shortsighted defect of this proposal. Only 0,5 vehicles per unit is planned for this 136 unit project. That means the developer is responsible for creating only 68 parking spots ! The ongoing, daily fight for parking on Clemens St. and the other side streets will be disastrous and seriously debilitating for all us residents

needing to park our vehicles on the street in front of our houses. With student housing, the majority of students own their own vehicle, the surplus of vehicles in this area is already an issue. An example of this surplus of vehicles relative to the lack of availability of spaces is already occurring at the driveway of the absentee homeowner at 15 Clemens St., across the road from me. The students park their vehicles in the driveway of this dilapidated house with or without the property owners permission and/or knowledge. This driveway usually has four to six vehicles parked in it at all times. [Note : I've attached a picture of this driveway at 15 Clemens St.]. The battle for parking between existing residents and the new residents will be a complete disaster and an ongoing issue for policing and parking enforcement. The strip mall parking lot located on the south side of Oxford St., across from this ten storey debacle, would become the de facto parking lot for this oversized residential location. Residents, their guests who park there will be putting their lives at risk every time they attempt to cross Oxford St. The risk of an increase in accidents on Oxford St. and the sidestreets Wethered, Clemens and McNay is real and deadly ! The area will not be able to handle the additional parking created by this proposed ten storey structure.

To conclude, the more I learn regarding the proposal, the more I realize how negative it will be for the area. Plainly, it's just too large of a development for its space. The developer would maximize their profit but the cost would be borne by the local residents, who deserve a more reasonable, responsible proposal that would enhance the area, not destroy it ! I trust our City Council will protect us residents with proper decision making.

Sincerely,
Marc Toth

From: Marc Toth
Sent: Tuesday, November 29, 2022 4:23 PM
To: Singh, Anusha <asingh@london.ca>
Subject: [EXTERNAL] More comments regarding Oxford/Clemens Dev't - FILE Z-9560

29 11 2022

Planning & Development, City of London (File : Z-9560)

G"day Ms. Singh !

I have had the opportunity to further review the plethora of additional information regarding the application and here are my additional concerns that I mistakenly missed to include in what I emailed you yesterday.

This is a further reply to the Notice of Application for a Zoning By-Law Amendment at the corner of Oxford St. E. and Clemens St.. (File : Z-9560)

Again, my name is Marc Toth. I live at and own the property at _____ . I've lived here for nearly 29 years, since January 4, 1994.

Again, I'm not opposed to this area being developed but I have major concerns with this current 10 story monstrosity proposal. This altered proposal does not align with the character of this neighbourhood and it has total disregard for The Official Plan and the environment.

In addition to the special request for parking, there are a number of other special provisions that have been requested that further do not align with the minimum standards in the City's Zoning By-Law. These minimum standards are there to ensure development was designed in such a way to function without negatively impacting surrounding properties and ensuring designs were consistent. Seven (7) different requests for exemptions to the standards are ridiculous !! How is this proposal in conformity with the Official Plan, and in compliance with the Zoning By-Law ? Why should so many special requests be permitted ? For new developments, there is the

ability to ensure that the design is appropriate in trying to meet those standards. It is clear that what they are proposing is not appropriate for this location and should be scaled back to align with the standards set by the City !

Again, I trust our City Council will protect us residents, and our neighbourhoods, with proper decision making.

Sincerely,

Marc Toth

From: Johanne Beaurone
Sent: Thursday, December 1, 2022 3:31 PM
To: Stevenson, Susan <sstevenson@london.ca>
Subject: [EXTERNAL] New development

Hi, my husband and I live at . and want to share our concerns about the proposed building going up at the corner of Oxford St. We were rather shocked to see how big the building they propose is. There will be absolutely no green space which is ridiculous. It is also going to be very close to the road which is a bad idea for many reasons. Our neighbors and ourselves are definitely not happy with the size of this thing and the lack of any kind of green space. What about people with dogs or children. I was initially not upset with the idea of a building down there but not this monstrosity. We need more high density housing but placing a building almost on the road is not what we need. Oxford St. is a main artery so the location would be great for someone who doesn't drive. I don't think the rules should be bent so that a developer can reap the increased rewards without thinking about the neighborhood and the environment.

Sincerely,

Tim and Johanne Beaurone

From: Vanboxmeer Family
Sent: Wednesday, November 16, 2022 3:08 PM
To: Singh, Anusha <asingh@london.ca>
Cc:
Subject: [EXTERNAL] Planning application File: Z-9560 Oxford and Clemens Street

Hello Anusha,

I am a landlord for a single family dwelling at . I have reviewed the Notice of Planning application (Z-9560) and I do have some feedback/concerns/suggestions that I would like to register.

1. Building too high:

A 10 storey building is too high to be placed directly adjacent to a single family residential area. The building will block sunlight to these homes and tower above them with only a 20 m rear yard setback (which includes parking) and even smaller side yard allowance.

2. Inadequate parking allotment:

There are only 90 parking spaces (12 spaces outside, P1 33 spaces, P2 45 spaces) allotted for a building which has 136 units - 33 of which are 2 bedroom units which could easily contain 2 drivers/cars if not more. The plan states that there is 1.25 spaces per unit but this is not true if I'm reading it correctly there are 90 spaces for 136 units. Inadequate parking will result in occupants and their visitors parking on the

road. This will increase congestion on Clemens St and quite possibly surrounding areas/streets.

Suggestion/summary:

While I do like the look of the building, I believe its height/location and inadequate parking allotment will surely create issues and congestion in this single family residential area. I would like to suggest that the London United Soccer Field areas at Highbury and Oxford be considered. These fields are not used at all and the grass is not even maintained in the summer. It could provide an excellent location for this mid rise apartment complex. It's proximity to the College would also be advantageous. The size of the property could allow for additional outdoor parking as well.

I would like to be notified of any upcoming Public Participation Meetings so that I may attend. In addition, I would like to be notified of any decisions that are made with respect to this application.

Thank you for the opportunity to learn and provide input on this proposed zoning amendment.

Sincerely,

Dawna Van Boxmeer

From: Bryan Hiscox

Sent: Friday, December 16, 2022 12:14 AM

To: Planning and Development <PlanDev@london.ca>

Subject: [EXTERNAL] 2863382 Ontario Inc. (c/o Siv-ik Planning & Design Inc.)

Hi there,

I am excited to here about this new proposed development. I live on Clemens street and the building proposed to be demolished as a result of construction have fall into disrepair and are frequented by squatters. It looks like several attempts have been made to keep them away, but they keep returning. Development in this area would be hugely welcome. Do you know how long the application process typically takes? Will this be a several month long process or several years? I know you likely won't be able to provide specifics but are you able to comment on averages timelines for projects of this scale?

Thanks,

Bryan

From: Paul Rooks

Sent: Thursday, January 19, 2023 1:44 PM

To: Singh, Anusha <asingh@london.ca>

Subject: [EXTERNAL] Proposed Planning Application Z-9560

Hello

I am contacting you to comment on the proposed apartment complex at Oxford and Clemens Streets.

My address is _____ and have lived there since 1987. I want to say that I am not opposed to an apartment building on that corner.

The concern I have is the height. The proposal of ten stories, will impact the privacy of a number of single family homes in the area. The shadow effect during the winter is also a concern.

Allowing this building to proceed at the proposed height will set a president for future development along Oxford St..

Therefore I am proposing a maximum of 4-5 stories .

As a resident on this area I am opposed to the proposed 10 story height.

Respectfully
Paul Rooks

Agency/Departmental Comments

January 6, 2023: Ecology

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.

December 15, 2022: Heritage

Please note that a separate archaeological assessment report was prepared for 2 and 6 Clemens Street. We have the ministry compliance letter, but I have requested the archaeological assessment report from the archaeologist.

Archaeological assessment conditions have not yet been satisfied until I receive and review that report along with the ministry letter and issue a formal memo.

Hopefully we will receive that report soon.

Finally, note as well that the pdf version of the attached memo is the record copy since it is password protected. I attached the word copy if you needed to cut and paste portions of the memo for your reporting; the memo should be deleted once it is no longer needed.

November 30, 2022: Engineering

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.

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

Wastewater:

- Sewer Engineering has no further concerns/comments with the submitted sanitary feasibility study prepared by SBM. If the unit count/population were to change, the study will need to be revised and submitted for further review.
- As per our record, The 1120-1126 Oxford lots are tributary to 200mm COMB sewer on Oxford St E and 2 Clemens Street lot is tributary to a 200mm diameter sanitary sewer on Clemens Street.

Stormwater:

Comments Specific to the Site:

- The site is tributary to the existing 375mm sewer on Clemens Street at a C=0.50, (3737 & 3738S1, attached). Due to the intensification of the existing site the consultant is required to submit a report which is to include a sewer capacity analysis (design sheet) to demonstrate available capacity. This analysis shall include the delineation of upstream catchments areas and associated runoff coefficients, etc.

- However, as per as-con 24768, the City cannot confirm a storm pdc exists to service the property.
- As per the Drainage By-law, the consultant would be required to provide for a storm pdc ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
- The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- An Operations and Maintenance manual should be provided as a separate report/manual identifying any implemented/constructed LIDs. For examples of such report contents please refer to the following website <https://cvc.ca/low-impact-development/lid-maintenance-monitoring/>
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

- 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 Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- 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 and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.

- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- 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.

Water:

- Water is available from the 200mm watermain along Clemens Street.
- Any existing water services are to be abandoned to City of London Standards (cut and capped at the main).
- A water servicing report addressing domestic demands, fire flows, water quality and future ownership is required at site plan application.

Transportation:

- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing in infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- Ensure proposed access meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes;
- Provide fully dimension access as per Access Management Guidelines, radii 6m, width 6.7m, clear throat 8m minimum from property line. Delineate all dimensions on the site plan.
- Presently the width from centerline along Oxford Street East adjacent to this property is 10.058m. Therefore a widening of 7.942m is required to attain 18.0m from C/L. Please register draft reference plan with City's Geomatic Department;
- A 6m x 6m daylight triangle is required at property limit of Oxford St and Clemens St intersection.
- Please note that any widenings will be saved except existing structures unless the building are to be demolished;
- Provide access easement for the laneway;

November 30, 2022: Urban Design

Please see below for the Urban Design comments related to the planning application at **1120, 1122, & 1126 Oxford Street East and 2 & 6 Clements Street:**

- The proposed development is within an Urban Corridor Place Type, consider building a mixed-use development that provides commercial and/or office space at the ground floor level of the proposed built form.
- Reduce the intensity/height of the development to better address the character of adjacent properties and the planned character of the site. There should be a transition between developments of significantly different intensities, in addition to consideration for the existing and planned context of the neighbourhood. Refer to the London Plan, Policy 253 & 298.
 - Provide a digital model of the proposed built form with context.
- The applicant is commended for incorporating a variety of materials, textures, and articulation to highlight different architectural elements and provide interest and rhythm, along the building (i.e., trim, framing, balconies, decorative masonry details, fenestration rhythm).
 - Ensure that the design of the building along Oxford Street East & Clement Street includes high-quality durable materials.
- The building massing and architectural elements are noted and commended for addressing the corner of Oxford Street East and Clement Street. However, the

main entrance location and connecting walkways should address both Oxford Street East and Clement Street. Refer to the London Plan, Policy 290.

- Differentiate the main building entrance from the ground floor units. Provide direct walkway access from ground floor units to the public sidewalk.
- Break up the massing of the podium by accentuating different building components and architectural features to create human-scale interest and enhance the pedestrian experience along any active frontages.
- Clarify the types of amenity spaces located on the subject site. Ensure that amenity spaces are provided throughout the site for the number of residents anticipated (i.e., a common room, balconies, patios, roof terraces). Refer to the London Plan, Policy 295.
- Any surface parking exposed to a public street should be screened with enhanced landscaping, including low landscape walls, shrubs, and street trees. Refer to the London Plan, Policy 278.
 - Locate all parking and drive aisles a minimum of 1.5m to 3.0m from the property line to allow space for landscaping.
- Provide easily accessible temporary bicycle parking facilities on-site. Refer to the London Plan, Policy 280.
- Consider providing benches, street furniture, street trees, and pet amenities on-site.
- Ensure that the development is “future ready”. Refer to the London Plan, Policy 729.
 - Consider including charging station for ebikes and electric vehicles within the proposed parking facilities.
 - Consider making the roof strong enough to hold solar panels and/or green roof infrastructure.
- Provide a full set of dimensioned elevations for all sides of the proposed built form and a rooftop plan. Include materials and colour labels. Further urban design comments may follow upon receipt of the elevations.
 - The rooftop plan and elevations should outline the placement of rooftop mechanical equipment and the proposed mechanical equipment screening. Refer to the London Plan, Policy 296.

After addressing the above comments, following regulations will be incorporated into Zoning:

- Maximum Height
- Setbacks
- Step-backs
- The front façade and primary entrance of dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk.
- Minimum shared outdoor amenity space.

Urban Design Peer Review Panel

- This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP) and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month, once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an upcoming meeting and the assigned planner as well as the applicant’s agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Ryan Nemis at 519.661.CITY (2489) x7901 or by email at rnemis@london.ca.
 - The applicant is to submit a completed “Urban Design Peer Review Panel Comments – Applicant Response” form that will be forwarded following the UDPRP meeting. This completed form will be required to be submitted as part of a complete application, together with the revised drawings.

November 16, 2022: Parks

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

November 7, 2022: Landscape Architecture

How can we approve a ZBA when they are proposing to construct on City Property and to injure or remove City Trees? What is the setback from boulevard along Clemens? It seems too narrow.

Based on the existing land ownership at the time of the application, my comments are as follows:

1. A significant number of City owned trees are proposed for removal. Removal from the unopened lane and the Clemens Street boulevard to be co-ordinated at time of Site Plan Application. Receipt of payment for tree removals to be included with Site Plan Application documentation. Based on Schedule A of the Boulevard Tree Protection Bylaw the following fees would be applied [fees to be confirmed with Forestry Operations]
#3 \$2,240
#31 \$3,740
#30 \$2,240
#18 \$1,890
#19 \$3,740
#17 \$1,890
#16 \$2,240
2. A number of boundary trees are proposed for removal. These trees are protected by the Province's Forestry Act. It is the responsibility of the developer to adhere to the Forestry Act legislation and to resolve any tree ownership issues or disputes. Letters of consent to remove from neighbours/co-owners to be included with Site Plan Application documentation. Required for acceptance of Tree Preservation Plan.
3. Insufficient setback has been provided along the Clemens Street frontage for required Site Plan tree planting. Increase to 3m minimum.

November 29, 2022: Landscape Architecture

Reiteration of my comments provided earlier this month. The Tree Preservation Plan prepared by RKLA August 20222 is not acceptable as a number of offsite trees are proposed for removal. Based on the existing land ownership at the time of the assessment. If the unopened lane is purchased from the City, consent to remove the boundary trees from the owner of 1128 Oxford St E will need to be included in the Site Plan Application documentation.

Issues with TPP with current land ownership:
Trees proposed for removal from City lands, an unopened lane
#3,#16 , #17 , #18 , #19

Boundary trees growing on east property line of unopened lane co-owned by City of London and 1128 Oxford St E
1B, 2B, 27B, 28B, 29B, and 30B

Boulevard trees, #23 and #33 are proposed for removal to be co-ordinated at time of Site Plan Application. Receipt of payment for tree removals to be included with Site Plan Application documentation.

Insufficient setback has been provided along the Clemens Street frontage for required Site Plan tree planting. Increase to 3m minimum.

December 1, 2022: Landscape Architecture

Some of my comments may need to be updated if the unopened laneway has changed ownership to the applicant.

1. The setback along the east property line is not acceptable. Soil volume is insufficient to support tree planting and screening that will be required at Site Plan. A 1.5m setback to be provided.
2. At time of Site Plan Application, the applicant must provide proof of payment for the removal of trees from City unopened lane #3,#16 , #17 , #18 , #19 and boulevard tree # 23 and 33 for acceptance of the Tree Preservation Plan. The trees are protected by Municipal Bylaws. Any person who contravenes the By-laws would be guilty of an offence and liable to a fine.
3. At time of Site Plan Application, the applicant must provide consent letter from the owner of 1128 Oxford St E for the removal of Boundary trees growing on east property line [1B, 2B, 27B, 28B, 29B, and 30B] for acceptance of the Tree Preservation Plan. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, and 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. Failure to provide letters will delay Site Plan Application process.

November 29, 2022: UTRCA

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

November 30, 2022: Site Plan

I've reviewed the concept site plan submitted as part of the Zoning By-law Amendment and can provide the following comments:

1. As part of the special provisions, the applicant is to verify the landscape open space. The provided site data table notes 35% is provided however, based on the definition, the parking area and loading spaces are not to be included:
 - "LANDSCAPED OPEN SPACE" means the open space which is used for the growth and maintenance of grass, flowers, shrubbery and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure
 - Staff note that as per Section 4.14 of the Zoning By-law, that in the case of road widening dedication, the land that will be dedicated shall be included in the calculation for the purpose of lot coverage and landscape open space (among others).
2. The site is currently deficient 2 barrier-free stalls. See attached zoning referral record reflecting the current proposal.
3. There are concerns with the proposed layout of the underground parking with respect to lack of egress for some spaces. See attached red-line underground parking plan identifying areas of concern. Additionally, provide updated underground parking plans in metric.
4. Provide a setback between the rear yard parking and the property boundary. In accordance with the Site Plan Control By-law, a 1.5m setback is required to allow for landscape screening. Further, a 1.5m setback should be provided behind the proposed garbage collection area to provide screening.
5. Dimension the proposed sidewalk widths leading into the site along Oxford St and Clemens St.
6. Based on the proposal, the rear lane access appears to be remaining but in a different location. Clarify if the "rear lane access" is to be hard surface or landscaped. Additionally, the applicant is to verify the rear lane access is to be an easement or full ownership by the developing property. You may need to connect with Gary Irwin on this one to see where it's at. If it's an easement, it could have implications on the proposed garbage collection area.
7. Ensure a curb ramp is provided on the sidewalk from the barrier-free access aisle. Additionally, there are some concerns regarding the location of the barrier-

free in proximity with the building. The location would require pedestrians to maneuver through the main site access aisle to a considerable length.

8. The proposed loading zone is less than ideal as it would require moving vehicles to reverse into the space along the sidewalk and the down ramp to the parking garage. Formalize the drop-off zone as the loading zone and provide landscaping where the loading zone is currently proposed. With the formalized loading and drop-off zone this may assist in providing safer pedestrian connections to the building.
9. Remove the last parking stall
10. If garbage is set out on collection day, reversing out of this spot may not be functional. Shift the parking area to the east to provide more of a clear-throat into the site as well as additional lands for landscaping.
11. In accordance with the Site Plan Control By-law, visitor parking is required at a rate of 1 space for every 10 units. Confirm if visitor parking is included in the overall proposed parking.

Let me know if there are any questions on this.

November 9, 2022: London Hydro

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.

Appendix C – 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: 415 Units Per Hectare
Net change in affordable housing units: N/A

Complete Communities (based on walking distance)

New use added to the local community: No (residential)
Proximity to the nearest public open space: 110 metres
Proximity to nearest public green space: 220 metres (Mornington Park)
Proximity to the nearest commercial area/use: 110 metres
Proximity to the nearest food store: 650 metres
Proximity to nearest primary school: East Carling Public School, 750 metres
Proximity to nearest community/recreation amenity: North London Optimist Community Centre, 1.5km
Net change in functional on-site outdoor amenity areas: N/A

Reduce Auto-dependence (based on walking distance)

Proximity to the nearest London Transit stop: 2 metres (Oxford at Clemens #1279)
Completes gaps in the public sidewalk network: No (no existing gaps)
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 (building is easily accessible from the sidewalk at an intersection; pedestrians do not have to walk through large expanses of surfaces parking to reach the building entrance(s))
Proximity to nearest dedicated cycling infrastructure: 140 metres
Secured bike parking spaces: 118 of spaces
Secured bike parking ratio: 0.9 per unit
New electric vehicles charging stations: 0
Vehicle parking ratio: 0.5 spaces per unit

Environmental Impacts

Net change in permeable surfaces: - 2,032.26 square metres
Net change in the number of trees: - 21
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: Yes
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): Yes

Construction

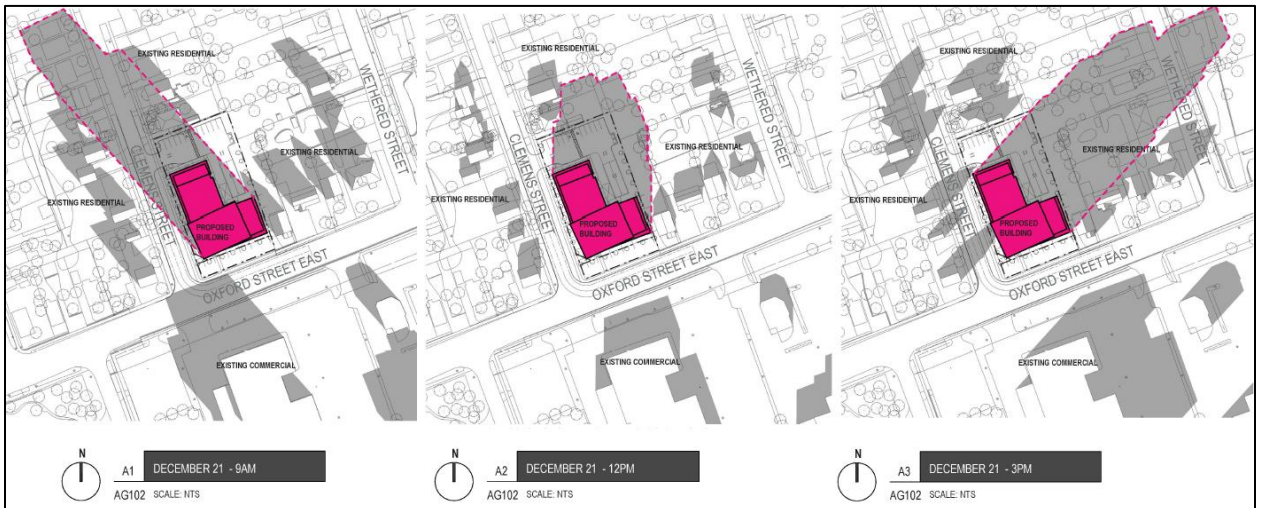
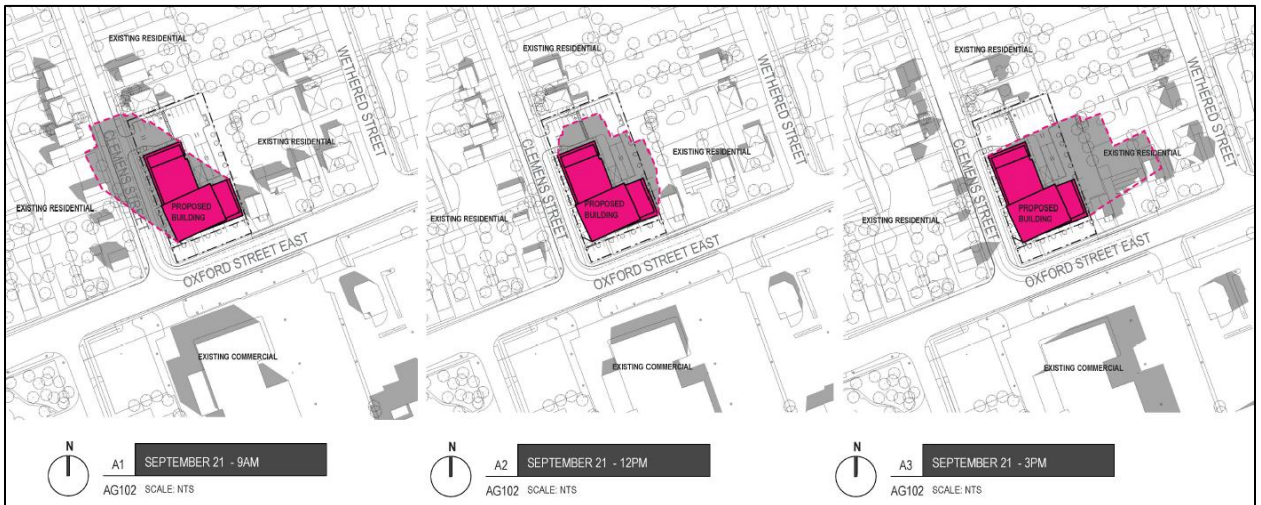
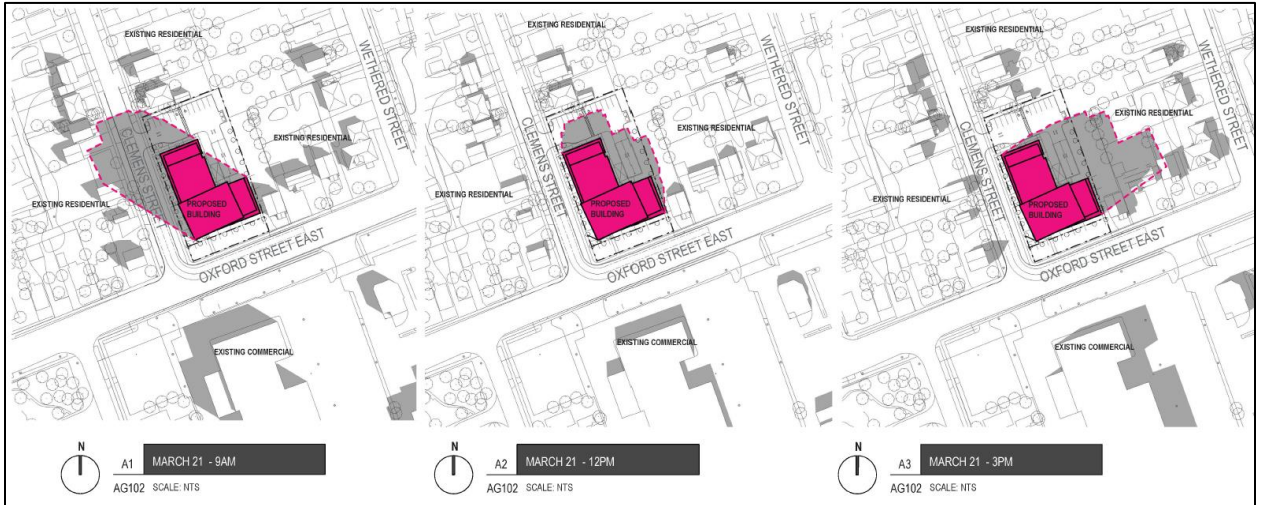
Existing structures on site: Yes
Existing structures repurposed/adaptively reused: No
Green building features: No
District energy system connection: N/A

Appendix D – Applicant’s Response to UDPRP Comments

Comment:
The Panel applauds the design team for a thoughtful application, locating the majority of parking below grade and situating the building on site to frame the corner.
Applicant Response:
Acknowledged, thank you.
Comment:
Understanding that this development will set a precedent for redevelopment along Oxford Street, the panel recommends the design team revise the site design and building architecture to be more mindful of the transitions to adjacent properties and the surrounding neighbourhood.
Applicant Response:
While this development will set a precedent for redevelopment along Oxford Street, as there are no large-scale apartment buildings along Oxford between Highbury Ave and Adelaide Street, it is our belief that the design as originally proposed met all of the vision, character, and transition policies for the Urban Corridor Place Type. However, through further discussions with City staff, there have been a number of tweaks to the massing that will provide for a further enhanced transition both to neighbourhood to the north and the property to the east.
Comment:
The Panel notes that the transition to the East could benefit from an increased setback above the 5th floor to accommodate future development along Oxford Street. The Panel also notes that the units facing East will have limited glazing due to limiting distance requirements. Consider increasing the setback to the East and/or reconfiguring units North-South to avoid primary windows so close to a lot line.
Applicant Response:
In further discussions with City staff, a slight increase to the east side yard was provided and all of the east only facing units along the eastern most façade have been removed leaving only north and south facing units for the portion of building along the Oxford Street frontage.
Comment:
The Panel notes that the current location of the garbage room will require a service pathway at the interior North-East corner of the site and directly adjacent to at-grade units. Consider relocating the garbage room to the North of the building for direct access to the garbage collection point. This will also free up valuable space within the building for additional indoor amenities.
Applicant Response:
Acknowledged, this will be looked at through the detailed design of the site and building through the Site Plan Process.
Comment:
The Panel recommends the applicant provide a more appropriate mix of units within the development, noting approximately 74% of proposed units were one bedroom and 24% two bedroom.
Applicant Response:
The developer has looked into the mix of units, and believes that for the location the mix is appropriate and marketable.
Comment:
The Panel recommends the design team review the building setback on site, noting that building setbacks at the North-East corner are inadequate to provide for placement of trees as shown that will meaningfully contribute to the urban forest canopy.
Applicant Response:
Acknowledged, we will work with the Landscape Architect through the Site Plan process to find adequately sized locations include trees within the inner courtyard portion of the site.
Comment:
The Panel notes that no landscape plan was provided with the submission package and as such the ability to comment comprehensively on landscape items was limited.
Applicant Response:

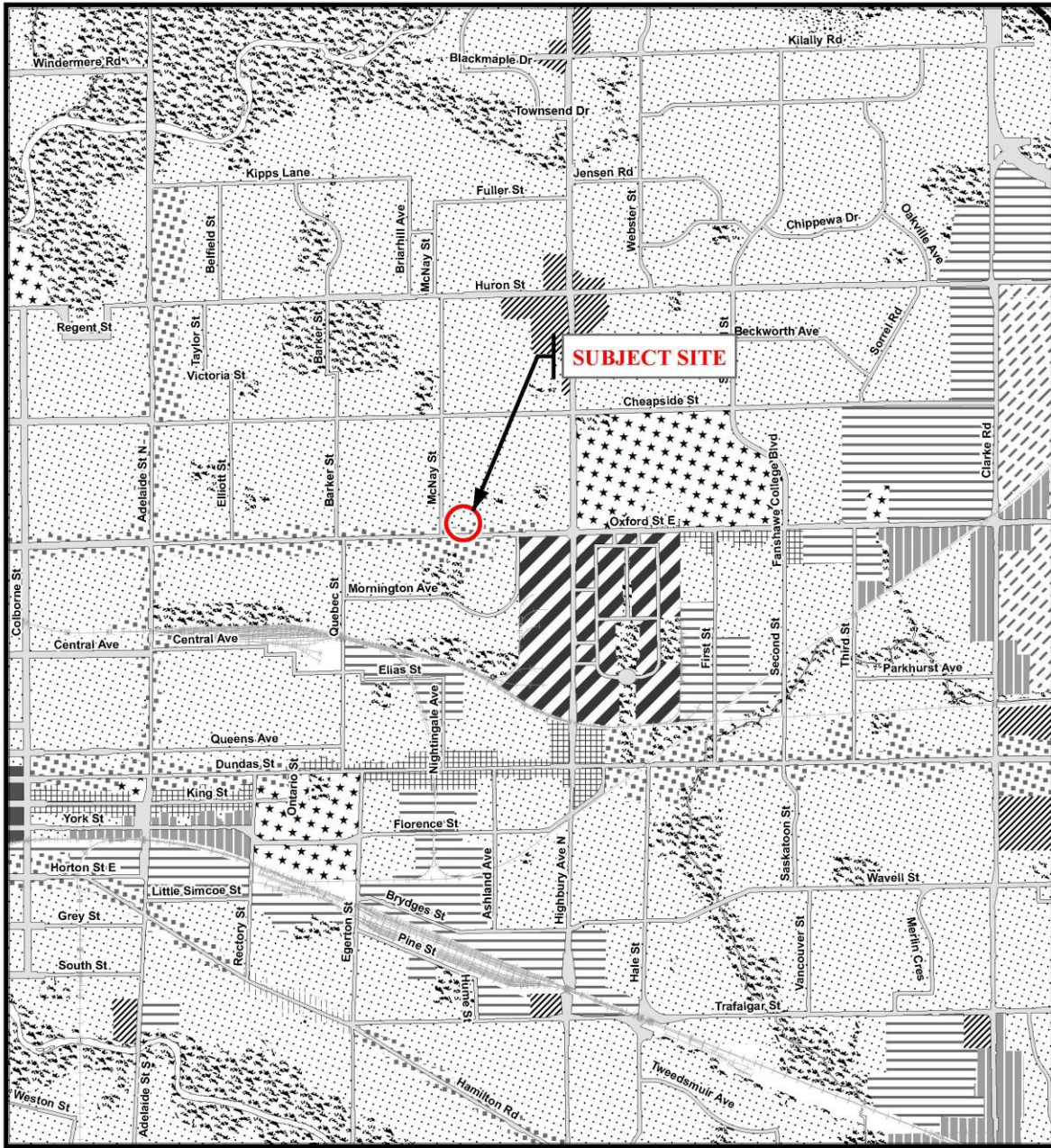
Acknowledged, a landscape plan will be completed through the Site Plan Process.
Comment:
The Panel suggests the design team consider revising the location and design of the underground parking ramp, accommodating it within the building to free up area for what was suggested to be an appropriate outdoor amenity area along the East edge of the site. If the parking ramp must remain on the exterior, consider shifting it further North and East to allow for additional amenity space, paving, and landscape planters in this area.
Applicant Response:
Due to the site size and dimensions there are limitations on where a ramp can be placed in order to provide for a functional underground parking structure design that provides for multiple levels of parking. While there is not the ability to provide for a larger green amenity space at grade there are pockets of green available to residents. This along with the proposed roof top amenity should satisfy the desire to provide common amenity space on site. It should be noted that a large City park is located less than 200m away across Oxford Street that provides a variety of amenities such as a playground, baseball diamonds, tennis, pickleball and basketball courts, along with ample green spaces for other activities.
Comment:
The Panel recommends the provision of individual walkways and private entrances at grade along Oxford Street and Clemens Street to help activate the street frontages.
Applicant Response:
Acknowledged, the feasibility of this will be looked at in more detail as part of the Site Plan Process. At this time, the Primary Building entrance is located facing the Oxford and Clemens intersection and will have direct access out to the City sidewalks along these streets.
Comment:
The Panel notes that a larger paved and landscaped area at the South-West corner of the building could further delineate the main entrance and pedestrian access point. Consider extending the entrance lobby glazing the full horizontal extent of the black cladding above to give the entrance lobby more prominence from the street.
Applicant Response:
Acknowledged, the feasibility of this will be looked at in more detail as part of the Site Plan Process.
Comment:
The Panel appreciates the dark expression of the tower, roof profile, and playful fenestration. Consider carrying down more of this expression to grade at the South-West corner to further anchor the building on the corner. Juliet balconies, additional glazing and 'wood textured' panels within the tower may assist in breaking up the heavy tower massing.
Applicant Response:
Acknowledged, the feasibility of this will be looked at in more detail as part of the Site Plan Process.

Appendix E – Shadow Study Images



Appendix F – Relevant Background

The London Plan – Map 1 – Place Types



Legend

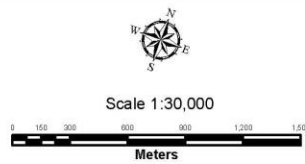
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management 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-9560
Planner: CM
Technician: JI
Date: 2023/4/20

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-6 and R2-2/OC5

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

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

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

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

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

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

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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9560

CM

MAP PREPARED:

2023/04/20

Jl

1:1,000

0 5 10 20 30 40 Meters

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